

STB Filing Rules



What's Required: eBond or Paper Bond?

Single Transaction Bonds (STBs)

Method	eSTB*	Paper STB
ACE Entry followed by ACE Entry Summary (2-step process)	Required	Not Acceptable
ACE Entry Summary certified for ACE Cargo Release	Required	Not Acceptable
ACS Entry followed by ACE Entry Summary (2-step process)	Not Acceptable	Required, CHB files at port
ACE Entry Summary Certified for ACS Cargo Release	Not Acceptable	Required, CHB files via email to ACE_STB@cbp.dhs.gov
ACS Entry followed by ACS Entry Summary (2-step process)	Not Acceptable	Required, CHB files at port
ACS Entry Summary Certified for Cargo Release	Not Acceptable	Required, CHB files at port

*CBP requires all eSTBs to be electronically submitted by the surety.

Bottom Line...

If you process a cargo release and file your entry summary in ACE, you must use eSTB or a continuous bond.

ISF Appendix D STBs

Bond Type	eSTB*	Paper STB
ISF STB (Activity Code 16)	Required	Not Acceptable
Unified STB (Activity Code 1+ISF)	Follow rules under STBs above	Follow rules under STBs above

*CBP requires all eSTBs to be electronically submitted by the surety. CBP will no longer accept emailed ISF STBs.

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ISF - How to Avoid a Late File



24 hours prior to lading.

Last chance for filing ISF with CBP.



The ISF STB must be filed with CBP within 12 hours of obtaining the ISF Transaction Number from CBP.



Vessel Departure Date.

“Late ISF” – Per the Customs Regulations, an ISF-10 is essentially due 24 hours before lading on the vessel which will bring the shipment to the U.S. According to CBP, timeliness is determined by the “vessel departure date minus 24 hours.”

What happens if the bond filing is not completed within 12 hours? When this occurs, complete the filing as soon as you possibly can. The longer you wait to complete the bond filing, the greater the likelihood that CBP will consider liquidated damages or some other enforcement action.

Sureties and CBP use the Estimated Vessel Departure Date to determine if the ISF is late.

Important Alert: CBP has yet to move into full liquidated damage (LD) enforcement mode. When they do, all ocean ports of entry will be free to assess LD at will for late or inaccurate ISFs. Ports will no longer have to obtain CBP Headquarters’ approval prior to issuing LD claims to principal and surety. Also, there will be no more “three strikes” before the first LD claim may be issued.