

CHAPTER 512

UNITED STATES CENTRAL COMMAND (USCENTCOM)

A. GENERAL

This chapter identifies regulations or directives and establishes Customs/Border Clearance requirements and procedures and organizational POCs responsible for the entry/exit of material and personnel from the various USCENTCOM countries listed.

B. CUSTOMS CLEARANCE PROCESSES

This section provides the most up-to-date overseas customs process information that has been obtained for the following countries:

Bahrain	Oman
Djibouti	Qatar
Egypt	Saudi Arabia
Eritrea	Somalia
Ethiopia	Sudan
Kenya	United Arab Emirates
Kuwait	

C. BAHRAIN

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ba.htm>.
2. Cargo. To be developed.

D. DJIBOUTI

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/dj.htm>
2. Cargo. To be developed.

E. EGYPT

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/eg.htm>.
2. Cargo. The following paragraphs describe general shipping guidelines and customs clearance and inspection processes for government and personal property shipped into Egypt from the US.

a. Container/Crating Requirements. Twenty-foot containers and forty-foot containers, or additional weight, can be handled at greatly increased cost.

b. Hard Lift Area. Designated as Hard Lift Area for all military services. Air clearance, when required, will be obtained from the appropriate Air Clearance Authority.

c. Customs Clearance Procedures, Requirements.

(1) Provide AWB or bill of lading numbers, carrier, required delivery date, and container numbers by message to the American Embassy (AmEmbassy) Cairo or NAVMEDRSCHUTHREE as soon as information becomes available.

(2) Customs clearance of HHG and UB cannot begin until the announcement of the arrival of the owner to the Ministry of Foreign Affairs is made. The AmEmbassy or NAVMEDRSCHUTHREE must have at least a copy of the Military Ocean Cargo Manifest or International Ocean Bill of Lading to initiate customs clearance of surface shipments prior to arrival of the vessel.

3. The "Consigned To" and "Marks/Number" blocks of the Ocean Bills of Lading, Military Cargo manifests, or AWBs must contain identical markings with the containers, lift vans, or crates.

General Information.

GBLOC: TNDK

APOD: Cairo International Airport EG-CAI

WPOD: Alexandria EG-LK1

DODAAC: HHAE2E

POC: Marianne Barsoum, Extension 3805

E-mail: BarsoumMM@state.gov

TWX: AMEMBASSY CAIRO

Mail: GENERAL SERVICES OFFICE
AMERICAN EMBASSY CAIRO
DEPARTMENT OF STATE
APO AE 09839-4900

DSN: 725-1456/725-1440

Commercial: 011-20-2-797-XXXX Inbound 3803, Outbound 3805,
TSC Officer 3800

Telex: 93773

Fax: DSN 725-1456/725-1440

Commercial: 011-20-2-797-3519

F. ERITREA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/er.htm>.

2. Cargo. To be developed.

G. ETHIOPIA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/et.htm>.
2. Cargo. To be developed.

H. KENYA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ke.htm>.
2. Cargo. To be developed.

I. KUWAIT

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ku.htm>.
2. Cargo. To be developed.

J. OMAN

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/mu.htm>.
2. Cargo. To be developed.

K. QATAR

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/qa.htm>.
2. Cargo. To be developed.

L. SAUDI ARABIA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/sa.htm>.
2. Cargo.

- a. General. This section provides Kingdom of Saudi Arabia (KSA) customs requirements, Commander in Chief United States Central Command policy, and logistical procedures necessary to transport DOD cargo to and from the KSA. It is imperative that all requisitioners, consignors, and shippers maintain strict adherence to these policies when transporting DOD cargo into or out of the KSA. This information applies to the USCENCOM

service components (US Army Forces Central Command, US Air Forces Central Command, US Marine Forces Central Command, US Naval Forces Central Command, and Special Operations Command Central) and to supporting organizations operating in the KSA.

b. Responsibilities. All requisitioning and contracting agencies including individual or organizational International Merchants Purchase Account Card (IMPAC) holders and all consignors/shippers will ensure that any air or surface transportation of the following commodities of cargo listed below (noted by Federal Supply Group/Class Number to the right of the type of cargo) has obtained Prior Approval for Transportation of Cargo into or out of the KSA prior to the arrival or departure of the cargo.

- (1) Weapons, Group 10 (e.g., Pistol, Rifle, Machinegun).
- (2) Vehicles, Groups 17, 23, 24, 37, 38, 39 (e.g., Car, Pickup, Truck, Sweeper, Fire Truck, K-Loader, Forklift, Tractor/Trailer, Backhoe, Bulldozer, All Terrain Vehicle, Runway Paint/Marker Truck, Runway Rubber Removal Truck, Fuel Truck).
- (3) Medical supplies, Group 65 (e.g., Blood, Vaccines (Anthrax, Flu, etc.), Over-the Counter and Prescription Medicines, and Medical Supplies containing any type of chemicals. (Band-Aids, Gauze, Plastic Tubing, Splints, etc., have not been a KSA Customs issue at Prince Sultan AB, Al Kharj, KSA, and have not required a Prior Approval for Transportation of Cargo-- provided these items are "not" in the same box/tri-wall with items that require a Prior Approval for Transportation of Cargo.).
- (4) Munitions (Class 1) (e.g., missiles, bombs, egress items, small arms ammunition).
- (5) Sensitive Hazardous Materials/Dangerous Goods (see paragraph L.2.c.(1))
- (6) Computers and Related Equipment, (e.g., Desk Top Computer-Central Processing Unit, Monitor, Keyboard, Mouse, and Printer). At Prince Sultan AB, Al Kharj, KSA, personal laptop computers that are hand carried or in personal baggage have not been a KSA Customs issue and have not required a Prior Approval for Transportation of Cargo.
- (7) Electronic Scientific/Technology Equipment (e.g., Weather System, GBS, VTC, Routers, Communications Switches, CENTIX, STE/STU III Phones, C2IPS, ALASCOM Terminal, Medical Electronic Equipment - Rapid Analyzer, Radios (hand-held and mobile units and base stations).

NOTE: The above examples are not a complete list, just examples.

NOTE: No Prior Approval for Transportation of Cargo is required for Mission Impaired Capability Awaiting Parts aircraft or communications parts, or Precision Measuring Equipment Laboratory equipment.

c. Prior Approval for Transportation of Cargo Request Procedures. Prior Approval for Transportation of Cargo for the above commodities of cargo is granted by the KSA Ministry of Defense and Aviation (MODA) by following the request procedures outlined below. Failure to

have Prior Approval for Transportation of Cargo will result in the cargo being returned to the consignor/shipper at the consignor's/shipper's expense.

(1) HAZMAT/Dangerous Goods. Only the HAZMAT/Dangerous Goods listed below (paragraph (e)) and Class 1 munitions require Prior Approval for Transportation of Cargo in addition to Prior Approval for Transportation of Cargo requirements outlined above. All packaging and transportation of HAZMAT/Dangerous Goods by air will be in compliance with Air Force Joint Manual (AFJMAN) 24-204, Preparing Hazardous Material for Military Air Shipments and applicable international regulations. All packaging and transportation of HAZMAT/Dangerous Goods must comply with basic governing guidance in source documents such as: Air Force Joint Manual (AFJMAN) 24-204/Defense Logistics Agency Instruction (DLAI) 4145.3/Marine Corps Order (MCO) P4030.19G/Naval Supply Publication (NAVSUP Pub) 505/Technical Manual (TM) 38-250, Preparing Hazardous Material for Military Air Shipments, Air Force Instruction (AFI) 91-201, Explosives Safety Standards and 49 CFR for munitions shipments; AFJMAN 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505/DLAI 4145.3, Air Force Manual (AFMAN) 23-110, USAF Supply Manual, Vol. V, and 49 CFR for all medical supply shipments; and AFJMAN 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505/DLAI 4145.3, Department of Defense Regulation (5100).76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives and AFI 31-229, USAF Weapons Handling Manual for all shipments of weapons.

(2) Prior Approval for Transportation of Cargo. Requests for Prior Approval for Transportation of Cargo will be submitted to Joint Task Force-Southwest Asia, Logistics Directorate (JTF SWA/J4) via e-mail IAW the format described below not later than 60 days prior to intended shipment date for air shipments via AMC, and 45 days prior to intended shipment date for all other shipments. Following submission, confirm with JTF-SWA/J4 by e-mail or fax or telephone to the appropriate functional area at the e-mail addresses or DSN fax numbers or DSN phone numbers listed below is essential. Failure to properly coordinate the movement of the specified cargo below will result in the detention of the cargo by KSA Customs authorities until released, or returned at expense to the consignor/shipper.

(a) Director of Logistics – DSN 318 434-9287; e-mail - jtfswa.j4.dir@psab.af.mil.

(b) Munitions/Class 1 (JTF SWA/J4 Ammo) – DSN 318 434-3698; e-mail - jtfswa.j4.ammo@psab.af.mil.

(c) Medical supplies (JTF SWA/J4 Cargo); e-mail - jtfswa.j4.sgxo@psab.af.mil (J4 Cargo will coordinate with JTF-SWA/SCXP).

(d) Vehicles/Materials Handling Equipment (MHE)/All other Rolling Stock (JTF SWA/J4 Vehicle Management); e-mail - jtfswa.j4fleetmanager@psab.af.mil.

(e) HAZMAT/Dangerous Goods, Weapons, Computers and related equipment, and Electronic/Scientific/Technology Systems. (JTF SWA/J4 CARGO) – DSN 318 433 7556; email - jtfswa.j4-crg@psab.af.mil (J4 Cargo will coordinate with JTF-SWA/FP on weapons shipments). JTF-SWA/J4 DSN Fax: 318 433 -7630 or 318 433 - 8383

(3) Request Format. Units or individuals will use the below format to submit requests for Prior Approval for Transportation of Cargo to JTF-SWA/J4 by e-mail). Use the letter format below for Prior Approval for Transportation of Cargo of single shipments. Use the letter format and spreadsheet format immediately following for multiple shipments.

(a) Weapons, Hazardous Materials/Dangerous Goods, Computer and related equipment, Electronic/Science/Technology Systems – Paragraphs (4) and (5)

(b) Munitions/Class 1 - Paragraphs (6) and (7)

(c) Medical Supplies - Paragraphs (8) and (9)

(d) Vehicles/Trailers - Paragraphs (10) and (11)

(4) Format for request of Prior Approval for Transportation of Cargo for Weapons, Hazardous Materials /Dangerous Goods, Computers and related equipment, and Electronic/Scientific/Technology Systems.

YOUR COMMAND LETTERHEAD

MEMORANDUM FOR JTF-SWA/ J4 DEPUTY DIRECTOR AND CARGO

FROM: Your Command and Your Office Symbol (No Names)

SUBJECT: Prior Approval for Transportation of Cargo into the Kingdom of Saudi Arabia

ENCL: 1. Digital Photos (via e-mail) of the items from publications or the actual items.

ENCL: 2. JTF-SWA/J4 Cargo Spreadsheet for multiple shipments.

1. Request Kingdom of Saudi Arabia Ministry of Defense and Aviation (MODA) and Customs Clearance be processed for the following item(s):

2. For Deploying Unit: Squadron, Detachment, etc.

3. Type of Cargo: Weapons, Hazardous Materials/Dangerous Goods (Class 1 and the list below only), Computer and related Equipment, Electronic/Science/Technology Systems (systems, not parts).

a. Nomenclature: Complete Noun Name/National Stock Number (NSN)/Serial Number (SN# maybe N/A)/Proper Shipping Name/United Nations (UN) Identification (ID) for Hazardous Materials/Dangerous Goods. Note: NSN may not be applicable.

b. TCN: (Transportation Control Number) Must have either a TCN or Waybill Number. (May be N/A).

c. Waybill #: For Commercial movement, must have either a TCN or Waybill Number. (May be N/A).

d. Estimated Total Weight: (in pounds).

- e. Quantity, Total Number of Pieces: Box, Case, Container, etc.
 - f. Mode of Transportation: Air or Sea.
 - g. Carrier: USAF-AMC, DHL, FEDEX, UPS, MSC, API, SEALAND or USN.
 - h. Origin: Name of Commercial Company, City, State, Country or Name of Command, Office Symbol, Military Base, City, State, Country or Name of Ship.
 - i. Port of Departure: City, State, Country/Military Base or Ship (may be N/A).
 - j. Port of Entry: Prince Sultan Air Base, Al Kharj, Kingdom of Saudi Arabia (Airlift) or Dammam, Kingdom of Saudi Arabia (Sealift).
 - k. Destination: Name of Command, Office Symbol, (No Names) Prince Sultan Air Base, Al Kharj, Riyadh Air Base, Kingdom of Saudi Arabia.
 - l. Planned Arrival Dates to KSA: From/To dates - maximum of 90-day window, min of 30-day window.
 - m. Planned Departure Dates from KSA: From/To dates - maximum of 90-day window, minimum of 30-day window. (This may be N/A.)
 - n. Purpose of Movement: (Justification) Describe how item is used and how the item is military unique, especially commercial type items (e.g. "F-15 Tires" rather than ""Tires"). Always include the following two statements: "All cargo for this movement is in direct support of Operation SOUTHERN WATCH. These items are not available in the Kingdom of Saudi Arabia on the local economy."
4. If you have any questions, contact: (Your Organizational e-mail address, Your DSN Phone, Your Commercial Phone), Your DSN Fax, and Your Commercial Fax. I (We) certify that, I (We) have reviewed the current DOD Foreign Clearance Guide (FCG) for the Kingdom of Saudi Arabia and are making this Prior Approval for Transportation of Cargo IAW the FCG.
5. Sent to: JTF-SWA/J4 Cargo, Phone DSN 433-7556, Fax DSN 433-7630 or 433-8383, e-mail: jtfswa.j4-crg@psab.af.mil and JTF-SWA/J4 Deputy Director, Phone DSN 435-8826, Fax DSN 433- 7630 or 433-8383, e-mail: jtfswa.j4d@psab.af.mil.

YOUR SIGNATURE BLOCK

(5) Cargo Spreadsheet Format for Multiple Shipments

Requesting Unit:

Date Requested:

Requested Arrival Window Dates:

Requested Departure Window Dates:

Noun, Name/NSN/Serial #/TCN#/Waybill #//Weight/Quantity/Proper Shipping Name/UN ID

(6) Format for request Prior Approval for Transportation of Cargo - Class 1 - Munitions.

YOUR COMMAND LETTERHEAD

MEMORANDUM FOR JTF-SWA/ J4 DEPUTY DIRECTOR and AMMO

FROM: (Your Command and Your Office Symbol) (No Names)

SUBJECT: Prior Approval for Transportation of Cargo - Class 1 - Munitions in the Kingdom of Saudi Arabia

ENCL: 1. Digital Photos (via e-mail) of the items from publications or the actual items.

ENCL: 2. JTF-SWA/J4 AMMO Spreadsheet for multiple shipments.

1. Request Kingdom of Saudi Arabia Ministry of Defense and Aviation (MODA) and Customs Clearance be processed for the following item(s):
 2. For Deploying Unit: Squadron, Detachment, etc.
 3. Class 1 - Munitions: include AUR, inert CATM, Small Arms, Life Support, Missile Parts, and Egress items.
 - a. Nomenclature: Complete Noun Name, Proper Shipping Name, United Nations Identification Number (UN ID), and National Stock Number (NSN).
 - b. Total Quantity: For each Complete Noun Name and National Stock Number (NSN); recommend based on Quantity Unit Pack (QUP). Quantity must be actual, round-for-round count--not an estimate.
 - c. TCN: Transportation Control Number(s) for each NSN.
 - d. Carrier: (USAF-AMC or MSC or USN - Helicopter or C-2).
 - e. Mode of Transportation: Air or Sea.
 - f. Origin: Name of Command, Office Symbol, Military Base, City, State, Country or Ship.
 - g. Port of Departure: Military Base/City/State/Country or Ship.
 - h. Port of Entry: Prince Sultan Air Base, Al Kharj, Kingdom of Saudi Arabia (Airlift) or Dammam, Kingdom of Saudi Arabia (Sealift).
 - i. Destination: Name of Command, Office Symbol, (No Names) Prince Sultan Air Base, Al Kharj, Riyadh Air Base, Kingdom of Saudi Arabia.
 - j. Planned Arrival Dates to KSA: (from / to dates - maximum of 90 day window, minimum of 30 day window).

k. Planned Departure Dates from KSA: (this may be N/A) (from/to dates - 90 day window, minimum of 30 day window).

l. Purpose of Movement (Justification): Provide the same data as above for export of munitions due to the fact that these assets are imported and exported on a one for one basis. Also identify why assets were expended. Example: Assets were expended by US aircrews in performance of an Operation SOUTHERN WATCH mission. Always include the following two statements: "All cargo for this movement is in direct support of Operation SOUTHERN WATCH. These items are not available in the Kingdom of Saudi Arabia on the local economy."

4. If you have any questions, contact: Your Organizational e-mail NIPRNET and SIPRNET address, Your DSN Phone, Your Commercial Phone, Your DSN Fax, and Your Commercial Fax. I (We) certify that, I (We) have reviewed the current DoD Foreign Clearance Guide (FCG) and are making this Prior Approval for Transportation of Cargo IAW the DoD FCG.

5. Sent to: JTF-SWA/J4 AMMO, Phone STU III DSN 435-7866, Fax DSN 433- 7630 or 433-8383, e-mail NIPERNET: jtfswa.j4.ammo@psab.af.mil and e-mail SIPRNET: J4AMMO1@swared.aorcentaf.af.smil.mil and J4AMM2O@swared.aorcentaf.af.mil and JTF-SWA/J4 Deputy Director, Phone STU III DSN 435-8826, Fax DSN 433- 7630 or 433-8383, e-mail NIPERNET: jtfswa.j4.dir@psab.af.mil and e-mail SIPRNET: JTFSWA.J4.DDIR@swared.aorcentaf.af.smil.mil.

YOUR SIGNATURE BLOCK

(7) Munitions - Class 1 Spreadsheet Format for Multiple Shipments.

Requesting Unit:

Date Requested:

Requested Arrival Window Dates:

Requested Departure Window Dates:

Noun, Name/Proper Shipping Name/UNITED NATIONS (UN) IDENTIFICATION (ID) NUMBER/NSN/Total Quantity/ TCN

(8) Format for request Prior Approval for Transportation of Cargo - Medical Supplies.

YOUR COMMAND LETTERHEAD

MEMORANDUM FOR JTF-SWA/J4 DEPUTY DIRECTOR AND CARGO

FROM: (Your Command and Your Office Symbol--No Names)

SUBJECT: Prior Approval for Transportation of Cargo into the Kingdom of Saudi Arabia

ENCL: 1. JTF-SWA/J4 Medical Spreadsheet for multiple shipments.

1. Request Kingdom of Saudi Arabia Ministry of Defense and Aviation (MODA) and Customs Clearance be processed for the following item(s):

2. For Deploying Unit: Squadron, Detachment, etc.

3. Type of Cargo: Medical Supplies

a. Nomenclature: Complete Noun Name, NDC, PCAM, National Stock Number (NSN) (NSN may not be applicable), and Quantity.

b. TCN: (may be N/A) Transportation Control Number--must have either a TCN or Waybill Number.

c. Waybill #: (may be N/A) For Commercial movement, must have either a TCN or Waybill Number.

d. Mode of Transportation: Air

e. Carrier: (USAF-AMC, DHL, FEDEX, UPS).

f. Origin: (Name of Commercial Company City, State, Country) or (Name of Command, Office Sym, Military Base, City, State, Country) or (Ship).

g. Port of Departure: (City, State, Country) (Military Base, maybe N/A) or Ship.

h. Port of Entry: (Prince Sultan Air Base, Al Kharj, Kingdom of Saudi Arabia)

i. Destination: ((Name of Command, Office Symbol, (No Names) Prince Sultan Air Base, Al Kharj, Riyadh Air Base, Kingdom of Saudi Arabia)).

j. Planned Arrival Dates to KSA: (from/to dates - maximum of 90 day window, minimum of 30 day window).

k. Planned Departure Dates from KSA: (this maybe N/A), (from / to dates - maximum of 90 day window, minimum of 30 day window).

l. Purpose of Movement: (Justification) (Always include the following three statements). “Medical supplies for U.S. Military Forces must have U.S. Food and Drug Administration approval. All cargo for this movement is in direct support of Operation SOUTHERN WATCH. These items are not available in the Kingdom of Saudi Arabia on the local economy.”

4. If you have any questions, contact: (Your Organizational e-mail address), (Your DSN Phone), (Your Commercial Phone), (Your DSN Fax), and (Your Commercial Fax). I (We) certify that, I (We) have reviewed the current DOD Foreign Clearance Guide (FCG) for the Kingdom of Saudi Arabia and are making this Prior Approval for Transportation of Cargo IAW the FCG.

5. Sent to: JTF-SWA/J4 Cargo, Phone DSN 433-7556, Fax DSN 433-7630 or 433-8383, e-mail: jtfswa.j4-crg@psab.af.mil and JTF-SWA/J4 Deputy Director, Phone DSN 435-8826, Fax DSN 433- 7630 or 433-8383, e-mail: jtfswa.j4d@psab.af.mil.

YOUR SIGNATURE BLOCK

(9) Medical Spreadsheet Format for Multiple Shipments

Requesting Unit:

Date Requested:

Requested Arrival Window Dates:

Requested Departure Window Dates:

Noun, Name/NDC/PCAM/NSN/TCN/Quantity

(10) Format for request Prior Approval for Transportation of Cargo - Vehicles and Trailers

YOUR COMMAND LETTERHEAD

MEMORANDUM FOR JTF-SWA/J4 DEPUTY DIRECTOR AND VEHICLE MANAGEMENT

FROM: (Your Command and Your Office Symbol) (No Names)

SUBJECT: Prior Approval for Transportation of Cargo into the Kingdom of Saudi Arabia

ENCL: 1. Digital Photos (via e-mail) of the items from publications or the actual items.

ENCL: 2. JTF-SWA/J4 Vehicle Management Spreadsheet for multiple shipments.

1. Request Kingdom of Saudi Arabia Ministry of Defense and Aviation (MODA) and Customs Clearance be processed for the following item(s):
 2. For Deploying Unit: (Squadron, Detachment, etc).
 3. Type of Cargo: Vehicle and/or Trailer
 - a. Nomenclature: (Complete Noun Name, Make, Model, National Stock Number (NSN) (NSN maybe N/A), Register Number, and Vehicle Identification Number (VIN))
 - b. TCN#: (Transportation Control Number) Required for all airlift (AMC) transportation.
 - c. Mode of Transportation: (Air or Sea).
 - d. Carrier: (USAF-AMC and/or MTMC).
 - e. Origin: (Name of Commercial Company City, State, Country) or (Name of Command, Office Sym, Military Base, City, State, Country) or (Ship).
 - f. Port of Departure: (City, State, Country) (Military Base, maybe N/A) or Ship.
 - g. Port of Entry: Prince Sultan Air Base, Al Kharj, Kingdom of Saudi Arabia (Airlift) or Dammam, Kingdom of Saudi Arabia (Sealift).

h. Destination: Name of Command, Office Symbol, (No Names) Prince Sultan Air Base, Al Kharj, Riyadh Air Base, Kingdom of Saudi Arabia.

i. Planned Arrival Dates to KSA: (from/to dates - maximum of 90 day window, minimum of 30 day window).

j. Planned Departure Dates from KSA: (this maybe N/A) (from/to dates - maximum of 90 day window, minimum of 30 day window).

k. Purpose of Movement: (Justification) Describe how item is used and how the item is military unique (especially commercial type items) (e.g., "HMMWV" rather than "Truck"), and always include the following two statements: "All cargo for this movement is in direct support of Operation SOUTHERN WATCH. These items are not available in the Kingdom of Saudi Arabia on the local economy."

4. If you have any questions, contact: Your Organizational e-mail address), (Your DSN Phone), (Your Commercial Phone), (Your DSN Fax), and (Your Commercial Fax). I (We) certify that, I (We) have reviewed the current DoD Foreign Clearance Guide (FCG) for the Kingdom of Saudi Arabia and are making this Prior Approval for Transportation of Cargo IAW the FCG.

5. Send to: TF-SWA/J4 Vehicle Management, Phone DSN 433-1255, Fax DSN 433-7630 or 433-8383, e-mail: jtfswa.j4vehiclemangment@psab.af.mil and JTF-SWA/J4 Deputy Director, Phone DSN 435-8826, Fax DSN 433- 7630 or 433-8383, e-mail: jtfswa.j4d@psab.af.mil.

YOUR SIGNATURE BLOCK

(11) Vehicle and Trailer Spreadsheet Format for Multiple Shipments

Requesting Unit:

Date Requested:

Requested Arrival Window Dates:

Requested Departure Window Dates:

Noun, Name/Make/Model/NSN/Register Number/Vehicle Identification Number

(12) JTF-SWA/J4: Upon receipt of a unit or individual request for Prior Approval for Transportation of Cargo, JTF-SWA/J4 reviews the request for completeness and accuracy and then submits the information to the USCENTCOM Friendly Forces Coordination Cell (F2C2) located at PSAB for translation and KSA MODA coordination.

(13) USCENTCOM F2C2: Submits the Prior Approval for Transportation of Cargo request in English and Arabic to KSA MODA for further processing. MODA will staff the request and provide an approval or disapproval response back to F2C2 via formal letter. F2C2 will subsequently notify JTF-SWA/J4 by e-mail and/or fax of approval or disapproval by the KSA MODA HN of approval or disapproval letter (in English and Arabic).

(14) JTF-SWA/J4 electronically e-mails and/or faxes the approval or disapproval letters, in English and Arabic, to the original requestor of the Prior Approval for Transportation

for Cargo and the original requestor forwards a copy to either the MTMC or Customer Service Branches at Dover, McGuire, Charleston, and Norfolk aerial ports or Ramstein AB Air Mobility Squadron based on mode of delivery.

Note: JTF-SWA/J4 works directly with the Shippers/Consignors (Units) and USCENTCOM F2C2.

Note: USCENTCOM F2C2 works directly with KSA MODA and JTF-SWA/J4.

d. Important Transportation Guidance.

(1) Cargo for US Combatant Forces, shipped via air, will only enter the KSA via Prince Sultan AB (International Civil Aviation Organization Identifier: OEKJ), Al Kharj, KSA. Accordingly, all air cargo must be airlifted via military aircraft or commercial express carriers with landing rights at Prince Sultan AB (UPS, FEDEX or DHL are the only commercial carriers with approved landing rights). Any cargo sent to US Combatant Forces via civilian airports within the KSA will be detained by KSA Customs authorities. This cargo is in jeopardy of being returned to the consignor/shipper at the shippers expense if agreements for its release cannot be obtained through KSA Customs.

(2) KSA and/or Prince Sultan AB, Al Kharj, KSA and/or Port of Dammam, KSA cannot be used as a “transshipment point” or “Hub” for airlift or sealift cargo manifested for other Gulf of Oman or Persian Gulf countries per KSA law. This is an extremely sensitive issue - strict compliance must be observed. This includes shipment of vehicles from Saudi Arabia to neighboring Persian Gulf or Gulf of Oman countries.

Note: AMC will not airlift cargo into Prince Sultan AB, Al Kharj, KSA for ultimate destinations outside KSA.

Note: MTMC will not sealift cargo into Dammam, KSA for ultimate destinations outside KSA.

(3) Ensure TCNs, AWB Numbers, Shipping Container Numbers, Noun Names, NSN, and Quantities on actual shipping documents exactly match the Prior Approval for Transportation of Cargo requests. Failure not to do so may result in the shipment being detained by KSA Customs officials and/or being returned to the consignor/shipper at the shippers expense if agreements for its release cannot be obtained through KSA Customs.

(4) Do not transport items that can be locally procured on the KSA economy. Only military unique items may be shipped without incurring Customs Fees. U.S. Forces are not allowed to pay Customs Fees. Office supplies, furniture, computers, electronics, and consumables often do not clear KSA Customs and are held in detention because they are not unique military items.

(5) Urgent requests will seldom be expedited by the KSA MODA. It is imperative that all IMPAC Holders/Contracting Agencies/Consignors/Requisitioners/ Shippers abide by established US and KSA process procedures and time frames.

e. Recommended techniques to reduce the likelihood of cargo being detained.

(1) Ensure copies of the KSA HN letters in both English and Arabic are attached to the cargo (pallet, container, or box) and are filed with cargo manifests on the aircraft or ship.

(2) Pack and transport military-unique items in boxes or containers without including any other questionable items such as electronics, communications equipment, medical supplies, etc.

(3) Ensure transportation documents on the cargo highlight their military application (i.e., use “F-15 Tires” rather than “Tires” or use “Military specification solvent for high-temperatures” rather than simply “Solvent”).

(4) Include the following two statements in all Prior Approval for Transportation of Cargo request Purpose of Movement: (Justification) and on all transportation documents on the cargo: “All cargo for this movement is in direct support of Operation SOUTHERN WATCH. These items are not available in the Kingdom of Saudi Arabia on the local economy.”

f. Sensitive Hazardous Materials/Dangerous Goods Cargo

Aluminum Powder Flakes	Dinol
Aluminum Sulphate	Dinitrotriglycol
Amatol	Dinitrodigbycol
Ammonia	Dinitrotoluene
Ammonium Nitrate/ammonium	Dipentarythritol Hexanitrate
Ammonium Picrate	Ethylene Dinitro-Amine
Ammonium Trinitrophenolate	Ethylene Nitrate
Ammonal	Ethyleneglycoldinitrate
Barium Peroxide	Explosives
Black Gun Powder	Ferric Oxide
Blasting Gelatin	Ferric Sulphate
Calcium Sulphate (Anhydride)	Fulminate-Chlorate Mixtures
Carbalic Acid (Phenol)	Gelatin
Carbon Disulphide	Gun Cotton
Cellulose Nitrate (Nitrocellulose)	Haleite
Composition A3	HBX-Hexahydro - 1, 3, 5 Trinitro-8-Triazine
Composition B	Hexanitro Dipentaerythrite
Composition B4	Hexamethylene Triperoxide Diamine
Copper Sulphate	Hydrogenperoxide
Cyanuric Triazide	Initial Detonating Agents
Cyclotetramethylenetetranitramine	Lead Azide
Cyclonite “Hexogen”	Lead Dinitro Resorcinatate
Cyclotol	Lead Diazide
Cyclo-Trimethylene Triamine	Lead Picrate
Detonating Capsules/Firing Gears Detonating	Lead Styphnate
Fuses Ropes	Lead Trinitro Resorcinatate
Detonators	LOX
Diazo Dinitro Phenol	Lyddite
Diazobenze Nitrate	Magnesium Powder
Diethylene Glycol Dinitrate	Mannitol Hexanitrate
Diglyceryl Tetranitrate	Melinite
Dinitmbenzene	Mercurous Azide

Mercury Fulminate
Mercury Its Salts
Metrial Trinitrate
Minol
Nitric Acid
Nitrobenzene
Nitrogen Sulphide
Nitroglycerin
Nitroglycol
Nitroguanidine
Nitromannite
Mtromethane
Nitropenta Arythrite
N-Methyl-n-2,4,6 Tetranitroanilinaoctahydro
N-N Dinitroethylene Diamine
Octogen
Paraffin
Penta Erythritol Tetranitrate
Pentaglyceral Trinitrate
Pentolite
Pentrite
Perchbrate
Pertite
Photo Flash Powder (Pyrotechnics)
Picratol
Picric Acid
Potassium Chlorate
Potassium Nitrate
Potassium Permanganate
Pyrocellulose
Pyrchlorate Meta Nitrobenzen Diazoniumn
Pyrenite
Pyrotechnics
Pyroxylin
Red Lead Oxide
Red Phosphorus
Shimose
Silver Azide
Silver Fulminate
Silver Nitrate Powder
Sodium Chlorate

Sodium Nitrate
Starch Nitrate
Stearic Acid
Sulfur
Sulphur Nitride
Sulphuric Acid
Tetraethyl Lead, Liquid
Tetracene
Tetralite
Tetranitrocarbazona
Tetranitrodiglycerin
Tetryl
Tetrytol
Tolite
Torbex
Torpex
Triazide Cynaohydric
Triazide Trinitrobenzene
Triethylene Glycol Dinitrate
Trimethyle -Ethane
Trinitro Toluene
Trilite
Tritonal
Tritol
Triton
Trotyl
Turpentine
Zinc Powder
1,3,5 Triazido
1,3,5 Trinitrobenzene
1,3,5,7 Tetra-Azocine
1,3,5,7 Tetra-Azacyclo-Octane
1,3,5,7 Tetranitro
1(5-Tetra Zolyle) 4 Guanyltetrazeno
2,4,6 Trinitrobenze
2,4,6 Trinitro Phenal
2,4,6 Trinitrophenyl Methyl Nitroamin
2,4,6 Trinitrophenyl Methyl Nitramin

g. IMPAC Shipping Instructions. For items that exceed the Parcel Post Limitation 70 lbs and 108 inches (length and girth, distance around the package) request a TCN from SWA IMPAC Movement Coordinator (SIMC). Follow the procedures below:

(1) Purchaser, access the Foreign Clearance Guide web site:
<http://www.fcg.pentagon.mil/fcg/sa.htm>. Ensure the shipment is not prohibited from entering the country.

(2) Purchaser, access the Air Force Materiel Command (AFMC) web site: <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot> . Select “Transportation Funding” and “Procedures OCONUS IMPAC”. This site contains purchaser and vendor requirements. Transportation Account Code for Operation Southern Watch IMPAC purchases is F600.

(3) Purchaser, contact vendor for number of pieces, weight, and cube in shipment.

(4) Purchaser, have vendor confirm that items are immediately available to ship. Airlift reservations expire if shipment is delayed.

(5) Purchaser, notify vendor that fragile and heavy items have to be packaged IAW commercial airline standards. Do not ship without the DD Form 1387-1, Military Shipping Label on the item.

(6) If items are available for quick shipment (less than 30 days), purchaser submits airlift letter to SIMC (Garry.Ernst@dover.af.mil) requesting a TCN.

(7) Approval letter will be returned to cardholder with TCN.

(8) Purchaser provides TCN to vendor and confirms order with ship to address information.

(9) SIMC sends vendor labels and accesses the Air Force Materiel Command Advance Transportation Control and Movement Document web site <http://www.pats.wpafb.af.mil/atcmd/index.cfm> to clear shipments transported via AMC.

(10) Customer follow-up procedures (after confirming item has shipped from vendor) are as follows:

Go to: <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot>
Select Tools
Select Logistics Tracker (ENTER)
Select Queries
Select TCN (enter TCN)
Query

(11) This site will confirm the date cargo was received at Dover AFB, Delaware. If you cannot get status after these steps, contact SIMC.

POC for SWA IMPAC Movement Coordinator (SIMC) sponsored shipments is Garry Ernst, CIV at Commercial: 302 399-8803 or DSN: 445- 4038
FAX: DSN: 445-2910 or Commercial FAX: 302 677-2910

AIRLIFT RESERVATION REQUEST

MEMORANDUM FOR SIMC (Attn: Garry Ernst) DATE:
DSN FAX: 445-2910, Commercial FAX: 302 677-2910

FROM:

The purpose of this letter is to request airlift for the following item(s):

QUANTITY	ITEM DESCRIPTION

ESTIMATED NUMBER OF PIECES IN SHIPMENT:

IS THIS "IMPAC" ?

ESTIMATED WEIGHT OF TOTAL SHIPMENT:

YES____ / NO____

ANTICIPATED SHIPPING DATE:

ORGANIZATION: _____

COMPANY NAME:

UNIT ADDRESS: _____

ADDRESS:

BLDG #: _____

CITY/STATE/ZIP CODE:

ZIP CODE: _____

POC:

POC: _____

TEL #:

TEL #: _____

FAX #:

FAX #: _____

I certify that the following statements are true.

- a. Vendor has been contacted to verify that the information referenced above is accurate.
- b. An order for the item(s) has/has not been placed prior to approval of this letter.
- c. Vendor confirms that item(s) ordered do not contain hazardous components.
- d. All items are in stock and immediate shipment can be made by vendor after order placement.
- e. No partial shipments will be made by vendor.

PRIORITY HANDLING WILL BE GIVEN ITEMS CONSIDERED MISSION CRITICAL.

STATE MISSION IMPACT:

SHIP TO ADDRESS	
ATTN: TO ALL IMPAC CARD CUSTOMERS ALL CARGO MUST BE SHIPPED TO THIS ADDRESS.	SWA IMPACT MOVEMENT COORDINATOR TCN: _____ 505 ATLANTIC AVE DOVER AFB, DELAWARE 19901

I certify that the above statements and representations are current and accurate.

\\Signed//

Approving Official

M. SOMALIA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/so.htm>.
2. Cargo. To be developed.

N. SUDAN

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/su.htm>.
2. Cargo. To be developed.

O. UNITED ARAB EMIRATES

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/tc.htm>.
2. Cargo. To be developed.

CHAPTER 513

UNITED STATES SOUTHERN COMMAND (USSOUTHCOM)

A. GENERAL

This chapter identifies regulations or directives and establishes Customs/Border Clearance requirements and procedures and organizational POCs responsible for the entry/exit of material and personnel from the various USSOUTHCOM countries listed.

B. CUSTOMS CLERANCE PROCESSES

This section provides the most up-to-date overseas customs process information that has been obtained for the following countries:

Barbados	Honduras
Bolivia	Nicaragua
Brazil	Paraguay
Costa Rica	Peru
Ecuador	Uruguay
El Salvador	Venezuela
Guatemala	

C. BARBADOS

1. Passengers: See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/bb.htm>.

2. Cargo

a. Commercial Air Shipments: Once booking is complete, fax a copy of the AWB to the Customs and Shipping Office at 246 429-5346, ATTN: Ona Linton or Cheryl Rivera. This information will assist in the advance preparation of Diplomatic Notes and Customs letters to avoid excessive demurrage charges.

b. Sealift Shipments: Procedure is same as above. Fax a copy of the Ocean Bill of Lading (OBL) and any relevant packing lists, etc.

3. The Diplomatic Note prepared for the Ministry of Foreign Affairs takes about five working days, and then submitted to the Customs Department; this takes a minimum of three working days, therefore a total minimum of eight days.

a. It is strongly recommended that advance copies of all relevant documents for both air and sea shipments be forwarded as soon as all bookings are made.

b. The process time is approximately two weeks, so suppliers/shippers should incorporate that time when planning shipments to Post in Barbados.

D. BOLIVIA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/bl.htm>.

2. Cargo.

a. Air Shipments.

(1) Cargo via MILAIR does not go through customs in Bolivia. Therefore, there are no customs procedures for military cargo that includes HHG and POVs.

(2) In the unlikely event that something comes in via commercial air, it will go through customs and the Embassy General Services Officer will process the cargo.

b. Ocean Vessels. Bolivia is a landlocked country, therefore, there is no shipping via sea.

3. POC is Claudia Argandoa, MILGP-Bolivia, phone: 591 243-3251, fax: 591 243-0421, email: argandoc@lapaz.mg.southcom.mil.

E. BRAZIL

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/br.htm>.

2. Cargo. To be developed.

F. COSTA RICA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/cs.htm>.

2. Cargo. Recommend HHG destined to Costa Rica for service members be labeled as "Diplomatic Cargo." This will preclude goods going through a Costa Rican fiscal warehouse which will delay and complicate delivery of goods to the service member. If cargo is labeled "Diplomatic Cargo", the AMC station manager will be able to hand-off the cargo to a moving company for delivery to the service member.

3. POC for Costa Rican Customs issues are the US Embassy Customs specialist, or Oscar Vargas at 506 220-3939 ext. 2397.

G. ECUADOR

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ec.htm>.

2. Cargo

a. MILAIR: These shipments do not clear customs. The shipments will be removed by consignee, US Military Group (USMILGP), American Embassy or taken to moving company storage facility in case of HHG, UB, or POV shipments without any customs clearance. Note: Outgoing shipments on MILAIR do not need any authorization from Customs to leave the country.

b. Commercial Air Courier – Military Shipments

(1) Shipments sent by FEDEX, DHL, and UPS or any air courier company should be addressed to AMERICAN EMBASSY/ EMPLOYEE NAME/ USMILGP and must be declared as “DIPLOMATIC CARGO”.

(2) If you are required to declare a value for customs, do not declare a commercial value for customs. Please declare US \$1.00 to avoid delays.

(3) As an advance notice of shipment, fax a copy of the AWB prior to arrival of shipment to the port of Ecuador: Fax 011-593-2-504-549; ATTN: USMILGP. Advance notification will allow identifying where the shipment is to arrive, initiate customs process, and possibly avoid incurring storage fees.

(4) AWBs must be express mailed or electronically transmitted to the Courier Company or USMILGP immediately as they become available. Customs clearance can be processed only with the original documentation.

(5) Shipping related expenses must be taken into consideration and provided in advance to cover administrative, customs, and storage fees.

(6) Simple customs procedures are performed by the General Services Officer (GSO) on all outgoing shipments. There are no local restrictions or limitation on size, weight, or number of shipments.

c. Ocean Vessels - Military Shipments

(1) Contact the USMILGP in Ecuador to cover all shipping details and to provide country advance notice of shipment (telephone: 011-593-2-504-151 or 2). The Logistics Section at the USMILGP will handle customs processing for official military equipment.

(2) Original Bill of Lading (OBL) must be consigned to AMERICAN EMBASSY/ EMPLOYEE NAME/USMILGP. OBL's must not (repeat) must not be consigned to any local agent.

(3) As an advance notice of shipment, fax a copy of the OBL prior to arrival of shipment to the port of Ecuador: fax 011-593-2-504-549 ATTN: USMILGP. Advance notification will allow identifying where the shipment is to arrive, initiate customs process, and possibly avoid incurring storage fees.

(4) OBLs must be expressed mailed or electronically transmitted to port and USMILGP immediately as they become available. Customs clearance can only be processed with the original documentation.

(5) Shipping related expenses must be taken into consideration and provided in advance to cover administrative, customs, and storage fees.

(6) Simple customs procedures are performed by GSO on all outgoing shipments. There are no local restrictions or limitation on size, weight, or number of shipments.

d. For further information, please feel free to contact: MSgt Carlos R. Cortez, Logistics Section, U.S. Military Group Quito, Ecuador at Commercial (011)(593)(2) 504-151/2 and fax 504-549, and DSN 294-9000 (wait for dial tone) 86-446-4617 or 4686 and fax 4633.

H. EL SALVADOR

1. Passengers: . See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/es.htm>

2. Cargo:

a. MILAIR: All US Government cargo moved via MILAIR does not process through customs. AMC Station Manager receives the cargo.

b. Commercial Air. US Government cargo moved via commercial air must process through customs. Embassy Shipping and Customs Office requires three working days to release the cargo from customs. Advanced documentation, (i.e., AWB and Packing List) is necessary to meet this constraint.

c. Ocean Vessels: Cargo arriving by sea via commercial means must process through customs. The Embassy Shipping and Customs Office requires five working days to release the cargo from customs. Bill of Lading and Packing List is required in advanced. For POVs, in addition to the GBL, there is a requirement for the vehicle title and proof of value.

3. The US Embassy General Services Officer will process all documentation. All cargo must be addressed to US Embassy El Salvador/USMILGP. POC is SFC Jose A. Sanchez at 011-503-278-4444, e-mail: sanchezj@sansalvador.mg.southcom.mil

I. GUATEMALA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/gt.htm>.

2. Cargo. Currently, cargo does not process through Customs since the military ramp is used for AMC missions.

a. If the civilian aircraft ramp is used, the following documents will be required:

- (1) One copy of original manifest.
- (2) Bill of sale or invoice for each shipment.
- (3) Diplomatic Request Note.

b. All cargo will be released by customs in five days with the exception of commissary items, which will be released the same day.

c. The US Embassy General Services Officer will process the paperwork.

d. All cargo must be addressed to US Embassy/MILGP.

3. POC for Customs issues is the US Embassy General Services Transportation Officer or SFC George Roderick, Commercial: (502) 332-3235/3254.

J. HAITI

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ha.htm>.

2. Cargo.

a. Air Shipments.

(1) MILAIR: Requires at least two weeks advance notice. A legible copy of the GBL must be provided with a complete manifest/inventory of the shipment at the time of notification. This allows the Military Liaison Office (MLO) to coordinate with local customs officials prior to delivery and discuss what other items/shipments can be cleared at the airport. For large shipments, call Commercial 509 223-0970, Fax 509 221-5867.

(2) Commercial Air: Military cargo and personal UB requires direct coordination by the shipper/TO with the US Embassy GSO, shipping department, at least two weeks prior to shipment. Clearing customs is a very complex procedure in Haiti. Most documents are required to be originals. The GSO will specify what original documents they require and what documents can be copies. If all paperwork is correct and accepted by customs, shipments will usually be released from 10-30 days. These documents should be shipped via FEDEX to the GSO. POC is US Embassy GSO Shipping Department, Commercial 509 221-1102/3/4, request Shipping Department. Fax 509 222-1579 ATTN: Shipping Dept.

b. Ocean Vessels: Military Cargo, HHG and POVs require direct coordination by the shipper/TO with the US Embassy GSO, Shipping Department, at least two weeks prior to shipment. Clearing customs is a very complex procedure in Haiti. Most documents are required to be originals. If all paperwork is correct and accepted by customs, shipments will usually be released from 21-42 days. These documents should be shipped via FEDEX to the GSO. POC is US Embassy GSO Shipping Department, Commercial 509 221-1102/3/4, request Shipping Department. Fax 509 22-1579 ATTN: Shipping Dept.

3. If all else fails, contact the MLO Administration Non-Commissioned Officer or send an email to: mlo@haitiworld.com.

K. HONDURAS

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ho.htm>.

2. Cargo. All general cargo, personal property, and small packages destined for Joint Task Force (JTF)-Bravo, Soto Cano, must be marked for JTF-B, Soto Cano, Honduras, and be shipped by MILAIR.

L. NICARAGUA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/nu.htm>.

2. Cargo. To be developed.

M. PARAGUAY

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/pa.htm>.

2. Cargo.

a. Air Shipments.

(1) Cargo moving by MILAIR. All US Government cargo moved via MILAIR requires at least one-week advance notice. A legible copy of the GBL must be provided at time of notification.

(2) Cargo moving by Commercial Air. US Government cargo moved via commercial means must be cleared within eight weeks of arrival. Requirement for advance documentation (GBL) is necessary to meet this constraint. For POVs, in addition to the GBL, there is a requirement for the vehicle title and proof of value.

3. POC is Ms. Emma Careaga, Phone: 595-21-205-207, Fax: 595-21-210-827, Email: ecareaga@san.osd.mil.

N. PERU

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/pe.htm>.

2. Cargo.

a. Air Shipments.

(1) Shippers must provide the GBL or AWB, Invoice, and Inventory List to the American Embassy. The GBL must contain the name of the moving company assigned to perform the local move in the case of a door-to-door shipment of HHG. These documents must be sent via courier or faxed to: American Embassy, Lima, Peru – Attention General Services Office (GSO), in order to have these documents arrive prior to cargo. The fax number is: 511 434-3066.

(2) Once a shipment arrives, it automatically goes into the Peruvian Customs Warehouse.

(3) The American Embassy uses the shipping documents received in advance to request the tax exemption from the Ministry of Foreign Affairs (MFA) and the Customs Headquarters, prior to initiating the customs clearance process. The process takes approximately three-four weeks after the shipment arrives and the owner has been officially accredited to the MFA.

b. Ocean Vessels.

(1) General cargo.

(a) Shipper must send copy of GBL, itemized packing list, commercial invoice and original OBL to American Embassy Lima Peru, Attn: General Services Office (GSO) fax: 511 434-3066.

(b) The American Embassy uses the shipping documents received in advance to request the tax exemption from the MFA and the Customs Headquarters, prior to initiating the customs clearance process. The process takes approximately three-four weeks after the shipment arrives.

3. POC is Mr. Edmundo Sarmiento, Phone: (511) 434-3000, ext. 2607, Fax: (511) 434-3066, Email: SARMIENTEA@state.gov.

O. URUGUAY

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/uy.htm>.

2. Cargo.

a. Air Shipments.

(1) Incoming cargo via MILAIR. These shipments do not clear customs. They are removed by the Office of Defense Cooperation (ODC) or the moving company (in case of HHG/UB) without any customs clearance.

(2) Outgoing cargo via MILAIR. Cargo being exported must clear customs. This is done by submitting a Diplomatic Note to the Foreign Affairs Ministry and Customs. The note must include the name of individual and a copy of the inventory (in the case of HHG/UB),

number of pieces, weight, estimated time of departure (ETD), and destination. The approval process takes about seven days.

b. Ocean Vessels.

(1) Incoming surface cargo. The original OBL from the carrier is required to initiate the customs clearance process.

(2) Outgoing surface cargo. The original OBL from the carrier is required to initiate Foreign Ministry and Customs clearance. Also, a Diplomatic Note must be submitted to the Foreign Affairs Ministry and Customs. The note must include the name of the individual and a copy of the inventory (in case of HHG/UB/POV), number of pieces, weight, ETD, and destination. The approval process takes about seven days.

c. ODC POC is Miriam Barthe, Operations manager and Personal Property Shipping Officer; Commercial Phone: 011(598-2) 418-9805/410-8997; Unclas Commercial fax: 011(598-2)411-8678; DSN: 294-9000, at tone dial 59369. E-mail: mbarthe@san.osd.mil.

P. VENEZUELA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ve.htm>.

2. Cargo. Military and Department of State HHG and general military cargo arrive by AMC aircraft. Upon arrival, the AMC Station Manager processes the customs paperwork personally and the cargo is released to the USMILGP immediately.

3. Unit Deployments. Procedures vary. Normally, for scheduled deployments such as Counter Drug Training Students missions, US Forces arriving by MILAIR have their passports collected by the AMC station manager who immediately has them processed and returned.

4. POCs for Venezuelan Customs are: Director of Operations for Airfreight Customs, Franklin Leon, Telephone: 011-582-355-2549, and Director of Operations for Sea/Marine Customs: COL Miguel Caprio, Telephone: 011-582-355-1318.

CHAPTER 514

UNITED STATES JOINT FORCES COMMAND (USJFCOM)

A. GENERAL

This chapter identifies regulations or directives and establishes Customs/Border Clearance requirements and procedures and organizational POCs responsible for the entry/exit of material and personnel from the various USJFCOM countries listed.

B. CUSTOMS CLEARANCE PROCESSES

This section provides the most up-to-date overseas customs process information that has been obtained for the following countries:

Azores
Iceland

Greenland

C. AZORES (LAJES FIELD)

Ref: (a) NATO SOFA 103, Article XI, paragraph 4.
(b) Lajes Field Technical Agreement.

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/po.htm>.

2. Cargo. The following is a breakdown of the current procedures by mode and type of shipment for Lajes Field, Azores:

a. Air Shipments. The following sections describe the different processes for air shipments arriving/departing Lajes Field, Azores:

(1) All cargo going through Lajes Field via military or commercial air, imports and exports, must be cleared through the Portuguese Customs House using a Lajes Form AE302. The only personnel authorized to prepare the Lajes Form AE302 are the TO Customs Technician and the TO Alternate Customs Technician who are delegated in writing by the Commander, US Forces Azores. Based on political sensitivities in the Azores, the Customs Technicians will be assigned to TO with staff oversight by the USFORAZ/J-4.

Air Shipments: Export/Import

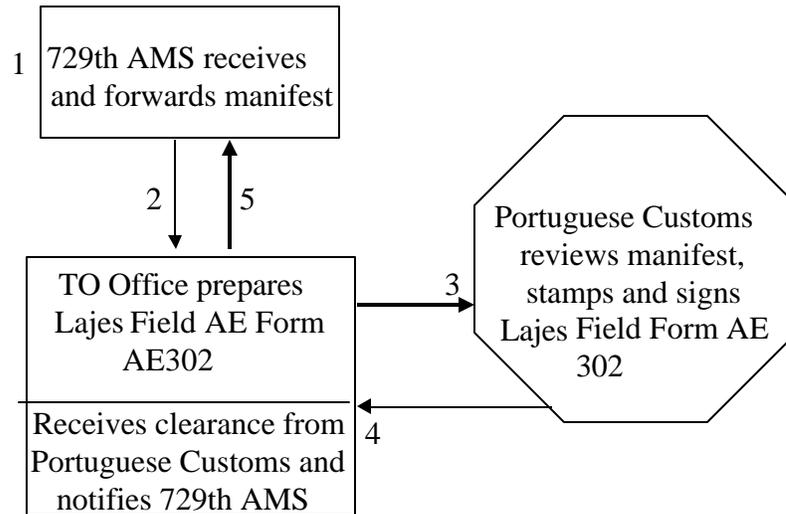


Figure 514-1. Import/Export of Air Shipments from Lajes Field, Azores

(2) Custom emolument fees are charged for each Lajes Field Form AE302. These fees are paid by the 65th Transportation Squadron to Portuguese Customs House using local Operations and Maintenance funds.

(3) All cargo received from another military installation in the European theater on a commercial aircraft or vessel is required to have an AE302 or T-1. If cargo is received without one of these two forms, cargo will be seized by Portuguese Customs and a daily storage charge will apply.

Commercial Airport Import

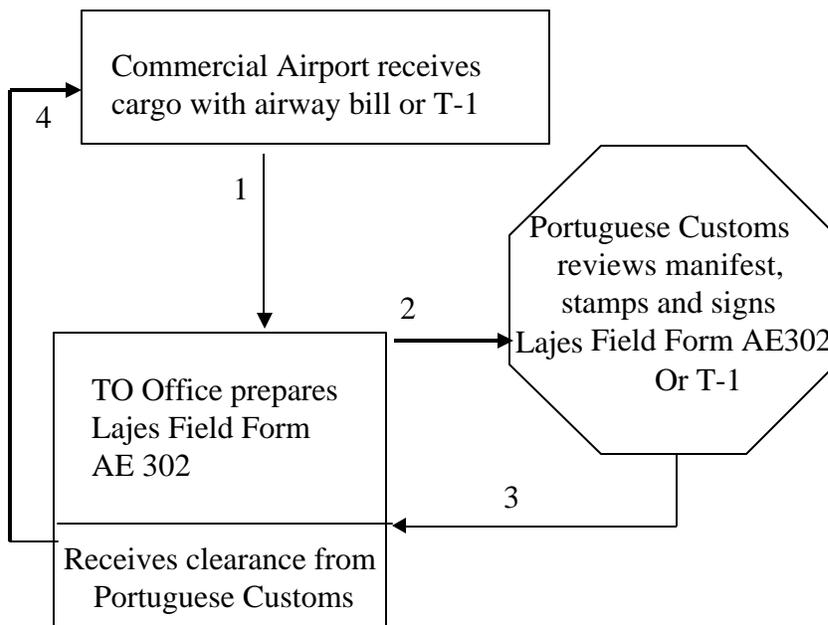


Figure 514-2. Military Cargo Imported Using Commercial Air (Lajes)

(4) On cargo received from other than the European theater, cargo must be listed on a manifest. The local TO will prepare the Lajes Form AE302 and forward to the Portuguese Customs House.

(5) In the event cargo is received via air shipment without proper documentation, the 729th Air Mobility Squadron will immediately contact the carrier and Customs Technician to resolve the situation.

Commercial Airport Export

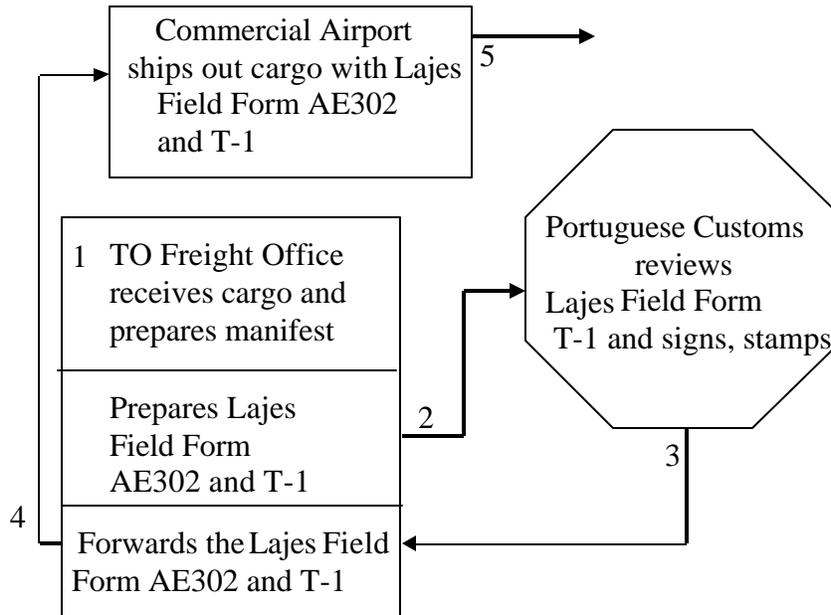


Figure 514-3. Military Cargo Exported Using Commercial Air

b. Ocean Vessels.

The following sections describe the different processes for ocean vessel shipments arriving/departing the Azores.

Commercial SeaPort Export

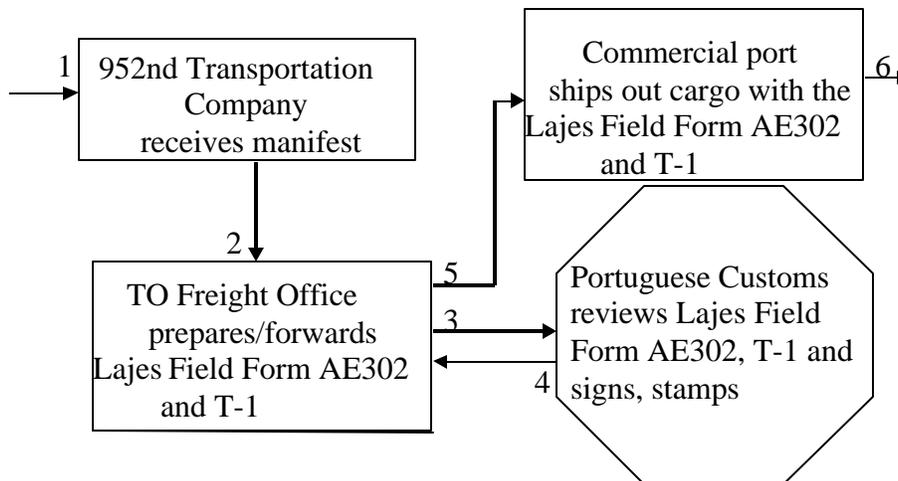


Figure 514-4. Military Cargo Imported Using a Commercial Ocean Vessel

In the event ocean vessel shipments are held up due to lack of proper documentation at the port of origin (Lisbon, for example), the local MTMC Port authority will immediately initiate action with carrier, their higher headquarters, and TO Customs Technician to resolve the issues.

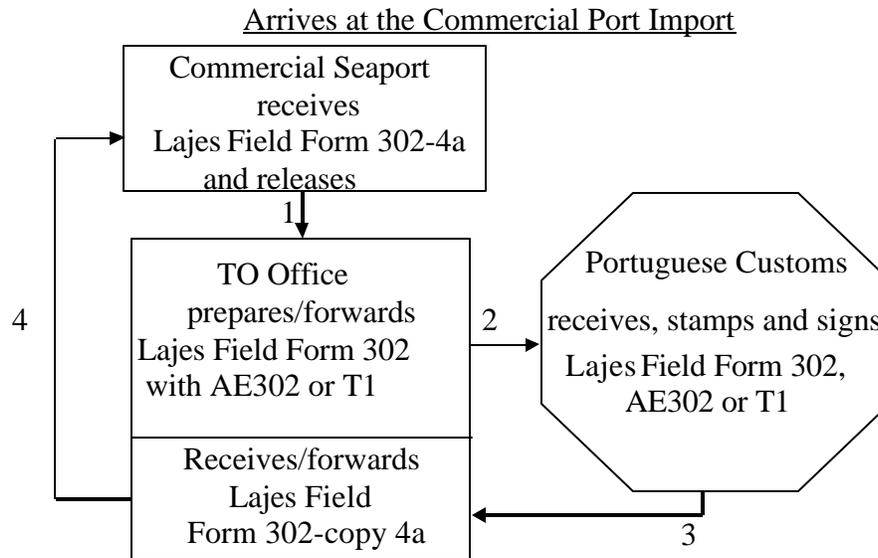


Figure 514-5. Military Cargo Exported Using a Commercial Ocean Vessel (Lajes)

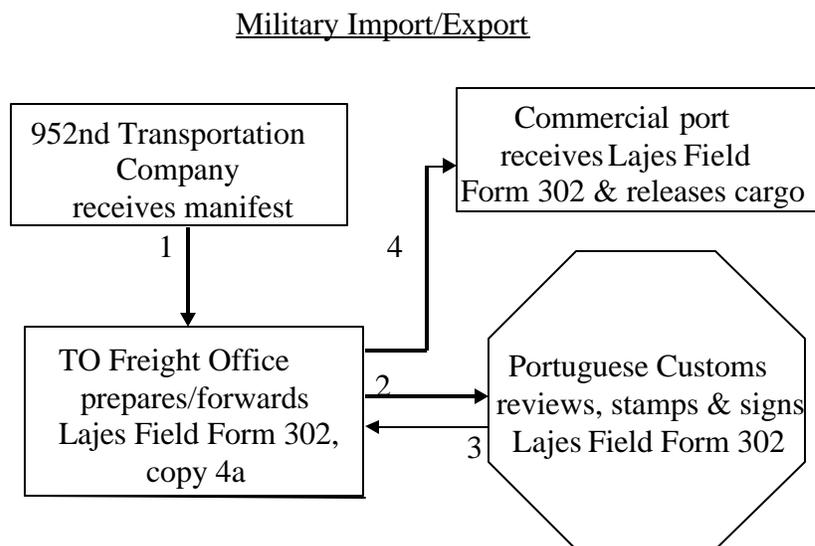


Figure 514-6. Military Cargo Import/Export Using a Military Vessel (Lajes)

D. GREENLAND

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/gl.htm>.

2. Cargo. To be developed.

E. ICELAND

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ic.htm>.

2. Cargo. All cargo entering/leaving Iceland through the US Naval Air Station (NAS) Keflavik must be cleared through the Icelandic Customs authorities (except for shipments by MILAIR). Icelandic Custom Clearance Form E-1 is used for import and Icelandic Custom Clearance Form E-8 is used for export and are provided by the Icelandic State Customs Officer.

3. Import.

a. Icelandic Customs Form E-1 is used to import all cargo into Iceland. Ocean cargo carriers transporting US Military cargo from the CONUS to the NAS Keflavik are responsible for clearing the cargo through Icelandic Customs. An Iceland Defense Force (IDF) Form 4610.1 and DD Form 1386, Ocean Cargo Manifest are required with the Form E-1. The IDF Form 4610.1 verifies that miscellaneous cargo for the Icelandic Defense Force listed on the form is authorized for import IAW the Defense Agreement of 1951.

b. Importing POV's: The POV Model, Make and VIN Number and owners name and Social Security Account Number must be listed on the IDF Form 4610.1. The Supply Transportation Branch (STB) provides the carrier with a IDF Form 4610.1 and DD Form 1386.

c. Shipments from the United Kingdom (UK), Continental Europe, and the Mediterranean seaports are cleared by the STB.

d. All transport and delivery/movement and linehaul cargo from the carrier's terminal/place of business to the receiving activity at the NAS Keflavik is planned, directed, and monitored by the STB.

e. Form E-1 is also used to clear cargo at the NAS Keflavik by commercial air Freight. IDF Form 4610.1 is not required for clearing commercial air shipments. The STB is responsible for preparing the Form E-1 for commercial air shipments. Upon clearance of commercial air shipments by the STB, the customer (consignee) will pick up their cargo at the Commercial Air Terminal.

f. DHL/FEDEX import shipments are cleared by the carrier and delivered to the Receiving Deck, Building 868A, Material Division Section, or directly to customer's activity.

g. The following text must be on all E-1 Forms and IDF 4610.1 Forms for clearance on import of all goods to the NAS Keflavik "This is to certify that the above listed goods are for use

of the ICELAND DEFENCE FORCE and are not to be given, bartered, sold, or loaned to any person or persons not authorized to have same under the Provisions of the Defense Agreement between the government of ICELAND and the United States of America and any subsequent agreements between the two countries.”

h. The only personnel authorized to prepare E-1 Form and IDF 4610.1 are those STB personnel delegated in writing by the IDF Provost Marshall, upon request by the Supply Officer and filed with the Icelandic Custom Office.

4. Export.

a. Icelandic Customs Form E 8 is used for export of all cargo from Iceland. The STB prepares and provides the E-8 to the ocean carrier with DD Form 1386 prior to the vessel departure. All delivery/movement and linehaul of cargo from the NAS Keflavik to the carriers terminals is planned/directed and monitored by the STB. On export by commercial air, the carrier is responsible for clearance through Customs.

b. DHL/FEDEX export shipments are cleared by the carrier. They pick up shipments at the Shipping Section, Supply Material Division on a daily basis except on Saturdays, Sundays and Holidays.

5. Payments.

a. Customs is included in the freight and paid by the carrier. IDF does not pay Vat Tax. No Stevedore, Discharge, Linehaul or Loading fees are paid by the NAS Keflavik. All such charges are included in the DAMT 01-98-D-9613 ocean carrier contract for Iceland. Harbor charges are paid by the NAS Keflavik.

b. On shipments and freight from the UK, Continental Europe, and the Mediterranean seaports, transportation charges are negotiated in a One Time Only Liner Term Service as Door To Door shipments with the carriers. This is accomplished by the Ocean Cargo Clearance Authority (OCCA)-North Rotterdam, Netherlands and OCCA-South Naples Italy.

6. Flow Charts.

a. Air Shipments.

(1) Cargo arriving in Iceland via MILAIR is exempt from Customs processing.

(2) Cargo arriving in Iceland via commercial air must be cleared on Form E-1. The carrier is responsible for forwarding the AWB to the STB. The STB prepares the Customs Form E-1, stamps and signs it, then forwards it to Icelandic Customs. Icelandic Customs reviews, signs, and stamps the form and forwards a release authorization (a waiver) to the carrier. The carrier releases the cargo and the truck driver presents the release authorization to the customs agent located outside the gate to the base. The Icelandic Customs agent stamps and signs the waiver completing the customs process.

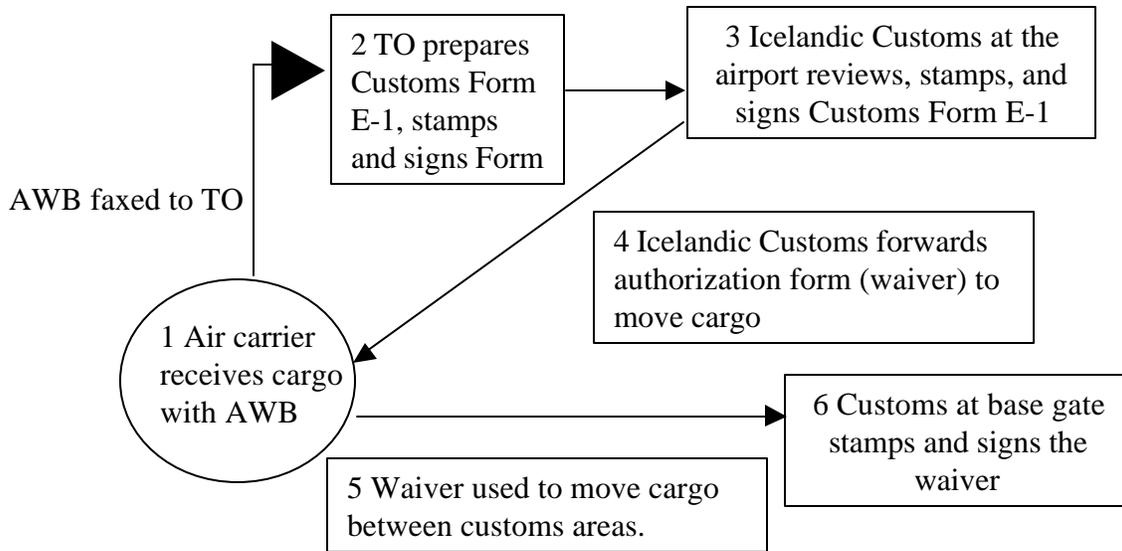


Figure 514-7. Commercial Air Import

(3) Cargo exported via MILAIR is exempt from customs processing.

(4) When cargo is exported by commercial air, the shipper presents the shipping documents to the STB, who prepares a Icelandic Customs Form 15. The shipper delivers the form and cargo to the Icelandic Customs office outside the base gate where it is stamped. The cargo is delivered to the commercial air carrier who signs for (accepts) the goods and prepares the AWB and Customs Form E-8. Icelandic Customs authorizes the movement of the cargo.

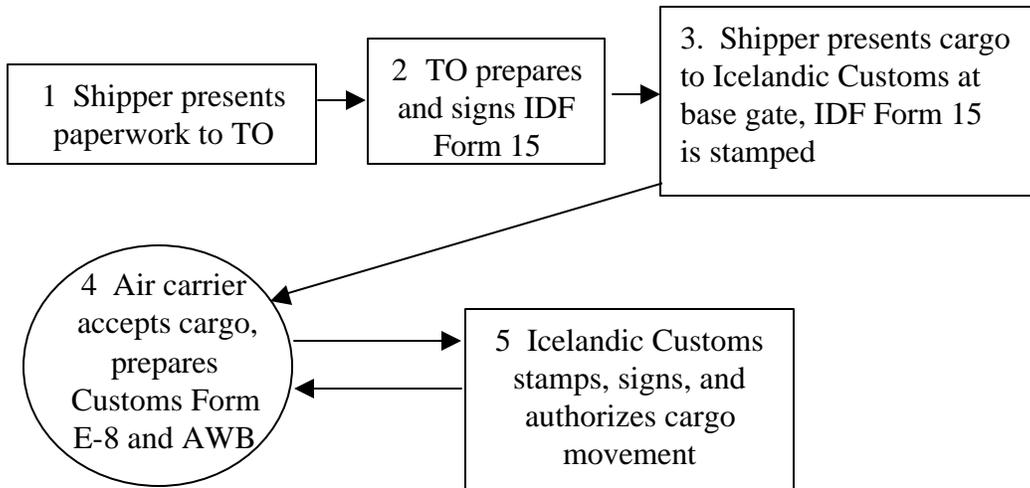


Figure 514-8. Commercial Air Export

b. Ocean Vessel Shipments.

(1) For cargo arriving via military-contracted ship from the US, the carrier forwards a carrier's notification and Customs Form E-1 to the STB. The STB stamps and signs the E-1 and sends it along with the military manifest to the carrier. The carrier sends the military manifest, carrier's notification, and completed E-1 to Icelandic Customs. Icelandic Customs provides a cargo release authorization back to the carrier.

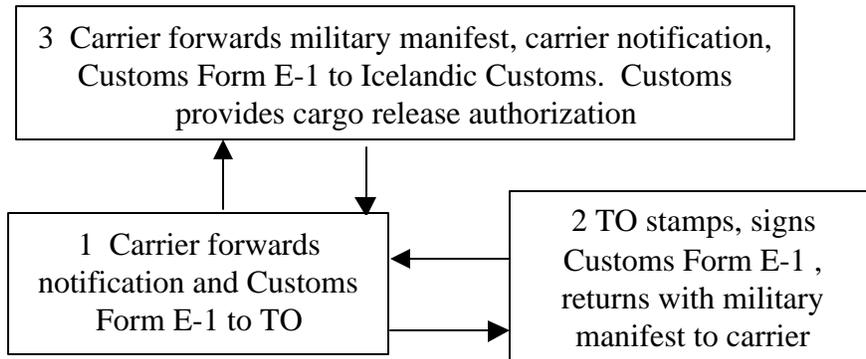


Figure 514-9. Military-Contracted Ship Import from the US

(2) For cargo arriving via military-contracted ship from other than the US, the STB prepares Customs Form E-1 and sends it with the military manifest and carrier's notification to Icelandic Customs. Customs provides a cargo release authorization back to the STB who forwards it to the carrier. The carrier obtains final release approval from the Customs Office outside the base prior to delivery of the cargo.

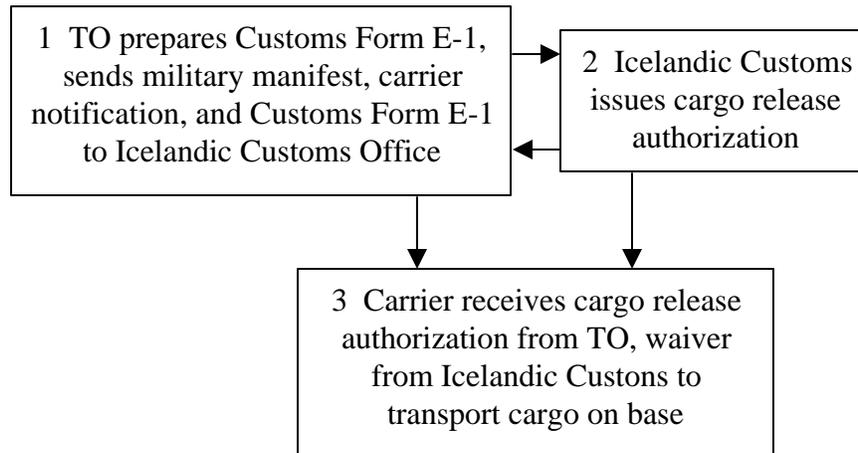


Figure 514-10. Military-Contracted Ship Import from other than US

(3) For POVs imported from the US via military-contracted ship, the carrier sends the carrier's notification and Customs Form E-1 to the STB. The POV office prepares a license plate request form and sends the form to the STB. The STB prepares and sends an IDF 4610.1, along with the signed Customs Form E-1 to the Defence Council Office. The Defence Council Office prepares an import POV authorization and sends the signed, stamped form to the carrier. The carrier forwards all the completed documents (license plate authorization, military manifest, carrier's notification, IDF 4610.1, and Customs Form E-1) to the Customs Office. Upon approval, the Customs Office forwards a release authorization to the carrier.

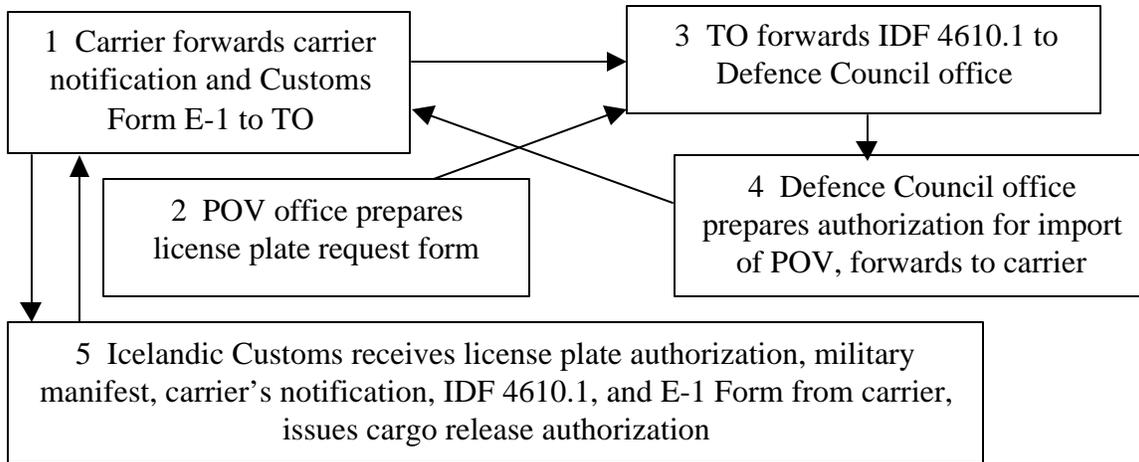


Figure 514-11. Military-Contracted Ship Import from US (POV)

(4) For POVs imported from other than the US via military-contracted ship, the POV office prepares a request for license plate form and forwards to the TO. The STB prepares the Customs Form E-1, and IDF 4610.1 and forwards the signed forms along with the request for license plate form to the Defence Council office. The Defence Council office prepares the authorization to import a POV and forwards the authorization to the STB. The STB sends the military manifest, license plate authorization, carrier's notification, IDF 4610.1, and Customs Form E-1 to the Icelandic Customs office. The Icelandic Customs office provides a cargo release authorization to the carrier. Final approval is issued to the carrier at the Icelandic Customs office outside the base prior to delivery of the vehicle.

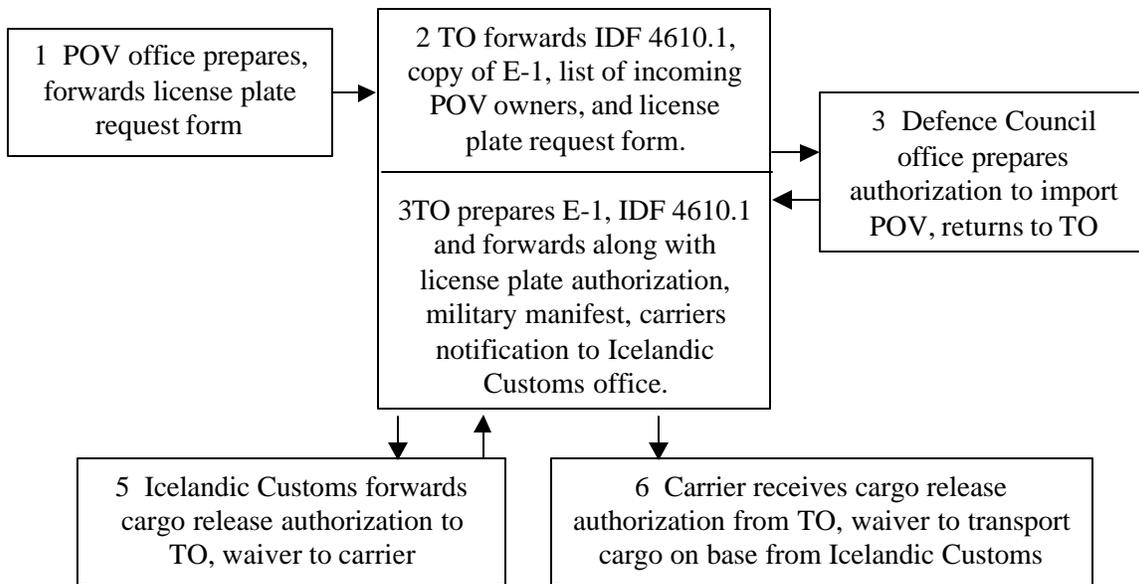


Figure 514-12. Military-Contracted Ship Import from other than US (POV)

(5) For cargo exported to the US via military-contracted ship, the carrier prepares a Customs Form E-8 and forwards it to the STB. The STB signs and stamps the Customs Form E-8 and also provides the carrier with a military manifest. The carrier sends the signed E-8 and military manifest to the Customs Office who completes the Customs Form E-8 and clears the cargo for export.

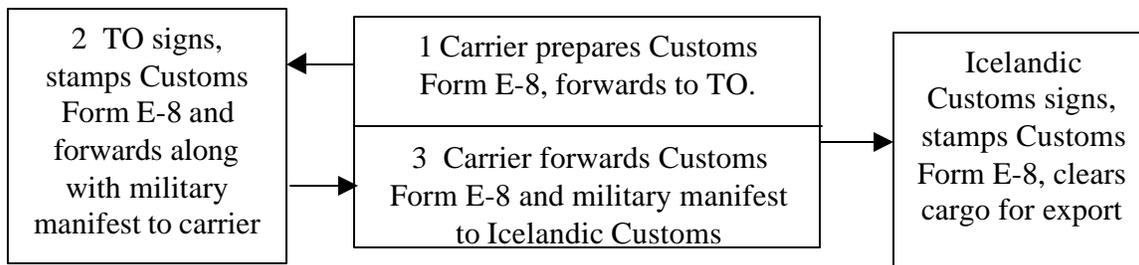


Figure 514-13. Military-Contracted Ship Import from other than US (POV)

7. Overland Carrier Shipments are not applicable to Iceland.

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CHAPTER 515

UNASSIGNED COUNTRIES

This chapter identifies regulations or directives and establishes Customs/Border Clearance requirements and procedures and organizational POCs responsible for the entry/exit of material and personnel from the various countries listed.

A. CUSTOMS CLEARANCE PROCESSES

This section provides the most up-to-date overseas customs process information that has been obtained for the following countries:

Canada

Mexico

B. CANADA

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/ca.htm>.
2. Cargo. Shipments to Canada (via all modes) must clear both USCS (for export) and Canada Customs and Revenue Agency (for import). The USCS monitors exports of defense articles from the US to Canada. Most DOD shipments to Canada are exempt from requiring an export license under 22 CFR 126.5, Canadian Exemptions. However, items on the USML must be shipped using a GBL and a completed SED. Refer to Chapter 508 for additional information on US export documentation requirements and SED preparation.
3. Shipments to Canada fall into two different categories, US Government-owned or items procured by the Canadian Department of National Defense (DND).
 - a. When shipping materiel that is U.S. Government-owned, which will remain so while in Canada, the bill of lading/manifest will be annotated with the following statement: "Free entry under Canadian customs, Tariff Item No. 9810.00.00. Value for Canadian customs purposes \$ (dollar amount)." When using a commercial carrier and the shipment is consigned to either a US unit collocated with a DND unit or directly to a DND unit, a copy of the bill of lading accompanied with additional information detailing which commercial carrier is used and where and when this shipment will enter Canada will be faxed to National Defense Headquarters Customs 613 995-2287. If necessary, contact the Customs section at either 613 995-0834 or 996-0290.
 - b. When shipping items procured by DND, a SED is required complete with references to each DD Form 1348-1A, Issue Release/Receipt Document (document identification, description, and value). A copy of the SED and each DD Form 1348-1A will be attached to the bill of lading and another to Box 1 of each shipment. The hired carrier will be Canada Customs-bonded. All shipments are to be delivered "In Bond" to destination for Canadian Customs clearance at destination by the DND broker.

C. MEXICO

1. Passengers. See the DOD Foreign Clearance Guide at <http://www.fcg.pentagon.mil/fcg/mx.htm>.
2. Cargo. To be developed.