

CBP Issues Proposed Rule "10+2" Cargo Security Filing

WASHINGTON—The U.S. Customs and Border Protection (CBP) yesterday published a Notice of Proposed Rulemaking (NPRM), regarding "10+2," a component of the Secure Freight Initiative which requires ocean carriers and importers to electronically submit additional information on cargo before it is transported to the U.S. by vessel.

CBP said that this NPRM is "another step in the Department of Homeland Security's strategy to better assess and identify high-risk shipments to prevent terrorist weapons and materials from entering the United States." This NPRM is in the Federal Register, and the "10+2" regulation is based on provisions 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, according to CBP.

And CBP added that "10+2" augments cargo security by making its screening processes more efficient and effective. The NPRM, said CBP, will require carriers to submit "10+2" additional pieces of information to enhance the security of the maritime environment. CBP said that information is comprised of a vessel stow plan used to transmit information about the physical location of cargo loaded aboard a U.S.-bound vessel and container status messages that report container movements and changes in status—whether a container is empty or full.

CBP noted that this NPRM also requires importers to submit an "Importer Security Filing with ten data elements: 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 or record number/foreign trade zone application identification number; consignee numbers; country of origin; and commodity harmonized tariff schedule number.

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