

Automated In-Bond Processing Business Process Document

Public version

Version 1.0 – August 8, 2018



U.S. Customs and
Border Protection

Office of Field Operations

Executive Summary

This public version of the Office of Field Operations Business Process Document on Automated In-Bond Processing is the official publication to provide U.S. Customs and Border Protection (CBP) field personnel and members of the trade community with guidance in the area of electronic in-bond processing. This document guides CBP Officers and members of the trade on the requirements and responsibilities when processing in-bond cargo.

While most of this document relates to policy issuances, for technical guidance related to the processing of electronic in-bonds in ACE Multi-Modal Manifest (ACE), users should refer to the CBP and Trade Automated Interface Requirements (CATAIR) Implementation Guide: In Bond. See, <https://www.cbp.gov/document/guidance/bond>.

The Office of Field Operations is (OFO) is committed to full automation of in-bonds. **The Automated In-Bond Business Process Document is a living document, and is expected to evolve as business conditions and regulations changes. As such, updates will follow when there are changes.** All references in this document to CBPF 7512 refer to the ACE processed electronic version only unless otherwise indicated.

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1. MAJOR CHANGES TO THE IN-BOND REGULATIONS -

As established by 19 CFR Part 18, as revised (82 FR 45366-45408, September 28, 2017), the major changes associated with the revised and updated Part 18 are:

- Except for merchandise transported by pipeline and truck shipments transiting the United States from Canada (19 CFR Part 123 – Subpart E), the paper 7512 (Transportation Entry and Manifest of Goods Subject To CBP Inspection and Permit) has been eliminated; henceforth carriers or their agents are now required to electronically file the in-bond application;
- The in-bond procedures found in Part 122 - Air Commerce Regulations have not changed except for time frames that now align with other modes. For the purposes of this regulation, shipments moving in-bond on an air waybill arriving via air in the United States and filed in ACE Air Manifest are not subject to the new in-bond requirements other than the new timeframes, and may be initiated and closed in paper CBPF 7512 format until such time as Part 122 is modified to require electronic filing and processing. Shipments moving in-bond that originate on a mode of transport other than air, or that originate in the United States for export, will be required to be initiated electronically; however, if such shipments are arrived at a final U.S. destination by air or exported by air, the in-bond may be manually closed in paper under certain situations at the port of entry/export;
- A standard 30-day maximum transit time to transport in-bond merchandise between U.S. ports is now in effect for all modes of transportation except pipeline and barge traffic. Barge in-bond movements are allowed 60 days;
- Carriers/brokers/filers are now required to electronically request and receive permission from CBP before diverting in-bond merchandise from the original intended destination port to another port;
- Carriers/brokers/filers are now required to report the arrival and location of the in-bond merchandise within two business days of arrival at the port of destination or port of exportation.
- The Facilities Information Resources Management System (FIRMS) code is now required to accurately report arrival of all in-bonds. The FIRMS code must be reported on the WP10 record to provide CBP with the ability to identify the specific location of the in-bond merchandise;
- While the revised Part 18 mandates all in-bond applications and entries to include the six digit Harmonized Tariff Schedule (HTS) number as an informational element, the submission of this element is currently not required. CBP port personnel should be alert for the issuance of additional guidance from Office of Field Operations (OFO) as to when the HTS number will become mandatory.

2. KEY DATES FOR ENFORCEMENT OF NEW IN-BOND REGULATIONS

- September 28, 2017 – Publication in Federal Register with 60 day implementation;
- November 27, 2017 – Implementation of Regulations – regulations effective on this date;
- July 2, 2018 – Mandatory electronic creation of in-bond transactions went into effect on this date with few issues. CBP has worked with the trade to ensure that in-bond filers have the capability to file in-bonds electronically;
- August 6, 2018 - Electronic reporting of all transactions will be mandatory; CBP will no longer accept paper copies of the CBPF 7512 to perform arrival and export functionality. These functions will be the requirement of the carrier. In addition, electronic reporting of diversion to a port other than reported on the original in-bond will be required. An ACE edit will reject arrival if not performed. Electronic reporting of bonded cargo location (FIRMS code) will be required. An ACE edit will reject arrival if no FIRMS code is provided. A 6-month period of deferred enforcement will commence;
- February 6, 2019 – Deferred enforcement period ends.

(Currently no date is set for implementation of the provision requiring the 6 -digit Harmonized Tariff Schedule number requirement for Immediate Transportation movements).

3. IN-BOND DEFINITIONS

In-Bond - A procedure that allows the movement of merchandise through the United States without payment of duty and taxes prior to entry into domestic or foreign commerce. It is established by statute (19 USC 1551, 19 USC 1552 and 19 USC 1553) and the process is set forth pursuant to regulation (19 CFR Part 18). The merchandise must be covered by a custodial bond while being transported. The bond protects the interest of CBP and other agencies in the merchandise. In-bonds may not be used for explosives or prohibited cargo.

In-Bond Movements - The movement of the merchandise is guaranteed by a custodial bond filed with CBP that obligates the carrier to pay a penalty or liquidated damage assessment for noncompliance with the regulations governing the movement of in-bond merchandise.

Bonded Carriers - are authorized to receive merchandise (19 CFR 112.1) for transportation from one port to another in the U.S. They include:

- Common Carrier
- Contract Carrier
- Freight Forwarder
- Private Carrier

Common Carrier - A carrier of merchandise that owns or operates a transportation line or route and is employed by the general public to transport merchandise;

Contract Carrier - A carrier is hired to transport merchandise for a specific person or consignee;

Freight Forwarder -A freight forwarder dispatches shipments on behalf of other persons and handling the formalities incident to such shipments;

Private Carrier – A carrier of one’s own goods or merchandise;

(NOTE: All carriers must have a Type 2 Carrier Bond).

This type of customs bond is required for operations which carry or hold merchandise not yet entered into the commerce of the United States, for export or entry at a later time or place. This typically includes: cartmen / lightermen, warehouse proprietors, general order warehouses, carriers, container freight stations, and central examination stations.

Types of In-Bond Movements –

There are three primary types of in-bond movements:

- **Immediate Exportation** (IE; Type 63) is an entry that allows foreign merchandise arriving at one U.S. port to be exported from the same U.S. port without the payment of duty.
- **Immediate Transportation** (IT; Type 61) is an entry that allows foreign merchandise arriving at one U.S. port to be transported to another U.S. port where a subsequent entry must be filed.
- **Transportation and Exportation** (T&E; Type 62)) is an entry that allows foreign merchandise arriving at one U.S. port to be transported through the U.S. and be exported from another U.S. port without the payment of duty.

In addition to the primary in-bond types, there are uses of in-bonds that are required by policy and regulation. These used to be specific in-bond types but now represent a process flow where in-bond is utilized. Specific regulations for these are found in various areas of the regulations:

- **Vessel Supplies for Immediate Exportation** (VSIE) is the same as an IE in-bond movement except that the merchandise will be loaded on a vessel or aircraft for its use;
- **Vessel Supplies for Transportation and Exportation** (VSTE) is the same entry as a T&E in-bond movement except that the merchandise will be loaded on a vessel or aircraft for its use;
- **Warehouse Withdrawal for Immediate Exportation** (WDIE) is an entry that allows merchandise that has been withdrawn from a bonded warehouse at one U.S. port to be exported from the same U.S. port without the payment of duty;
- **Warehouse Withdrawal for Transportation** (WWT) is an entry that allows merchandise withdrawn from a bonded warehouse at one U.S. port to be transported to another U.S. port where entry must be filed;
- **Warehouse Withdrawal for Transportation and Exportation** (WWTE) is an entry that allows merchandise withdrawn from a bonded warehouse at one U.S. port to be transported through the U.S. to be exported from another U.S. port without the payment of duty;

- **Warehouse Withdrawal of Vessel Supplies for Immediate Exportation (WDVSIE)** is an entry that allows merchandise withdrawn from a bonded warehouse to be loaded on a vessel or aircraft, for its use, and exported from the same U.S. port;
- **Warehouse Withdrawal of Vessel Supplies for Transportation and Exportation (WDSTE)** is an entry that allows merchandise to be withdrawn from a bonded warehouse at one U.S. port, transported through the U.S., loaded on a vessel or aircraft for its use, and exported from another U.S. port.

4. **PORT POLICY – ARRIVAL/EXPORT**

Local port policy may be dictated by the port director regarding manual arrival/exporting procedures. Historically, CBP ports have used a variety of audit procedures to verify bonded movement, including the presentation of paper in-bond documents at ports of arrival and export. While electronic submission of the CBPF 7512 is now required, for audit purposes, the port director may accept paper copies of the CBPF 7512 or other documentation so long as it addresses the port director's needs in terms of verification. If the Trade wants a stamped copy of the paper CBPF 7512, it is the responsibility of the trade to provide that copy (or like document) to CBP for stamping. CBP will not conduct routine stamping of copies.

5. **FILING AN IN-BOND TRANSACTION FOR A BONDED WAREHOUSE, FOREIGN- TRADE ZONE, OR VESSEL/AIRCRAFT SUPPLY WITHDRAWAL FOR EXPORT OR RE-WAREHOUSE.**

The bonded movement from customs bonded warehouses (CBWs) and FTZs requires the submission of in-bond applications via ACE or ABI electronic interface. An IT, T&E or IE transaction must be filed electronically to cover the bonded movement outside of the warehouse.

Continued Uses of Paper CBPF 7512

Permit copies of the paper CBPF 7512, properly annotated as described in the Bonded Warehouse Manual and Foreign Trade Zone Manual must still be submitted to CBP as part of the CBW and FTZ audit and oversight procedures. While CBP ports will no longer stamp or annotate copies on an everyday basis, the trade may bring a paper copy of the 7512 to the port location for stamping or perforation.

In-Transit Time

Due to the special circumstances pertaining to travel by barge, CBP will allow for a 60-day in-transit time for barge shipments. CBP will consider on a case-by-case basis whether to grant an extension of the in-transit time period and if so, the length of the extension. The decision to extend the in-transit time period is within the discretion of CBP. Factors that may be considered in its decision would include extraordinary circumstances beyond the control of the parties. For example, a vessel shipment may contain 50 coils of steel, which would need to be divided into at

least 25 truckloads. Due to truck shortages and bad weather it is not uncommon for shipments to take longer than the in-transit time for trucks of 30 days. CBP will take into account logistical issues such as the one described above when considering a request for an extension of the in-transit time. Filing of a new/subsequent in-bond application does not extend the transit time from the time frame provided for the original in-bond movement.

Functionality does not currently exist to accept and approve extensions electronically via electronic EDI. Accordingly, all requests for an extension must be made to the port director of the port of destination or port of exportation, as appropriate within 24 hours of receiving the request. CBP will not provide the reason for denying an extension request since the request may be denied for law enforcement purposes. A request for an extension must be made for each individual in-bond entry. CBP will not grant a blanket extension for all shipments covered by a bill of lading. When the merchandise is subject to examination or inspection by CBP or another government agency, the time for which the merchandise is held due to the examination or inspection will not be considered part of the in-transit time.

Start of In-Transit Time

The in-transit time will not begin until vessel arrival or CBP movement authorization, whichever is later.

CBP recognizes that there are many circumstances in which it may not be practicable to export in-bond merchandise within 15 days of arrival at the port of exportation. However, shippers will be responsible for ensuring that basic logistical issues are resolved. In the scenario presented, the originating bonded carrier will have 30 days in which to deliver the merchandise to the port of exportation, at which point the arrival must be reported within two business days. The reporting of the arrival of the merchandise at the destination port completes the in-bond movement for purposes of meeting the in-transit time requirements. The merchandise must then be exported within 15 days. If the merchandise cannot be exported within 15 days after arrival, the original bonded carrier can file an immediate exportation entry. This will provide an additional 15 days in which to export the merchandise. The carrier can also request permission to retain the goods within the port limits for an additional 90 days pursuant to § 18.24 or admit the merchandise into a FTZ, before the 15-day limit expires.

Shortening of In-Transit Time

The in-transit time will only be shortened when required by another agency's transit requirements. The primary reason why CBP would shorten the in-transit time would be to comply with U.S. Department of Agriculture (USDA) statutory requirements related to merchandise moving on a USDA permit. Other government agencies may also require shortened transit periods. CBP will provide notice to the carrier to facilitate compliance. CBP will communicate to the carrier via EDI when the in-transit time has been shortened. CBP agrees that the creation of a disposition code is a good idea and will endeavor to create a new disposition code for this purpose.

6. BASIC PROCESSING REQUIREMENTS FOR MOVING CARGO IN-BOND

Mandatory electronic document filing:

In-bonds may be rejected for the following reasons:

- The carrier's bond is invalid or inactive;
- The in-bond number is invalid or has been used previously on an in-bond shipment;
- Required data elements are omitted, or coded information is invalid;
- ACE bill of lading or air waybill is not on file in ACE;
- The in-bond only covers a portion of the manifested quantity. (Remainder should be verified and entries filed simultaneously);
- Manifested quantity does not match the CBPF 7512 or master bill of lading;
- The carrier listed on the CBPF 7512 is not in ACE;
- The CBPF 7512 is incomplete and/or is missing information.

In-Bond Deletion – Amendment

Updates or corrections required to an in-bond application must be done electronically, however, a specific amendment function does not exist. In order to correct or amend information provided on an in-bond application, the in-bond must be deleted and re-added providing the corrected information using the same in-bond number. Future programming enhancements will be released to allow for post-filing amendments of existing in-bonds.

Cancellation Reasons

An in-bond document can be cancelled for the following reasons:

- The in-bond movement is cancelled. Broker will file a consumption entry, warehouse entry, FTZ admission, the cargo will remain in the bonded warehouse, will be placed in General Order, etc.;
- Change of the in-bond type (e.g., IE, to T&E);
- Change of the in-bond entry number;
- Change of Cartage Company or Common Carrier liable for movement of the cargo;
- Two brokers filed different in-bond entries for the same cargo.

Food and Drug Administration (FDA) Refusals

FDA controlled merchandise, such as food, drugs, cosmetics and perfume, may be rejected by FDA after an importer has filed a CBP consumption entry. This could be a partial or complete rejection of the quantity on the consumption entry.

- The CBPF 7512 description should say FDA REFUSAL – EXPORT ONLY;
- A copy of the refusal notice should be attached in order to verify the quantity refused admission by the agency;
- Cargo must be exported on an IE (or T&E if allowed by FDA) under CBP or FDA supervision;

General Order Merchandise

When an IT contains a GO number, the CBP officer must look at the date of importation. When the date of importation is greater than six months, the IT movement should be denied. Either a consumption entry must be filed or the shipment must be exported, in accordance with 19 CFR 127.14(b). When the freight is going to be exported, it must move under an IE, and all fees must have been paid prior to authorizing the movement.

7. REPORTING ARRIVAL/CLOSING IN-BONDS

August 6, 2018 - Electronic reporting of all transactions will be mandatory; CBP will no longer accept copies of the paper CBPF 7512 to perform arrival and export functionality. (These functions will be the requirement of the carrier/broker/filer) or an authorized party. In addition, electronic reporting of diversion to a port other than reported on the original in-bond will be required. An ACE edit has been set to reject any arrival or export if a diversion request was not performed. Electronic reporting of bonded cargo location (FIRMS code) will be required. QP/WP software users will continue to execute these functions as currently being performed. The reporting of the arrival must be completed electronically through a CBP approved EDI system within two business days of the arrival of any portion of the shipment.

8. AUTOMATED DIVERSION REQUESTS

Merchandise may be diverted under 19 CFR 18.5 to any port other than the port of destination designated in ACE only after the filer of the in-bond application has submitted a request to divert merchandise via ACE. The carrier will submit the diversion request in ACE using an approved software message set available to the trade. CBP's disposition of the diversion request will be automated so that the carrier will receive authorization for the diversion immediately. When a diversion request is authorized, the user will receive a disposition code of a "3W" (Request for In-bond Diversion Granted). If the destination port code is rejected, there will be no corresponding rejection message. ACE does not have acceptance/rejection language specific to the in-bond diversion request. The in-bond cargo must be directed to the original destination port.

Neither the originating port nor the destination port handles the diversion request. Approval of diversion requests is strictly through the ACE portal or ABI. When diversions occur, there is no transfer of bond liability

Liability and When Does it Transfer

Per 19 CFR 18.3, the liability of the party whose bond is obligated on the transportation entry will be liable for breach of any requirement found in this part, any other regulations governing the movement of merchandise in-bond, and any of the other conditions specified in the bond. This includes, but is not limited to shortages, irregular delivery or non-delivery, at the port of destination or port of exportation of the merchandise transported in-bond; the failure to export merchandise transported in bond pursuant to a transportation and exportation or immediate exportation entry; and the failure to maintain intact seals or the unauthorized removal of seals.

The transfer of liability to a new bonded party will be accomplished by the filing and acceptance of a new in-bond application for the merchandise to be transported in-bond. **In order to transfer liability from one carrier to another, a report of arrival must be filed for the in-bond merchandise and the subsequent carrier must submit a new in-bond application pursuant to 19 CFR 18.1.** Appropriate commercial or government documentation may be provided to CBP as proof of delivery and/or exportation. Any loss found to exist at the port of destination or port of exportation will be presumed to have occurred while the merchandise was in the possession of the party whose bond was obligated under the transportation entry, unless conclusive evidence to the contrary is produced. Transactional issues that evolve between two business entities are the sole responsibility of those groups and do not involve any liability to CBP.

Sealing and Manipulation

Sealing requirements that allow for the transportation of in-bond merchandise with non-bonded merchandise in a container or compartment that is not sealed, if the in-bond merchandise is corded and sealed, or labeled as in-bond merchandise. This will allow in-bond merchandise to be transported with non-bonded merchandise in a container that is not sealed and will facilitate the filling of containers that would otherwise be less than container load shipments.

The requirements to obtain CBP permission to break and replace a seal is removed. However, records pertaining to such activity would be covered under 19 CFR 163. If it becomes necessary to remove seals for good reason, a responsible agent of the carrier may remove the seals, supervise the transfer or handling of the merchandise and seal the conveyance, compartment or container.

Subsequent In-Bonds

The subsequent in-bond application has been created to allow the ACE user (carrier/broker/filer) the ability to create additional in-bond movements without deleting or re-adding an existing bill. To perform a subsequent in-bond:

- a. The original or preceding in-bond entry must be arrived in ACE at the destination port;
- b. The port of in-bond departure must match the port of in-bond destination in the original or preceding in-bond move;
- c. There can be no holds or other actions against the shipment at the original or preceding in-bond destination port;

The carrier may perform a subsequent in-bond movement or the CBPO may, under certain circumstances, manually create a subsequent in-bond movement. The previous in-bond field must be filled in. The new in-bond movement is recorded in ACE with the new in-bond number.

Up to 99 subsequent in-bond movements can be created.

Manifest Discrepancies

- A Vessel Carrier has 60 days to amend a manifest. All other modes (Air, Rail and Truck) have 30 days;
- ACE users must amend their manifest electronically;
- ACE users should retain supporting hardcopy documentation in their files to substantiate the change for one year;
- If the cargo is lost, stolen, or pilfered, a paper MDR is required and Immigration and Customs Enforcement (ICE) may need to be notified;
- The last party who receipted for the full amount of merchandise on the manifest (either the vessel or the in-bond manifest) is responsible for filing the paper MDR;
- Follow the procedures for amending or canceling an in-bond document;

Agriculture Transit Permits and In-bonds

The in-bond application within ACE does not at this time govern the Agricultural permit process. However, in-bond movement for Agriculture permits must follow specific routing and may not be diverted. Electronic creation of the in-bond transaction is still required.

9. CATAIR DATA ELEMENTS IN PLACE OF 7512

In-Bond Entry Data Element Concordance*

(This table depicts how CBPF 7512 information is represented in ACE, QP/WP)

| CBPF 7512 Data Element | QP Input Data Title¹ | ACE QP Input Description | OFO Standard Operational Definition |
|-------------------------------|--|--|---|
| Entry number | In-bond Number | The number identifying the in-bond movement. | The in-bond serial number assigned by ACE. |
| Class of entry | In-bond Entry Type | The code representing the type of in-bond movement. | Entry class code (61, 62, 63) must be recorded in this area with the approved abbreviation for the entry type: IT, T&E, IE. |
| Port code number | N/A | N/A | The port code shown in the Census Schedule D used to indicate the port where the in-bond entry is being presented. |
| First US port of unloading | Port of Importing Conveyance Arrival | Census Sch. D code representing the CBP port of unloading. | The first U.S. port of unloading is the first U.S. port of arrival |

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| | | | from foreign at which the merchandise is off-loaded from the importing carrier. |
| Port of _____ | N/A | N/A | This is the name of the port corresponding to the port code where the in-bond entry is being presented. |
| Entered or imported by; Importer/IRS # | In-bond Carrier ID | Code representing the ID number of the bonded carrier; also referenced as importer or IRS# | "Entered or imported by" identifies the party who imported the merchandise (importer or consignee) or the party who presents the in-bond entry to CBP if other than the importer or consignee. This party could be the importing carrier or the bonded carrier or a Customhouse broker acting as the agent for the importer, consignee, importing carrier, or the bonded carrier. |
| In-bond via | In-bond Carrier ID | Code representing the ID number of the bonded carrier; also referenced as importer or IRS# | This designates the bonded carrier that will be liable for the proper movement, handling, and safekeeping of the merchandise once the in-bond movement is initiated. The bonded carrier's Importer/IRS number and name shall be included on this line. |
| CBP Port Director | US Port of Destination | Sch. D code representing the CBP port of termination for an IT (61) entry, or the port of | This block identifies the intended destination port, but unless there are |

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| | | exportation for a T&E (62) entry, or the port of exportation for an IE (63). | restrictions or prohibitions on diversion, an in-bond shipment may be diverted to any CBP port with prior CBP permission. |
| Final foreign destination | Port of Foreign Destination | Sch.K code representing the foreign port of destination for T&E (62) or IE (63) entries. Refer to ACE Ocean Appendix F for valid Foreign Port Codes. | "Final foreign destination" must be completed for all exportation entries. At a minimum, the destination shown on the commercial shipping documents (bills of lading or air waybills) must be shown. If exportation to more than one foreign destination is planned, the term "various" may be used provided that such exportation is not prohibited. The 5-digit Sch. K code (for Mexico and Canada) and the name of the corresponding foreign destination must be placed here. |
| Consignee | Consignee name | A valid consignee name | The party identified here must be the same as the consignee named on the bill of lading, air waybill, invoice, etc. Address of the consignee is also required in this space. For export shipments where the bill of lading, air waybill, invoice, etc. information does not |

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| | | | include an actual consignee, the consignee for in-bond purposes may be the party who will arrange for the disposition of the shipment at the port of destination. |
| Foreign port of lading | Foreign Port of Lading | Sch. K number or Special K code representing the foreign port in which the cargo was laden on board the importing conveyance. | Port of exporting country where cargo departed for the United States. |
| Bill of Lading (B/L) No. | Master Bill of Lading or House Bill Number (for Air); Container Number | The master bill number as listed on the manifest. House bill number as listed on the manifest. | |
| Imported on the___(name of vessel), flag___, on___(date imported), via___(last foreign port visited) | Importing Conveyance Name; Voyage/Flight/Trip Number; | | The information on this line identifies the name of the carrier, its flag if applicable, the date imported and the last foreign port visited. The date of importation should be the date of arrival in the United States. For vessels, this is the date when the vessel arrives within the limits of a port in the United States. |
| Exported from | none | none | The country of exportation may be different from the foreign port of lading and from the last foreign port visited by the carrier. The country of exportation should always be shown when |

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| | | | this information is known (on the bill of lading, air waybill, invoice). Otherwise, the foreign port of lading shown should be used. |
| Marks and Numbers of Packages | Marks and Numbers | Written description of symbols and markings that are on the outside of the packaging. | This should be the same information as is supplied on the inward foreign manifest. For containerized shipments, the container number and the commercial seal number must also be shown. This listing should be sufficient precise enough to serve the legitimate needs of CBP. |
| Description and Quantity of Merchandise | In-Bond Quantity; Manifest Quantity; Manifest Unit of Measure; or, Volume and Volume Unit. Harmonized Number. | For automated BOLs, the in-bond quantity is provided in QP40. Manifest Quantity: a value greater than zero representing the total number of pieces on the bill of lading. Manifest Units: code representing the manifest unit of measure (refer to the ACE Ocean Appendix N for valid manifest units of measure. 10-character HTSUS code. The HTS number will be reported at a minimum of 6 – positions. | For all in-bond shipments, quantities must be shown in terms of the smallest external packaging unit. Any intermediate packaging involved (e.g. unit load devices, containers, pallets) must also be shown (example: 144 cartons on 12 pallets) Be specific. |
| Gross Weight | Weight, Weight Unit | A value greater than zero representing the gross weight in QP40. Net weight in QP70. Input | Gross weight can be shown in either pounds or kilograms and must |

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| | | only whole number; no decimals or fractions. Code representing the unit of [weight] measure. | be identified as pounds (l) or kilograms (k). |
| Value | Value | A value greater than zero, in whole dollars, of the commodity. | Actual value information is to be supplied, except when it is not readily available to the party preparing the entry. In this case, estimated value information may be used and must be indicated as an estimate. Actual value information must be supplied for any type of in-bond warehouse withdrawal. |
| Rate | none | none | Duty rate and duty amount must be supplied for warehouse withdrawals moving in-bond. It is not required for any other type of in-bond. |
| Port | US Port of Destination | Sch. D code representing the CBP port of termination for an IT (61) entry, or the port of exportation for a T&E (62) entry, | The U.S. destination and/or exportation port is recorded here. This is part of the certificate of lading for arrival or exportation. |
| Seal Number | Seal Number 1, Seal Number 2 | A valid exporter/carrier seal number associated with the container [<i>i.e.</i> , transporting the in-bond shipment]. | CBP in-bond seal numbers, commercial seal numbers, or other Federal agency seal numbers are recorded here. If in-bond labels are used, or if sealing or labeling is waived, this should be noted here. |

Note: All in-bond entry data is derived from Bill of Lading.

¹ See CATAIR in-Bond Record Usage Map (page INB-9) for listing of all Record IDs

10. IN-BOND EXAMS AND AUDITS –

Ports will continue to conduct examinations of in-bond shipments. These examinations will be used to ensure the accurate reporting of information is as filed on the in-bond entry. Ports will continue to conduct in-bond audits to ensure that the merchandise is properly accounted for. In-bond compliance examinations are primarily concerned with the quantity, merchandise description, and proper entry/export resolution. Enforcement, Trade Compliance, or other examinations may be conducted simultaneously with these examinations. There are documents (or the electronic equivalent) that need to be made available by the carrier for review. These documents are related to manifests or bills that are being audited. These include, but are not limited to:

Manifests (CBP Form 7509, etc.)

- Bills of lading (master, house, etc.)
- Delivery authorized documents
- Delivery and pick-up orders
- Manifest discrepancy reports
- Vessel out-turns or tally sheets
- General Order documents
- Permits to transfer
- Surveyor's reports
- Carrier's automated reports
- Foreign country entry documents
- Foreign country transportation documentation

Post-audit follow-up

Team members must meet with carriers after an audit to advise them of the results. Final audit reports should be provided to the carrier when feasible and proper. The Port Director may require the carrier to submit a formal response to the audit report, detailing corrective action taken. Information concerning subsequent enforcement actions or investigations shall not be included in the reports given to the carrier.

Foreign Trade Zone (FTZ) Restricted/Export Only Merchandise.

The zone status must be stated on the body of the CBPF 7512. FTZ zone-restricted merchandise should not be allowed to move to another U.S. port on an IT. The CBPF 7512 for merchandise withdrawn from a foreign trade zone will have in the "Goods now located at" block, the tenant's name and the FTZ number. Goods are placed into a zone under different statuses. NPF means "Non-Privileged Foreign." This merchandise may be entered into the commerce or exported. Zone restricted (ZR) merchandise is merchandise that is taken into the zone for the sole purpose of exportation. Zone restricted merchandise can only be withdrawn from the zone for exportation on an in-bond.

11. MONITORING IN-BOND ENTRIES VIA ACE REPORTS

CBP officers enforce in-bond movements under OFO's mandatory, regular compliance enforcement protocol. The foundation of the protocol is based on specific reports in ACE.

The suite of existing, stock in-bond reports includes:

MMM-6009 In-Bond Details

MMM-6012 List of In-Bond Shipments Overdue

MMM-6013 List of In-Bond Shipments Overdue for Export

To access these reports via your ACE account, after logging into ACE:

- 1) Click on the "Accounts" tab at the top of the ACE home/welcome page; next,
- 2) under the "Task Selector" menu, click on "Reports", then click on the "Launch Tool" box that will pop up in the "Launch Reports and Quick-view Tool"; next,
- 3) after the Launch Reports tool opens, the "ACE REPORTS" page will open (note: you can run the training modules or run ad hoc reports here); next,
- 4) in ACE REPORTS, see the "Available Workspaces" application (left side of screen), then click on "Manifest"; then,
- 5) see three MMM reports listed in the "Reports" folder under "Navigation List"; then,
- 6) select by clicking on the MMM-6009, MMM-6012, or MMM-6013 report;
- 7) a new "Prompts" subpage will open. Under the "Prompts Summary" column, enter the various departure begin dates, departure end dates, date ranges, in-bond number, origination port codes, destination port codes, or bill of lading numbers that will allow you to customize your report parameters; next,
- 8) key in your selections, then click on the 'OK' box located on the bottom-right side of the window, then.
- 9) after the report runs, the output will appear in the same window.

GLOSSARY

- Agent - A person authorized to transact business for and in the name of another;
- Bill of Lading/Air Waybill – Principal transportation document by which a carrier acknowledges receipt of the freight, describes the freight and sets for the terms and conditions, responsibilities and liabilities;
- Bond - A bond is a contract where the principal, as guaranteed by the underwriting surety, agrees to perform in compliance with CBP regulations. When a breach of performance occurs, liquidated damages result. CBP is the beneficiary under the bond;
- Bonded Warehouse – a warehouse authorized by CBP for storage of goods without payment of customs duties;
- Carrier Individual or corporation engaged in the business of transporting goods.
- Cartage – The movement of merchandise with port limits;

- Consignee – Person who receives shipped goods;
- Container Freight Station – facility authorized by CBP to receive consolidated shipments in containers for the purpose of devanning;
- Devanning - The unloading/stripping of a container;
- Diversion – A change made in the route of a shipment in transit;
- Drawback -A refund or remission, in whole or in part, of a customs duty, internal revenue tax, or fee lawfully assessed or collected because of a particular use made of the merchandise on which the duty was assessed or collected
- Federal Maritime Commission (FMC) -A government regulatory agency that controls maritime affairs, freight forwarder licensing, and enforces the conditions of the Shipping Act of international water common carriers and noncontiguous domestic water carriers.
- Facilities Information Resource Management (FIRMS Code) - A unique, CBP assigned FIRMS code given any facility or place in or at which un-entered (including in-bond) merchandise is located.
- Freight – The actual cargo or goods, also referred to as merchandise;
- Freight Forwarder – A person or company whose business is to act as an agent on behalf of the shipper;
- House Bill of Lading –a bill of lading issued by a forwarder to a shipper as a receipt for merchandise that the forwarder will consolidate with cargo obtained from other exporters and ship to an agent at the port of destination. In most cases, the Bill of Lading has legal standing for banking purposes. The House Air Waybill is the equivalent in the air environment;
- In-Bond – entries of merchandise for transportation either to another port in the U.S. or through the U.S. for exportation without appraisement or the payment of duties;
- Less than Container Load – A quantity of goods less than that which fills a container;
- Manifest – An abstract of the individual bills of lading;
- Marks and numbers – The use of identifying symbols and numbers on cargo to differentiate among the shipments;
- Master Air Waybill - One air waybill with two or more house air waybills assigned to it. You cannot post against a master air waybill unless it is to post a local transfer to move the entire shipment to a Container Freight Station (CFS) to be de- consolidated;
- Master Vessel Operating Common Carrier -An operator of a vessel that issues the master ocean bill of lading;
- Non-Vessel Operating Common Carrier - A common carrier that does not operate the vessels by which the ocean transportation is provided and is a shipper in its relationship with an ocean carrier;
- Partner Government Agencies (PGAs) – federal agencies with statutory authorities regarding U.S. imports and exports that cooperate with CBP’s trade enforcement activities.
- Shipper - The person or company that was the supplier of the goods.
- Simple (regular) Air Waybill - One air waybill assigned to one shipment going to one consignee;

- Split Shipment - One air waybill for one shipment going to one consignee. The shipment is flown in on more than one plane/flight. The shipment is split due to capacity (weight) issues;
- Stripping-The act of emptying a container;
- Stuffing - The act of loading a container.
- Trans-loading - The act of transferring cargo from one container and stuffing into another container.

ABBREVIATIONS

| | |
|------------|---|
| ABI | - Automated Broker Interface |
| ACE | - Automated Commercial Environment |
| ACS | - Automated Commercial System |
| AES | - Automated Export System |
| AGT | - Agent (Message Line Identifier) |
| AMS | - Automated Manifest System |
| ARR | - Arrival detail (Message Line Identifier) |
| ASN | - Airline Status Notification (Message Line Identifier) |
| ATA | - Air Transport Association of America |
| AWB | - Air Waybill |
| B/L or BOL | - Bill of Lading |
| CAFES | - CBP Automated Forms Entry System |
| CBW | - Customs Bonded Warehouse |
| CCL | - Cargo Control Location |
| CED | - CBP Express Detail (Message Line Identifier) |
| CES | - Centralized Examination Station |
| CET | - Contraband Enforcement Team |
| CFS | - Container Freight Station |
| CFR | - Code of Federal Regulations |
| CHL | - Customhouse Licensed Cartman |
| CNE | - Consignee (Message Line Identifier) |
| CSN | - CBP Status Notification (Message Line Identifier) |
| CTO | - Cargo Terminal Operator (w/ FIRMS or carrier code) |
| DIS | - Document Imaging System |
| DUNS | - Dun and Bradstreet Number |
| ECCF | - Express Cargo Clearance facility |
| EEI | - Electronic Export Information (replaced SED) |
| EIN | - Employer/Employee Identification Number |
| FDA | - Food and Drug Administration |
| FDM | - Flight Departure Message (Message type) |
| FIRMS | - Facility Information Resource Management System |

| | |
|----------|---|
| FPPI | - Foreign Principal Party-In-Interest |
| FP&F | - Fines, Penalties, and Forfeiture |
| FROB | - Freight Remaining on Board |
| FTR | - Foreign Trade Regulations (15 CFR Part 30) |
| FTZ | - Foreign Trade Zone |
| GO | - General Order |
| HAWB | - House Airway Bill |
| IB | - In-Bond |
| IBET | - In-bond Enforcement Team |
| IE | - Immediate Exportation |
| IRS | - Internal Revenue Service |
| IRT | - Internal Revenue Tax |
| IT | - Immediate Transportation |
| ITN | - International Transaction Number (EEI filing) |
| LTL | - Less than a Trailer Load |
| MAWB | - Master Airway Bill |
| MDR | - Manifest Discrepancy Report |
| MIB | - Master in-bond |
| PGA | - Partner Government Agency |
| POA | - Power of Attorney |
| POE | - Port of Entry |
| PTP | - Permit to Proceed |
| PTT/ePTT | - Permit to Transfer |
| SCAC | - Standard Carrier Alpha Code |
| SED | - Shipper's Export Declaration (replaced by EEI) |
| TACM | - Transit Air Cargo Manifest |
| T&E | - Transportation and Exportation |
| TIB | - Temporary Importation Bond |
| USSPI | - U.S. Principal Party-In-Interest |
| USDA | - U.S. Department of Agriculture |
| VSIE | - Vessel Supplies for Immediate Exportation |
| VSTE | - Vessel Supplies for Transportation and Exportation |
| WDIE | - Warehouse Withdrawal for Immediate Export |
| WDT | - Warehouse Withdrawal for Transportation |
| WDTE | - Warehouse Withdrawal for Transportation and Exportation |
| WDVSIE | - Warehouse Withdrawal of Vessel Supplies for an Immediate Exportation |
| WDVSTE | - Warehouse Withdrawal of Vessel Supplies for a Transportation and Exportation |

REFERENCES

- In-Bond regulations (19 CFR Part 18)-
<https://www.federalregister.gov/documents/2017/09/28/2017-20495/changes-to-the-in-bond-process>;
- Bonded Warehouse Manual -
https://www.cbp.gov/sites/default/files/documents/bonded_warehouse.pdf;

Appendices

What are the major changes in the updated in-bond regulations?

Except for merchandise transported by pipeline and truck shipments transiting the United States from Canada, the CBPF 7512 (Transportation Entry And Manifest Of Goods Subject To CBP Inspection and Permit) has been eliminated; henceforth carriers or their agents will be required to electronically file the in-bond application; a standard 30-day maximum transit time to transport in-bond merchandise between U.S. ports will be in effect for all modes of transportation except pipeline and barge traffic. Movement by barge is 60 days; carriers will be required to electronically request and receive permission from CBP before diverting in-bond merchandise from its intended destination port to another port; and; carriers will be required to report the arrival and location of the in-bond merchandise within 2 business days of arrival at the port of destination or port of exportation; additional information on the in-bond application will include the six-digit Harmonized Tariff Schedule of the United States number if available.

What about the air commerce regulations found in 19 CFR part 122?

The in-bond procedures found in the air commerce regulations have not changed except for time frames to align with other modes. For the purposes of this regulation, shipments moving in-bond on an air waybill arriving via air in the U.S. and filed in ACE Air Manifest are not subject to the new in-bond requirements other than timeframes, and may be initiated and closed in paper until such time as Part 122 is modified to require air automation. Shipments moving in-bond that originate on a mode of transport other than air, or that originate in the U.S. for export, will be required to be initiated electronically; however if such shipments are arrived at a final US destination by air or exported by air, they may be closed in paper at the port of entry/export.

CBP mentioned a 90 day enforcement period for this regulatory change. Are there key dates established for enforcement?

- September 28, 2017 – Publication in Federal Register with 60 day implementation;
- November 27, 2017 – Implementation of Regulations – regulations effective on this date;
- July 2, 2018 – Paper CBPF 7512 will no longer be accepted by CBP for input into ACE. Electronic filing of new in-bond transactions will be the responsibility of the trade. Paper forms or other paper alternatives (screen prints or plain paper documents etc.) will be

accepted as part of enforcement processes at the border or verification/audit operations such as warehouse withdrawals, FTZ exports and transfers or vessel/aircraft supply operations where additional information is required on paper forms that is not provided for electronically.

- August 6, 2018 - Electronic reporting of all transactions will be mandatory; CBP will no longer accept paper copies of the CBPF 7512 to perform arrival and export functionality. These functions will be the requirement of the carrier. In addition, electronic reporting of diversion to a port other than reported on the original in-bond will be required. An ACE edit will reject arrival if not performed. Electronic reporting of bonded cargo location (FIRMS code) will be required. An ACE edit will reject arrival if not provided;
- At this time, no date is set for implementation of the provision requiring the 6 -digit Harmonized Tariff Schedule number requirement for Immediate Transportation movements.
- Internal outreach webinars/telephone conferences will be conducted, as needed.

What about local port policy regarding in-bond procedures?

The trade should continue to abide by the regulations found at 19 CFR 18. Local port policy should be discussed with the port director. CBP ports use a variety of audit procedures to verify bonded movement, including the presentation of paper in-bond documents at ports of arrival and export. If ports require paper copies of the CBPF 7512 to be presented at arrival and/or exportation, carriers should continue to provide them. This does not change the requirement for electronic reporting however. Arrivals and exports must still be reported via ACE except where exempted by regulation.

If I am filing an in-bond transaction for a Customs Bonded Warehouse (CBW), Foreign Trade Zone (FTZ) or Vessel/Aircraft Supply withdrawal for export or re-warehouse am I required to file electronically. If yes, am I still required to supply paper?

Yes, the bonded movement from CBWs and FTZs do require the submission of in-bond applications via the electronic interfaces. That means that an IT, T&E or IE transaction must be filed in ACE to cover the bonded movement outside of the warehouse. Permit copies of the paper CBPF 7512, properly annotated as described in the Bonded Warehouse Manual and Foreign Trade Zone Manual must still be submitted to CBP as part of the CBW and FTZ audit and oversight procedures.

This suggests that the report of arrival for a multiple container in-bond shipment would need to be filed when the first container arrives at the port of destination or exportation. The preamble, however, states that, for multiple container movements, the arrival will be performed at the individual equipment or container level, not at the in-bond shipment level. Please clarify.

Cargo is not arrived by container. § 18.1(d)(1)(vi) requires the reporting of the quantity using the “smallest exterior packing unit” standard. This will enable carriers to verify the quantity of the goods they are transporting and ensure that there is no shortage

If I am filing an in-bond transaction for a Customs Bonded Warehouse (CBW), Foreign Trade Zone (FTZ) or Vessel/Aircraft Supply withdrawal for export or re-warehouse am I required to file electronically. If yes, am I still required to supply paper?

Yes, the bonded movement from CBWs and FTZs do require the submission of in-bond applications via the electronic interfaces. That means that an IT, T&E or IE transaction must be filed in ACE to cover the bonded movement outside of the warehouse. Permit copies of the paper CBPF 7512, properly annotated as described in the Bonded Warehouse Manual and Foreign Trade Zone Manual must still be submitted to CBP as part of the CBW and FTZ audit and oversight procedures

The final rule at §18.1(j) states that the Electronic Data Interchange (EDI) report of arrival must be filed with CBP within two business days after the arrival of “any portion of an in-bond shipment” at the port of destination or exportation.

This suggests that the report of arrival for a multiple container in-bond shipment would need to be filed when the first container arrives at the port of destination or exportation. The preamble, however, states that, for multiple container movements, the arrival will be performed at the individual equipment or container level, not at the in-bond shipment level. Please clarify.

What is the process for a diversion request and who is monitoring those diversions?

The carrier will submit the diversion request using an approved software message set available to the trade. CBP’s disposition of the diversion request will be automated so that the carrier will receive authorization for, or denial of, the diversion immediately. When a diversion request is authorized, the user will receive a disposition code of a “3W”. If the destination port code is rejected, cargo must be directed to the original destination port.

Some agriculture commodities are not permitted to divert to other locations. Will the system automatically reject those diversions? If not, will an Agriculture specialist be required to approve/deny the request?

The in-bond application within ACE does not at this time govern the Agricultural permit process. Under 7 CFR 352, the carrier is responsible to know whether or not the commodity that they are moving via an in-bond transaction is governed by a permit. If the USDA regulations do not allow a diversion, it is the carrier’s responsibility not to divert. Even if CBP authorizes a diversion electronically, the carrier will be subject to enforcement issues if they do not follow the requirements of a USDA transit permit.

What port handles the diversion request? The arrival, the destination port or the new destination port? Originating port where the in-bond was filed?

Neither the destination port nor the originating port handles the diversion request. Approval of the request is made strictly through ACE.

For sealed containers carrying in-transit merchandise, does this mean that the bonded carrier will no longer have to request CBP approval to break the seals to trans-load?

19 CFR 18.4 in the final rule states that seals may be removed for the purpose of transferring in-bond merchandise to another conveyance, compartment or container, or to gain access to the shipment because of casualty or for other good reason, such as when required by law enforcement or another government agency.

When can the Trade expect publication of the new In-bond (QP) CATAIR programming specifications as well as the Truck Manifest ANSI-X12 and UN EDIFACT message sets?

An updated CATAIR Implementation Guide has been posted to CBP.GOV at the following location for the upcoming In-bond regulation changes that will require a FIRMS code upon arrival of an in-bond for most modes of transportation.

<https://www.cbp.gov/document/guidance/bond>

In addition ANSI-X12 and EDIFACT Truck Manifest messages have been updated. Links to these messages can be found at: CSMS# 18-000359 - Updated Truck Manifest Implementation Guides supporting In-bond Regulation changes.

Confirm that the system will accept both the 6-and 10-digit HTS number, at the importer's discretion.

When CBP implements the HTS portion of the final rule, CBP will require the filer to provide the six-digit HTSUS number. However, the 10-digit number will also be accepted.

Confirm that the carrier remains responsible for reporting the arrival of the in-bond within 2 business days.

Yes, the bonded carrier is responsible for reporting the arrival of the in-bond within 2 business days after actual arrival. Business relationships necessary to ensure this are the responsibility of bonded carriers when obligating their bonds.

If an exporter uses QP to file an in-bond, obligating the carrier's custodial bond, (including air shipments), does this obligate the carrier to close the in-bond electronically in QP?

An exporter would not file an in-bond for cargo arriving in the United States. However, for all applicable parties that file a QP transmission, the arrival and export is filed via a WP transmission. While Air shipments are not included in the file rule, air carriers as well as QP filers can still arrive and export their own in-bond movements and are encouraged to continue to do so.

When will the ACE Portal be programmed to allow the party whose custodial bond is obligated (not the carrier who manifested the shipment into the USA) to have visibility to and close out the in-bond via the Portal? If not, what is the interim solution?

The ACE portal allows carriers to run reports that show in-bonds issued where their SCAC code is included in the bill of lading. The carriers cannot run this same report using their bonded carrier number. The requirement to change this functionality has been identified but is not yet prioritized. The interim solution, if the carriers are afraid that other parties are erroneously using their bonded carrier number is to restrict their bonded carrier number from use. CBP client reps assigned to carriers can help with this functionality. The exception to this is for truck carriers who use the portal to file an in-bond, these companies do not have this functionality. The functionality requirement is identified and is tied to truck refactoring.

Why does CBP expect the carrier to know the description in sufficient details to ascertain if PGA's have jurisdiction?

Based on the questions that CBP received during the period after publishing the proposed rule-making, CBP agreed that PGA requirements can be difficult for carrier's to determine and change the language to "may provide" this information.

What is the exact message, acknowledging approval to divert the in-bond?

ACE does not have acceptance/rejection language specific to the in-bond diversion request.

Will CBP compare the ISF 6-digit HTS codes to the in-bond 6-digit HTS?

The concern is different parties can create the ISF vs the in-bond. If so, this would dictate a deeper level of integration for partners in the supply chain, which is not feasible or practical currently.

One of the purposes of the in-bond regulations is to ensure that in-bond merchandise is properly transported in-bond before being entered or exported. The information CBP receives on the ISF is not sufficient for proper tracking and enforcement of in-bond requirements. First, ISF data is required only for merchandise arriving in the United States by vessel and not for merchandise arriving in the United States by rail or truck, which are also covered by this rule. Second, pursuant to § 343(a)(3)(F) of the Trade Act of 2002, as amended (19 U.S.C. 2071 note), CBP can only use ISF data for limited purposes, i.e., for ensuring cargo safety and security, preventing smuggling, and commercial risk assessment targeting. Accordingly, CBP requires the six-digit HTSUS number as part of the in-bond application.

Will PGA's have visibility (or do they currently have visibility) to in-bond transactions?

In-bond transactions are done against the bill and not the entry. CBP's PGA Message Set is a process that occurs against the entry and/or admission. Whether or not a PGA has a

visibility into transactions posted against the bill depends on the PGA's regulatory authority.

Can an air carrier close an electronic 7512 if it has access to the QP/WP system?

If the air carrier initiates the CBPF 7512 via QP, then the air carrier will be able to close it. Likewise, if another entity initiates a CBPF 7512 on behalf of the airline, the air carrier will be able to close it, provided the CBPF 7512 is under the air carrier's IRS number.

How will CBP handle the 90-day rule with 90-day extensions of up to 1 year, once the CBPF 7512s are no longer accepted in paper format?

Extensions will still be accepted, but not electronically; instead, the interested party should contact the port director at the port where the air carrier operates. The port director will put the carrier in touch with a designated point of contact at the port. This person will likely be the CBP Officer responsible for in-bond audits.

Will automatic GO notices be issued if the CBPF 7512 is not closed within 90 days?

Notifications will be sent 2 days before and the day that the shipment becomes GO eligible. However, a CBPO must manually issue an order that a shipment be delivered to a GO warehouse; this type of order cannot be issued automatically. An airline carrier who has obtained a timely extension will receive notifications 2 days before and the day that the shipment would have become GO eligible if the extension were not obtained, but the carrier will not receive an order to deliver the shipment to a GO warehouse.

Will automatic Notice of Liquidated Damages be issued if product is held in country for longer than 90 days? If so, is there a set amount for each penalty or is it dependent upon the value of the shipment or the taxes on the shipment?

Notices of Liquidated Damages are not issued automatically; they must be manually issued. If an extension is obtained in a timely fashion, a Notice will not be issued. If an extension was not timely obtained, typically, CBP will start by requesting an audit report and working to achieve reconciliation. If the catering company is carrying appropriate custodial bonds, working in a CASR, has (and adheres to) an appropriate procedures manual, and documents its activities, this will help to mitigate any penalties. If there is a loss of duty (e.g., because the shipment was diverted to domestic use), the penalty amount is typically based on the loss of duty or the value of the merchandise and, if CBP determines that the violation arose from fraud, can rise to the full value of the merchandise. See 18 CFR Part 171, Appendix B, (E)(1)(b)(i). If there is no loss of duty, CBP is authorized to impose a penalty in a fixed amount not related to the value of merchandise, but an amount believed sufficient to have a deterrent effect. CBP's regulations state that, in general, "a penalty in a fixed amount ranging from \$1,000 to \$2,000 is appropriate in cases where there are no prior violations of the same kind. However, fixed sums ranging from \$2,000 to \$10,000 may be appropriate in the case of multiple or repeated violations." 18 CFR Part 171, Appendix B, (E)(1)(c).

Will automatic Notice of Liquidated Damages be issued if CBPFs 7512s are not closed with the required 2 business day time-frame?

See response to question 4.

Will airline carriers still be required to provide paper copies of the CBPF 7512s with the corresponding certificate of use forms showing that all bonded goods have been exported?

For the foreseeable future, yes, this will be required; CBP's intention is to automate the procedure to document that all bonded goods have been exported, but does not yet have a timeline for doing so. The airline carrier will not need to have the documentation stamped or signed; the bond number and bill number will be sufficient.