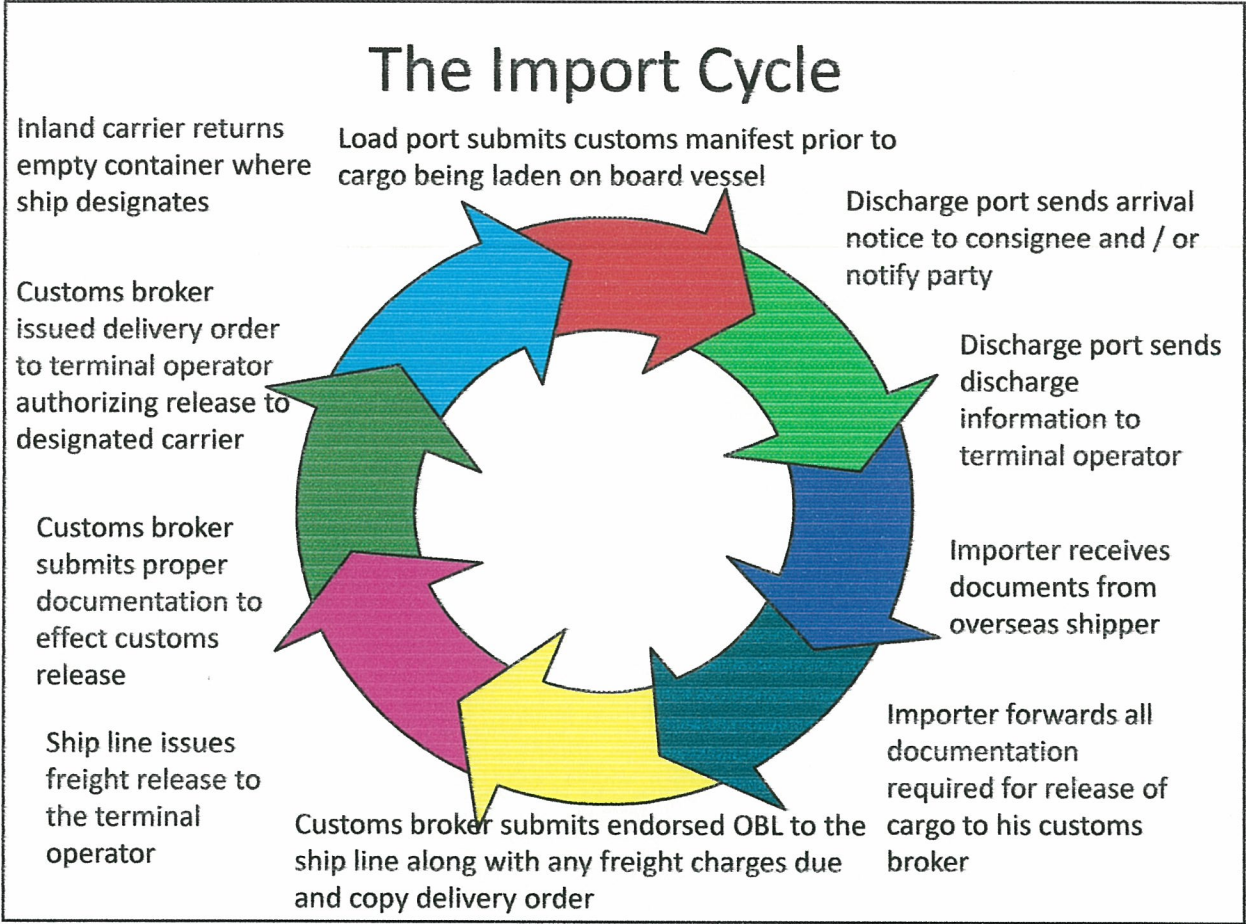


Import Documentation





IMPORT GUIDE

Shipping Line

1. Receives manifest from overseas offices based on the 24-hour rule.
2. Adds local charges where applicable.
3. Notifies consignee/notify party prior to vessel's arrival.
4. Audits manifest to reconcile against AMS prior to distribution to government agencies and terminal operator.
5. Issues documents for intermodal and alternate port moves (I.T.s and Delivery Orders) if applicable.
6. Provides freight releases to terminal operator.

Consignee / Broker

7. Obtains customs release, freight release, Department of Agriculture clearances, etc., before contacting the motor carrier.
8. Forwards to the motor carrier an original of the domestic bill of lading and an original delivery order, which authorizes pick up of import cargo.
9. Checks bill of lading for completeness
 - number of packages
 - description of cargo
 - marks and numbers
 - inland destination
 - gross weights of each commodity shipped
 - consignee
10. Checks delivery order for completeness
 - broker's name
 - shipper's name
 - ultimate consignee's name
 - motor carrier making pickup
 - vessel
 - arrival date
 - voyage number
 - ocean bill of lading number

- pier number and location
 - marks and numbers
 - number of packages
 - description of goods
 - gross weights
 - legible signatures
11. Guarantees with terminal operator loading charges and demurrage.

Motor Carrier

12. Secures interchange agreement with shipping line on containers.
13. Ascertains expiration of free time and availability of cargo pickup before dispatching driver to pier.
14. Provides driver with original and copy of delivery order before departure to pier.
15. Contacts terminal operator to make appointment, if required, at least 24 hours before pickup.
16. Checks bill of lading and delivery order for completeness as above.
17. Dispatches truckman to pier.

Terminal Operator

18. Ensures cargo has been properly released prior to delivery of cargo.
19. Checks delivery order for completeness and legibility as above.
20. Verifies motor carrier's credit rating for loading charges for LCL shipments.
21. Makes arrangements for payment of demurrage, if any has accrued.
22. Directs driver to pier customs office.

Customs

23. Performs all necessary functions prior to release of cargo.

Terminal Operator

24. Loads cargo onto vehicle with pier personnel. Checker notes exceptions and shortages on LCL cargo.
25. Retains original delivery order.

Driver

26. Assists in, and /or supervises loading of his vehicle on LCL cargo.
27. Signs tally and loading ticket on LCL, exceptions and shortages noted. Signs TIR on FCL shipments.
28. Reports back to delivery office if required.
29. Retains copy of delivery order.

Motor Carrier

30. Advises consignee / broker of completion of delivery.

VII. INBOUND DOCUMENTATION

The process by which import cargo is shipped from a foreign country and delivered to a final destination. The process involves the preparation and distribution of documents as well as cargo releases for government agencies and terminal operators.

7.0) INBOUND PROCEDURES AT PORT OF DISCHARGE

Voyages are opened in the computer according to the vessel sailing schedule provided by the shipping line. These schedules outline the ETA (estimated time of arrival) and the ETS (estimated time of sailing) for each vessel and are updated daily by the operations department. For those ports that have EDI capabilities, the sailing schedule in the computer enables us to accept the EDI transmission of the manifest from the overseas offices.

The inbound documentation department relies on these schedules for a variety of reasons:

- 1) Customer requests: Calls from our customers who need accurate arrival and sailing information. The customers rely on the dates we provide them in order to make entry with U.S. Customs and to arrange prompt pickup of their cargo from the piers.
- 2) Production of Documents: The inbound department supplies a variety of internal and external customers with documents for each vessel. The production and distribution of these documents takes place in advance of the vessels arrival.

7.1) DOCUMENTATION

The bill of lading data and shipping information which is forwarded to the discharge port by the load port is used to produce various documents and enable the inbound documentation department to assist the customer in taking delivery of the cargo.

Examples of this documentation are:

- Arrival Notices
- Customs and Freight Manifest
- Delivery Orders for Intermodal Moves
- I.T.s for Alternate Port Moves and some Intermodal Moves

Twenty-four hours prior to cargo laden at a foreign port, manifest data must be sent to Customs via EDI transmission. This automated system is called AMS (automated manifest system). At the same time, the manifest data is sent to the terminal operators who have the capacity to accept the manifest in this manner.

Bill of lading numbers used by the shipping line may not be repeated for three years. This gives customs and the shipping line enough time to close out a bill completely before it is used again.

Any manifest corrections should be updated in the documentation system and flagged for transmission to customs and the terminal operator once the initial transmission has been sent.

For bills of lading listed as local door moves, the customer is called for delivery instructions (if we do not already have) and delivery orders are prepared. Once the cargo is freight and customs released, it is dispatched to the truckers using the routing information determined by the line.

For bills of lading manifested as alternate port, ramp and door moves beyond local, I.T.s are prepared and sent to customs via AMS or by messenger for non AMS carriers. When the I.T. has been released by customs, the cargo is moved to the destination specified on the bill of lading. Again we use the routing information as determined by the line.

7.2) U.S. CUSTOMS REQUIREMENTS

The first U.S. discharge port is required to ensure a complete manifest of all cargoes on board the vessel is made available to U.S. Customs upon request. This is referred to as the Traveling Manifest or the Traveler.

Prior to December 2nd, 2002, all ports that participate in the AMS (automated manifest system) were required to transmit a manifest to customs 48 hours prior to vessel's arrival. This has changed since the implementation of the 24-Hour Rule, which was effective on December 2nd, 2002 and enforced by penalty action effective February 2nd, 2003. This new ruling states that the manifest must be transmitted to U.S. Customs 24 hours prior to the cargo being laden on the vessel that is destined to, or transiting the U.S. It is important to keep the proper arrival date on file in the computer.

Most customhouse brokers are able to make entry via computer. This process is known as ABI (automated broker interface). Custom brokers can file their entry in the ABI system up to five days prior to a vessel's arrival. Once the load port has transmitted their manifest and customs has accepted it, the customs holds and releases will be available to them.

7.3) THE 24-HOUR RULE

Customs implemented the 24-hour rule regarding the issuance of the cargo manifest due to acts of terrorism. Under customs law, cargo manifest will have to be transmitted to U.S. Customs 24 hours prior to the cargo being laden on board the vessel at the load port. (This means the container information has to be transmitted; however the container itself does not yet have to be physically on the pier for loading.) This action is to counteract the threat that terrorists are posing to containerized shipping and allowing a new division of customs, the Container Security Initiative (CSI) ample time to pre-screen and identify high-risk cargo prior to its arrival in the U.S.

Under this ruling, all cargo details will need to be properly documented to avoid any additional delays in the release process. Cargo descriptions such as *FAK* (freight all kinds), *General Cargo*, *NOS* (not otherwise specified), *STC* (said to contain) or other such vague descriptions will not be allowed. NVOCCs will also have to properly identify cargo details as well as shipper and consignee (or in cases of "To Order" shipments, the true owner) info to the ocean carrier for reporting to customs unless they become a participant in the vessel AMS program and submit these details directly to customs in order to protect customer confidentiality. In August of 2002, Customs stated that NVOCCs licensed by the FMC would be eligible to become bonded with customs and to electronically transmit manifest information directly to customs.

Customs will send notification of hold messages through the AMS program. Failure on a carrier's part to provide the required information in the time period prescribed may result in the delay of a permit to unlade and / or the assessment of civil monetary penalties or claims for liquidated damages.

The effective date was Dec. 2nd, 2002 however enforcement actions by customs for non-fraudulent violations were not effected until Feb. 2nd, 2003. This allowed businesses time to adjust to this new reporting procedure.

Bulk cargo is exempt from the 24-hour rule and breakbulk cargo is subject to exemption from the rule on a case by case basis. Carriers for this type of cargo may make a request for exemption through application with U.S. Customs. Companies that are exempted from the 24-Hour Rule must submit their cargo declaration information to U.S. Customs 24 hours prior to arrival in the U.S. as participants in the vessel AMS program.

Ocean carriers will not be required to submit information on empty containers 24 hours prior to lading. Empty container manifest must be submitted to U.S. Customs at least 24 hours prior to arrival in the U.S.

The act of reporting cargo declarations in advance to U.S. Customs so they can begin to pre-screen potentially high-risk containers at foreign ports should enable them to significantly expedite the movement of containers upon arrival in the United States.

7.4) CUSTOMS EXAMINATIONS

When an importer, shipper or commodity is under suspicion, the broker will be required to present documentation to customs to obtain a release. Very often an examination will be performed on cargo in this category.

The inspectors from CET (Customs Examination Team) go through the manifest looking for suspect commodities, shippers and importers. At this point, they will put a hold on the cargo pending receipt of the entry from the broker. If the documents (invoices, permits, and certificates of origin) are in order, the cargo will be released or examined.

Customs alerts the brokers, shipping lines and terminal operators about examinations by transmitting various hold and release messages. There are different degrees of examination. Some may be intensive where the entire container is unloaded and the cargo is counted or tested. Others may be simple tailgate examinations where the container is opened and the cargo at the rear of the container is checked. It is the responsibility of the terminal operator to make the container available to customs on the specified day and time.

All costs associated with the examination such as transport to the exam station, devanning, restuffing and demurrage are for the account of the consignee or importer.

7.5) INTERNAL REQUIREMENTS FOR U.S. CUSTOMS

Two weeks after vessel arrival, a report detailing all bills for a vessel is run to show what cargo is not released and if there is a discrepancy between the manifest quantity and the released quantity. If cargo is not customs released or the quantity does not match, the inbound department follows up with the broker and consignee (if necessary) to ensure all cargo is released for the correct amount. Following up on this report will leave the inbound department prepared for a customs audit.

10+2 ISF (Import Security Filing)

- Effective Jan. 26, 2009 new security requirements for carriers and importers
- Enforcement for compliance Jan. 26, 2010
- During this year CBP will not enforce the rule, however they expect a good faith effort toward compliance
- Report cards will be produced so CBP will know which importers aren't filing at all and which are making progress toward compliance
- Mitigation later may be based on your efforts now

Importer Requirements

- Seller
- Buyer
- Import of Record / FTZ applicant identification number
- Consignee number(s)
- Manufacturer (or supplier)
- Ship to party
- Country of origin
- Commodity Harmonized Tariff Schedule (HTSUS number)
- Container stuffing location
- Consolidator

Importer Requirements

- Timeframe for filing:
 - No later than 24 hours before cargo is laden on board a vessel destined to the U.S. for shipments intended to be entered into the U.S. and shipments intended to be delivered to a foreign trade zone

- Flexibility allowed for some data elements:
 - Importers may submit a range of responses in lieu of a single response for: Manufacturer or supplier, ship to party, country of origin, and HTSUS number
 - ISF must be updated as soon as possible with more accurate data as it becomes available and no later than 24 hours prior to ship's arrival at a U.S. port. This also includes data elements: container stuffing location, and consolidator

Carrier's Requirements

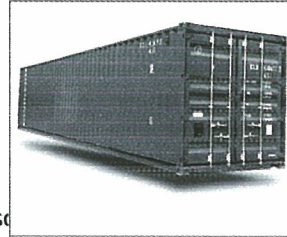
- Vessel Stow Plan via AMS
 - No later than 48 hours after the vessel's departure from the last foreign port
 - Voyages less than 48 hours, information must be received prior to vessel's arrival at the first U.S. port of call

- Information includes:
 - Vessel name and voyage number
 - Vessel operator
 - Container number, size, and type
 - Stow position
 - Hazmat code
 - Port of lading
 - Port of discharge



Carrier's Requirements

- **Container Status Messages**
 - Event code
 - Container number
 - Date and time of event being reported
 - Status of container (empty or full)
 - Location where event took place
 - Vessel identification if the container is associated with a vessel.



- **Must be submitted no later than 24 hours after the message is entered into the carrier's equipment tracking system**

Reporting FROB

- Foreign Cargo Remaining On board must have 5 data elements reported no later than 24-hours prior to cargo being laden on board a vessel destined to the U.S.
 - Includes goods intended to be transported in-bond as an I.E. and T&E
- **Elements include:**
 - Booking party
 - Foreign port of unloading
 - Place of delivery
 - Ship to party
 - Commodity HTSUS number

7.6) TERMINAL OPERATOR REQUIREMENTS

Prior to a vessel's arrival, the shipping line is required to supply the terminal operator at each port of discharge, with a copy of the vessel's manifest. This information is transmitted electronically in most cases. The information is used to update their computer system for discharge of the vessel and delivery of the cargo.

Any amendments such as package count, consignee or container number made to the manifest must be communicated to the terminal, whether electronically or manually as the case may be.

When containers are scheduled to be devanned (unloaded), the shipping line is required to provide the terminal with documents showing the marks and numbers on the cargo and a breakdown by bill of lading number of how the goods should be sorted as they are removed from the container. This will make it easier for the delivery clerks to properly identify the cargo when the trucking company arrives to pick up the goods. If the marks and numbers are not broken down by bill of lading, the terminal may charge a sorting fee.

As the inbound department receives freight checks and original bills of lading, they are required to supply the terminal operator with freight releases. The initial freight releases for cargo that is a Sea Waybill or Data Freight Receipt and are prepaid should be released at least twenty-four hours prior to vessel arrival. The remaining freight releases are supplied to the terminal two or three times a day depending upon volume. The releases are input to the terminal computer directly and in some cases input in a system and transmitted electronically.

Some terminals have the capability of receiving customs and USDA releases from them via their own system. The shipping line is required to only supply the freight releases.

Some marine terminals that receive electronic releases may still require a paper release from the inland carrier when he arrives to pick up the cargo. In this case the trucking company is required to present the delivery clerk with the Delivery Authorized Document. This document should have an original customs stamp and signature authorizing the release. If cargo is scheduled for an examination, the date the exam is scheduled for will be indicated on the document.

7.7) U.S. DEPARTMENT OF AGRICULTURE REQUIREMENTS

The manifest is reviewed and messages are sent to the line and to the terminal operator advising what containers are to be held for examination.

The inbound department is required to call the customers and inform them of these holds. The consignee should contact USDA to determine what needs to be done to obtain a release.

In some instances USDA will require the importer to provide certificates of origin and veterinary certificates. Upon review of these documents some cargo is released. Other commodities will be held for a more intensive examination.

In other cases the importer will be required to return the cargo to the load port. Certain meat products that may not have been properly slaughtered or are from countries where animals may be diseased are not permitted into the United States.

The Animal and Plant Health Inspection Service (APHIS) and Plant Protection and Quarantine (PPQ) work to protect the agricultural health of the United States, as well as that of the countries with which we trade. These departments are crucial to both importers and exporters in that they are charged with the successful flow of healthy commodities into and out of the United States. They ensure that commodities such as seeds, plants, bulbs, timber, flowers, vegetables, fruits and a multitude of other agricultural commodities can be exported to foreign countries without risk from the introduction of imported pests and diseases to their natural resources and agriculture as well as ensure these products being imported are safe for the U.S.

The same measures are taken for the wood packaging material (including dunnage) that is derived from raw wood and used during the transporting of the commodity. Since wood packaging materials and dunnage are used in almost all shipments, including those not normally the target of phytosanitary inspections, cooperation with agencies, organizations, etc. not normally involved with meeting phytosanitary export or import conditions and requirements is important. A phytosanitary certificate is the document issued and often required by many states and foreign countries for the purpose of ensuring that these commodities were inspected and conform to any phytosanitary entry requirements the importing country has set. These plant health requirements pertain to storage pests, plant diseases, chemical treatments and weeds.

Other products that are considered endangered species will also not be allowed to enter the U.S. Usually the *Department of Fish and Wildlife* will monitor cargo in this category. Importers may be faced with a fine or penalty for attempting to bring these goods into the country.

Once documents are checked or cargo inspected, a release message is transmitted to the local terminal and the shipping line.

7.8) FOOD AND DRUG REQUIREMENTS

The Food and Drug Administration is responsible for assuring the admissibility of certain products being imported to the U.S. subject to various laws.

When reviewing the manifest and shipping documents, the FDA requires the proper chemical or product name, not brand names. They are also interested in the way the cargo is packaged (i.e.: bales, cartons, jars, etc.) and labeled.

The broker representing an importer is required to fill out certain forms based on commodities under the jurisdiction of the FDA. From this notification the FDA places the cargo on hold pending examination and sample collection. Usually through the broker, the consignee or owner would be advised when FDA intends to examine a shipment and the goods would have to remain intact until the examination is completed.

Cargo is tested and reviewed prior to release. If the cargo is not held prior to the FDA's examination for release, the FDA will request Customs to demand redelivery of the cargo. The consignee or owner is obligated to return the cargo or failure to do so gives Customs a civil cause of action to claim "Liquidated Damages" in an amount not to exceed three times the value of the entry. In order for the consignee or owner to obtain a Customs conditional release of FDA regulated merchandise, a bond must be posted with Customs worth three times the entry's value.

Depending upon the commodity and tests performed, the cargo is sometimes held for over a week while FDA waits for results. Some commodities, which may be held for testing, include: tea, drugs, cosmetics, dishes, hairbrushes and just about anything involved in processing or preparing food products. If the FDA refuses admission at the port of entry, the importer has two options. Either export the product under Customs supervision within 90 days of the date of refusal, or destroy the product under FDA supervision within 90 days of the date of refusal.

To ensure food safety, the Bioterrorism Preparedness and Response Act (BTA) was implemented on December 12, 2003. Under the requirements of the BTA, the FDA must receive prior notice for all food products imported into the United States that are BTA-regulated. The Prior Notice (PN) requirements must be provided to FDA no more than 5 calendar days before arrival and no fewer within the following timeframes:

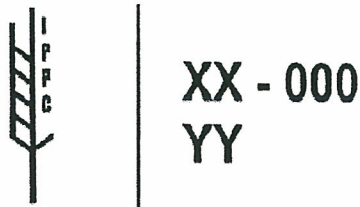
- **Land Border:** 2 hours prior to arrival at the border by commercial or passenger vehicles and pedestrians and 4 hours prior to arrival at the border by rail.
- **Air:** 4 hours prior to arrival.
- **Vessel:** 8 hours prior to arrival at the port of entry.
- **International Mail:** At time of mailing in the foreign country.

7.9) WOOD PACKAGING MATERIAL

New requirements regarding wood packaging material (WPM) went into effect September 16, 2005. The International Plant Protection Convention (IPPC) approved the International Standards for Phytosanitary Measures, Publication No. 15 (ISPM 15) guidelines for regulating WPM in international trade in March 2002. USDA and APHIS amended the import regulation 7 CFR 319.40 to reflect these requirements.

This standard requires WPM used in international trade to be treated by the approved methods.

- Heat treatment to a minimum wood core temperature of 56 degrees Celsius for a minimum of 30 minutes or....
- Fumigation with methyl bromide (MB). The WPM must also be marked with the following information.



- Designated IPPC Logo
- **XX** – represents the ISO country code
- **000** – represents the unique number assigned by the National Plant Protection Organization (NPPO) to the treatment facility
- **YY** – represents either HT for heat treatment or MB for methyl bromide fumigation

WPM imported without the IPPC mark prior to September 16, 2005 would not be rejected. However treatment, destruction, or re-export will be required if pests are found. Notifications will be provided to importers and the NPPO in the export country when WPM is imported that is not treated and marked.

WPM imported after September 15, 2005 without the IPPC mark must be re-exported. APHIS and Canadian Food Inspection Agency cite that WPM of U.S. and Canadian origin are exempt from this regulation when used in trade between these two countries.

WPM made entirely of wood pieces less than 6 mm thick in any dimension or made entirely of manufactured wood such as plywood, particleboard, or oriented strand board is exempt from the treatment and marking requirements.

February 1, 2006 was the date of full enforcement of this regulation. July 5, 2006 was the effective implementation date on all other types of WPM (blocking & bracing) not just pallets and crates.

7.9a) IMPORTERS OF SOFTWOOD NEW LUMBER ACT REPORTING REQUIREMENTS

New regulations effective August 18, 2008 require importers to provide additional data elements to CBP for all importations of softwood lumber and softwood lumber products as described in the act.

The three additional data elements required are:

- an export price
- estimated export charge, if any applies
- an importer declaration

These elements must be submitted on the CBP form 7501. CBP form 7501 and any supporting documents must be retained by the importer in accordance with CBP record keeping requirements and be produced upon request. These requirements apply to all shipments of softwood lumber and softwood lumber products described in the Softwood Lumber Act of 2008, regardless of country of origin or export. This is to ensure that importation of softwood lumber into the United States is consistent with America's international trade agreements.

7.10) CUSTOMS BONDS

Most types of entries require that a surety bond be given to guarantee the U.S. Government any revenue due against the shipment. This revenue may be in the form of taxes, duties, liquidated damages or penalties. Bonds are backed by surety companies. Should the importer, shipping company, carrier etc. default or fail to pay a Customs demand, the obligation reverts to the surety company.

The importer of record uses their bond number. Customs issues the bond number after a surety company issues the bond. A single transaction bond covers the one shipment. A continuous entry bond rolls over year to year with a renewal.

The importer must pay estimated duties and processing fees if applicable. Customs will make the final determination of the correct rate of duty. The duty rate of an item is tied to its classification number. This is the Harmonized Tariff number.

The Harmonized Tariff provides several rates for each item, general rates for countries which we maintain normal trade relations, and special rates (lower rates) for friendly countries or duty-free. Countries which do not have friendly relations may be assessed the highest rate of duty for importing into the U.S. Duties are generally assessed at ad valorem rates, which is a percentage applied to the dutiable value of the goods. Some articles may have specific rates applied while others have a compound rate. This is a combination of both ad valorem and specific rates.

EXAMPLES OF SOME TYPES OF BONDS:

General Term Bond CF 7595 - Obtained by importers who sustain high volume imports. Covers all shipments for a period of one year.

Term Bond CF 7553 - Valid for one year from date of issuance and covers all shipments during that period to one port.

Single Entry Bond CF 7551 - Covers only the shipment for which they are written.

Proprietor's Warehouse Bond CF 3481 - Minimum \$5,000 per building; not exceeding \$50,000.

Carrier's Bond CF 3587 - Issued to common, contract, and freight forwarders.

Immediate Delivery and Consumption Entry Bond – Single Entry Bond (SEB) CF 7551
Minimum is value plus duty except that entered at reduced rate of duty, merchandise remaining in Customs custody, or that unconditionally free.

Bond for Exportation or Transportation and Exportation CF 7557 – SEB used for twice duty.

7.11) TYPES OF CUSTOMS ENTRIES

Entry Summary - Used for entering any goods for consumption and into the commerce of the United States and for whose value exceed \$250.00.

A) ***Consumption Entry*** - Goods that are being cleared through U.S. Customs to be sold or otherwise consumed in the United States without any time or use restrictions placed on them. The entry notes information such as the origin and description of the cargo and estimated duties applicable. The estimated duties in the usual case are paid when the entry is filed. The obligation for the payment of duty is upon the person or firm in whose name the entry is filed. The importer must declare the dutiable value of the goods imported. The final appraisement is fixed by customs. Ways to determine estimated duties are:

- Transaction value (commercial invoice)
- Similar merchandise (produced in the same country by the same person and is interchangeable with the merchandise being appraised)
- HTS (Harmonized Tariff Schedule)

Two types of consumption entry are:

1. **Informal Entry** - Applies to shipments valued at \$2000.00 and under and does not include items under quota. These type entries can be made without a customs house broker. At the time the shipment is cleared, it is considered liquidated and not subject to further audit by customs. The inspector, not the importer, is responsible for determining the classification number of the goods being imported and will also complete the customs forms used for the informal entry. Also known as a live entry. On a live entry, no bond is required. *(See item B on next page)

2. **Formal Entry** - Applies to shipments valued at \$2000.01 and over and all shipments under quota. These type entries usually require a customs house broker. A formal entry is not liquidated (closed) by customs until they have the opportunity to audit the documents submitted. This can be a year or later after the actual entry date. At this time customs could bill for additional duty, refund overpayment or correct or require correction of any discrepancy found. Money paid as duty under a formal entry is "estimated duties" only. When the entry is filed and the importer declares the tariff classification and pays estimated duties, a surety bond provides a guarantee of additional payment if customs determines at a later date it is due. If the owner of the goods makes entry, then the owner must obtain a bond. It is best to employ a customs broker for the purpose of making entry as the broker may permit the use of his bond to provide the required coverage. Also the paperwork for a formal entry is much more involved than that for an informal entry.

B) **Immediate Delivery Entry (I.D.)** - Used to expedite the clearance of the cargo. It allows up to 10 days for the payment of estimated duty and processing of the consumption entry, while permitting delivery of the cargo. *If the I.D. is used to clear an informal entry shipment, then the importer of goods must obtain a bond.

C) **Immediate Transportation Entry (I.T.)** - Allows cargo to be moved from the pier to an inland destination via a bonded carrier without the payment of duties or finalization of the entry at the port of arrival.

D) **Transportation and Exportation Entry (T&E)** - Allows goods coming from or going to a third country such as Canada or Mexico, to enter or leave the U.S. for the purpose of transshipments.

E) **Immediate Exportation (I.E.)** - Allows goods coming in from another country going to a foreign country to enter the U.S. for the purpose of immediate export.

F) ***Warehouse Entry*** - Used when goods are going into a bonded warehouse for storage. When the goods are removed, a warehouse withdrawal is filed with customs and the duty is paid.

G) ***Temporary Import Under Bond (TIB)*** - Applies to goods brought into the United States for special purposes then re-exported. Most commonly used for trade shows, sales and other exhibition materials and for goods brought into the U.S. for repair. When goods are imported as TIB, a bond is generally posted in the amount double the estimated duties, to guarantee their export. Goods are to be exported within one year from the date of importation and may, upon application to the port director, be extended for one or more further periods, but shall not exceed a total of three years.

H) ***Drawback*** - The refund of duties, certain Internal Revenue taxes and certain fees that have been lawfully collected at importation. The refund is administered after the exportation or destruction of either the imported product or article that has been manufactured from the imported product.

I) ***Permit to Transfer (PTT)*** – An entry that allows a bonded carrier to move cargo from the pier to a bonded facility where cargo will be entered and released.

7.12) CARGO WITHOUT ENTRY

One day prior to expiration of free time, all customers with cargo still on the pier are notified. At this point we should find out why the cargo is still on the pier and what we can do to assist the customer in taking delivery.

Overdue container reports are run regularly based on line's requirements and always are followed up with the customers until delivery is finally made or cargo is order into G.O.

Cargo still left on the terminal after 15 days with no customs release will be ordered to G.O. (general order). The line will make the necessary arrangements to have the cargo moved by contacting a bonded warehouse. The bonded warehouse operator or manager will arrange for the unentered cargo to be transported for storage at the consignee's risk and expense. The line must guarantee demurrage charges to the terminal operators. For any outstanding ocean freight charges along with demurrage charges, the line will file a lien on the cargo with customs to cover these amounts. If cargo is still not claimed and entry made within six months from the date of importation, the goods can be sold at public auction. Some cargoes, which are perishable, subject to depreciation and explosive substances, may be sold sooner. Storage charges from the bonded warehouse, duties, internal revenue or other taxes and any other fees along with the satisfaction of liens, must be taken out of the money obtained from the sale of the goods. If the cargo is subject to internal revenue taxes and the sale at auction would not be sufficient enough to cover the taxes, the goods would be subject to destruction.

7.13) QUOTAS

A quota is the quantity of goods that may be entered for consumption without restriction or higher duty rates. Quotas are established by legislation, Presidential Proclamations or Executive Orders and are announced in specific legislation or may be provided for in the Harmonized Tariff Schedule. Some quotas are global while others allocate specified quantities to designated foreign countries.

Quotas regulate the quantities of some products that are permitted to enter the country usually to protect the economy and security of the United States. Quotas protect our domestic industries against industries in other countries that pay lower wages or receive government subsidies so that they can make goods more cheaply. Quotas also give new or “infant” industries time to grow and become strong enough to compete internationally.

Some other ways governments regulate trade are:

- Subsidies – a government helps local industries compete against imported goods by giving them tax breaks or low-cost loans or even buying the goods they can’t sell.
- Most-Favored-Nation status – The U.S. offers this status to many of its trading partners which assures a country that no other country will get lower tariffs when exporting to the U.S.
- Duties – The tax that is applied to imported goods to make domestic goods more competitive. Duties can be either a percent of value of the cargo, a fixed amount, or in combination.

The majority of import quotas are administered by Customs and Border Protection. The Commissioner of CBP controls the importation but has no authority to change or modify any quota merchandise. Other government agencies in conjunction with the Office of the U.S. Trade Representative determine and fix quota limits. Below is a partial list of product types that are under quota.

Dairy Products
Fruits, Vegetables and Nuts
Textile Products
Tuna
Sugar
Cotton
Chocolates
Cocoa Powder
Animal Feed
Brooms, Whiskbrooms
Tobacco

In the United States, import quotas are divided into two types.

- 1) ***Absolute Quota*** - Goods imported in excess of the set quantity must be placed either in a bonded warehouse, a foreign trade zone, or re-exported or destroyed under customs supervision. Goods currently subject to absolute quotas and / or visa requirements include textiles and apparel articles manufactured or produced in designated countries that are not members of the World Trade Organization and goods from China under specific classified categories which are subject to the bilateral agreement in effect through 2008.

- 2) ***Tariff Rate Quota*** - Goods imported in excess of the set quantity are subject to a higher rate of duty or disposed of as in the case of the absolute quota. Many Free Trade Agreements and special trade legislation establish tariff preference levels which Customs and Border Protection administers like tariff-rate quotas.

KEY TERMS

- **Arrival Notice** - A form used by water carriers to notify consignees of the arrival of goods.
- **Freight Release** - Issued by the shipping line to the terminal operator as evidence that the freight charges for the cargo have been paid and the original bill of lading (if applicable) has been surrendered.
- **AMS (Automated Manifest System)** - The electronic transmission of the inbound manifest to U.S. Customs.
- **Customhouse Broker** - A party licensed by the Bureau of Customs to handle all details of documentation for import shipments.
- **General Order (G.O.)** - Goods for which a customs entry has not been made within the specified time period at each local port. The goods are then placed in a G.O. warehouse at the importer's expense.
- **Bonded Carrier** - A customs-service approved truck or rail carrier for moving cargo under a customs bond.
- **Bonded warehouse** - A storage facility certified by U.S. Customs as meeting standards of security for storage of goods in bond. Goods may be stored without having to pay duties for a period not to exceed five years.
- **Marks and Numbers** - An identifying word, number, symbol, etc. placed on packages to designate the consignee and destination of the shipment. These marks are carried on Bills of Lading and all other documents related to the shipment.
- **Foreign Trade Zone (FTZ)** - A secure or restricted site in or near an U.S. port of entry and designated by U.S. Customs. Cargo placed in a FTZ does not have to pay duties until it leaves the FTZ and is sold domestically. Merchandise in a FTZ may be stored, repackaged, manufactured, manipulated, destroyed, altered or changed.
- **Consignee** - The person or firm to whom goods are shipped or consigned.
- **Harmonized Tariff** - A listing of cargo classifications with the accompanying duty or duty free rates. The harmonized tariff is published by the U.S. Government and is called "Harmonized" because its numbering system is basically same as used by other countries.
- **I.T. (Immediate Transportation)** - U.S. Customs Form 7512, Customs entry for immediate transportation; authorization to carry cargo from one U.S. Customs district to another.
- **Quota** - The quantity of goods that may be entered for consumption without restriction or higher duty rates.
- **MCN (Manifest Correction Notice)** - An inbound document similar in use to a freight correction notice.
- **Manifest** - A summary of all cargoes loaded on board a specific vessel during a specific voyage. Manifests are usually broken down by load port, discharge port, transshipment port, and bill of lading number.
- **Delivery Authorized Document - (D.A.D.)** Customs form presented by the broker to customs in order to authorize release of the cargo or specify whether or not cargo should be held for examination.

*EXAMPLES OF DOCUMENTS
ISSUED AT DISCHARGE PORT*

DEPARTMENT OF HOMELAND SECURITY
U.S. Customs and Border Protection

ENTRY SUMMARY

1. Filer Code Entry No.	2. Entry Type	3. Summary Date
4. Surety No.	5. Bond Type	6. Port Code
		7. Entry Date

8. Importing Carrier	9. Mode of Transport	10. Country of Origin	11. Import Date
12. B/L or AWB No.	13. Manufacturer ID	14. Exporting Country	15. Export Date
16. I.T. No.	17. I.T. Date	18. Missing Docs	19. Foreign Port of Laden
		20. U.S. Port of Unlading	
21. Location of	22. Consignee No.	23. Importer No.	24. Reference No.
25. Consignee Name and Address		26. Importer Name and Address	

27. Line No.	28. Description of Merchandise			32. A. Entered Value B. CHGS C. Relationship	33. A. HTSUS Rate B. ADA/CVD Rate C. IRC Rate D. Visa No.	34. Duty and I.R. Tax	
	29. A. HTSUS No. B. ADA/CVD Case No.	30. A. Gross weight B. Manifest Qty.	31. Net Quantity in HTSUS Units			Dollars	Cents

35. Total Entered Value =	CBP USE ONLY		TOTALS
Other Fee Summary for Block 39	A. LIQ CODE	B. Assertained Duty	37. Duty
36. DELARATION OF IMPORTER OF RECORD (OWNER OR PURCHASER) OR AUTHORIZED AGENT	REASON CODE	C. Assertained Tax	38. Tax
		D. Ascertained Other	39. Other
		E. Ascertained Total	40. Total

I declare that I am the ___ Importer of record and that the acutal owner purchaser or consignee for customs purposes is as shown above
OR ___ owner or purchaser or agent thereof. I further declare that the merchandise ___ was obtained pursuant to a purchase or agreement to purchase and that the prices set forth in the invoices are true **OR** ___ was not obtained pursuant to a purchase or agreement to purchase or agreement to purchase and the statements in the invoices as to value or price are true to the best of my knowledge and belief. I also declare that the statements in the documents herein filed fully disclose to the best of my knowledge and belief the true prices, values, quantities, rebates, drawbacks, fees, commissions, and royalties and are true and correct, and that all goods or services provided to the seller of the merchandise either free of at reduced cost are fully disclosed.
 I will immediately furnish to the appropriate CBP officer any information showing a different statement of facts.

41. DECLARANT NAME	TITLE	SIGNATURE	DATE
42. Broker/Filer Information (Name, address, phone number)		43. Broker/Importer File No.	
See Paperwork Reduction Act On Reverse Side			

DEPARTMENT OF HOMELAND SECURITY
U.S. Customs and Border Protection

OMB No. 1651-0050 Exp. 12-31-2010

CUSTOMS BOND

19 CFR Part 113

CBP USE ONLY	BOND NUMBER 1 (Assigned by CBP)
	FILE REFERENCE

In order to secure payment of any duty, tax or charge and compliance with law or regulation as a result of activity covered by any condition referenced below, we, the below named principal(s) and surety(ies), bind ourselves to the United States in the amount or amounts, as set forth below. Execution Date

SECTION I--Select Single Transaction OR Continuous Bond (not both) and fill in the applicable blank spaces.

<input type="checkbox"/> SINGLE TRANSACTION BOND	Identification of transaction secured by this bond (e.g., entry no., seizure no., etc.)	Date of transaction	Port code
<input type="checkbox"/> CONTINUOUS BOND	Effective date	This bond remains in force for one year beginning with the effective date and for each succeeding annual period, or until terminated. This bond constitutes a separate bond for each period in the amounts listed below for liabilities that accrue in each period. The intention to terminate this bond must be conveyed within the period and manner prescribed in the Customs Regulations.	

SECTION II-- This bond includes the following agreements. 2 (Check one box only, except that, 1a may be checked independently or with 1, and 3a may be checked independently or with 3. Line out all other parts of this section that are not used.

Activity Code	Activity Name and Customs Regulations in which conditions codified	Limit of Liability	Activity Code	Activity Name and Customs Regulations in which conditions codified	Limit of Liability
<input type="checkbox"/> 1	Importer or broker 113.62		<input type="checkbox"/> 5	Public Gauger. 113.67	
<input type="checkbox"/> 1a	Drawback Payments Refunds 113.65		<input type="checkbox"/> 6	Wool & Fur Products Labeling Acts Importation (Single Entry Only) 113.68	
<input type="checkbox"/> 2	Custodian of bonded merchandise. 113.63 (Includes bonded carriers, freight forwarders, cartmen and lightermen, all classes of warehouse, container station operators)		<input type="checkbox"/> 7	Bill of Lading (Single Entry Only) 113.69	
<input type="checkbox"/> 3	International Carrier. 113.64		<input type="checkbox"/> 8	Detention of Copyrighted Material (Single Entry Only). 113.70	
<input type="checkbox"/> 3a	Instruments of International Traffic 113.66		<input type="checkbox"/> 9	Neutrality (Single Entry Only) 113.71	
<input type="checkbox"/> 4	Foreign Trade Zone Operator. 113.73		<input type="checkbox"/> 10	Court Costs for Condemned Goods (Single Entry Only) 113.72	

SECTION III-- List below all tradenames or unincorporated divisions that will be permitted to obligate this bond in the principal's name including their CBP identification Number(s). 3 (if more space is needed, use Section III (Continuation) on back of form.)

Importer Number	Importer Name	Importer Number	Importer Name
Total number of importer names listed in Section III:			

Principal and surety agree that any charge against the bond under any of the listed names is as though it was made by the principal(s).

Principal and surety agree that they are bound to the same extent as if they executed a separate bond covering each set of conditions incorporated by reference to the Customs Regulations into this bond.

If the surety fails to appoint an agent under Title 6, United States Code, Section 7, surety consents to service on the Clerk of any United States District Court or the U.S. Court of International Trade, where suit is brought on this bond. That clerk is to send notice of the service to the surety at:

Mailing Address Requested by the Surety

PRINCIPAL	Name and Address	Importer No. 3	SEAL
		SIGNATURE 5	
PRINCIPAL	Name and Address	Importer No. 3	SEAL
		SIGNATURE 5	
SURETY 4, 6	Name and Address 6	Surety No. 7	SEAL
		SIGNATURE 5	
SURETY 4, 6	Name and Address 6	Surety No. 7	SEAL
		SIGNATURE 5	
SURETY AGENTS	Name 8	Identification No. 9	SEAL
		Name 8	

Note: Turn carbons over before writing on back of form.

SECTION III (Continuation)

Importer Number	Importer Name	Importer Number	Importer Name

WITNESSES

Two witnesses are required to authenticate the signature of any person who signs as an individual or partner; however a witness may authenticate the signatures of both such non-corporate principals and sureties. No witness is needed to authenticate the signature of a corporate official or agent who signs for the corporation.

SIGNED, SEALED, and DELIVERED in the PRESENCE OF:

Name and Address of Witness for the Principal	Name and Address of Witness for the Surety
SIGNATURE: Name and Address of Witness for the Principal	SIGNATURE: Name and Address of Witness for the Surety

EXPLANATIONS AND FOOTNOTES

- | | |
|---|--|
| <ol style="list-style-type: none"> 1 The CBP Bond Number is a control number assigned by CBP to the bond contract when the bond is approved by an authorized CBP official. 2 For all bond coverage available and the language of the bond conditions refer to Part 113, subpart G, Customs Regulations. 3 The Importer Number is the CBP identification number filed pursuant to section 24.5, Customs Regulations. When the Internal Revenue Service employer identification number is used the two-digit suffix code must be shown. 4 If the principal or surety is a corporation, the name of the State in which incorporated must be shown. 5 See witness requirement above. | <ol style="list-style-type: none"> 6 Surety Name, if a corporation, shall be the company's name as it is spelled in the Surety Companies Annual List published in the Federal Register by the Department of the Treasury (Treasury Department Circular 570). 7 Surety Number is the three digit identification code assigned by CBP to a surety company at the time the surety company initially gives notice to CBP that the company will be writing CBP bonds. 8 Surety Agent is the individual granted a Corporate Surety Power of Attorney, CBP 5297, by the surety company executing the bond. 9 Agent Identification No. shall be the individual's Social Security number as shown on the Corporate Surety Power of Attorney, CBP 5297, filed by the surety granting such power of attorney. |
|---|--|

Paperwork Reduction Act Notice: The Paperwork Reduction Act says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. We ask for this information to carry out U.S. Customs and Border Protection laws and regulations of the United States. We need it to ensure that persons transacting business with CBP have the proper bond coverage to secure their transactions as required by law and regulation. Your response is required to enter into any transaction in which a bond is a prerequisite under the Tariff Act of 1930, as amended. The estimated average burden associated with this collection of information is 15 minutes per respondent or recordkeeper depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to U.S. Customs and Border Protection, Information Services Branch, Washington, DC 20229, and to the Office of Management and Budget, Paperwork Reduction Project (1651-0050), Washington, DC 20503.

Privacy Act Statement: The following notice is given pursuant to section 7(b) of the Privacy Act of 1974 (5 U.S.C. 552a). Furnishing the information of this form, including the Social Security Number, is mandatory. The primary use of the Social Security Number is to verify, in the CBP Automated System, at the time an agent submits a CBP bond for approval that the individual was granted a Corporate Surety Power of Attorney by the surety company. Section 7 of Act of July 30, 1947, chapter 390, 61 Stat. 646, authorizes the collection of this information.

 TX REPORT

TRANSMISSION OK

TX/RX NO 1036
 CONNECTION TEL
 SUBADDRESS
 CONNECTION ID
 ST. TIME 08/07 13:03
 USAGE T 00'39
 PGS. SENT 2
 RESULT OK

PRE-ARRIVAL NOTICE

SHIPPER
DISTRIBUTION SERVICES LTD.

NOTIFY
DSL TRANSPORTATION SERVICES IN
 15700 EXPORT PLAZA
 SUITE 1
 HOUSTON TX 77032

CONSIGNEE
DSL TRANSPORTATION SERVICES
 5011 FIRESTONE PLACE
 SOUTH GATE CA 90280

SECOND NOTIFY

VESSEL: SHANGHAI
 OPERATIONAL DISCH. PORT: LOS ANGELES, CA. MARINE
 OPERATIONAL LOAD PORT: XIAMEN
 PLACE OF DELIVERY: HOUSTON, TX

VOYAGE: C10 ETA: 08/09/2001
 DEST. CARGO MODE: RAMP
 CUSTOMS STATUS:

SCAC	B/L#	B/L TYPE	CHARGES	CUR	AMOUNT	TYPE
	006562	EXPRESS BILL	TH TEC AT DESTINATION	USD	535.00	C
			OF BASIC OCEAN FREIGHT	USD	790.00	C
			BA BUNKER SURCHG BAF	USD	125.00	C
			OC ON-CARRIAGE HAULAGE	USD	590.00	C
			TOTAL CHARGES COLLECT	USD	2,040.00	

CONTAINER#	SEAL#	SIZE	PIECE QT/TYPER	WEIGHT	MEASURE
MU2145393	1224526	20SED	351 CARTONS	1404 KGS	23.9 CM

Trade Forms: Import

DELIVERY ORDER

DATE	OUR REF. NO.
------	--------------

THE MERCHANDISE DESCRIBED BELOW
WILL BE ENTERED AND FORWARDED AS
FOLLOWS:

IMPORTING CARRIER		LOCATION		FROM PORT OF / ORIGIN AIRPORT	
B / L OR AWB NO.	ARRIVAL DATE	FREE TIME EXP.	LOCAL DELIVERY OR TRANSFER BY (DELIVERY ORDER ISSUED TO)		
		HAWB NO.	ENTRY NO.	CUST. REF. NO.	
FOR DELIVERY TO			ROUTE		

NO. OF PKGS.	DESCRIPTION OF ARTICLES. SPECIAL MARKS & EXCEPTIONS	WEIGHT	DO NOT USE

➔ INLAND FREIGHT

PREPAID / COLLECT

Received in Good Order
By: _____

PER: _____

**DELIVERY CLERK: DELIVER
TO CARRIER SHOWN ABOVE**

U.S. DEPARTMENT OF HOMELAND SECURITY
Bureau of Customs and Border Protection

Form Approved
OMB No. 1651-0024

ENTRY/IMMEDIATE DELIVERY

19 CFR 142.3, 142.16, 142.22, 142.24

1. ARRIVAL DATE		2. ELECTED ENTRY DATE		3. ENTRY TYPE CODE/NAME		4. ENTRY NUMBER		
5. PORT		6. SINGLE TRANS. BOND		7. BROKER/IMPORTER FILE NUMBER				
		8. CONSIGNEE NUMBER		9. IMPORTER NUMBER				
10. ULTIMATE CONSIGNEE NAME				11. IMPORTER OF RECORD NAME				
12. CARRIER CODE		13. VOYAGE/FLIGHT/TRIP		14. LOCATION OF GOODS-CODE(S)/NAME(S)				
15. VESSEL CODE/NAME								
16. U.S. PORT OF UNLADING		17. MANIFEST NUMBER		18. G. O. NUMBER		19. TOTAL VALUE		
20. DESCRIPTION OF MERCHANDISE								
21. IT/BL/ AWB CODE		22. IT/BU/AWB NO.		23. MANIFEST QUANTITY		24. H.S. NUMBER	25. COUNTRY OF ORIGIN	26. MANUFACTURER NO.
27. CERTIFICATION				28. CBP USE ONLY				
I hereby make application for entry/immediate delivery. I certify that the above information is accurate, the bond is sufficient, valid, and current, and that all requirements of 19 CFR Part 142 have been met.				<input type="checkbox"/> OTHER AGENCY ACTION REQUIRED, NAMELY:				
SIGNATURE OF APPLICANT				<input type="checkbox"/> CBP EXAMINATION REQUIRED.				
X				<input type="checkbox"/> ENTRY REJECTED, BECAUSE:				
PHONE NO.		DATE		DELIVERY AUTHORIZED: SIGNATURE DATE				
29. BROKER OR OTHER GOVT. AGENCY USE								

PAPERWORK REDUCTION ACT NOTICE: This information is to determine the admissibility of imports into the United States and to provide the necessary information for the examination of the cargo and to establish the liability for payment of duties and taxes. Your response is necessary. The estimated average burden associated with this collection of information is 15 minutes per respondent depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to Bureau of Customs and Border Protection, Information Services Branch, Washington, DC 20229, and to the Office of Management and Budget, Paperwork Reduction Project (1651-0024), Washington, DC 20503.

DAD

ADVANCE SHIPPING CO. INC.

ENTRY/IMMEDIATE DELIVERY

ADVANCE SHIPPING COMPANY, INC.
30 VESEY STREET S238
NEW YORK NY 10007
212 964-1050

C.H. BOX# S238

245
ABI CERTIFIED

form # 3461

0031

19 CFR 142.3, 142.16, 142.22, 142.24

1. ARRIVAL DATE 111192		2. ELECTED ENTRY DATE		3. ENTRY TYPE CODE/NAME 01 CONSUMPTION		4. ENTRY NUMBER 245-0037962-3	
5. PORT 4601		6. SINGLE TRANS. BOND		7. BROKER/IMPORTER FILE NUMBER 1137962-3			
		8. CONSIGNEE NUMBER 13-1961634				9. IMPORTER NUMBER 13-1961634	
10. ULTIMATE CONSIGNEE NAME CASING ASSOCIATES INC				11. IMPORTER OF RECORD NAME CASING ASSOCIATES INC			
12. CARRIER CODE CYLU CHO YANG SHIPPI		13. VOYAGE/FLIGHT/TRIP WE247		14. LOCATION OF GOODS-CODE(S)/NAME(S) E592 MAHER TERMINAL FCL W			
15. VESSEL CODE/NAME DSR BALTIC							
16. U.S. PORT OF UNLADING 4601		17. MANIFEST NUMBER		18. G.O. NUMBER		19. TOTAL VALUE 40,983	
20. DESCRIPTION OF MERCHANDISE 100 P.BARRELS/SALTED HOG CASINGS							
21. IT/BL/AWB CODE MS820	22. IT/BL/AWB NO. CYLU040218974	23. MANIFEST QUANTITY 100	24. H.S. NUMBER 05040000207 40169903003		25. COUNTRY OF ORIGIN CN CN	26. MANUFACTURER NO. CNCHOIMP147CF CNCHOIMP147CF	

27. CERTIFICATION

I hereby make application for entry/immediate delivery. I certify that the above information is accurate, the bond is sufficient, valid, and current, and that all requirements of 19 CFR Part 142 have been met.

SIGNATURE OF APPLICANT

X MILLIE BAYRON

PHONE NO.

212 964-1050

DATE/13/92

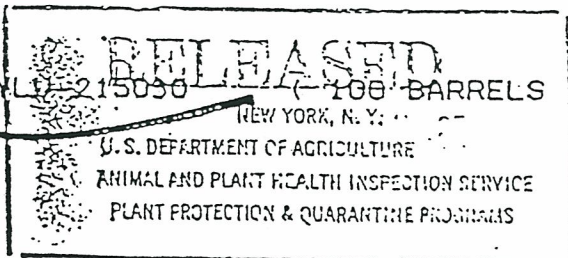
28. CUSTOMS USE ONLY

OTHER AGENCY ACTION REQUIRED, NAMELY:

CUSTOMS EXAMINATION REQUIRED.

ENTRY REJECTED, BECAUSE:

29. BROKER OR OTHER GOVT. AGENCY USE



ENTRY MUST BE PRESENTED TO LOCAL CUSTOMS.

DELIVERY AUTHORIZED: SIGNATURE DATE

U.S. CUSTOMS AND BORDER PROTECTION
New York, N.Y.
Delivery #113
BARGE #1035X

Paperwork Reduction Act Notice: This information is needed to determine the admissibility of imports into the United States and to provide the necessary information for the examination of the cargo and to establish the liability for payment of duties and taxes. Your response is necessary.

Statement Required by 5 CFR 1302.21: The estimated average burden associated with this section of information is 15 minutes per respondent or recordkeeper depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to U.S. Customs Service, Paperwork Management Branch, Washington, DC 20229, or the Paperwork Reduction Project (1515-0069), Office of Management and Budget, Washington, DC 20503.

BANKGUARANTEE

EXHIBIT 7

UNDERTAKING FOR DELIVERY OF CARGO
WITHOUT SURRENDER OF BILLS OF LADING

BANK GUARANTEE

SS. _____ (1) _____ VOYAGE NO. _____ (2) BILL OF LADING NO. _____ (3)
SHIPPER _____ (4) _____ CONSIGNEE _____ (5)
PORT OF SHIPMENT _____ (6) _____ PORT OF DISCHARGE _____ (7)
DESTINATION _____ (8) _____ INVOICE VALUE _____ (9)
DESCRIPTION OF GOODS _____ (10) _____

We desire and request that the above-described shipment be delivered to the undersigned Indemnitor, or to its order, without surrender of the relevant bill(s) of lading due to the non-delivery or loss thereof.

In consideration of your making such delivery, we each hereby represent and warrant, with the knowledge and intention that such delivery be made in reliance thereon, that (a) the undersigned Indemnitor is entitled to the possession of the goods and to delivery thereof and no other person, firm or corporation is so entitled, (b) we have a financial interest in having the above shipment delivered as requested, and (c) we have full power and authority to make and issue this Undertaking, have duly authorized the persons executing the same on our behalf to execute and deliver it to you, and the bank signatory hereto is not prohibited by law, by its articles or certificate of incorporation, or otherwise, from making and issuing the same.

- (1) To use our best efforts to locate and produce said bill(s) of lading and thereupon promptly to deliver and surrender the same to you, properly endorsed; and
- (2) To pay you on demand all freight, general average and/or other charges due on the above-described shipment without prejudice to or release of any liens thereon by virtue of this Undertaking or of such delivery; and
- (3) To indemnify and hold you, the vessel, her owners, charters, operators, master, and agents harmless from all demands, claims, liabilities, actions and expenses, including legal expenses and attorneys fees, which may result from any breach of any representation, warranty or agreement herein contained; and
- (4) Promptly on your demand, to enter our general appearance in any suit filed by, or by another against, you or any party protected by this Undertaking as a result of or pertaining to the delivery of the goods herein requested, hereby waiving any objection to the jurisdiction or venue of the court in which such suit is filed, and to defend, at our expense, any such suit filed by another.
- (5) That the statements herein relating to the contents, quality, weight, number, marks and/or value of the goods are representations made by us to you and shall in no way

limit our liability hereunder provided, that the liability of the undersigned bank shall in o event exceed twice the amount above entered as "Invoice Value".

Executed this _____ day of _____, 20____ at _____ (12)
_____ (13) _____ (14)
Indemnitor (Party claiming right of Delivery) BANK

By: _____

(BANK LETTERHEAD)

GENTLEMEN:

RE: S/S/ OR M/S: _____ VOY.# _____
PORT OF LOADING: _____ PORT OF DISCHARGE/DESIGNATION: _____
B/L #: _____ DATED: _____

CONTAINER(S) SERIAL #: _____
ESTIMATED VALUE US \$ _____ OUR REFERENCE #: _____
(For Bank Use Only)

As the original bill of lading is unavailable, upon payment of all freight and charges, please deliver the above-mentioned goods to: _____

For account of: _____

In consideration of your releasing the aforementioned goods against this guarantee to the above, we undertake to indemnify and hold you harmless with respect to any claims, damages, costs and expenses any nature whatsoever and to reimburse you for cargo value and any additional claim, damages, costs and expenses in connection therewith solely arising from delivery of the goods without requiring presentation of the bill of lading.

We further undertake to deliver to you or to arrange for our customer to deliver to you, upon receipt, the original bill of lading properly endorsed and upon delivery to you, this undertaking shall have no further effect.

By: _____
(AUTHORIZED SIGNATURE)

U.S. DEPARTMENT OF HOMELAND SECURITY
Bureau of Customs and Border Protection

Form Approved OMB No. 1651-0081

DELIVERY TICKET

19 CFR 4.34, 4.37, 19.9; 19 USC 1551a, 1565

		PORT	ENTRY NUMBER (IT, G.O., Detention, SZ, Other, Describe)		
<input type="checkbox"/> TRANSFER <input type="checkbox"/> CARTAGE <input type="checkbox"/> RELEASE		GOODS DELIVERED TO			
GOODS DELIVERED FROM (Pier, Station, Airport, etc.)					
NAME AND ADDRESS OF CONSIGNEE		DATE OF ENTRY			
		DATE OF ARRIVAL			
		AIR WAYBILL OR BILL OF LADING NO.			
		NAME OF IMPORTING CARRIER (If Airline, Give Airline and Flt. No.)			
		LIEN NO.	DATE OF LIEN	LIEN FILED BY	
LIEN SATISFIED (19 USC 1564)					
DATE		<input type="checkbox"/> ENTRY <input type="checkbox"/> SALE <input type="checkbox"/> DESTROYED			
MARKS AND NUMBERS CONT. NUMBER, PIECE COUNT	DESCRIPTION OF MERCHANDISE		CONDITION, WEIGHTS, ETC.		
TOTAL NO. OF PACKAGES / UNITS	SIGNATURE OF CONSIGNEE				
Delivered in good condition except as noted			Received in good condition except as noted		
QUANTITY DISCREPANCIES NOTE HERE:					
VEHICLE LICENSE PLATE NUMBER	CUSTODIAL BOND NUMBER OF DELIVERING PARTY (19 CFR 113.63)				
C.H. LICENSE NUMBER	TRUCK NUMBER	COMPANY NAME AND SIGNATURE OF CARTMAN/ LIGHTERMAN/ COMMON CARRIER			
DELIVERING CBP OFFICER	DATE	TIME	RECEIVING CBP OFFICER	DATE TIME	
DELIVERING PROPRIETOR			RECEIVING PROPRIETOR		

PAPERWORK REDUCTION ACT NOTICE: This request is in accordance with the Paperwork Reduction Act. We ask for the information in order to carry out the laws and regulations administered by the Bureau of Customs and Border Protection. It is mandatory. The estimated average burden associated with this collection of information is 20 minutes per respondent depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to Bureau of Customs and Border Protection, Information Services Branch, Washington, DC 20229, and to the Office of Management and Budget, Paperwork Reduction Project (1651-0081), Washington, DC 20503.

CENSUS USE ONLY

**U.S. DEPARTMENT OF HOMELAND SECURITY
Bureau of Customs and Border Protection**

**APPLICATION FOR
FOREIGN-TRADE ZONE ADMISSION
AND/OR STATUS DESIGNATION**

19 CFR 146.22, 146.32, 146.35-146.37, 146.39-146.41, 146.44, 146.53, 146.66

1. ZONE NO. AND LOCATION (Address)
2. PORT CODE

3. IMPORTING VESSEL (& FLAG)/OTHER CARRIER	4. EXPORT DATE	5. IMPORT DATE	6. ZONE ADMISSION NO.
7. U.S. PORT OF UNLADING	8. FOREIGN PORT OF LADING	9. BILL OF LADING/AWB NO.	10. INWARD M/FEST NO.
11. INBOND CARRIER	12. I.T. NO. AND DATE	13. I.T. FROM (Port)	

14. STATISTICAL INFORMATION FURNISHED DIRECTLY TO BUREAU OF CENSUS BY APPLICANT? YES NO

15. NO. OF PACKAGES AND COUNTRY OF ORIGIN CODE	16. DESCRIPTION OF MERCHANDISE	17. HTSUS NO.	18. QUANTITY (HTSUS)	19. GROSS WEIGHT	20. SEPARATE VALUE & AGGR CHGS.
21. HARBOR MAINTENANCE FEE (19 CFR 24.24) ➔					

22. I hereby apply for admission of the above merchandise into the Foreign-Trade Zone. I declare to the best of my knowledge and belief that the above merchandise is not prohibited entry into the Foreign-Trade Zone within the meaning of section 3 of the Foreign-Trade Zones Act of 1934, as amended, and section 146.31, Customs Regulations.

23. I hereby apply for the status designation indicated:

NONPRIVILEGED FOREIGN (19 CFR 146.42)
 PRIVILEGED FOREIGN (19 CFR 146.41)
 ZONE RESTRICTED (19 CFR 146.44)
 DOMESTIC (19 CFR 146.43)

24. APPLICANT FIRM NAME	25. BY (Signature)	26. TITLE	27. DATE
F.T.Z. AGREES TO RECEIVE MERCHANDISE INTO THE ZONE ➔	28. FOR THE F.T.Z. OPERATOR (Signature)	29. TITLE	30. DATE
	PERMIT Permission is hereby granted to transfer the above merchandise into the Zone.	31. PORT DIRECTOR OF CBP: BY (Signature)	32. TITLE
PERMIT The above merchandise has been granted the requested status.	34. PORT DIRECTOR OF CBP: BY (Signature)	35. TITLE	36. DATE

37. The goods described herein are authorized to be transferred: without exception except as noted below

PERMIT TO TRANSFER	38. CBP OFFICER AT STATION (Signature)	39. TITLE	40. STATION	41. DATE
	42. RECEIVED FOR TRANSFER TO ZONE (Driver's Signature)	43. CARTMAN	44. CHL NO.	45. DATE

46. To the Port Director of CBP: The above merchandise was received at the Zone on the date shown except as noted below:

FTZ OPERATOR'S REPORT OF MERCHANDISE RECEIVED AT ZONE	47. FOR THE FTZ OPERATOR (Signature)	48. TITLE	49. DATE
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DEPARTMENT OF HOMELAND SECURITY
U.S. Customs and Border Protection

Form Approved
OMB No. 1651-0015
Exp. 07-31-2009

**APPLICATION FOR EXTENSION OF BOND
FOR TEMPORARY IMPORTATION**

19 U.S.C. 66, 1202; 19 CFR 10.37

(Chap. 98, Subchapter XIII, Harmonized Tariff Schedules of the United States)

1. NAME AND ADDRESS OF IMPORTER	2. TIB ENTRY NUMBER	3. DATE OF THIS REQUEST
4. DESCRIPTION OF MERCHANDISE	5. TARIFF ITEM NUMBER	6. DATE OF IMPORTATION
	7. NUMBER AND DURATION OF PREVIOUS EXTENSIONS	8. DATE TO WHICH THIS EXTENSION IS REQUESTED (NOT TO EXCEED 3 YEARS FROM DATE OF IMPORTATION)
9. REASON FOR APPLICATION (State why goods have not been exported or destroyed within the original bond period of authorized extension.)		

10. DESCRIBE BRIEFLY ALL USES TO WHICH THE ARTICLES HAVE BEEN PUT SINCE IMPORTATION

11. DESCRIBE BRIEFLY ALL USES TO WHICH THE ARTICLES WILL BE PUT DURING THE PERIOD OF EXTENSION

12. HAVE THE ARTICLES BEEN OFFERED FOR SALE OR SALE ON APPROVAL YES (Give details below) NO

THIS BLOCK FOR CBP USE ONLY		13. I DECLARE THAT ALL THE FACTS STATED ABOVE ARE TRUE AND ACCURATE IN ALL RESPECTS.
APPLICATION APPROVED	DATE	<p>_____</p> <p>(SIGNATURE)</p> <p>_____</p> <p>(TITLE)</p>
	PORT DIRECTOR	
	BY:	

PAPERWORK REDUCTION ACT NOTICE: The Paperwork Reduction Act says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. We ask for the information to carry out the U.S. Customs and Border Protection laws of the United States. This form is used by the importer or his authorized agent to apply for an extension to the temporary importation period and by CBP to determine the necessity for granting such extension. It is required to obtain or retain a benefit. The estimated average burden associated with this collection of information is 13 minutes per respondent or recordkeeper depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to U.S. Customs and Border Protection, Information Services Branch, Washington, DC 20229, and to the Office of Management and Budget, Paperwork Reduction Project (1651-0015), Washington, DC 20503.

DEPARTMENT OF
HEALTH AND HUMAN SERVICES
FOOD AND DRUG ADMINISTRATION

ENTRY DATA TAKEN FROM				ENTRY NO. AND DATE			
<input type="checkbox"/> ID Advance Notice	Number			(1)			
<input type="checkbox"/> Manifest	Date						
<input type="checkbox"/> IT Advance Notice	Commercial invoice attached (2)						
BILL OF LADING NO. (3)	PORT OF LADING (4)	COUNTRY OR ORIGIN (5)	PORT OF UNLOADING (6)		PORT OF ENTRY (7)		
BROKER'S REF NO. (8)	C.H. BOX NO. (9)	VALUE OF ENTRY IN U.S. \$ (10)	CONTAINER NO. (11)	IMPORTING VESSEL (12)	ARRIVAL DATE (13)		
FOR THE ACCOUNT OF Consignee (14) (Name & Address)		IMPORTER OF RECORD (15) (Name & Address)		MANUFACTURER/SHIPPER (16) (Name & Address)			
		BROKER (If not same as above) (17)		LOCATION OF LOT (For FDA examination) (18)	DATE AVAIL (20)		
Number of items sampled from this Entry.	Related Sample Numbers	LEAD SAMPLE		PHONE NO. (19)			

THIS IMPORTATION

MAY PROCEED

Without FDA Examination

This notice does not preclude action should the merchandise later be found violative.

VALID ONLY IF SIGNED

SIGNED _____ Date _____
FDA Representative

(FOR BROKER'S USE)		
GENERAL DESCRIPTION OF SHIPMENT		
QTY.	PACKAGED	ITEMS (Include IND, NDA, FCE, Antibiotic Ctn Nos., etc.)
(21)	(22)	(23)

IMPORTANT NOTICE — An import shipment must be held intact locally pending further notice from FDA. With the advance notice, or otherwise, Broker or Importer must inform FDA of the following:

1. Earliest date the shipment will be available for sampling.
2. Location in local area of the shipment on that date.
3. Breakdown as shown on the invoice-number and size of units each lot, and S value each lot.

BROKER: Instructions for import reporting are printed on the rev part (4) of this form set.

**U.S. DEPARTMENT OF HOMELAND SECURITY
Bureau of Customs and Border Protection**

DRAWBACK ENTRY

19 CFR 191

PAPERWORK REDUCTION ACT NOTICE: This request is in accordance with the Paperwork Reduction Act. We ask for the information in order to carry out U.S. Department of Homeland Security laws and regulations, to determine the eligibility for refund of taxes on domestic alcohol (if applicable), and to determine the proper amount of drawback. Your response is required to obtain or retain a benefit. The estimated average burden associated with this collection of information is 10 minutes per respondent depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to Bureau of Customs and Border Protection, Information Services Branch, Washington, DC 20229, and to the Office of Management and Budget, Paperwork Reduction Project (1651-0075) Washington, DC 20503.

OMB 1651-0075

Section II - Imported Duty Paid, Designated Merchandise or Drawback Product

Section I - Claim Header				
1. Drawback Entry Number	2. Entry Type Code	3. Port Code	4. Surety Code	5. Bond Type
6. Claimant ID Number	7. Broker ID Number (CBP4811)	8. DBK Ruling Number	9. Total MPF Claimed	
10. Total Drawback Claimed	11. Puerto Rico Drawback Claimed	12. Total I.R. Tax Claimed	17. Drawback Section	
13. Method of Filing <input type="checkbox"/> Manual <input type="checkbox"/> Disk <input type="checkbox"/> ABI		14. NAFTA DBK Yes <input type="checkbox"/> No <input type="checkbox"/>		15. ESP Yes <input type="checkbox"/> No <input type="checkbox"/>
18. Name and Address of Claimant		16. Privilege Authorized Accelerated Payment <input type="checkbox"/> WPN <input type="checkbox"/>		
19. Contact Name, Address, Phone & Fax Numbers of Preparer				

20. Import Entry Or CM&D Number(s)	21. Port Code	22. Import Date	23. CD	24. (If using 1313(b)) A. Date(s) Received B. Date(s) Used	25. HTSUS No.	26. Description of Merchandise (Include Part Numbers)	27. Quantity & Unit of Measure	28. Entered Value Per Unit	29. Duty Rate	30. 99% Duty
CBP USE ONLY										
										31. Total

32. STATUS - The Import entries as listed on this form are subject to:
(Must be identified on claim or coding sheet)

Reconciliation Protest
 520 (c) (1) 520 (d)
DATE RECEIVED

CBP USE ONLY			Net
Class Code	Accelerated	Liquidated	
364 Drawback			
365 Tax			
369 Puerto Rico			
399 MPPF			
<input type="checkbox"/> Bill <input type="checkbox"/> Refund <input type="checkbox"/> No Change			
Reason Code			Specialist Code

Section III - Manufactured Articles

33. Quantity & Description of Merchandise Used	34. Date(s) of Manufacture or Production	35. Description of Articles Manufactured or Produced	36. Quantity and Unit of Measure	37. Factory Location
38. Exhibits to be attached for the following: <input type="checkbox"/> Relative Value <input type="checkbox"/> Petroleum <input type="checkbox"/> Domestic Tax Paid Alcohol <input type="checkbox"/> Piece Goods <input type="checkbox"/> Waste Calculation <input type="checkbox"/> Recycled <input type="checkbox"/> Merchandise Processing Fee				

Section IV - Information on Exported or Destroyed Merchandise

PERIOD COVERED _____ TO _____				
39. Date	40. Action Code	41. Unique Identifier No.	42. Name of Exporter/Destroyer	43. Description of Articles (Include part number(s))
				44. Quantity and Unit of Measure
				45. Export Destination
				46. HTSUS No.

- Same condition to NAFTA countries - The undersigned herein certifies that the merchandise herein described is in the same condition as when it was imported under above import entry(ies) and further certifies that this merchandise was not subjected to any process of manufacturer or other operation except the following allowable operations:
- The undersigned hereby certifies that the merchandise herein described is unused in the United States and further certifies that this merchandise was not subjected to any process of manufacture or other operation except the following allowable operations:
- The undersigned hereby certifies that the merchandise herein described is commercially interchangeable with the designated imported merchandise and further certifies that the substituted merchandise is unused in the United States and that the substituted merchandise was in our possession prior to exportation or destruction.
- Merchandise does not conform to sample or specifications. Merchandise was defective at time of importation. Merchandise was shipped without consent of the consignee.
- The undersigned hereby certifies that the merchandise herein described is the same kind and quality as defined in 19 U.S.C. 1313(p)(3)(B), with the designated imported merchandise or the article manufactured or produced under 1313(a) or (b), as appropriate.
- The article(s) described above were manufactured or produced and disposed of as stated herein in accordance with the drawback ruling on file with CBP and in compliance with applicable laws and regulations.

The undersigned acknowledges statutory requirements that all records supporting the information on this document are to be retained by the issuing party for a period of three years from the date of payment of the drawback claim. The undersigned is fully aware of the sanctions provided in 18 U.S.C. 1001 and 18 U.S.C. 560 and 19 U.S.C. 1593a.

I declare that according to the best of my knowledge and belief, all of the statements in this document are correct and that the exported article is not to be reimported in the United States or any of its possessions without paying duty.

Member of Firm with Power of Attorney Officer of Corporation Broker with Power of Attorney

Printed Name and Title _____ Signature and Date _____

1. Name of Vessel		2. Nationality of Ship		3. IMO No.		4. Voyage No.		Page No.		U.S. DEPARTMENT OF HOMELAND SECURITY Bureau of Customs and Border Protection	
5. Name of Master		6. Last Foreign Port Before U.S.		7. Port of Discharge		8. Date of Departure from Port of Loading		9. Time of Departure from Port of Loading (Zulu)		INWARD	
10. Shipper (SH) Consignee (CO) Notify address (NF)		11. Bill of Lading No.		12. Marks & Nos. (MIN) Container Nos. (CN) Seal Nos. (SN)		13. No. & Kind of Packages Description of Goods Hazardous Materials (Must Provide UN Code)		Answer Col. 14 OR Col. 15		16. First Port/Place Where Carrier Takes Possession of Cargo	
								14. Gross Wt. (lb. or kg.)		15. Measurement (per HTS)	
										17. Foreign Port Where Cargo is Laden on Board	
										19 CFR 4.7, 4.7a, 4.8, 4.33, 4.34, 4.38, 4.84, 4.85, 4.86, 4.91, 4.93, 4.99	

PAPERWORK REDUCTION ACT NOTICE: This request is in accordance with the Paperwork Reduction Act. We ask for the information in order to carry out the Customs laws of the United States. This form is used by vessel carriers to list all inward cargo on board and for the clearance of all cargo on board with commercial forms. It is mandatory. The estimated average burden associated with this collection of information is 10 minutes per respondent or record keeper depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to Bureau of Customs and Border Protection, Information Services Branch, Washington, DC 20229 and to the Office of Management and Budget, Paperwork Reduction Project (1651-0001), Washington, DC 20503.

Name of Vessel		2. Nationality of Ship		3. IMO No.		4. Voyage No.		Page No.		United States Customs Service	
IMO VESSEL		FRANCE		2345678		12345		3 of 10		INWARD	
6. Last Foreign Port Before U.S.		7. Port of Discharge		8. Date of Departure from Port of Loading		9. Time of Departure from Port of Loading (Zulu)		19 CFR 4.7, 4.7a, 4.8, 4.33, 4.34, 4.38, 4.84, 4.85, 4.86, 4.91, 4.93, 4.99		CARGO DECLARATION	
NEW YORK, NY		NEW YORK, NY		12/15/2002		1200					
10. Shipper (SH) Consignee (CO) Notify address (NF)		11. Bill of Lading No.		12. Marks & Nos. (MN) Container Nos. (CN) Seal Nos. (SN)		13. No. & Kind of Packages Description of Goods Hazardous Materials (Must Provide UN Code)		14. Gross weight (lb. or kg.)		15. Measurement (per HTS)	
B/L AMS TEST001		NEW YORK, NY		NO MARKS CN TEST424555 SN 222		TABLECLOTHS AND NAPKINS 40STD 140 CARTONS		13228 LB 6000 KG 6000 KG		1695.104 CF 48.000 CM FCL/FCL	
Shipper 10 MAIN STREET HAYRE, 00010		NEW YORK, NY		BOSTON, MA		TOTAL WT/M TOTAL WT/M		13228 LB 6000 KG 6000 KG		1695.104 CF 48.000 CM 48.000 CM	
Consignee 100 MAIN WAY NEW YORK 11001 HAYRE		NEW YORK, NY		BOSTON, MA		TOTAL				16. First Port/Place Where Carrier Takes Possession of Cargo Place of Receipt LE HAVRE	
										17. Foreign Port Where Cargo Is Laden on Board Operational Load Port LE HAVRE	

Gulf Coast Schedule

as of August 21, 2001

Export	070EB	047EB	065EB	068EB	071EB	048EB	066EB	069EB
New Orleans	21-Aug	27-Aug	05-Sep	17-Sep	26-Sep	04-Oct	13-Oct	25-Oct
Houston	*20-Aug	25-Aug	03-Sep	15-Sep	24-Sep	02-Oct	11-Oct	23-Oct
Miami	*14-Aug	*20-Aug	28-Aug	09-Sep	18-Sep	26-Oct	05-Oct	17-Oct
La Spezia	05-Sep	12-Sep	21-Sep	03-Oct	11-Oct	19-Oct	28-Oct	05-Nov
Barcelona	07-Sep	14-Sep	23-Sep	05-Oct	13-Oct	21-Oct	30-Oct	11-Nov
Valencia	08-Sep	16-Sep	24-Sep	06-Oct	14-Oct	22-Oct	31-Oct	12-Nov
Alexandria	20-Sep	28-Sep	06-Oct	18-Oct	26-Oct	03-Nov	12-Nov	24-Nov
Algeciras	13-Sep	21-Sep	29-Sep	11-Oct	19-Oct	27-Oct	05-Nov	17-Nov
Beirut	22-Sep	30-Sep	08-Oct	20-Oct	28-Oct	05-Nov	14-Nov	26-Nov
Cadiz	13-Sep	21-Sep	29-Sep	11-Oct	19-Oct	27-Oct	05-Nov	17-Nov
Casablanca	09-Sep	16-Sep	25-Sep	07-Oct	15-Oct	23-Oct	01-Nov	13-Nov
Fos	08-Sep	15-Sep	24-Sep	06-Oct	14-Oct	22-Oct	31-Oct	08-Nov
Genoa	08-Sep	15-Sep	24-Sep	06-Oct	14-Oct	22-Oct	31-Oct	08-Nov
Harfa / Ashdod	16-Sep	24-Sep	02-Oct	14-Oct	22-Oct	30-Oct	08-Nov	20-Nov
Istanbul	20-Sep	28-Sep	06-Oct	18-Oct	26-Oct	03-Nov	12-Nov	24-Nov
Izmir	21-Sep	29-Sep	07-Oct	19-Oct	27-Oct	04-Nov	13-Nov	25-Nov
Las Palmas	27-Sep	05-Oct	13-Oct	25-Oct	02-Nov	10-Nov	19-Nov	01-Dec
Leghorn	07-Sep	14-Sep	23-Sep	05-Oct	13-Oct	21-Oct	30-Oct	07-Nov
Lisbon	12-Sep	19-Sep	28-Sep	10-Oct	18-Oct	26-Oct	04-Nov	16-Nov
Mersin	24-Sep	02-Oct	10-Oct	22-Oct	30-Oct	07-Nov	16-Nov	28-Nov
Naples	09-Sep	16-Sep	25-Sep	07-Oct	15-Oct	23-Oct	01-Nov	09-Nov
Salerno	07-Sep	14-Sep	23-Sep	05-Oct	13-Oct	21-Oct	30-Oct	07-Nov
Salonica	27-Sep	05-Oct	13-Oct	25-Oct	02-Nov	10-Nov	19-Nov	01-Dec
Tunis	08-Sep	15-Sep	24-Sep	06-Oct	14-Oct	22-Oct	31-Oct	08-Nov
LaValletta / Malta	13-Sep	21-Sep	29-Sep	11-Oct	19-Oct	27-Oct	05-Nov	17-Nov
Import	070WB	047WB	065WB	068WB	071WB	048WB	066WB	069WB
La Spezia	*31-Jul	*7-Aug	16-Aug	27-Aug	06-Sep	13-Sep	22-Sep	04-Oct
Barcelona	*7-Aug	*8-Aug	18-Aug	29-Aug	08-Sep	15-Sep	24-Sep	06-Oct
Valencia	*4-Aug	*9-Aug	19-Aug	30-Aug	09-Sep	16-Sep	25-Sep	07-Oct
Miami	*13-Aug	*19-Aug	28-Aug	09-Sep	18-Sep	26-Sep	05-Oct	17-Oct
Houston	*19-Aug	25-Aug	03-Sep	15-Sep	24-Sep	02-Oct	11-Oct	23-Oct
New Orleans	21-Aug	27-Aug	05-Sep	17-Sep	26-Sep	04-Oct	13-Oct	25-Oct

*Actual departure

Comments:

ORIGINATING OFFICE: SEATTLE, WASHINGTON



**U.S. CUSTOMS & BORDER PROTECTION
TRADE INFORMATION NOTICE**

NUMBER: 07-13
ISSUE DATE: 06-19-07

SUBJECT: AMS Changes to Mitigate Gate-Out Issues

DISTRIBUTION: Steamship Operators, Terminal Operators, Carriers, Customs Brokers,
Freight Forwarders, Other Interested Parties

This Trade Information Notice serves to inform the local trade community that the following AMS changes will be implemented on **Wednesday, June 20, 2007**. The below-noted changes will assist in mitigating Gate-Out issues.

1. If a type 16 hold (DO NOT LOAD) Is present on a BOL, the following 4 disposition codes will be suppressed until the hold is unset:

- 1B Released: Intensive Examination Complete
- 1C Entered and Released: General Examination
- 1J Inbond Movement Authorized
- 1W PTT Authorized

2. AMS will perform a comparison between the containers listed on the Master Bill of Lading with the containers listed on the House Bill of Lading. If the Master is on file at the time the House is transmitted, AMS will compare the containers on the House Bill with the containers manifested on the Master. If there is a discrepancy between the House and the Master, a new disposition code will be sent to the transmitter of the House Bill. This code will be a 'ZZ - CONTAINER MISMATCH' in the R02 record. The container in question will be sent in the R02 continuation record. If there is more than one container in question, a unique message will be sent for each container. The Master Bills will be checked at the time of conveyance departure. As soon as a departure message is received, AMS will evaluate the containers listed on the Master Bill with containers manifested on all of the House bills attached to the Master. The Master's transmitter will receive a unique 'ZZ' message for each container that fails to match. The transmitter of the Master and the transmitter of the House must resolve any discrepancies in container number reporting. If there are container mismatch conditions, the following disposition codes will be withheld until the information is updated:

- 1B Released: Intensive Examination Complete
- 1C Entered and Released: General Examination
- 1J Inbond Movement Authorized
- 1W PTT Authorized
- 1Y Bill on File

ONE TEAM ★ ONE FIGHT

U.S. CUSTOMS AND BORDER PROTECTION

3. AMS will resend set hold disposition codes when an amendment occurs to a Bill of Lading and the following conditions exist:

- The vessel name has changed or
- The port of discharge has changed and a hold is active at the time of the amendment.

The following is a list of disposition codes to be present:

- 1G - CBP Hold Placed at Port of Inbond Destination
- 1H - CBP Hold Placed at Port of Discharge
- 2G - USDA Miscellaneous Hold Placed at Port of Inbond Destination
- 2H - USDA Miscellaneous Hold Placed at Port of Discharge
- 3G - Other Government Agency Hold Placed at Port of Inbond Destination
- 3H - Other Government Agency Hold Placed at Port of Discharge
- 71 – Intensive Hold for USDA Placed at Port of Discharge
- 71 – Intensive Hold for USDA Placed at Port of Discharge
- 72 – Inspection/Document Review Hold for USDA Placed at Port of Discharge
- 73 – Fumigation Hold for USDA Placed at Port of Discharge
- 77 – Intensive Hold for USDA Placed at Port of Inbond Destination
- 78 – Inspection/Document Review Hold for USDA Placed at Port of Inbond Destination
- 79 – Fumigation Hold for USDA Placed at Port of Inbond Destination

If you should have any technical questions, please contact your ACS Client Representative. For operational inquires, please contact Tracie Fukuhara at (206) 553-2755, or by email at tracie.r.fukuhara@dhs.gov.

Robert J. Klee
Area Port Director (Acting), Seattle, WA

UPDATE TO
AMS CHANGES TO MITIGATE GATE OUT ISSUES

**THE FOLLOWING CHANGES WILL BE IMPLEMENTED ON WEDNESDAY
JULY 25, 2007:**

AMS WILL RESEND SET HOLD DISPOSITION CODES WHEN AN AMENDMENT OCCURS TO A BILL OF LADING AND THE FOLLOWING CONDITIONS EXIST: THE VESSEL NAME HAS CHANGED OR THE PORT OF DISCHARGE HAS CHANGED AND A HOLD IS ACTIVE AT THE TIME OF THE AMENDMENT.

1) ADDITIONALLY, AN INDICATOR WILL BE SENT IN THE R02 RECORD POSITION 69. THE VALUE WILL BE SET A 'Y' IF THIS NOTIFICATION IS THE RESULT OF A RESEND BECAUSE OF A VESSEL NAME OR PORT OF DISCHARGE CHANGE. FOR THOSE TRANSMITTING IN ANSI X12 THE RESEND INDICATOR WILL BE IN THE X420 ELEMENT. THE FOLLOWING CONDITIONS MUST EXIST FOR THE RESEND:

THE FOLLOWING IS A LIST OF DISPOSITION CODES TO BE RESENT:

- 1G - CBP HOLD PLACED AT PORT OF IN BOND DESTINATION
- 1H - CBP HOLD PLACED AT PORT OF DISCHARGE
- 2G - USDA MISCELLANEOUS HOLD PLACED AT PORT OF IN BOND DESTINATION
- 2H - USDA MISCELLANEOUS HOLD PLACED AT PORT OF DISCHARGE
- 3G - OTHER GOVERNMENT AGENCY HOLD PLACED AT PORT OF IN BOND DESTINATION
- 3H - OTHER GOVERNMENT AGENCY HOLD PLACED AT PORT OF DISCHARGE
- 6H - NO LOAD
- 7H - NII EXAM ORDERED
- 71 - INTENSIVE HOLD FOR USDA PLACED AT PORT OF DISCHARGE
- 72 - INSPECTION/DOCUMENT REVIEW HOLD FOR USDA PLACED AT PORT OF DISCHARGE
- 73 - FUMIGATION HOLD FOR USDA PLACED AT PORT OF DISCHARGE
- 77 - INTENSIVE HOLD FOR USDA PLACED AT PORT OF IN BOND DESTINATION
- 78 - INSPECTION/DOCUMENT REVIEW HOLD FOR USDA PLACED AT PORT OF IN BOND DESTINATION
- 79 - FUMIGATION HOLD FOR USDA PLACED AT PORT OF IN BOND DESTINATION

2.) (QP FILERS ONLY) A PROGRAM MODIFICATION TO THE NS APPLICATION TO STOP SENDING MULTIPLE COPIES OF A SPECIFIC NOTIFICATION TO AN INBOND FILER WHO HAS POSTED MULTIPLE INBONDS TO A BILL OF LADING.

3.) (QP FILERS ONLY) PROGRAM MODIFICATIONS PROHIBIT THE SENDING OF THE NS05 RECORD WHEN A NOTIFICATION IS SENT VIA NS TO THE QP INBOND FILER FOR OCEAN BILLS OF LADING.

4.) A PROGRAM MODIFICATION TO LIMIT THE '69' DISPOSITION CODE TO SECONDARY NOTIFY PARTIES ONLY. MASTER BILL ISSUERS SHOULD HAVE BEEN EXCLUDED FROM RECEIVING THIS MESSAGE.

THE FOLLOWING CHANGES WILL BE IMPLEMENTED ON WEDNESDAY AUGUST 1, 2007:

5.) AMS WILL PERFORM A COMPARISION BETWEEN THE CONTAINERS LISTED ON THE MASTER BILL OF LADING WITH THE CONTAINERS LISTED ON THE HOUSE BILL OF LADING. IF THE MASTER IS ON FILE AT THE TIME THE HOUSE IS TRANSMITTED AMS WILL COMPARE THE CONTAINERS ON THE HOUSE BILL WITH THE CONTAINERS MANIFESTED ON THE MASTER. IF THERE IS A DISCREPANCY BETWEEN THE HOUSE AND THE MASTER A NEW DISPOSITION CODE WILL BE SENT TO THE TRANSMITTER OF THE HOUSE BILL. THIS CODE WILL BE A '2Z - CONTAINER MISMATCH' IN THE R02 RECORD. THE CONTAINER IN QUESTION WILL BE SENT IN THE R02 CONTINUATION RECORD. IF THERE IS MORE THAN ONE CONTAINER IN QUESTION A UNIQUE MESSAGE WILL BE SENT FOR EACH CONTAINER. THE MASTER BILLS WILL BE CHECKED AT THE TIME OF CONVEYANCE DEPARTURE. AS SOON AS A DEPARTURE MESSAGE IS RECEIVED AMS WILL EVALUATE THE CONTAINERS LISTED ON THE MASTER BILL WITH CONTAINERS MANIFESTED ON ALL THE HOUSE BILLS ATTACHED TO THE MASTER. THE MASTER'S TRANSMITTER WILL RECEIVE A UNIQUE '2Z' MESSAGE FOR EACH CONTAINER WITH A MISMATCH. THE TRANSMITTER OF THE MASTER AND THE TRANSMITTER OF THE HOUSE MUST RESOLVE ANY DISCREPANCIES IN CONTAINER NUMBER REPORTING. IF THERE ARE CONTAINER MISMATCH CONDITIONS THE FOLLOWING DISPOSITION CODES WILL BE WITHHELD UNTIL THE INFORMATION IS UPDATED;

1B RELEASED: INTENSIVE EXAMINATION COMPLETE
1C ENTERED AND RELEASED: GENERAL EXAMINATION
4E ENTRY CANCELLED
1J INBOND MOVEMENT AUTHORIZED
1W PTT AUTHORIZED

Appendix D

Disposition Codes

This appendix provides a complete listing of valid disposition codes.

<i>Disposition Codes</i>		
Code	Name	Description
01	Port of discharge changed	Generated when a rail carrier changes the port of discharge in the consist record - first port
02	Entry Advisory	Generated to a rail carrier as a result of an entry being filed against a bill either through selectivity or manually
03	Port of Entry Change	Generated when a rail carrier changes a port of entry - port of entry is different in consist from original bill
04	Add Second Notify Party	Generated to a rail carrier when a new second notify party SCAC code is assigned to a bill in an amendment to the consist record during train consisting
11	Arrival of in-bond - complete movement	Advisory generated when a paperless or conventional in-bond has been arrived at destination as a complete movement by the AMS participant or by CBP: ENT/REL quantities unaffected
12	Arrival of in-bond - bill of lading	Advisory generated when a paperless or conventional in-bond has been arrived at destination by the bill of lading by the AMS participant or by CBP: ENT/REL quantities unaffected
13	Arrival of in-bond - container	Advisory generated when a paperless or conventional in-bond has been arrived at destination by the container/seal by the AMS participant or by CBP: ENT/REL quantities unaffected
14	Delete entered quantity (transaction delete)	Generated as a result of CBP action through the transaction delete function: Subtracts the ENT quantity
15	Delete released quantity (transaction delete)	Generated as a result of CBP action through the transaction delete function: Subtracts the REL quantity
16	Delete entered/released quantity (transaction delete)	Generated as a result of CBP action through the transaction delete function: Subtracts the ENT/REL quantities
17	Overdue vessel arrival	Advisory generated to AMS participant is a vessel (conveyance) has not been arrived in AMS 2 weeks after EDA: ENT/REL quantities unaffected
18	Master in-bond advisory	Advisory generated to participant when an entry has been filed in the port of destination against an in-bond bill that is enroute: Not a release: ENT/REL quantities unaffected
19	Actual conveyance arrival	Advisory generated when a conveyance is arrived in AMS by the AMS participant or by CBP

Disposition Codes		
Code	Name	Description
20	Delete Arrival of In-bond at Intermediate Port-Complete Movement	Generated by CBP or AMS participant action after paperless or conventional in-bond has been arrived at northern border intermediate port: Deletes all arrivals in all bills associated with the in-bond number: ENT/REL quantities unaffected
21	Delete Arrival of In-bond at Intermediate Port-Bill of Lading	Generated by CBP or AMS participant action after paperless or conventional in-bond has been arrived at northern border intermediate port: Does not affect other bills associated with the in-bond number: ENT/REL quantities unaffected
22	Delete Arrival of In-bond at Intermediate Port-Container	Generated by CBP or AMS participant action after paperless or conventional in-bond has been arrived at northern border intermediate port by container-seal: Deletes arrival from each bill associated with the container: ENT/REL quantities unaffected
23	Delete Arrival of In-bond at Intermediate Port-Complete Movement	Generated by CBP or AMS participant action after paperless or conventional in-bond has been departed from northern border intermediate port: Deletes all departures from all bills associated with the in-bond: ENT/REL quantities unaffected
24	Delete Departure of In-bond at Intermediate Port-Bill of Lading	Generated by CBP or AMS participant action after paperless or conventional in-bond has been departed from northern border intermediate port by bill of lading: Does not affect other bills associated with the in-bond number: ENT/REL quantities unaffected
25	Delete Departure of In-bond at Intermediate Port-Container	Generated by CBP or AMS participant action after paperless or conventional in-bond has been departed from northern border port by container-seal: Deletes departures from each bill associated with the container: ENT/REL quantities unaffected
26	Delete Transfer of Liability for In-bond	Generated by CBP or AMS participant action after transferring custodial liability for an in-bond movement from one bonded carrier to another by the complete movement: Transferred liability is deleted from all bills associated with the in-bond number: ENT/REL quantities unaffected
27	Delete Transfer of Liability for Bill of Lading	Generated by CBP or AMS participant action after transferring custodial liability for an in-bond movement from one bonded carrier to another by the bill of lading: Does not affect other bills associated with the in-bond number: ENT/REL quantities unaffected
28	Delete Transfer of Liability for Container	Generated by CBP or AMS participant action after transferring custodial liability for an in-bond movement from one bonded carrier to another by the container-seal: Transferred liability is deleted from all other bills associated with the container-seal: ENT/REL quantities unaffected
50	Export of in-bond - complete movement	Generated when paperless or conventional in-bond is exported from the destination port as a complete movement by the AMS participant or by CBP: Writes ENT/REL quantities in all bills associated with the in-bond number. Do not EXPORT if any HOLDS are in force against the bill.
51	Export of in-bond - bill of lading	Generated when paperless or conventional in-bond is exported from the destination port as a bill of lading by the AMS participant or by CBP: Writes ENT/REL quantities in all bills: Does not affect other bills associated with this in-bond number. Do not EXPORT if any HOLDS are in force against the bill.

Disposition Codes		
Code	Name	Description
52	Export of in-bond - container	Generated when paperless or conventional in-bond is exported by the container from the destination port by the AMS participant or by CBP: Writes ENT/REL quantities for the container in each bill associated with the container. Do not EXPORT if any holds are in force against the bill.
53	Overdue export	Advisory generated to AMS participant when paperless or conventional TE or IE in-bond movement is not exported from the destination port within 30 days after the in-bond arrival: ENT/REL quantities in the bills are unaffected
54	Carrier bill - delete	Generated in response to an amendment (A01) transmission from the AMS participant deleting a bill from the manifest
55	Carrier bill - add	Generated in response to an amendment (A01) transmission from the AMS participant adding a bill from the manifest
56	Carrier bill - change	Generated in response to an amendment (A01) transmission from the AMS participant changing the quantity in a bill of lading without deleting it from the manifest
57	Change arrival of in-bond - complete movement	Generated when a paperless or conventional in-bond is arrived at destination as a complete movement by the AMS participant or by CBP, subsequent to the original arrival: ENT/REL quantities unaffected
58	Change arrival of in-bond - bill of lading	Generated when a paperless or conventional in-bond is arrived at destination by the bill of lading by the AMS participant or by CBP, subsequent to the original arrival: ENT/REL quantities unaffected
59	Change arrival of in-bond - container	Generated when a paperless or conventional in-bond is arrived at destination by the container/seal by the AMS participant or by CBP, subsequent to the original arrival: ENT/REL quantities unaffected
60	Change export of in-bond - complete movement	Generated when a paperless or conventional in-bond is exported from the destination port as a complete movement by the AMS participant or by CBP, subsequent to the original export: New export date written to all bills associated with the in-bond number: ENT/REL quantities unaffected
61	Change export of in-bond - bill of lading	Generated when a paperless or conventional in-bond is exported from the destination port as a bill of lading by the AMS participant or by CBP, subsequent to the original export of the bill: Does not affect other bills associated with the in-bond number
62	Change export of in-bond - container	Generated when paperless or conventional in-bond is exported from the destination port by container/seal by the AMS participant or by CBP, subsequent to the original export of the container: A new export date is written to all bills associated with the container
63	Delete arrival of in-bond - complete movement	Generated as a result of CBP action through the supervisory update function: ENT/REL quantities unaffected
64	Deleted arrival of in-bond - bill of lading	Generated as a result of CBP action through the supervisory update function: ENT/REL quantities unaffected
65	Delete arrival of in-bond - container	Generated as a result of CBP action through the supervisory update function: ENT/REL quantities unaffected
66	Delete export of in-bond - complete movement	Generated as a result of CBP action through the supervisory update function: Subtracts ENT/REL quantities in all bills associated with the in-bond number

Disposition Codes		
Code	Name	Description
67	Delete export of in-bond - bill of lading	Generated as a result of CBP action through the transaction delete function: Subtracts ENT/REL quantities
68	Delete export of in-bond - container	Generated as a result of CBP action through the transaction delete function: Subtracts ENT/REL quantities in all bills associated with the container
69	Bill on File	Generated when a user is nominated as a SNP by a rail, carrier or NVO participant.
70	Penalty	Generated as a result of CBP action: Indicates a CF5955A, Notice of Penalty, has been issued regarding the bill: Not a seizure: ENT/REL quantities unaffected
71	Intensive hold for USDA placed at port of discharge	Generated as a result of a manually posted USDA intensive hold effective in the port of discharge (conveyance arrival): Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A CBP HOLD has been placed against the bill at the port of discharge. Cargo cannot be released until the HOLD is removed by CBP.
72	Inspection/document review hold for USDA placed at port of discharge	Generated as a result of a manually posted USDA inspection/document review hold effective in the port of discharge (conveyance arrival): Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A CBP HOLD has been placed against the bill at the port of discharge. Cargo cannot be released until the HOLD is removed by CBP.
73	Fumigation hold for USDA placed at port of discharge	Generated as a result of a manually posted USDA fumigation hold effective in the port of discharge (conveyance arrival): Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A CBP HOLD has been placed against the bill at the port of discharge. Cargo cannot be released until the HOLD is removed by CBP.
74	Intensive hold for USDA removed at port of discharge	Generated as a result of a manually posted removal of a USDA intensive hold effective in the port of discharge (conveyance arrival): Bill status returns to previous status: ENT/REL quantities unaffected. If there has been a RELEASE of the cargo by CBP, and there are no other HOLDS in force, the cargo may be released.
75	Inspection/document review hold for USDA removed at port of discharge	Generated as a result of a manually posted removal of a USDA inspection/document review hold effective in the port of discharge (conveyance arrival): Bill status returns to previous status: ENT/REL quantities unaffected. If there has been a RELEASE of the cargo by CBP, and there are no other HOLDS in force, the cargo may be released.
76	Fumigation hold for USDA removed at port of discharge	Generated as a result of a manually posted removal of a USDA fumigation hold effective in the port of discharge (conveyance arrival): Bill status returns to previous status: ENT/REL quantities unaffected. If there has been a RELEASE of the cargo by CBP, and there are no other HOLDS in force, the cargo may be released.

<i>Disposition Codes</i>		
Code	Name	Description
77	Intensive hold for USDA placed at port of in-bond destination	Generated as a result of a manually posted USDA intensive hold effective in the port of in-bond destination: Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A HOLD has been placed against the bill at the in-bond destination port. If there are no other HOLDS in force at the port of discharge the cargo may be moved on an in-bond entry to the destination port. Cargo cannot be released to the consignee at the destination port until RELEASED by CBP, and all destination HOLDS have been removed.
78	Inspection/document review hold for USDA placed at port of in-bond destination	Generated as a result of a manually posted USDA inspection/document review hold effective in the port of in-bond destination: Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A HOLD has been placed against the bill at the in-bond destination port. If there are no other HOLDS in force at the port of discharge the cargo may be moved on an in-bond entry to the destination port. Cargo cannot be released to the consignee at the destination port until RELEASED by CBP, and all destination HOLDS have been removed.
79	Fumigation hold for USDA placed at port of in-bond destination	Generated as a result of a manually posted USDA fumigation hold effective in the port of in-bond destination: Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A HOLD has been placed against the bill at the in-bond destination port. If there are no other HOLDS in force at the port of discharge the cargo may be moved on an in-bond entry to the destination port. Cargo cannot be released to the consignee at the destination port until RELEASED by CBP, and all destination HOLDS have been removed.
80	Intensive hold for USDA removed at port of in-bond destination	Generated as a result of a manually posted removal of a USDA intensive hold effective in the port of in-bond destination: Bill status returns to previous status: ENT/REL quantities unaffected. A HOLD at the in-bond destination has been removed. If there are no other HOLDS in force against the bill, the cargo has received a RELEASE message from CBP, cargo may be RELEASED to the importer/consignee.
81	Inspection/document review hold for USDA removed at port of in-bond destination	Generated as a result of a manually posted removal of a USDA inspection/document review hold effective in the port of in-bond destination: Bill status returns to previous status: ENT/REL quantities unaffected. A HOLD at the in-bond destination has been removed. If there are no other HOLDS in force against the bill, the cargo has received a RELEASE message from CBP, cargo may be RELEASED to the importer/consignee.
82	Fumigation hold for USDA removed at port of in-bond destination	Generated as a result of a manually posted removal of a USDA fumigation hold effective in the port of in-bond destination: Bill status returns to previous status: ENT/REL quantities unaffected. A HOLD at the in-bond destination has been removed. If there are no other HOLDS in force against the bill, the cargo has received a RELEASE message from CBP, cargo may be RELEASED to the importer/consignee.
83	PTT cancelled	Generated as a result of CBP action through the transaction delete function: ENT/REL quantities unaffected
84	Transfer for exam cancelled	Generated as a result of on-line input by CBP

<i>Disposition Codes</i>		
Code	Name	Description
85	Arrive in-bond at intermediate port	Generated when a paperless or conventional in-bond has been arrived at a northern border intermediate port as a complete movement, either by the AMS participant or by CBP: Arrives all bills associated with the in-bond number: ENT/REL quantities unaffected
86	Arrive bill of lading at intermediate port	Generated when a paperless or conventional in-bond has been arrived at a northern border intermediate port by the bill of lading, either by the AMS participant or by CBP: Does not affect other bills associated with this in-bond number: ENT/REL quantities unaffected
87	Arrive container at intermediate port	Generated when a paperless or conventional in-bond has been arrived at a northern border intermediate port by the container/seal, either by the AMS participant or by CBP: Arrives each bill associated with the container: ENT/REL quantities unaffected
88	Depart in-bond from intermediate port	Generated when a paperless or conventional in-bond has departed from a northern border intermediate port as a complete movement, either by the AMS participant or by CBP: Departs all bills associated with the in-bond number: ENT/REL quantities unaffected
89	Depart bill of lading from intermediate port	Generated when a paperless or conventional in-bond has departed from a northern border intermediate port as a bill of lading, either by the AMS participant or by CBP: Does not affect other bills associated with the in-bond number: ENT/REL quantities unaffected
90	Depart container from intermediate port	Generated when a paperless or conventional in-bond has departed from a northern border intermediate port by container/seal, either by carrier or by CBP: Departs each bill associated with the container: ENT/REL quantities unaffected
91	Transfer of liability for in-bond	Generated in response to action either by the AMS participant or by CBP in transferring custodial liability for an in-bond movement from one bonded carrier to another by the complete movement: Liability is transferred in all bills associated with the in-bond number: ENT/REL quantities unaffected
92	Transfer of liability for bill of lading	Generated in response to action either by the AMS participant or by CBP in transferring custodial liability for an in-bond movement from one bonded carrier to another by the bill of lading: Does not affect other bills associated with the in-bond number: ENT/REL quantities unaffected.
93	Transfer of liability for container	Generated in response to action either by the AMS participant or by CBP in transferring custodial liability for an in-bond movement from one bonded carrier to another by the container/seal: Liability is transferred in all bills associated with the container/seal: ENT/REL quantities unaffected.
94	Broker download	Indicates that a copy of the input information, associated with the bill of lading contained in the status notification, has been electronically provided to the ABI entry filer as identified in the bill of lading data
95	In-bond deleted	Generated in response to action by CBP: An in-bond created by CBP on-line has been deleted via on-line function: All non-automated bills associated with the in-bond are also deleted.
96	Manifest Consist	This will be used in the ABI NS Application, Record Identifier 30. It indicates that Consist data is being transmitted in the ABI NS Application set.

Disposition Codes		
Code	Name	Description
97	Conveyance Hold	Generated as a result of on-line input by CBP. Indicates that an entire conveyance, loaded and empty container/equipment, is being held by CBP. This notice is transmitted to a filer only.
98	Release Conveyance	Generated as a result of on-line input by CBP. Indicates that a level hold has been removed. This notice is transmitted to a filer only.
99	Train Consist Deleted	This will be used in the ABI NS Application, Record Identifier 30. It indicates that the bills are no longer associated with that particular train.
1A	Entered: Intensive examination required	Generated as a result of selectivity processing or CBP manual posting: Writes ENT quantity to the bill. An entry has been filed against the cargo, and it is pending examination by CBP. Cargo is not RELEASED.
1B	Released: Intensive examination completed	Generated as a result of selectivity processing or CBP manual posting: Writes REL quantity to the bill. The cargo examination by CBP has been completed and the cargo has been released. Cargo, however, must be held intact and not released if there are any HOLDS in place against the bill. Do not RELEASE until all HOLDS have been removed.
1C	Entered and released: General examination	Generated as a result of selectivity processing or CBP manual posting: Writes ENT/REL quantity to the bill. Entry has been filed and the cargo has been release; however, the cargo must be held intact if there are any HOLDS in place against the bill. Do not RELEASE the cargo until all HOLDS have been removed.
1F	CBP hold removed at port of in-bond destination	Generated as a result of a CBP hold removal posting affecting the port of in-bond destination: The bill returns to previous status from "HELD": ENT/REL quantities unaffected. A HOLD at the in-bond destination has been removed. If there are no other HOLDS in force against the bill, the cargo has received a RELEASE message from CBP, cargo may be RELEASED to the importer/consignee.
1G	CBP hold placed at port of in-bond destination	Generated as a result of a manually posted CBP hold effective in the port of in-bond destination: Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A HOLD has been placed against the bill at the in-bond destination port. If there are no other HOLDS in force at the port of discharge the cargo may be moved on an in-bond entry to the destination port. Cargo cannot be released to the consignee at the destination port until RELEASED by CBP, and all destination HOLDS have been removed.
1H	CBP hold placed at port of discharge	Generated as a result of a manually posted CBP hold effective in the port of discharge (conveyance arrival): Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A CBP HOLD has been placed against the bill at the port of discharge. Cargo cannot be released until the HOLD is removed by CBP.
1I	CBP hold removed at port of discharge	Generated as a result of a manually posted removal of a CBP hold effective in the port of discharge (conveyance arrival): Bill status returns to previous status: ENT/REL quantities unaffected. If there has been a RELEASE of the cargo by CBP, and there are no other HOLDS in force, the cargo may be released.

<i>Disposition Codes</i>		
Code	Name	Description
1J	In-bond movement authorized: Bill of lading open	Generated in response to IT, TE, and IE bill data input by AMS participants or CBP: ENT/REL quantities unaffected. If there are no HOLDS in force at the port of discharge, the cargo may move in-bond to the destination port.
1K	Bill of lading late in 5 days	Advisory generated for IT, TE, and IE in-bond bills created by AMS participants that have not been arrived at destination 5 days before the expiration of the transit period: ENT/REL quantities unaffected
1L	Bill of lading late	Advisory generated for IT, TE, and IE in-bond bills created by AMS participants that have not been arrived at destination by the expiration of the transit period: ENT/REL quantities unaffected
1M	Bill of lading message transmission	Generated as a result of CBP action: Free form message regarding the bill
1N	Overage	Advisory generated when ENT/REL quantity exceeds AMEND quantity as a result of entry posting through selectivity or manual posting: This code is also generated as a result of landed quantity verification by CBP: Actual count greater than manifested amount: Amended quantity affected and carrier response (A01) expected
1O	Shortage	Generated as a result of landed quantity verification by CBP: Actual count less than manifested amount: Amended quantity affected and carrier response (A01) expected
1P	Within case shortage, goods specifically manifested	Generated as a result of landed quantity verification by CBP: Actual count of merchandise within cases is less than manifested amount: Amended quantity affected and carrier response (A01) expected
1Q	Lay order extended	Generated as a result of input of a G01 message code 2 by an AMS participant: Layorder extensions are not permitted. ENT/REL quantities unaffected
1R	Pending eligible General Order	Advisory generated 2 days before the expiration of lay order: Indicates ENT/REL quantities on the bill are less than AMEND quantity
1S	Ordered to General Order	Advisory generated at expiration of lay order: Indicates discrepancy in ENT/REL quantities and AMEND quantity on the bill have not been resolved by end of lay order
1T	Seized	Generated as a result of manual posting by CBP indicating that the manifested or partial quantity of the bill has been seized for violations: The seized quantity amount is written in the ENT/REL quantity fields
1U	Sent to General Order	Generated as a result of manual posting by CBP or G01, G03 records indicating that the manifested or partial quantity of the bill has been removed to a general order facility: The quantity sent to GO is written in the ENT/REL quantity fields
1V	Lay order extension rejected	Generated as a result of input of a G01 message code 2 by an AMS participant: This is the second or subsequent request, or the port does not have a lay order extension period
1W	Within port transfer authorized: Bill of lading remains open	Generated as a result of a participant request for PTT (Permit to Transfer), T01, or by manual posting of a PTT by CBP: ENT/REL quantities unaffected: GO program bypassed. Cargo cannot be transferred until all HOLDS are removed by CBP. Transfer with active 1A or 4A is authorized.

Disposition Codes		
Code	Name	Description
IX	Transfer for Exam	Generated as a result of on-line input by CBP to designate a transfer to a CES (container examination station) for examination. CBP will post any examination site or transfer carrier restrictions in the public remarks field (e.g., "Transfer to XYZ CES for examination" and/or "Must be transported by driver for XYZ carrier"). Transfer with active hold is authorized.
1Y	MVOC-NVOC Bill of Lading Match	Generated to NVO when the SCAC and bill number transmitted by the NVO in the B04 record matches that of the contract carrier (MVOC).
2F	USDA miscellaneous hold removed at port of in-bond destination	Generated as a result of an USDA miscellaneous hold removal posting affecting the port of in-bond destination: The bill returns to the previous status from "HELD": ENT/REL quantities unaffected. A HOLD at the in-bond destination has been removed. If there are no other HOLDS in force against the bill, the cargo has received a RELEASE message from CBP, cargo may be RELEASED to the importer/consignee.
2G	USDA miscellaneous hold placed at port of in-bond destination	Generated as a result of a manually posted USDA miscellaneous hold effective in the port of in-bond destination: Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A HOLD has been placed against the bill at the in-bond destination port. If there are no other HOLDS in force at the port of discharge the cargo may be moved on an in-bond entry to the destination port. Cargo cannot be released to the consignee at the destination port until RELEASED by CBP, and all destination HOLDS have been removed.
2H	USDA miscellaneous hold placed at port of discharge	Generated as a result of a manually posted USDA miscellaneous hold effective in the port of discharge (conveyance arrival): Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A CBP HOLD has been placed against the bill at the port of discharge. Cargo cannot be released until the HOLD is removed by CBP.
2I	USDA miscellaneous hold removed at port of discharge	Generated as a result of a manually posted removal of a USDA miscellaneous hold effective in the port of discharge (conveyance arrival): Bill status returns to previous status: ENT/REL quantities unaffected. If there has been a RELEASE of the cargo by CBP, and there are no other HOLDS in force, the cargo may be released.
2Z	Master/House Container Mis-Match	Generated as a result of a comparison between the Master and House reported containers. Those containers that exist against either the Master or House that do not have a corresponding match will receive this message. The container in error will be reported in the R02 Container Number field.
3F	Other Government Agency hold removed at port of in-bond destination	Generated as a result of a manually posted removal of an Other Government Agency hold effective in the port of in-bond destination: Bill status returns to previous status: ENT/REL quantities unaffected. A HOLD at the in-bond destination has been removed. If there are no other HOLDS in force against the bill, the cargo has received a RELEASE message from CBP, cargo may be RELEASED to the importer/consignee.

Disposition Codes		
Code	Name	Description
3G	Other Government Agency hold placed at port of in-bond destination	Generated as a result of a manually posted Other Government Agency hold effective in the port of in-bond destination: Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A HOLD has been placed against the bill at the in-bond destination port. If there are no other HOLDS in force at the port of discharge the cargo may be moved on an in-bond entry to the destination port. Cargo cannot be released to the consignee at the destination port until RELEASED by CBP, and all destination HOLDS have been removed.
3H	Other Government Agency hold placed at port of discharge	Generated as a result of a manually posted Other Government Agency hold effective in the port of discharge (conveyance arrival): Release is denied: Bill status changes to "HELD": ENT/REL quantities unaffected. A CBP HOLD has been placed against the bill at the port of discharge. Cargo cannot be released until the HOLD is removed by CBP.
3I	Other Government Agency hold removed at port of discharge	Generated as a result of a manually posted removal of an Other Government Agency hold effective in the port of discharge (conveyance arrival): Bill status returns to previous status: ENT/REL quantities unaffected. If there has been a RELEASE of the cargo by CBP, and there are no other HOLDS in force, the cargo may be released.
4A	Override	Generated as a result of selectivity processing: Overrides 1C or 1B: Subtracts REL quantity from bill if preceding notification was 1C or 1B. Do not RELEASE cargo.
4C	Override	Generated as a result of selectivity processing: Overrides 1A to a 1C: Writes REL quantity to the bill: ENT quantity unaffected. Cargo examination has been overridden. Cargo is RELEASED, however, do not RELEASE cargo if any HOLDS are still in force.
4E	Entry cancelled	Generated as a result of selectivity processing: Indicates previous entry posting was withdrawn by the broker: Subtracts ENT/REL quantities from the bill, if the previous entry posting resulted in a 1C or 1A, followed by a 1B, or subtracts the ENT quantity, if the entry posting resulted in a 1A.
5H	Entry Processing Hold	Generated as a result of selectivity processing: Indicates previous entry posting has been targeted for a document discrepancy exam. Release is denied. Bill status changed to "HELD". Subtracts rel quantity from bill if preceding notification was 1C or 1B.
5I	Entry Processing Hold Removed	Generated as a result of selectivity processing: Bill status returns to previous status. Writes rel quantity to the bill.
6H	No Load	Generated by CBP. Cargo should not be loaded to a vessel sailing or transiting CBP territory.
6I	Release of No Load	Generated by CBP. Cargo may again resume loading to vessel destined for sailing or transiting CBP territory.
7H	NII Exam Ordered	Informs the carrier that a Non Intrusive Inspection (NII) has been ordered and the cargo has been held.
7I	NII Exam Removed	Informs the carrier that the NII has been removed. This disposition code cancels out the 7H held status.
AR	Archived	Generated when bills are archived and moved off-line.

<i>Disposition Codes</i>		
Code	Name	Description
SR	Shell record	Advisory generated in response to CBP entry processing: Advises the AMS participant that an entry has been filed against an AMS bill that has not been transmitted: Not a release.
A1	FDA PN Advisory	An advisory message indicating that the FDA Prior Notice of arrival has been filed for the shipment.
A2	FDA PN Warning	An advisory message indicating that movement is authorized and that Prior Notice data is required. (Message is sent by CBP in systems override mode only.)
A3	FDA PN Movement Denied	An advisory message indicating that the FDN Prior Notice data is missing and Authorization for Movement of the cargo is being denied.
BC	Goods Not Authorized for Zone	Informs the carrier that the goods they thought were going into a zone will not be and additional arrangements for clearance must be accomplished.
BD	Goods Accepted/No Qty Verification	Informs the carrier the goods were acceptable to the Zone Operator and the goods will be processed by the Zone.
BE	Goods Arrived	Informs the carrier that the goods have arrived at the zone. This is an inferred closure for the PTT.
BG	Admission Advisory	Informs the carrier that the posted bill has been placed on a FTZ Admission.
BH	Admission is Deleted	Informs the carrier that the previous admission filing has been deleted.