How Will The New In-Bond Regulations Affect Me?

The Final Rule Differed From The 2012 NPRM

- No more 'ultimate destination'
- Barge transit times remain 60 Days
- IT Types Remain the same (I.T., I.E., T & E)
- Textile shipments require additional care, just as before

There Are Some Big Changes

- Customs has eliminated the paper 7512 form for all modes of transportation except air
- This may be a particular problem for truckers who are not yet electronic with CBP



Other Impacts To In-Bond Filing

- Quantities must now be reported in the smallest external packaging unit
- In-bond continuations must still match the package count/unit of measure of the previous IT
- The merchandise description will now require the 6-digit HTS, not just a short description
- The destination must also be described with the FIRMS code

Changes To Data Requirements

- The biggest challenges will be the need to supply the six-digit HTS and the FIRMS code of the destination
- This will require outreach to partners to gather the required data
- If outside firms submit your ITs you will need to think about how (and when) to get this data to them

To Review:

	The In-Bond Regulations	
	Current	After November 27, 2017
Time To Report Arrival	Two Working Days	Unchanged
Arrival Reporting Responsibility	Carrier	Unchanged
Electronic Permits To Transfer	Unaddressed	Unchanged
Quantity Reporting	Shipper's Discretion	Smallest External Packaging Unit
Movement Time: Ocean, Truck, Rail	30 Days	Unchanged
Movement Time: Barge	60 Days	Unchanged
Movement Time: Air	15 Days	30 Days
Paper 7512 Accepted	Yes	No (Acceptable for Air Only)
Merchandise Description	Short Description	6-Digit HTSUS
Textile Shipments	Additional Merchandise Descriptions Required	Unchanged
Identify Physical Location	Description	FIRMS Code

19 C.F.R. §18

Questions?

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