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What is 10+2?

U.S. Customs and Border Protection (CBP) proposed rule will require importers and carriers to electronically transmit additional information on cargo before it is brought into the **United States** by vessel.

The proposed security filing is commonly referred to as "10+2" because ten of the data elements are to be submitted by the importer, plus the two additional data sets the carrier is responsible to provide. Currently, importers are not required to submit any data elements to CBP prior to lading cargo at foreign ports.

In this proposed rule, **the ten** data elements required by importers are referred to as an "Importer Security Filing" and consist of:

- Manufacturer (or supplier) name and address;
- Seller (or owner) name and address;
- Buyer (or owner) name and address;
- Ship-to name and address;
- Container stuffing location;
- Consolidator (stuffer) name and address;
- Importer of record number/foreign trade zone applicant identification number;
- Consignee number(s);
- Country of origin, and
- Commodity Harmonized Tariff Schedule number.

The two additional data sets required by carriers are:

- A vessel stow plan used to transmit information about the physical location of cargo loaded aboard a vessel bound for the U.S. and
- Container status messages, which report container movements and changes in status (e.g., empty or full).

The proposed rule is intended to satisfy provisions outlined in the Security and Accountability for Every (SAFE) Port Act of 2006, which require the submission of additional data elements for improved high-risk targeting.

This is another step in the Department of Homeland Security's (DHS) strategy to better assess and identify high-risk shipments to prevent terrorist weapons and materials from entering the United States.

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