

10+2 (ISF) IMPORTER SECURITY FILING

10 REQUIRED INFORMATION 72 HOUR PRIOR TO OVERSEAS LOADING

1) Manufacture (or supplier) name & address - (Factory details)	fill by Shipper
2) Seller name & address - (Shipper details)	fill by Shipper
3) Buyer name & address- (Cnee details)	fill by Shipper
4) Ship to name & address- (Delivery Warehouse / Terminal details)	fill by Shipper
5) Country of origin - (Country of manufacture)	fill by Shipper
6) HTS nos - (HTSUS(Tariff) # *6-10 Digit level)	fill by Shipper
7) Container stuffing location name & full address- (Stuffed warehouse / factory details)	fill by Shipper or NVOCC
8) Consolidator (stuffer) name & full address *LCL Use only* - (Shipping agent / Forwarder details)	fill by NVOCC
Note 1) Shipping Information	fill by Shipper or NVOCC
Vessel #	
Ctnr / Seal #	
HB/L #	
MB/L #	
Loading Date	
SAIL DATE:	
ETA in USA:	

ISF Data Sheet Dictionary and Clarification

Bill of Lading - is the steamship carrier master bill of lading number which is issued when shipment is booked for a vessel sailing.

AMS HBL – (AMS Filer or NVOCC that process AMS Filing with US Customs) - SCAC and Bill of lading number at the “lowest” bill of lading level (Customs defines lowest level as the SCAC code and the house bill of lading.). This is also known as the AMS House Bill of Lading. No Sub House Bills of Lading are to be used. A straight, simple bill of lading is acceptable if no House Bill has been issued.

Loading Date – Date that the container will load onto the sailing vessel. This will need to be in the following format: mm/dd/yy or 01-26-09. The form will need to be submitted no later than 72 hours prior to this time in order to allow proper filing.

Manufacturer/Supplier - the entity that last manufactures, assembles, produces or grows the commodity.
***Postal Code information is required if the country of the seller uses one. (China uses postal codes.)

Seller/Shipper - the last known entity by which the goods are sold or agreed to be sold. If not sold the owner is to be reported.
***Postal Code information is required if the country of the seller used one. (China uses postal codes.)

Consolidator/Stuffer - Name and address of the party who stuffed the container or arranged stuffing of the container. For Break-bulk – location where the goods were made “ship ready”. If no consolidator is used (“factory load” shipments) provide name and address of the manufacturer (supplier).

Container Stuffing Location - Name and address of the physical location(s) where the goods were stuffed into the container. For Break-bulk – where the goods were made “ship ready”. “Scheduled” stuffing location maybe provided. This may also be the same as the manufacturer/supplier. If a “factory load” provide name and address of the factory.

Importer of Record/Consignee - the last known entity to which the goods are sold or agreed to be sold. For goods intended to be delivered to an FTZ, the IRS number, EIN, SSN, or CBP assigned number of the party filing the FTZ documentation with CBP must be provided.

Importer of Record/Consignee EIN Number - For Importer of Record, the IRS, EIN, SSN or CBP assigned number of the entity liable for payment of duties and responsible for meeting all requirements as a result of importation. If you are already an Aries Global Logistics Inc. customer your EIN number is already on file and does not need to be included on the worksheet.

Ship To/Ultimate Consignee - the first delivery-to party scheduled to physically receive the goods after release from Customs' custody. This may be the same as the Importer of Record. This must be the ACTUAL address where the cargo is delivering, NOT a corporate address.

Ultimate Consignee EIN Number - The IRS, EIN, SSN or CBP assigned number of the entity on whose account the merchandise is shipped. If this number is already on file with Aries Global Logistics, Inc. you may leave this number out for confidentiality.

Country of Origin - Clarified to include the country of manufacture, production, or growth, based upon the import laws, rules and regulations of the US.

Harmonized Tariff Schedule of the United States - required the first six (6) digit level, but allowed to be reported to the 8 or 10-digit level. Same as the HTS number on the Entry (3461)/Entry Summary (7501). All HTS Numbers associated with the shipment will need to be reported.