

IMPORTER NAME & ADDRESS:		SELLER NAME & ADDRESS:	
IRS OR IMPORTER NUMBER:		VESSEL NAME:	
BOND HOLDER:		VOYAGE NUMBER:	
SURETY CODE:		CUSTOMS BROKER: COLE INTERNATIONAL USA INC.	
BUYER NAME AND ADDRESS:		SHIP TO NAME & ADDRESS:	
CONTAINER STUFFING LOCATION - NAME & ADDRESS:		CONSOLIDATOR / FORWARDER – NAME & ADDRESS:	
COMMODITY QUANTITY & DESCRIPTION:	HARMONIZED TARIFF NUMBER	MANUFACTURER'S NAME & ADDRESS:	COUNTRY OF ORIGIN:
CONSIGNEE TAX ID:	CONTAINER TYPE:	CONTAINERIZED:	YES                      NO
CONSIGNEE NAME & ADDRESS:		CONTAINER NUMBER(S):	
REGULAR BILL OR HOUSE BILL:		GROSS WEIGHT:	
MASTER BILL NUMBER:		MEASUREMENT:	
HOUSE BILL NUMBER:		LOADING DATE:	
PORT OF LOADING:		EST. ARRIVAL DATE:	
PORT OF UNLOADING:		REF / PO#:	

The required data elements are listed below with a brief definition. Please note that these definitions are indicated in the existing Proposed Rule from US Customs and Border Protection and are subject to challenges from trade and industry groups.

The ten elements are defined as follows:

1. **Manufacturer (or supplier name):** This is currently defined as the entity that last manufactures, assembles, produces, or grows the commodity or the suppliers of the finished goods in the country from which they are leaving. This currently is reported in the entry process as the manufacturer identification number (MID).
2. **Seller Name and Address:** This is defined as the last known entity from whom the goods were sold.
3. **Buyer Name and Address:** This is defined as the last known entity to whom the goods were sold or agreed to be sold.
4. **Ship to Name and Address:** This is defined as the first known location or deliver-to-party scheduled to physically receive the goods after the goods have been released from US CBP.
5. **Container Stuffing Location:** This is defined as the name and address of the “physical” location where the goods were loaded into a container for shipping.
6. **Consolidator Name and Address:** This is defined as the name and address of the party that loaded the container or arranged for the loading of the container.
7. **Importer of Record Number:** This is defined as the importer identification as listed on the entry summary. If the shipment is destined for a foreign trade zone, the identification number of the party filing the zone entry must be provided.
8. **Consignee Number:** This is defined as the importer identification number that is currently reported as the ultimate Consignee on the entry summary.
9. **Country of Origin:** This is defined as the same country of origin as reported on the entry summary.
10. **Commodity / HTS Number:** This is defined as the current HTS number, 10 digits, for each commodity contained in the shipment.

The other two elements making up the latter part of the working name “10+2” are:

1. Vessel stow plan (container location) of the actual carrier
2. Container event messages supplied by the carrier

Again all of these data elements are to be submitted at least 24 hours prior to container loading for a vessel destined for a US port. As 24 hours is the minimum requirement, walma International USA suggests that this information be provided 96 hours in advance to ensure that there are no delays in loading the container on the vessel.