

IMPORT SECURITY FILING (10+2) WORKSHEET

Please attach a copy of the pro forma invoice for this shipment to this form so that the harmonized numbers can be determined.

1. SELLER (Name and complete address of the final seller of the goods or if no sale—the name and address of the owner of the goods, i.e. the exhibitor): _____

2. BUYER (Name and complete address for the last know entity to whom the goods are sold or agreed to be sold—if no purchase-than the Owner/exhibitor): _____

3. IMPORTER OF RECORD NUMBER (This should be your IRS ID, your social security number or an assigned CBP number): _____

4. CONSIGNEE NUMBER (This should be your/their IRS ID, social security number or an assigned CBP number): _____

5. MANUFACTURER OR SUPPLIER (Name and complete address of the entity that last manufactured/assembled/produced/or grew the product or the complete name and address of the party supplying the goods, i.e. a trading company.) _____

6. SHIP TO PARTY (This should be the name and complete address of the first “deliver to party” scheduled to physically receive the goods after the Release by US Customs.): _____

7. COUNTRY OF ORIGIN (based on US Customs regulations and rules):

8. CONSOLIDATOR/FREIGHTFORWARDER (Name and complete address of the party who stuffed/loaded the container or who arranged for the stuffing of the container) (in some cases for FY shipments this may be the seller if no intermediate service provider was used): _____

9. CONTAINER STUFFING LOCATION (Name and address of the physical location that the container was loaded/stuffed with the product.):

10. BOOKING NUMBER/PLANNED VESSEL AND VOYAGE: _____

January 28, 2010

Dear Importer;

We are writing to inform you of a new US Customs requirement that applies to all ocean freight shipments arriving into the United States. This program "10 + 2" aka IMPORTER SECURITY FILING or ISF" became effective January 26th of 2009. Due to the timing of the rollout of this new requirement, computer program glitches and many questions remain; however, every ocean entry must attempt to comply fully. During the first year monetary penalties will not be assessed as long as each Importer is showing a "good faith effort " in making progress in complying with the requirements. After this educational time, a minimum of \$5,000.00 will be assessed for each failure to comply and a "do not load" message will be sent to the Ocean Carrier and your goods will not be allowed to be boarded on the vessel for export to the United States.

THIS "IMPORTER SECURITY FILING "WILL CHANGE THE WAY YOU HANDLE YOUR OCEAN SHIPMENTS!!!

In advance of shipment we will need to file the entry electronically. This will require that you have ten (10) information elements and a completed proforma invoice available for us seventy two (72) hours prior to your goods being boarded on a vessel. Once the information has been filed, the steamship line will get a message allowing your shipment to be boarded. Without this, your freight will sit in the foreign port until the process is completed.

In order to make this as efficient and painless as possible, we have attached the following form and an explanation of the terminology and/ or requirements. Part of this information will need to be collected from your supplier and/or forwarder. It must be accurate - U. S. Customs will even be rejecting addresses without the foreign "zip codes"!

The purpose of this new requirement is to protect the nation and force importers to be very knowledgeable of the suppliers and forwarders they use. By keeping the supply chain restricted to known entities, U. S. Customs (HOMELAND SECURITY) will be better able to identify the weaker links and focus their attention on them. Right now the requirement is only for ocean freight shipments, but if it works out, we can anticipate that this will be extended to truck and air shipments in the future.

Please work with us on this and it will be a learning experience for all of us, and call with any questions .

Transworld CHB INC