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SUBJECT: In-Bond Procedures: Customs Form 7512
Instructions

1. PURPOSE

To provide instructions on how to properly complete a Customs Form (CF) 7512 and to ensure proper enforcement of the appropriate bond conditions and Customs regulations. The attachment to this directive clarifies what information must be furnished to properly file a transportation in-bond entry on the CF 7512.

2. BACKGROUND

Instructions for properly completing a CF 7512 for transportation in-bond have been previously supplied to personnel for use as a guideline. A review of those guidelines is necessary to ensure that proper liability and accountability will be noted and maintained on in-bond merchandise when a CF 7512 is involved.

3. ACTION

Customs officers reviewing CF 7512 documents at the port of origin must ensure that all required information is furnished and correct at the time of presentation to Customs. If the CF 7512 is not properly prepared, corrective action must be taken, including refusal to accept the entry, if necessary.

The attachment consists of a copy of the CF 7512 with a number in each space which corresponds to the separate itemized listing.

4. RESPONSIBILITIES

District, area, and port directors are responsible for carrying out the instructions in this directive and for disseminating its contents to Customs personnel, warehouse proprietors, customhouse brokers, and

importing and bonded carriers in their area of jurisdiction. Regional commissioners are responsible for monitoring compliance with the procedures and assuring nationwide uniformity in their application.

5. SUPERSEDED MATERIAL

Manual Supplement 3240-21, March 31, 1983.

signed
Assistant Commissioner
Office of Inspection and Control

Attachment

Distribution

R-01 All Regional Commissioners
F-01 District/Area Directors
F-02 Port Directors

CF 7512 INSTRUCTION FOR TRANSPORTATION IN-BOND

Item 1 - "Entry Number, Port and Date"

Whenever merchandise, which has been entered previously (in-bond, consumption, or warehouse), is entered for any type of in-bond entry, the immediately preceding entry information must be supplied with the date of that entry. The standard TSUSA Schedule D port code is used instead of the port name.

Item 2 - "Entry Number and Class of Entry"

The eight-digit CF 7512-C number and one of the entry types shown on the CF 7512-C card must be recorded in this area with the approved abbreviation. In those cases where the in-bond entry is electronically produced and the party preparing the entry has a preassigned block of CF 7512-C control numbers which are electronically assigned to the entry, there is no need to attach the CF 7512-C card to the in-bond entry.

Item 3 - "District/Port Code"

The district/port code shown in the TSUSA Schedule D must be used for the port where the in-bond entry is being presented.

Item 4 - "First U.S. Port of Unlading"

The "first U.S. port of unlading" is the first U.S. port of arrival, where the merchandise is off-loaded.

Item 5 - "Port of"

This is the name of the port corresponding to the port code in Item 3 where the in-bond entry is being presented.

Item 6 - "Date"

This is the date of entry preparation. Since an in-bond entry can be prepared before the date of entry presentation and/or acceptance and prior to the actual arrival of the importing conveyance, this date should not be used for duty assessment purposes.

Item 7 - "Entered or Imported By"

"Entered or imported by" identifies the party who imported the merchandise (importer or consignee) or the party who presents the entry to Customs if other than the importer or consignee.

This is normally the importing carrier or the bonded carrier or a Customs broker acting as the agent for the importer, consignee, importing carrier, or the bonded carrier. However, 19 CFR 18.11(b)(3) authorizes any person deemed by the district director of Customs "to have a sufficient interest in the merchandise for that purpose" to make an in-bond entry. The person signing Item 30 "entered or withdrawn by" must be an authorized agent or employee of the party shown in this item.

Item 8 - "In-Bond Via"

This designates the bonded carrier or cartman who will be liable for the proper movement, handling, and safe-keeping of the merchandise once the in-bond movement is initiated. (The requirements for initiating the in-bond movement will be described in Items 32, 33, 36, and 37.) In certain situations where the identity of the specific bonded carrier or cartman is not known at the time of entry presentation and acceptance, it is permissible to designate several alternate carriers or cartmen. However, once a bonded carrier receipts for all or part of a shipment (Items 32 and 33) and Customs authorizes the in-bond movement itself (Items 36 and 37), that bonded carrier becomes liable for the entire shipment. The same applies, when cartage is involved, when Items 38 and 39 are properly completed.

Item 9 - "District Director of Customs at"

This item identifies the intended destination port. Unless there are restrictions or prohibitions on diversion, such as those instances outlined in 19 CFR 18.5 or for shipments forwarded under the Master In-Bond procedures, an in-bond shipment can be diverted to any Customs port without prior Customs permission. In those instances where diversions are prohibited or restricted, it should be clearly noted on the face of the in-bond entry (Item 28).

Item 10 - "Final Foreign Destination"

"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, provided such exportation is not prohibited, the term "various" can be used.

Item 11 - "Consignee"

"Consignee" should be the ultimate consignee. In the absence of this information the consignee for in-bond purposes can be the party who will arrange for the disposition of the shipment at the port of destination.

Items 12 through 18 - "Manifest Information"

The information provided here serves to identify the shipment in terms of the inward foreign manifest of the importing carrier. The date of importation shown in Item 17 is the date of arrival of the importing conveyance in the United States and with vessels, it is the date in which the vessel arrives within the limits of a port in the United States with intent to discharge (19 CFR 101.1(h)).

Item 19 - "Exported From"

If the country of exportation is different from the "foreign port of lading" (Item 12) and this information is available to the party preparing the entry (Item 7), it should be shown. Otherwise, the country of foreign port of lading should be shown.

Item 20 - "Exportation Date"

This is the date the shipment was exported from the foreign port of lading.

Item 21 - "Goods Now At"

The actual location of the goods at the origin port must be shown. This is essential to ensure proper Customs control over the disposition of the shipment.

Item 22 - "Marks and Numbers"

This is a listing with sufficient exactness to serve the legitimate needs of the Customs Service. This should be the same information as is supplied on the inward foreign manifest. Quantities must be shown in terms of the smallest external packing unit. Any intermediate packing involved (e.g., unit load devices, containers, pallets, etc.) must also be shown. For containerized shipments, the container number and the commercial seal number must also be shown.

Item 23 - "Description and Quantity"

The term "general merchandise" is not acceptable unless a rider or abstract manifest is attached which describes the various merchandise with its associated marks and numbers. If a rider is attached, the total number of packages must be shown so that if a page is missing the discrepancy will be apparent (e.g., 10 containers containing 4,578 packages of general merchandise as per attachment).

The term "said to contain" and/or "STC" are unacceptable. The term "shippers load and count" or "SLAC" is acceptable for house-to-house or house-to-pier container shipments.

Item 24 - "Gross Weight"

Gross weight can be shown in either pounds or kilograms and must be identified as pounds or kilograms.

Item 25 - "Value"

Actual value information is to be supplied except when it is not readily available to the party preparing the entry (Item 7). In this case, estimated value information may be used and must be indicated as an estimation. Actual value information must be supplied for any type of in-bond warehouse withdrawal.

Item 26 and 27 - "Rate" and "Duty"

Duty rate and duty must be supplied for all types of in-bond warehouse withdrawals. It is not required for any other type of in-bond entry.

Item 28 - Open Area

This is a free-form area for recording all additional

information for which there is no specific block on the form itself. All special conditions affecting a specific in-bond entry are recorded here (e.g., warehouse entry status, other agency requirements, restrictions or prohibitions on diversions, and additional or alternate bond coverage such as an exportation bond or IIT bonds).

Item 29 - "G.O. Number"

When merchandise, which is unentered, is withdrawn from General Order, the General Order ledger number would be supplied in this item.

Item 30 - "Entered or Withdrawn By"

This item records the signature of the authorized agent for the party identified in Item 7. This signature constitutes the formal presentation of the entry and certifies to the completeness and accuracy of the information supplied as well as to the existence of all required bond coverage.

Item 31 - "For the District Director"

This item records the acceptance of the in-bond document as an entry by Customs. Since the date shown in Item 6 (as described above) is often different from the date of entry presentation and acceptance, it is necessary that, in addition to the Customs officer's signature, the date of entry acceptance be recorded here when the date of entry acceptance differs from the date shown in Item 6. When no date is shown here, the date shown in Item 6 will be used as the date of entry acceptance.

Items 32 and 33 - "Attorney or Agent of Carrier"

This records the signature of the authorized agent of the bonded carrier identified in Item 8 above. This signature constitutes the acceptance of the liability for the in-bond shipment by the bonded carrier and, when Customs concurs (Item 36 and 37 described below), constitutes the bonded carrier's assumption of liability.

Item 34 - "Port"

The U.S. intended destination and/or exportation port is recorded here.

Item 35 - "Seals Numbers"

Customs 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 would also be noted here.

Items 36 and 37 - "Inspector" and "Date"

The signature of the Customs officer who authorizes the initiation of the in-bond movement and the date of this authorization are recorded here. This date is used to determine the start of the time limit for completion of the in-bond movement itself. Normally, this is done at the time the agent of the bonded carrier signs for the shipment (Items 32 and 33) and assumes liability under the terms of the applicable carrier's bond. If, at the time the bonded carrier attempts to take possession of the shipment, there is a difference between the initial carrier and the bonded carrier as to the quantity and/or the condition of the merchandise, these differences must be resolved, reported to Customs, and any necessary changes or notations to Item 23 made prior to the initiation of the in-bond movement. The "Quantity concurred" stamp could be affixed in Item 28.

Items 38 through 40 - "Record of Cartage or Lighterage"

These items constitute assumption (Item 39), authorization (Item 38), and discharge (Item 40) of the bonded cartman's liability for the within port movement of merchandise covered by an in-bond entry. This can occur prior to or after the movement of a shipment between ports by a bonded carrier or independent of such movement (i.e., when an immediate exportation entry is involved).

Item 41 - "Certificates of Transfer"

This item is used to document and record the transfer of merchandise from one sealed conveyance to another. It is normally used when the original conveyance is sealed with Customs in-bond seals. It can also be used when commercial seals or other Federal agency seals are involved if the carrier wishes to document and record such transfers in order to support its liability limitations.

Item 42 - "Inspected"

This item is used when the transfer (Item 41) is done without Customs involvement or supervision, and subsequent to such transfer, Customs verifies the new seals. This item could also be used to record the condition of seals (either Customs, commercial, or other Federal agency) anytime they are inspected by a Customs officer.

Item 43 through 45 - "Record of Disposition"

These items can be used to record the disposition of the merchandise on the in-bond entry. This information can

be, and usually is, recorded on the face of the entry (Item 28).

Items 46 through 50 - "Export Verification"

These items are only used when exportation is involved. Completion of these items by the appropriate Customs officer serves as certification of exportation and relieves the bonded carrier of its movement, delivery, and safe-keeping liability. Additional export related requirements such as production of landing certificates would still remain in force.