



Automated Broker Interface (ABI)

A software interface to the Customs Automated Commercial System allowing transmission on entries into and through customs. Only qualified parties may use this system, and included in them are customs brokers, importers, carriers, port authorities, and independent data processing companies.

Antidumping Duties

Duties placed on imported merchandise that would otherwise be sold for less than fair market value causing harm to the domestic industry.

Appraisalment

An estimation of the value of imported merchandise by a proper Customs official.

Arrival Notice

Also known as a freight bill, this notice advises the client that cargo has arrived.

Bill of Lading

A document or contract between a shipper and a transportation company that serves to declare the transportation method of the merchandise, the price point for services rendered, and the acknowledgement by both parties that goods were shipped to the proper destination.

Bonded warehouse

A warehouse authorized by Customs for storing merchandise on which payment of duties is deferred until the importer pays the duties or until Customs releases the merchandise.

Certificate of Origin

A signed statement as to the origin of an export item.

Classification

The assignment of a category for the imported goods according to the Harmonized Tariff Schedule of the US. Duty is determined based on the classification and the valuation of the goods.

Country of Origin

The country that produced the imported goods.

Customs

The United States Customs Service which is the regulatory division of government in charge of regulating and enforcing import laws.

Drawback

A program that helps domestic manufacturers compete in foreign markets allowing importers to get a refund of all or part of the duties they paid on imported merchandise.

Duty

Duty is the amount of money you pay on items coming from another country. It is similar to a tax, except that duty is collected only on imported goods.

Dutiable

Dutiable describes items on which duty may have to be paid. Most items have specific duty rates, which are determined by a number of factors, including where you got the item, where it was made, and what it is made of.

Entry

The process of getting imported merchandise released from the Customs Service.

Foreign Trade Zone

Importers may temporarily house imported merchandise in a free trade zone before it is processed through the Customs Service. The importer does not pay duties while the merchandise is in the foreign trade zone.

Freight Forwarder

A person who arranges the shipping and export clearance of imported merchandise. He/she generally assembles collects and consolidates less-than-truckload freight and also acts as an agent in the transshipping of freight to or from foreign countries and the clearing of freight through Customs for compensation.



Importer of Record

The party in whose name the entry is made

Letter of Credit

A financial document issued by a bank at the request of the consignee guaranteeing payment to the shipper for cargo if certain terms and conditions are fulfilled. Normally, the letter of credit contains a brief description of the goods, documents required, a shipping date, and an expiration date after which payment will no longer be made.

Marking (country of origin), Marks of Origin

The physical stamp, wording, or marking on an article or merchandise that shows in what country the article or merchandise was produced. Customs laws require marks of origin of most countries.

NAFTA

The North American Free Trade Agreement agreed to by the U.S.A., Canada, and Mexico. NAFTA eliminates certain tariffs, promotes market access, and facilitates customs administration. It exceeds 360 million consumers and a combined output of \$6 trillion--20 % larger than the European Community.

Paperless

A paperless result indicates that the merchandise is low risk from a importer's compliant. The broker places a stamp on the CF3461 and signs the document; thus, the merchandise is released without a Customs official ever looking at the documents.

Port of Entry

Where goods are entered and where the Customs Service accepts entries of merchandise and collects duties.

Power of Attorney

A legal document that importers give to their customs broker that allows the customs broker to conduct business with the Customs Service on the importer's behalf.

Prior Disclosure

Sometimes an importer will find it has violated a customs law before the Customs Service has discovered the violation. A prior disclosure is a voluntary report by an importer of the violation to the Customs Service. The law provides some benefits (but does not speak of the risks) to an importer who does a prior disclosure.

Protest

The means to challenge through administrative or agency channels decisions by the Customs Service. The method primarily used by importers to take issue with Customs decisions with which they disagree. A protest is normally utilized as an opportunity to provide evidence that will result in the refund of duties and other charges that were erroneously paid.

Quota

A decision rendered by the Customs Service on an issue or issues surrounding a particular importation of merchandise. Rulings are published and can usually be appealed to a higher administrative body or to a court of law.

Reasonable Care

That degree of care which a person of ordinary prudence would exercise in the same or similar circumstances. Due care under all circumstances. Failure to exercise such care is ordinary negligence.

Transaction Value

The price actually paid or payable by the buyer to the seller for the merchandise when sold for exportation to the United States. Transaction value is the most common method for valuing imported merchandise.

Value

The value of imported merchandise as declared by the importer and as finally determined by the Customs Service.

Waybill

A document prepared by a transportation line at the point of a shipment, showing the point of origin, destination, route, consignor, consignee, description of shipment and amount charged for the transportation service, and forwarded with the shipment, or direct by mail, to the agent at the transfer point or waybill destination.

***RESPONSIBILITY FOR CHARGES BETWEEN BUYER(IMPORTER) AND SELLER (EXPORTER)**

	CFR	CIF	CPT	CIP	DAF	DES	DEQ	DDU	DDP	EXW	FAS	FCA	FOB
SERVICES	(cost & freight)	(cost, insurance & freight)	(carriage paid to)	(carriage and insurance paid to)	(delivered at frontier)	(delivered ex-ship)	(delivered ex-quay)	(delivered duty unpaid)	(delivered duty paid)	(ex-works)	(free alongside ship)	(free carrier)	(free on board)
WHSE STORAGE AT POINT OF ORIGIN	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
WHSE LABOR CHG. AT POINT OF ORIGIN	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
EXPORT PACKING	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
LOADING AT POINT OF ORIGIN	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	BUYER	SELLER	SELLER	SELLER
INLAND FREIGHT	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	BUYER	SELLER	BUYER	SELLER
PORT RECEIVING (TERMINAL) CHARGES	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	BUYER	SELLER	BUYER	SELLER
FORWARDER'S FEE	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	BUYER	SELLER	BUYER	SELLER
LOADING ON OCEAN CARRIER (VESSEL)	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	BUYER	BUYER	BUYER	SELLER
OCEAN / AIR FREIGHT	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	BUYER	BUYER	BUYER	BUYER
CHARGES IN FOREIGN (ARRIVAL) DESTINATION	BUYER	BUYER	SELLER	SELLER	SELLER	BUYER	SELLER	SELLER	SELLER	BUYER	BUYER	BUYER	BUYER
CUSTOMS CLEARANCE, DUTY (EXAM) & TAXES	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	SELLER	SELLER	SELLER	BUYER	BUYER	BUYER	BUYER
DELIVERY CHARGES TO FINAL DESTINATION	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	SELLER	BUYER	BUYER	BUYER	BUYER
GROUP C & D PREPAID GROUP E & F COLLECT	GROUP C: MAIN CARRIAGE PAID				GROUP C: MAIN CARRIAGE PAID					GROUP E: DEPARTURE	GROUP F: MAIN CARRIAGE UNPAID		

- *Regardless of the incoterms in use, the SELLER must supply the goods as agreed in the contract of sale, together with such evidence of conformity as may be required by the contract.
- *Regardless of the incoterms in use, the BUYER must take receipt and pay for the goods delivered, as provided in the contract.
- *The payment of the forwarder's fee is sometimes controversial, depending on the contract of sale.
- *Risk of loss or damage is transferred from SELLER to BUYER when goods have been delivered to the carrier.
- *Responsibility may be either the BUYER or SELLER.