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Small business balance uses cookies to provide you with a great user experience. Using the balance of small business, you accept our use of cookies. The type of export licensing you will need will depend on what you export, where it goes, who gets it, and the use of an export product. Once you know all this information, you can read the Trade Control List (CCL) that will find out your licensing requirements. The Export Administration Bureau (BXA) supports (CCL) under the electronic code of federal e-CFR rules- better known as export administration rules (EAR). CCL includes many elements, such as software, goods and technology, that are subject to export licensing of the BXA authority. BXA is there to help you in your export business. Their role is to prevent exports and reporting against the interests of national security and united states foreign policy. The E-CFR is divided into several sections or parts. Part 732 provides a step-by-step guide to general licensing obligations. Parts 738 and 774 under will tell you the code for the group of the country to which your destination falls. Cm, Supplement No. 1 to Part 738 E-CFR for comprehensive instructions on the use of the country chart, as well as a detailed example. The referenced parts and numbers system from EAR to e-CFR can change and be reclassified at any given time. Be sure to check with the responsible parties to make sure that you are taking appropriate steps to accurately classify. Don't let the numbers and cuts scare you. Once you find an E-CFR, getting to the right section is not very difficult. You should check with the Department of Commerce to determine the export control of the product number (ECCN) that has been assigned to your type of product. If they don't have your product on the list, check out part 748 in e-CFR to find it yourself. For items subject to e-CFR but not listed in the CCL, the appropriate classification is EAR99. This number, which is displayed at the end of each category in CCL, is a melting pot classification for items not listed in any CCL entry. Once again, go to ECCN listings in Part 774 e-CFR. This time you are looking for a destination country to see if it requires a proven license (VL). If your destination country is not listed there, you don't need a verified license unless your item meets one of the technical exceptions listed in the ECCN. For example, your product may be subject to supply control. You can also contact your Ministry of Commerce (through their Exporting Services Office) to go through these steps, as they can sometimes help you over the phone. If not, do the research yourself and then visit one of the DOC consultants to confirm your findings. The different requirements of e-CFR depend on knowledge of the end use, end user, final destination or other details of the export transaction. If you can discuss with a clear conscience and with full confidence, there should be no reason to alert the agency. However, if you can't explain to whom you are selling your product, why the customer buys it in the first place, or what they will do with it once it is purchased, you may have a problem. You should refrain from making a deal, inform BXA, and wait. Your client is responsible for the import license. If you have secured payment with them, for example, with an irrevocable letter of credit, your client should take appropriate steps to determine whether they need an import license. If the importer needs a license and neglects to apply and you ship anyway against LC-you are still eligible for payment because you took care of things at the end. However, your customer will not be able to clean the product at the entry port until they have solved the licensing problem. If, on the other hand, your customer cannot obtain an import license and you ship to an open account, you cannot get paid until a week or months later. Either way, you should learn from your customer if an import license is required. An import license is not your responsibility to arrange, but it will help ensure payment whether a license is necessary or not. It is important to be aware of the standards and regulations of the importing country. Ideally, your client will be aware of possible barriers to entry. However, it helps to be aware of the shipping restrictions and documentation requirements yourself. For example, if you export food, medicine, or electrical goods, your customer will not be able to import these items until they have inspected to see that the product meets local standards. Most developed countries have organizations comparable to the U.S. Food and Drug Administration (FDA), which monitors product safety. So before your customers can take the import, they will need to check with their FDA-equivalent to make sure that the product can be imported. Once you have made sure that there is no reason why your product should be banned from entering, you may be ready to ship. Once you have checked the e-CFR and confirmed with your Department of Commerce that you do not need VL, you can proceed with your shipment under a general license without having to make an official license application. The good news is that most of the products exported are covered by a general license. However, you need to check whether your shipment requires an export shipper's declaration (SED) that helps U.S. Customs control the licensing of supplies. The opinions expressed by the participants of the entrepreneurs are their own. Below is an excerpt from The Employees of Entrepreneurial Media, Inc. and Rich Minzer's book Start Your Own Import and Export Business. Buy it now from Amazon Barnes and Noble iTunes IndieBoundLet's solution to the documentation needed to get your product into the hands of the importer. While you can have your cargo overworker handle all the paperwork for you, you, Exporter, you need to know how each link in the chain functions. You need to understand these documents when you are an importer, too, because either you or your customs broker will use them to qualify for your cargo as soon as it arrives at the harbor, loading dock or airport. Here they are, in alphabetical order, for your review: Bill Lading. Lading means freight or freight, so the bill lading is basically a receipt from a cargo handler - a steamer, air, or truck line - showing that he has received his goods. To make things official, the document is signed by the ship's captain or another transporter agent as mandatory proof that the goods were shipped. There are various reshuffles of the bill guy, including: Clean or clean on board. This means that the transport company did not notice any irregularities in the packaging or condition of the cargo. It's a standard bill for a guy. Foul. The foul bill guy points out that the transportation company discovered, for example, something sticky leak from these boxes marked by-products of blood. If your lading score gets labeled foul, you will want to exchange a bum container for a clean one and have a shipping of the cargo before it is submitted to the importer. On board. This confirms only that the cargo was placed on board the vessel and does not carry any other guidelines or regulations. On deck. This is only true if cargoes such as livestock must be transported on the deck of the ship. Order. The bill on vapping under discussion, which must be approved by the shipper before it is handed over to the bank for collection. The order bill guy is usually made from a bank or customs broker, or it can be left blank as a blank check. Notice of the order. This is similar to an order account, except that the shipper (buyer) and sometimes the customs broker must be notified when the ship reaches the port. Direct. This one sets out to whom the goods are sent. Since it prohibits the release of goods to anyone other than the person listed in the documents, and thus provides the most protection, the direct bill for the guy is usually preferred by newcomers to importers. Through Bill Lading. This pass it down the bill used when multiple carriers are involved, if, for example, the goods have to go by rail or truck to the port and then the ocean, or vice versa. Certificate of production. Used when a buyer pays for an item before shipping, this document checks that the item was actually manufactured and actually meets the general requirements of the product. In other words, it is proof that the product is at hand #insert and ready to be shipped. Some countries require a separate certificate of origin, even though the information is presented in a commercial invoice. Certificate is especially important when importing goods that require approval such as medical equipment or food.Commercial invoice. The commercial invoice is the same any invoice used by a domestic company is essentially a finished version of the pro forma invoice. You can make up your own business account on your computer or buy pre-printed blank forms at the can office supply store. When you fill in these gaps, you want to be sure that you have added the same data that you have to your professional invoice and axter (LC) number, if you use L/C. Plus, you need to add the terms of sale (i.e., FOB or DDP) and a statement certifying the goods were manufactured in the United States and then your signature. This will help skate goods through customs. Consular invoice. Not every country will require one of them - the ranks are mostly filled with developing types of nation. Basically, a consular invoice is one for which you fill out a form available from a local consulate in the U.S., pay a nominal amount and go your way. The intended idea of the invoice is to ensure that goods at inflated or low prices do not enter the country, but in fact it is a kind of collector's plate for the national economy. Doc receipts. This receipt is used if the importer is responsible for shipping from the U.S. port. He checks that the goods actually made it to the dock. Certificate of inspection. The importer can request one of them to confirm the quantity, quality and/or conformity of the product. For example, you bring cookie equipment from Belgium. You can have an inspector check the machines to make sure they are in good working order before you take the title. You can choose a standard export inspection, which is carried out by a standard inspector appointed by an exporter or shipping line, or you can hire a specialized private company to work with. Insurance certificate. This confirms that maritime insurance has been provided for the cargo and the type and coverage is specified. The package list. The packing list or packaging slip details of the item in the shipment, as well as information on how it was packaged, how the various items are measured, serial numbers if applicable, and the weight and size of each item. Export Declaration of the Shipper (SED). This one is required by the U.S. government for entire exports over \$2,500 or those that require an export license. It provides the Census Bureau with feed for its statistics and provides all the usual information, including product descriptions, cost, net and gross weight, as well as license information. Information.

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