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Before you get Started

If you’ve not already done so, you’ll need to obtain a block of inbond numbers from Customs.

A request for a block of inbond numbers is typically in letter form on your company letterhead listing your Filer Code, and the amount of numbers you would like assigned (usually in increments of 100).

You should contact the Inbond Desk at your local port for instructions specific to your port. It may take a couple of days or more to get a block of numbers assigned.

Once you receive your block of numbers you’ll want to enter them into the system. To do so, go to ACCOUNT>PREFERENCES>BORDER PREFERENCES. Scroll to the bottom of the page to:

<table>
<thead>
<tr>
<th>Inbond Number Ranges by Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
</tr>
<tr>
<td>10 E. Broadway</td>
</tr>
</tbody>
</table>

Enter your beginning number under ‘Minimum Inbond No’, and ‘Next Inbond No’. Enter the ending number under ‘Maximum Inbond No’. There’s no need to calculate the check digits, as the system will do that for you.

As you create inbond entries, the system will assign the next available inbond number, and will begin alerting you once you are within 100 numbers of using up your block. Then it’s time to order another block.

When you’ve received your additional block of numbers, don’t worry about entering them into the system until the existing block of numbers have been used up.

If you’re running additional locations from within one account, you’ll have the option to enter separate blocks of numbers for each location.
**Getting Started**

When you click on the Inbond tab in the Menu Bar you’ll be brought to the Inbond Dashboard.

In the left hand column you’ll see these options:

- **Inbond:**
  - Inbond Entries returns you to the Inbond Dashboard, which offers a list of your Inbond Entries.
  - Inbond Entry Report offers a downloadable report of inbonds based on your criteria.
  - Inbond Status Updates is a searchable list of status updates received from AMS, listed in chronological order.

- **Inbond – Bill to Parties:**
  In this section you can view and add ‘Bill to Parties’ if you’re preparing inbond entries for another party to whom you’re billing for your services.

- **Queries:**
  In this section you can run Cargo Manifest Queries against your inbond numbers. In Inbond Arrival, you can update status of an inbond to ‘Arrive’, of ‘Exported’ status. You can also perform a ‘Transfer of Liability’. This section is covered in more detail on page 21.

- **Status Codes:**
  This is a key to codes found in the ‘Status’ column of your list of inbond entries.

In the body of the Inbond Dashboard will be a list of your inbond entries based on any selections you make in the ‘Inbond Entry Search’ options.

Note that you can sort the data by the ‘Inbond No’ or the ‘Inbond Date’.

To begin preparing your next inbond entry, click on either ‘Create In-Bond Entry’, or ‘7512 Express’ from the top of this section.
Things to know

Create In-Bond Entry vs. 7512 Express:

Select ‘Create In-Bond Entry’ if you’re intention is to transmit your inbond entry. The screens you’ll see in this option will offer you the fields you’ll need to complete to transmit successfully. As of mid-October 2011 transmitting electronic inbond entries for air imports (QX) are not yet available, though it’s expected to be available soon. All other modes of transportation are available for transmission electronically (QP).

However, if you need to deliver copies of your QP or QX inbond entry to another party be aware that the information required to complete these entries do not include a lot of information you’d typically see on a manually prepared CF-7512. To create a more complete appearance to the printed document, you should click on ‘7512 Express’ and complete the rest of the needed information.

Select ‘7512 Express’ if you’re creating an inbond entry that you’ll print and deliver to the carriers and Customs for signatures/perforation.
Maneuvering about the module

Once you’ve made your selection of ‘Create In-bond Entry’ or ‘7512 Express’, you’ll be brought to the below screen:

In this screen, you have the option to copy over details from a previous inbond entry, which is helpful if you have repetitive transactions. To do so, simply select the criteria from the four fields listed, and you’ll get a drop down list of matching transactions, as below:

Simply select the inbond entry you’d like to copy, and the below screen will appear under the ‘selection’ section:

The system assigns the next available inbond number, and offers you fields that must be changed to complete your new inbond entry.

Once you’ve completed this section select ‘Create In-Bond Entry’, or ‘7512 Express’ and you’ll be taken to the header of that entry. You should then review details for correctness.

If you’re not copying a previous, repetitive inbond entry, simply select ‘Create In-Bond Entry’, or ‘7512 Express’ and create your entry from scratch.
The Screens

QP/QX (electronic) Inbonds:
When you elect to prepare an electronic inbond, there will be two sections to complete, being:
- Header Information (1 screen): This represents the top portion of the CF-7512 covering where the freight has been, where you’re sending it, who’s moving it, and how it came into the country.

Note that after saving changes in the Header Information section, you’ll be brought to the ‘In-Bond Main Menu’, from there you’ll create your Manifest Records by clicking on ‘Add Master Bill’.

<table>
<thead>
<tr>
<th>Master Bills</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master B/L</td>
</tr>
</tbody>
</table>
| ![Table](image)

- Manifest Records (2 screens): This represents the middle section of the CF-7512 covering the inward bill information, marks & numbers, description of goods, etc. In the second screen, you’ll also have the option to report Prior Notice information if needed.

7512 Express:
This is all on one screen, and is set up pretty closely to the CF-7512 form.
The Fields

This part is mainly to discuss fields in the system that are not a part of what you may have had to enter in a typed CF-7512. Items completed on a typed CF-7512 are covered in a separate document that we’ve made available in the left hand column of the INBOND Dashboard, titled ‘7512 Instructions’.

HEADER INFORMATION

Completing this section is mandatory the shipment is covered by a pre-existing inbond entry, or being withdrawn from an FTZ.

You report the Entry Type, Number, Port, and Date of Entry of the previous, or FTZ entry.

In-Bond Entry Type:
This field is self explanatory, but note that some fields are shown or hidden based on your selection. An example is if you select type 61 – IT, fields such as ‘Final Foreign Destination’ will not appear, as they are inapplicable to the transaction. If you need to complete ‘Final Foreign Destination’ and don’t see it, you’ve probably selected the incorrect ‘In-Bond Entry Type’.

Mode of Transportation:
Here you make a selection of how the freight arrived into the U.S., not how you’re moving it from it’s present location. This field will determine what fields you will see and which will be hidden. Most all modes will look the same. The one glaring exception will be a selection of an Air shipment. Air shipments require much less input than the other modes require for an inbond transmission.

Presentation Port:
Report the 4 digit District/Port Code representing where your inbond entry is being presented. This will typically be the port from which you are moving the shipment inbond.

Port of Unlading:
Report the 4 digit District/Port Code representing where the freight first entered the U.S. If the shipment is being withdrawn from an FTZ, report the port where the FTZ is.
Preparation Date:
Report the 6 digit date for when you file your inbond entry.

Broker Reference No:
This is simply where you can input any internal reference number you may have to control the transaction. Information placed here will also appear under ‘reference no’ in the list of inbond entries. Plus, you can locate an inbond entry easily by entering your reference number in ‘Reference No’ in the ‘Search by’ section of the inbond dashboard.

Customer Reference No:
This is where you input any reference numbers that your customer maintains for this shipment.

Bill to:
As mentioned earlier in the ‘Getting Started’ section of this document, if you’re doing inbonds for another party, to whom you’ll be issuing a bill for your services, you’ll be able to create ‘bill to’ parties, and set rates up for them. Entering them in this field will establish an easy way to bill them at the agreed to rates.

All Master B/Ls AMS (Y/N):
You’re just telling the system and ABI if the B/Ls listed in your manifest records are AMS or not.

Subject to FDA/BTA (Y/N):
Use “Y” when reporting an in-bond IT and T&E or other cargo subject to BTA. Use “N” for IE movements and other cargo not subject to BTA reporting. It applies to all QP in-bonds and must be set to “Y” for all IT (type 61) and T&E (type 62) in-bonds subject to BTA reporting. IE (type 63) shipments are exempted from this reporting and the indicator must be set to “N”.

WP may be used to report any cargo going into an FTZ or bonded warehouse that is subject to BTA. All in-bonds moving out of an FTZ or bonded warehouse are exempt from reporting and the BTA indicator should be set to “N”.

Note that Prior Notice is not allowed for Air inbonds (QX). For QX transactions, you should also be submitting FDA data via the enhanced WP application in this chapter, through the FDA web portal.

Also note that you could report FDA/BTA information for an inbond issued by the carrier, by selecting Yes here, and completing FDA/BTA information at the ‘Container Information’ section of the inbond. The ‘Container Information’ section is covered later in this document.

Move from FTZ:
When using QP for bonded withdrawals from Foreign Trade Zones (FTZ) or bonded warehouses, the QP user must provide the full bill or probill information pertaining to the withdrawal. In QPFTZ all carriers are considered to be non-automated. Therefore, ‘All Master B/Ls AMS’ should be set to ‘no’. In no circumstance may the original import bill be used in this situation. When making FTZ or warehouse withdrawals the FTZ withdrawal indicator must be set and data provided in several related fields must relate to zone information. In creating an in-bond movement from a withdrawal from an FTZ or bonded warehouse the FIRMS code of the
FTZ or bonded warehouse may be used in lieu of the SCAC of the carrier, if the carrier has no SCAC or if it is unknown. The FIRMS code must be on file.

**For QP Transmission (Y/N):**
If you plan to transmit this inbond entry select ‘yes’.
Note that Air Inbonds (QX) are not eligible for electronic transmission at this time.

**Entered or Imported By:**
Report the party who imported the merchandise (importer or consignee) or the party who presents the entry to Customs. Note that the party signing off on 'Entered or Withdrawn by’ section of the CF-7512 must be an employee or authorized agent of the party reported in this field.

**Carrier Code:**
A code representing the Standard Carrier Alpha Code (SCAC) of the in bond carrier or the International Air transportation carrier. For in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse, the Facilities Information Resources Management (FIRMS) code of the FTZ or bonded warehouse may be used in lieu of the SCAC.

Note that this is the carrier, under who’s bond, this freight will be moving this freight from the present port location to the inbond destination of this inbond entry.

**Carrier ID:**
A code representing the identification (ID) number of the bonded carrier (aka: IR#). This ID number must be covered by a type 2 (custodian of bonded merchandise) bond.

**Car Number:**
If moving via rail, report the car number the freight is loaded on.

**Pier:**
If required by port policy, report the pier name where the freight presently sits.

**Consigned to Port:**
Report the four digit District/Port representing the last U.S. port where the merchandise will be delivered under this inbond entry.
**Final Foreign Destination:**
The Census Schedule K code representing the foreign port of destination for a transportation and exportation (62) or immediate exportation (63) entries.

This field will not appear if another ‘In-bond Entry Type’ is selected.

**Value:**
A value in whole dollars of the in bond movement. Twenty dollars per kilo may be used if the value is unknown. Must be greater than zero.

**Sailing Date:**
Enter the 6 digit date representing the date of sailing upon importation into the U.S.

With the exception of the ‘Pedimento No.’ the information reported in this section must reflect the details shown on the incoming foreign manifest of the importing carrier, as well as the present location of the merchandise.

**Pedimento No:**
Report the Mexican Entry (Pedimento) Number covered by this shipment, if applicable.

This section can be completed for print purposes only.

**Reference Identifiers:**
This is a seldom used section of a QP or QX filing, as most information that could be reported here is already addressed in other fields in this module.

If needed, you can drop down the ‘Qualifier’ field and view references addressed here, then enter the referenced number in the ‘Reference Identifier’ field.
**In-Bond Master Bill Information:**
This is a mandatory input record used to transmit bill of lading data. This record is required for in-bond moves from a FTZ or bonded warehouse.

### In-bond Master Bill Information

<table>
<thead>
<tr>
<th>Bill No. to represent Cargo</th>
<th>Master B/L Issuer Code</th>
<th>Master B/L No.</th>
<th>Previous Inbond No.</th>
<th>Inbond Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Carrier</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Bill No. to Represent Cargo (Y/N):** Must be ‘Y’. With the implementation of the Trade Act of 2002 each in-bond must include a valid SCAC and bill number. If the importing or billing carrier can’t provide a serial number you may transmit the nine-digit in-bond number in the “Master Bill Number” field below.

**Master B/L Issuer Code:** The SCAC code of the party who actually issued the bill of lading. Do not confuse the issuer of the bill with the importing carrier. UNKN is not acceptable. When the FTZ flag is set to ‘Y’ use the SCAC for the carrier of the zone withdrawal. Not used for air.

For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse. The FIRMS code of the FTZ or bonded warehouse may be used in lieu of the SCAC. The FIRMS code must be on file.

**Master B/L No.:** The master bill number as listed on the manifest. For in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse, the master bill number can be the FTZ admission number or the warehouse entry number. Do not use the actual master bill number for the original importation into the United States.

**Previous Inbond No.:** The number identifying the previous in-bond movement. For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse this field must be blank.

**Inbond Quantity:** Used when the in-bond quantity is less than the full bill quantity of the AMS bill of lading or the previously transmitted bill of lading.

**Additional Information:**
This is conditional information used to transmit manifest and bill of lading data associated with the in-bond. This record is mandatory if the cargo was not imported on an AMS conveyance, or if the bill of lading was not accepted in a previous in-bond transaction. Otherwise, this record is not required and should not be transmitted.

When reporting in-bond moves from a Foreign Trade Zone or bonded warehouse all carriers are non-automated and the filer must provide full bill of lading information related to the movement out of the facility. Do not use the original import bill. Not used for Air. This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse.
Foreign Port of Lading: The Census Schedule K or Special K code representing the foreign port in which the cargo was laden on board the importing conveyance. NOTE: When the FTZ flag in QP10 is set to ‘Y’ use ‘99999’ for the foreign port of lading. This is the only circumstance when ‘99999’ may be used.

Manifest Quantity: A value greater than zero representing the total number of pieces on the bill of lading(s) being moved inbond. For example, if there are 10 cartons and 10 bales, insert the number 20. Use the smallest exterior package unit.

Manifest Units: A code representing the manifest unit of measure, such as CTNS.

Weight: A value greater than zero representing the gross weight in pounds or kilos representing the freight you’re moving in-bond. Input only whole numbers; no decimals or fractions.

Weight Unit: Select KG or LB from the drop down.

Measure: A value representing the measurement in cubic feet or cubic meters.

Measure Unit: Select Cubic Feet, or Cubic Meters from the drop down.

Place of Pre-receipt: A city or country name in which the pre-carrier took possession of the cargo.

Foreign Shipper / Consignee / Notify Party: 
This is conditional input used to transmit the foreign shipper / consignee / notify party’s name and the first line of the address, exactly as they appear on the bill of lading. This record is mandatory for each bill of lading in the in-bond transaction that was not imported on an AMS conveyance, or has not been accepted in a previous in-bond transaction. This input is mandatory for in-bond moves from a Foreign Trade Zone. Otherwise, this input is not required and should not be transmitted. Not used for Air. This input is required for in-bond moves from a Foreign Trade Zone or bonded warehouse.

NOTE: When the FTZ flag is set, report information related to the company shipping cargo out of the FTZ or bonded warehouse.
**Name:** A valid foreign shipper name.

**Address 1/2/3:** A representation of the first line of the foreign shipper's address; or just the city and country if that is the only information available.

**Phone or Telex:** The telephone or telex number of the foreign shipper, if available. Place the word telex before the telex number. For the telephone number, insert only the number. In lieu thereof, this field may contain a fourth line of the foreign shipper's address.

**Secondary Notify Party:**
This is an optional input record used to specify secondary notify parties. Not used for Air.

Report the SCAC code of an ocean/rail AMS carrier.
If including an ABI filer, the code is NNNNXXXXNN where NNNN is the Census Schedule D Code representing the CBP port of the second notify party; XXX is the filer code; and NN is the office code, if used by that filer. When identifying a filer, it must be one that participates in QP in-bond before a message will be sent.

For in-bonds created as a result of a withdrawal from a Foreign Trade Zone or bonded warehouse, the FIRMS code of the FTZ or bonded warehouse may be used in lieu of the SCAC. The FIRMS code must be identified in the XRB file. The FIRMS code must match the FIRMS code in ‘Foreign Trade Zone FIRMS code’.

<table>
<thead>
<tr>
<th>Foreign Shipper</th>
<th>Foreign Shipper Address 1</th>
<th>Foreign Shipper Address 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>Address 1/2/3</td>
<td>Phone or Telex</td>
</tr>
<tr>
<td>Consignee</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Address 1/2/3</td>
<td>Phone or Telex</td>
</tr>
<tr>
<td>Notify Party</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Address 1/2/3</td>
<td>Phone or Telex</td>
</tr>
</tbody>
</table>
Container Information:

This is conditional information used to transmit the container numbers and seal numbers associated with the bill of lading. This information is mandatory for each bill of lading that was not imported on an AMS conveyance, or has not been accepted in a previous in-bond transaction. This information is mandatory for in-bond moves from a Foreign Trade Zone. Otherwise, this record is not required and should not be transmitted. Transmit as many 65 records as necessary to report all container and seal numbers that exist per bill of lading. Quantities for each container are calculated from the Bill Cargo Description. Not used for Air. This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse.

Note that, if you select Yes to the ‘Subject to FDA/BTA’ field, found in the Header Information screen found earlier in this document, you’ll have the option to enter the FDA/BTA information from this screen. That option will appear in blue text just below the HTS#. Clicking on that blue text will bring you to the FDA/BTA information screens.
In-Bond Main Menu

Once you’ve completed your inbond entry, the In-Bond Main Menu offers a snapshot of your work, its status, communications, and further actions.

The left hand column offers you the opportunity to maneuver between the Header Information page and the Inbond Main Menu.

If you need to correct an accepted inbond entry, you can ‘Delete In-Bond’, correct it, and re-transmit it, though you can’t change the inbond type. That would require creating a new inbond entry.

‘Change Inbond Customs Status’ allows you to manually update the status of your inbond entry. A couple of examples would 1) to update status to ‘en route’ when you’ve prepared a 7512 Express, and received the perforated documents back from CBP, or 2) update your inbond status to ‘Exported’ once you’ve confirmed the shipment is loaded, and departed but CBP has yet to update AMS with that information.

You can access ‘7512 Express’ to complete information needed for your printed inbond entry.

Transmit your inbond entry, or FDA Prior Notice (FDA/BTA).

Print a number of documents, including an Arrival Notice.

If you take advantage of our integrated accounting system, you can also create, and access your invoice directly from this screen.

The top of the page offers basic references of the inbond entry, as well as a list of transmission responses received. To view the response to your transmissions just click on the blue text in the ‘Transmissions’ box.
The bottom section of this screen offers the ability to set up auto emails of Inbond Status Updates. It also offers a list of Customs Status Updates, and results of Cargo Manifest Queries. You can create Delivery Orders, Straight Bills, and create important notes pertaining to this transaction.

Inbond Status Messages: Checking off on ‘Email Creating User’, the party who created the inbond will receive an auto generated email with any changes in the status of that inbond. Additional parties can receive those same status messages by adding email addresses in ‘Additional Parties to Notify’.

Customs Status: Clicking on ‘Transmit Cargo Manifest Query’ will update the status of your inbond as reflected in AMS and create a list of queries you’ve transmitted. Any changes in the status will update the ‘status’ found in the upper portion of the screen, generate the auto email described above, and add any changes under the ‘Previous Entry/Inbond Status’ list.

When adding, or viewing, a ‘Delivery Order’, or ‘Straight Bill’ you’ll have the option to print the document, or email it to any party in need of it.

Inbond Notes: In this area, you can add any notes that you may normally record in your file.
SAMPLE 7512

Following are screen shots of a properly completed CF-7512, along with a print out of the form.

Header Information Page
### In-bond Master Bill Information

<table>
<thead>
<tr>
<th>Bill No. to represent Cargo</th>
<th>Master B/L Issuer Code</th>
<th>Master B/L No.</th>
<th>Previous Inbond No.</th>
<th>Inbond Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>EGLV</td>
<td>123456789123</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>No</td>
<td>Carriers</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Additional Information      |                         |                |                     |                 |
| Foreign Port of Lading      | 57035 SHANGHAI, CHINA   | Ports          |                     |                 |
| Manifest Quantity           | 30                      | Manifest Units | CNTS               | 18000 KG        |
| Measurement                 | Cubic Feet              | Place of Pre-receipt |             |                 |

| Foreign Shipper             |                         |                 |                     |                 |
| Foreign Shipper Name        |                         | Foreign Shipper Address 1 |       |                 |
| Foreign Shipper Address 3   |                         | Foreign Shipper Phone or Telex |     |                 |

| Consignee                   |                         |                 |                     |                 |
| Consignee Name              | U.S. CONSIGNEE          | Consignee Address 1 | 123 MAIN ST.     | RIGHT HERE, TX 60198 |
| Consignee Address 3         |                         | Consignee Phone or Telex |     |                 |

| Notify Party                |                         |                 |                     |                 |
| Notify Party Name           |                         | Notify Party Address 1 |       |                 |
| Notify Party Address 3      |                         | Notify Party Phone or Telex |     |                 |

### Save Changes
### Master Bill: EGLV 123456789123 Container Information

#### Container Information

<table>
<thead>
<tr>
<th>Container No.</th>
<th>Description Code</th>
<th>Marks and Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEXU</td>
<td>2B Codes</td>
<td>HE/L#</td>
</tr>
<tr>
<td></td>
<td></td>
<td>OR OTHER INFO CAN BE</td>
</tr>
</tbody>
</table>

#### Seal Information

- Seal No. 1: E987654
- Seal No. 2: 

#### Description and HTS Information

- Description: PARTS OF ELECTRONIC THINGS
- Tariff No.: 851762
- Value: 10000
- Weight: 18000
- Unit: KG

####_piece Count: 30

**Add Description**

**Add Hazardous Material**

**Additional Container**

**Save Changes**
**Transportation Entry and Manifest of Goods Subject to CBP Inspection and Permit**

**U.S. Customs and Border Protection**

**Port:** FIRST U.S. PORT
**Port Code:** 2704
**Of Unloading:** 2704 LOS ANGELES, CA
**Date:** 01/01/12

Entered or imported by NetChb, Inc. old demo site now just for NetChb Importer/IRS # 01-1224567 to be shipped in bond via 12-123456700 TRANSMAR consigned to CBP Port Director 2402 EL PASO, TX Final foreign destination (For exportations only)

Consignee U.S. Consignee 123 Main St. Right Here, TX 60198

Foreign port of lading 57035 SHANGHAI, CHINA B/L No. EGLV 123456789123 Date of sailing 12/01/11 (Above information to be furnished only when merchandise is imported by vessel)

Imported on the **EVER SAMPLE** on 01/01/12 via 57035 SHANGHAI, CHINA (Name of vessel or carrier and receive power) (Date imported) Last foreign port

Exported from **CN** on 01/20/11 Goods now at **W199 Salson West LLC**

**Marks and Numbers of Packages**

<table>
<thead>
<tr>
<th>Package Number</th>
<th>Description of Merchandise</th>
<th>Quantity</th>
<th>Weight</th>
<th>Value</th>
<th>Rate</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEXU E067654 851762</td>
<td>30 CNTS PARTS OF ELECTRONIC THINGS</td>
<td>18,000 KG</td>
<td>10,000</td>
<td><strong>Estimated</strong></td>
<td><strong>Verified</strong></td>
<td></td>
</tr>
</tbody>
</table>

**G.O. No.**

☐ Check if withdrawn for Vessel supplies (19 U.S.C. 1309) REF #: Broker Ref 123

**Certificate of Lading for Transportation in Bond and/or Lading for Exportation for**

**2402 EL PASO, TX**

WITH THE EXCEPTIONS NOTED ABOVE, THE WITHIN-DESCRIBED GOODS WERE:

Delivered to the Carrier named above, for delivery to the CBP Port Director at destination sealed with CBP seal Nos. or the packages (were) (were not) labeled, or corded and sealed.

Laden on the--

(Vessel, vehicle or aircraft) which cleared for--

on (Date) as verified by export records.

(Signature) (Signature)

PG. 20

NetChb, Inc. old demo site now just for NetChb guys

Brucet location

Portland, OR 97238 503-287-9101

To the Inspector: The above-described goods shall be disposed of

For the Port Director

Received from the Port Director of the above CBP location the merchandise described in this manifest for transportation and delivery into the custody of the CBP officers at the port named above, all packages in apparent good order except as noted hereon.

TRANSMAR

**Attorney or Agent of Carrier**

**CBP Form 7512**
Additional Notes

Merchandise Refused Admission into the U.S.:
When preparing an inbond entry for merchandise that’s been refused admission into the U.S., regardless of the reason, you must consult with the Customs Official responsible for controlling that shipment. They may, or may not allow you to generate an electronic inbond (QP) entry. Even if you’re allowed to transmit your inbond entry, you may need to present a printed copy to them for approval prior to transmission. Plus, even though it’s an electronic transaction, you may still be required to deliver hard copies of the inbond entry to the carrier, trucker, and CBP for sign off before you can move the freight.

Inbond Arrival:
What can be updated:
An inbond entry in ‘enroute’ status must be update to ‘Arrived’ at the destination port. Failure to do so will result in the inbond showing up on a CBP Audit Report. Properly ‘Arriving’ the inbond will start the 14 day G.O. clock.

If you’re working on an export inbond entry, a T&E must be ‘Arrived’ then ‘Exported’, while an IE must simply be ‘Exported’. Failure to do so will result in the inbond showing up on a CBP Audit Report.

If, for any reason, an inbond shipment must be transferred from one carrier to another, you can perform a ‘Transfer of Liability’ to move the bond over to the new carrier.

Who may update:
Any party with knowledge of the facts can update an inbond entry to ‘Arrived’, ‘Exported’ status. They can also perform a ‘Transfer of Liability’. However, there are CBP Ports who require that only CBP update an inbond to ‘Arrived’, or ‘Exported’ status. We are aware that CBP at most, if not all, of the Southern Border Ports require that only CBP update these statuses. Therefore, we urge that you check with the port you’re dealing with to make sure they’ll allow you to perform these updates.

If you are allowed to, and choose to, update the status of an inbond that is out of your control, or outside of your direct knowledge of the facts, be sure to have a good communication flow with your partners in this transaction.

How to update:
Following is a sample of the ‘Inbond Arrival’ screen.
As you make your ‘Action’ selection, the **bold** fields will change to reflect what is mandatory reporting for that type of action.

Here’s an explanation of the fields:

**Inbond Type:**
This pertains to the MOT of the inbond carrier.

**Action:**
The drop down will offer the selection of actions that may be taken.

**Arrival Date:**
The date of actual arrival or export at the destination port. Or, the date of transfer of in bond liability.

**Arrival Time:**
A time in HHMMSS (hour, minute, second) 24 hour clock format representing the time of actual arrival or export at the destination port or the time of transfer of in bond liability.

**Inbond No.:**
The inbond number you are updating the status of.

**Port of Arrival/Export/Departure:**
The Census Schedule D code representing the CBP port of destination, for the in-bond movement, bill of lading/air waybill or container. This code is mandatory for action codes 1, 2, 3, 5, 6, or 7.

**Master SCAC:**
A code representing the Standard Carrier Alpha Code (SCAC) or the International Air Transport Association Code (IATA) of the in-bond carrier for the in-bond movement.

**Master Bill:**
The master bill under which the shipment is moving inbond.

**House Bill:**
The house bill under which the shipment is moving inbond, if applicable.

**Sub-House Bill:**
The sub-house bill under which the shipment is moving inbond, if applicable.

**Container No.:**
The container number under which the shipment is moving inbond, if applicable.

**Carrier Code:**
A code representing the Standard Carrier Alpha Code (SCAC) or the International Air Transport Association Code (IATA) of the in-bond carrier assuming liability for the in-bond movement.

**Bonded Carrier ID:**
A code representing the identification (ID) number of the bonded carrier assuming liability for the in-bond movement. (Also referred to as the importer number or IRS number). Include any embedded hyphens.
City:
The name of the city where the transfer of liability occurs.

State:
If a city name is supplied, the corresponding state code must also be provided.

Export MOT:
The mode of transportation (MOT) code of the exporting conveyance.

Export Conveyance:
The name of the exporting conveyance. Not used for air.

Moving portions of a Consolidation:
You’re attempting to move 2 or 4 House Bills, from the same Master Bill, in-bond to the same destination port. They may even be for different consignees. This can be done, as the information being transmitted only reports the number of pieces being sent in-bond from a particular Master Bill. All other information is for print purposes only to indicate which House Bills should be recovered and moved.

Following is a review of things you should be aware of when preparing such an In-bond Entry:

In-Bond Master Bill Information:
In this section be sure to only report the quantities that represent the shipments you are moving with this inbond, and not the totals for the Master Bill.

<table>
<thead>
<tr>
<th>In-bond Master Bill Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bill No. to represent Cargo</td>
</tr>
<tr>
<td>Master BL Issuer Code</td>
</tr>
<tr>
<td>Master B/L No.</td>
</tr>
<tr>
<td>Previous Inbond No.</td>
</tr>
<tr>
<td>Inbond Quantity</td>
</tr>
</tbody>
</table>

| Master BL AMS: Yes/No           |

| Additional Information         |
| Foreign Port of Lading         |
| Manifest Quantity              |
| Manifest Units                 |
| Weight                         |

If you want to, or need to, print a consignee address on your 7512, you could report either of the parties listed as consignees on either House Bill, OR, perhaps more preferably, report the name and address of the receiving warehouse at the destination port:

<table>
<thead>
<tr>
<th>Consignee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consignee Name</td>
</tr>
<tr>
<td>Consignee Address 1</td>
</tr>
<tr>
<td>Consignee Address 2</td>
</tr>
<tr>
<td>Consignee Address 3</td>
</tr>
<tr>
<td>Consignee Phone or Telex</td>
</tr>
</tbody>
</table>
Container Information:
To print the details of each House Bill on your 7512, simply enter the details of your first House Bill in this screen, including entering the House Bill# in the ‘Container’ field. Before ‘saving’ this page, click on ‘Additional Container’, and you’ll have the opportunity to enter the details of the next House Bill.
Note that this can also be done through ‘7512 Express’ by entering the details of the first House Bill, then clicking on ‘Add Description’ which will allow you the opportunity to enter the details of the next House Bill.

Trans-Loaded Moves:
An example of this type of move would be that four ocean shipments arrive at the port of discharge. Each consists of one container. Each container consists of 72 pcs. You arrange to move them to the destination port in-bond via truck, and it’s determined you can fit all the freight into three trucks.

The logical scenario would be to take all the freight from three of the containers and load them into a different truck. Then distribute the freight from the forth container evenly amongst each of the three trucks.

You end up with:
Truck#1 contains 72 pcs from container#1, plus 24 pcs from container#4
Truck#2 contains 72 pcs from container#2, plus 24 pcs from container#4
Truck#3 contains 72 pcs from container#3, plus 24 pcs from container#4

Now, though the system, and ABI allows for the opportunity to issue an in-bond entry covering multiple bill of ladings, doing so creates confusion in the field.

Therefore, in this scenario, you should create 6 different in-bond entries. Two for each truck, and each covering the piece count for each bill of lading in each truck.