



## July 2002 International Trade Newsletter

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### **WHO IS THE ULTIMATE CNEE? CUSTOMS WANTS TO KNOW!**

ULTIMATE CONSIGNEE REQUIREMENTS from the U.S. CUSTOMS PIPELINE 01-07, SEPTEMBER 25, 2001 “Guidelines for the identification of the Ultimate Consignee at the time of entry or release”

Since 9/11, the U.S. government has been trying to identify “who” is getting “what” for import and export. One of the gray areas has been when an importer brings in goods from foreign origin and automatically drops the freight at their customer’s door, or another company location (the Ultimate Consignee).

During the entry process the broker is required to input the importer of record, name address, and its IRS number. This tells customs who is taking responsibility of the import. If the freight being imported is going to a different address than what is listed as the importer of record, customs is requesting the name, address and IRS number of the Ultimate Consignee. This way U.S. Customs (USC) can track shipments to the actual company / warehouse receiving the freight.

Therefore, if you are importing goods that are going to be “drop shipped” to your customer it is best if you can provide the IRS number of the Ultimate Consignee to your broker in advance of the shipment being cleared through customs. There are many variations on how the information can be presented, but the bottom line is that USC wants the NAME, ADDRESS, and IRS number of the company receiving the freight.

If the product is going to be delivered to the importer of record, then the broker will input the importer of record a second time as the Ultimate Consignee. At this point the

transaction for the import has been completed and no new information needs to be provide to customs. However if you are having the carrier or broker deliver direct to your customer or a different company location the IRS number and information should be provided at the time of entry.

(USC does allow a broker, trucker, or carrier of any type to be listed as an Ultimate Consignee of import shipments. )

As per customs: “In cases where the filer fails to provide, or supplies an identification (IRS) number for the ultimate consignee which is inconsistent with the provisions of this pipeline, the Importer of Record and Filer will be referred to the Enforcement Evaluation Team or Broker Compliance Office for appropriate informed or enforced compliance action.”

Thus when importing goods that you know are going to a separate location than your importer of record address you should provide a full name, address and IRS number to your broker.

BDG is set up to keep track of your different delivery locations, whether it is one time or several. Our system is set up to accept an unlimited amount of Ultimate Consignee address and IRS number. Therefore, if you have a shipment going to XXX in Nebraska once we input the information in our system we will be able to query the same details each time we make a delivery.

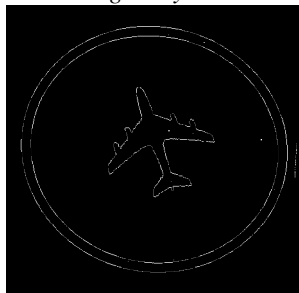
## DG Air Eligibility Mark

Within the next year, shippers of Dangerous Goods will need to become familiar with a new marking for their DG cargo. The mark located at the end of this article is required to be placed on Dangerous Goods cargo being tendered for air carriage. Shipments that qualify as Excepted Quantities, (and possibly Limited Quantities), will be exempt from this requirement. All other Dangerous Goods shipments will need to display the mark. Here are some basics concerning the new mark:

1. The mark indicates to the carrier that the shipper has complied with all the applicable packing requirements for the Dangerous Goods cargo being shipped.
2. The shipper is responsible for applying the mark, though it is not necessary for the shipper to be the party who physically places the mark on the containers.
3. The mark will be effective Jan. 1, 2004 with optional voluntary compliance beginning Jan. 1, 2003.
4. The mark may be applied by hand, as a sticker, or as a label.
5. It must be of a size to be readily visible relative to the size of the package.
6. The manufacturer of the packaging can preprint the label on shipping boxes, but this must be coordinated very closely with the shipper, since it is the shipper who is the responsible party, *not* the manufacturer of the packaging.

More information will become available as we approach the implementation dates.

*Air Eligibility Mark:*



## BDG Website Services

- Quotation Requests – On-Line Form
- Air Freight Track and Trace
- Archived BDG Newsletters

## Warranty Re-Exports

When sending an item out of the U.S. to a foreign country for repairs or alterations, the item should be registered with U.S. Customs before shipping to avoid paying U. S. import duties upon its return. Inform our export staff that they shipment is a warranty repair on the SLI (Shipper's Letter of Instruction) and they will take care of the proper paperwork.

### Web Site of the Month

[www.buyusa.com](http://www.buyusa.com)

This U.S. Government site is run by the U. S. Dept. of Commerce. To use Buy USA.com U. S. companies first register and enter their company profiles on the BuyUSA.com website. Their products are then available to more than 18000 qualified international buyers.

## BDG International Services

BDG International is an International Freight Forwarder, NVOCC, Custom House Broker, and Duty Drawback Specialist. We provide international transportation worldwide via air or ocean. Our services include complete export/import documentation support.

We invite you to contact our offices with any questions you may have.

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