



**U.S. Customs and  
Border Protection**

**MAY 24 2018**

**INFORMATION BULLETIN NO: 18-24**

**TO: Common Carriers, Non-Vessel Operating Common Carriers, Slot Charterers,  
Masters, Vessel Owners, and other interested parties**

**SUBJECT: INTERNATIONAL CARRIER BOND CONDITIONS AND REQUIREMENTS**

Pursuant to 19 U.S.C. § 1623(a), U.S. Customs and Border Protection (CBP) may require a bond or other security considered necessary for the protection of the revenue or to assure compliance with any pertinent law, regulation, or instruction. International Carrier Bonds contain conditions specifying that if any vessel, or any master, owner, or person in charge of a vessel, slot charterer, or any non-vessel operating common carrier incurs a penalty, duty, tax or other charge provided by law or regulation, the obligors (principal and surety, jointly and severally) agree to pay the sum upon demand by CBP.

CBP may periodically review each bond filed to determine if the bond is adequate to protect the revenue and ensure compliance with applicable law and regulation. CBP has determined that some carriers are operating in Miami-Dade County with bonds insufficient to protect the revenue and ensure compliance with laws and regulations.

CBP will now require these vessels to post an International Carrier Bond, Activity Type 3, in an amount not less than \$250,000. The Principal on the International Carrier Bond must be the vessel owner/operator, common carrier, or vessel agent. Vessels utilizing Instruments of International Traffic (IIT) to move cargo internationally must also post an Instrument of International Traffic Bond, Activity Type 3a, in an amount not less than \$20,000. IIT includes ocean containers, skids, pallets, tanks, and similar instruments.

Entities can mitigate the International Carrier Bond amount by entering into a security agreement with CBP. Customs Trade Partnership Against Terrorism (CTPAT) is a voluntary public-private sector partnership program which recognizes that CBP can provide the highest level of cargo security only through close cooperation with the principle stakeholders of the international supply chain. CTPAT participants agree to work with CBP to protect the supply chain, identify security gaps, and implement specific security measures and best practices. Applicants must address a broad range of security topics and present security profiles that list action plans to align security throughout the supply chain. Therefore, approved CTPAT partners may post an International Carrier Bond in an amount not less than \$100,000. Visit [www.cbp.gov/CTPAT](http://www.cbp.gov/CTPAT) to apply and to view training materials related to common CTPAT processes.

When bond principals fail to exercise reasonable care and due diligence, or become the subject of penalties related to the failure to manifest narcotics and/or other contraband, their bond may be saturated or deemed inadequate. Principals will be required to present a new International Carrier Bond in an amount determined by CBP.

All questions regarding this Information Bulletin may be addressed to Assistant Port Director Christopher Dow via email at [Christopher.Dow@dhs.gov](mailto:Christopher.Dow@dhs.gov) or via telephone at (305) 536-5007.

DISCLAIMER: This information has been prepared for your convenience by U.S. Customs and Border Protection, Port of Miami Seaport. These materials are intended to provide guidance. Reliance solely on this information alone may not be considered reasonable care.

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*for* Jorge L. Roig  
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