

CHAPTER 510

UNITED STATES EUROPEAN COMMAND (USEUCOM)

A. GENERAL

1. This chapter identifies governing regulations or directives, establishes clearance requirements and procedures and organizational POCs responsible for the entry/exit of material and personnel from the various countries listed. The discussion that follows is not intended to change or establish US policy regarding customs clearance procedures within the USEUCOM AOR; it merely describes the current practice. USEUCOM Transportation policy and management are contained in EUCOM Directive 64-1, Transportation Policy and Management available at: <https://wwwmil.usafe.af.mil/direct/lg/lgt/lgttopics.htm>. Appendix G, Customs, delineates policies, procedures, and responsibilities for customs planning and execution within the EUCOM AOR. EUCOM Directive 64-1 includes a list of POCs throughout the theater. The United States Air Forces Europe (USAFE) Customs Guide is posted at <https://www.dcslog.hqusareur.army.mil/plo/55-355%207apr.htm>. This site provides more detailed customs information on many countries in the EUCOM AOR. Joint USAREUR Regulation 55-355/USAFE Instruction 24-204/NAVEUR Instruction 4600.7E, Transportation and Traffic Management Regulation, Customs Chapter available at <https://www.dcslog.hqusareur.army.mil/plo/55-355%207apr.htm>, provides detailed information regarding the use of the AE Form 302-1, Import/Export Customs Declaration. USEUCOM has designated HQ USAREUR Provost Marshall as the EUCOM executive agent for military customs/agricultural inspection programs. See USAREUR Reg. 55-355/USAFE Instruction 24-204/NAVEUR Inst. 4600.7E for details. HQ USAREUR manages a permanent USDA inspection program within USEUCOM

2. European Community (EC) Restrictions on the Entry of Non-Manufactured Wood Products (NMWP).

a. Based on concerns about invasive species, the EC has issued restrictions on the entry of NMWP packing materials originating in Canada, China, Japan, and the United States into the following EC countries: Austria, Belgium, Denmark, Finland, France, Germany, Greece, Italy, Luxembourg, Ireland, The Netherlands, Portugal, Spain, Sweden and the United Kingdom. NMWP is defined as non-manufactured wood pallets, skids, boxes, crates, etc. that has not had sufficient processing to kill pests present in the raw wood. Restrictions do not apply to processed wood, such as plywood, used in packaging and crating. Hard (non-coniferous) wood is also exempt, but should be identified as such in shipments. There are three methods of making NMWP compliant: heat treatment of the wood at 56°C (133°F) for 30 minutes (56/30), fumigation, or chemical pressure treatment. Due to environmental considerations, use of the latter two methods should be minimized.

b. IAW USD(AT&L) memorandum, European Community (EC) Decision on the Entry of Non-Manufactured Wood Products (NMWP) into Europe, 8 September 2001, DOD activities were directed to take the following actions on US originated shipments to Europe:

(1) Modify all appropriate contracts for materiel and direct vendor deliveries to require any/all wood lumber, pallets, boxes, crates, etc. delivered to a DoD activity, worldwide, be heat-treated under the 56/30 requirements and marked to the American Lumber Standards Committee (ALSC) NMWP policy and enforcement standards.

(2) Require that all wood pallets, boxes, crates, etc. ordered/delivered from vendors be heat-treated and marked to the ALSC NMWP policy and enforcement standards.

(3) Require that all bulk lumber procured for the fabrication of pallets, boxes, crates, etc., be certified and marked as a part of the fabrication process, to the ALSC NMWP policy and enforcement standards. Activities using ALSC-certified lumber to make or repair wooden boxes or crates, skids and pallets, etc., must have formal processing procedures and documentation to ensure that only certified lumber leaves their fabrication point.

(4) Initiate acceptable measures to ensure all existing stocks of NMWP that are destined for the EC are pest free. Once treated, these wood products must be marked to the ALSC NMWP policy and enforcement standards.

(5) Establish, in conjunction with the USDA APHIS, ALSC or an ALSC- accredited agency, acceptable procedures for inspecting softwood and hardwood pallets, boxes, crates, etc. for signs of pest infestation (i.e., worm holes greater than 3mm in diameter; presence of bark; grub marks; and, an average moisture content of less than 20 percent).

(6) Inspect, certify, replace or treat wood pallets, boxes, crates, etc., on all pre-positioned vessels, during routine rotation cycles.

(7) Ensure all DoD shippers create an inspection/verification routine to ensure all wood pallets, boxes, crates, etc. leaving the CONUS and OCONUS shipping activities, destined for Europe, meet the EC Decision.

(8) Ensure that all non-coniferous (unregulated) wood used in shipments be identified and certified as exempt from the EC decision.

c. Additional information can be found at the following USDA website:
<http://www.aphis.usda.gov/ppq/swp/>

B. CUSTOMS CLEARANCE PROCESSES

2. This section provides overseas customs process information for the following targeted countries. For all countries in the USEUCOM AOR, the shipper is required to pre-clear all cargo moving into the country prior to offering the cargo for shipment. If a freight forwarder is designated by the shipper, the freight forwarder will comply with pre-clearance procedures prior to offering the cargo for movement.

a. Hazardous cargo to include munitions destined for demilitarization will be coordinated with the HN, the Defense Attaché in the country that is to receive the cargo, and the Dominant User as defined in EUCOM Directive 60-11.

b. Detailed guidance as to procedures to follow when shipping hazardous cargo to the USEUCOM AOR can be found in USAREUR Regulation 55-355/USAFE Instruction 24-204/NAVEUR 4600.7E.

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|---------------------|---|
| Belgium | Italy |
| Bosnia- Herzegovina | Macedonia, The Former Yugoslav Republic of |
| Bulgaria | Netherlands, The |
| Croatia | Norway |
| France | Romania |
| Germany | Slovenia |
| Hungary | Spain |
| Israel | Turkey |
| | United Kingdom |

c. Process diagrams and descriptions have been developed from information received directly from military and/or civilian personnel stationed in the overseas destinations, who are responsible for the day-to-day clearance of US military cargo in their respective countries.

3. AE Form 302-1

a. The AE Form 302-1 is a customs declaration used and afforded to countries that are members of the NATO to import/export duty-free and to transport under customs bond their cargo to/from and within member countries. (Unfortunately, not all NATO countries routinely use the AE Form 302-1 to clear US Military cargo). The authority for duty-free import/export and movement of US Government owned or sponsored cargo necessary for the sustainment of the forces is referenced in NATO SOFA, Between the Parties to the North Atlantic Treaty Regarding the Status of Their Forces, 19 Jun 1951, Articles XI, XII, and XIII, and the Supplementary Agreement to the NATO SOFA, 1 Jan 1964, Article 65. Some non-NATO countries however do honor this document for cargo transiting their sovereign territory. The European Union (EU) has determined that all cargo destined for the sole use of US Military forces while being allowed to be imported duty free still maintain a foreign goods status and as such must always be customs bonded when being transported within the EU and when finally exported. The only exception to this rule is that this document is not required when goods are moved by air transport from one military base to another or are imported/exported in/from the EU directly to/from the air base. The EU Customs Code Committee issues directives governing the use of the AE Form 302-1 in the EU.

b. Applicability of AE Form 302-1.

(1) AE Form 302-1 will be issued for duty free import/export at final destination of US Government cargo, bonded transportation of US Government cargo within NATO and EU countries, and all cargo moving within the DTS in NATO and EU countries.

(2) AE Form 302-1 will not be issued for cargo not moving within the DTS and/or not yet property of the US Government.

C. BELGIUM

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

2. Cargo. MTMC, 838th Transportation Battalion will provide the carrier with a Master-document to custom clear all cargo from ship onto the quay. This document provides the Belgian Customs with number of containers or cargo to be discharged from vessel.

a. MTMC, 838th Transportation Battalion prepares AE Forms 302-1 for each military shipment arriving into Belgium based on the ocean cargo manifest received from the POE (Port of Embarkation). These AE Forms will be presented to the commercial carrier, who must custom clear each shipment at Belgium Customs. This document must accompany the cargo to final destination. The original and Copy 2 must be custom cleared at local Customs at final destination and to be returned to 838th Transportation Battalion who will provide the Belgium Customs at Brussels Copy 2 to prove that cargo has arrived and was custom cleared at the final destination.

b. Air shipments: No information available.

D. BOSNIA-HERZEGOVINA

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

2. Cargo. Currently, customs procedures in Bosnia are very permissive. However, as the theater continues to mature, the procedures outlined below will be increasingly applied

a. "B" and "C" Forms are the sole customs documents used for the customs bonded transportation and final duty free importation in Bosnia-Herzegovina of cargo destined for or in support of the Bosnian Peace Agreement Stabilization Force (SFOR). The "B" Form will be used for all rail movements while the "C" Form will be used for all commercial air, sea and land movements. Procedures for preparing "B" and "C" forms are contained in SFOR Customs Guide and SFOR CJ4 Standard Operating Procedure (SOP) # 4001.

b. The Movement Control Team (MCT) assigned to the Theatre Support Command is responsible for preparation and distribution of both "B" and "C" Forms for all surface and air movements.

c. Goods arriving at a Bosnian inland border crossing must be accompanied by a "C" Form issued at origin by the cognizant SFOR-appointed Customs Clearance Officer. For cargo arriving by rail, the "B" Form will be provided at origin by the cognizant SFOR-appointed Customs Clearance Officer to the origin rail officials together with other rail transportation documents.

E. BULGARIA

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

2. Cargo. For cargo transiting Bulgaria via surface transportation, (rail and highway) the mode operator must present a copy of the AE Form 302-1 prepared at origin. The Bulgarian border officials will stamp the form at entry and exit but do not keep a copy.

F. CROATIA

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

2. Cargo.

a. All cargo will be considered and treated as transiting the Republic of Croatia to/from locations where SFOR are deployed. Procedures for preparing “B” and “C” Forms are contained in SFOR Customs Guide and SOPs 8014 and 8015. These documents can be found in the “A to Z” index on the 1st TMCA web page, http://www.21tsc.army.mil/1_tmca.

b. “B” and “C” Forms are the sole customs documents used for the customs bonded transportation and final duty free importation in Croatia of cargo destined for or in support of the SFOR. The “B” Form will be used for all rail movements while the “C” Form will be used for all commercial air, sea and land movements. The SFOR Unit Issuing officers, appointed by the SFOR Authorized Issuing Offices, are responsible for the preparation and distribution of both “B” and “C” forms for all surface and air movements.

c. All goods arriving at a Croatian Port of Debarkation (POD) on a DTS commercial vessel destined to SFOR will be declared and processed for onward movement with a “B” or “C” Form. The “B” Form is used to clear the port by rail and the “C” Form is used to clear the port by commercial land transport

d. The normal procedure for importing SFOR cargo into Croatia, when entering/exiting at highway or rail border crossing points is for the SFOR Customs Office in Zagreb to fax a copy of page 1 (of the “B” or “C” Form) directly to the SFOR Customs Office no later than 1600 hours the day prior to the arrival of the shipment at the border crossing point. SFOR Customs will use this copy to inform the HN of impending shipments and to verify all shipments entering theater. The driver/rail personnel will present page 2 of the “C” or “B” Form to the Croatian Customs at the enter/exit crossing point. See SFOR CJ4 8015 for specific details of this procedure.

G. FRANCE

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

2. Cargo.

a. Air Shipments. Shipments by commercial carriers are cleared on the European Economic Community (EEC) Form T-1, Temporary Customs Declaration IAW French agreements with each carrier. The cargo consignee will clear cargo and the T-1 using the AE Form 302-1. The cargo consignee originating the AE Form 302-1 ensures closure of the AE Form 302-1 with French customs.

b. Ocean Vessel Shipments. Selected MTMC water terminals located in the USEUCOM AOR are the functional experts in clearing cargo into and out of French water ports. The 838th Transportation Battalion in the Netherlands provides AE Form 302-1 customs processing support for water ports on the Atlantic Coast. The 839th Transportation Battalion in Italy provides AE Form 302-1 customs processing support for water ports on the Mediterranean Coast.

c. Surface Shipments. For all inland military or commercial surface transportation, the consignor will prepare an AE Form 302-1 and provide the completed form to the carrier/driver. After shipment delivery, the consignee will clear the cargo and the AE Form 302-1 with Customs at origin and French Customs.

H. GERMANY

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

2. Cargo.

a. Introduction: Throughout Germany and normally collocated with military installations there are appointed US Customs clearance officers (TOs). The purpose of these clearance authorities is to clear customs of US Government property for military installations and property of Civilian Organizations. Civilian Components are organizations listed in attachments to the Supplementary Agreement to the SOFA, which receive the same privileges as military organizations. Lists of Civilian Component organizations can be obtained from the US Embassy Berlin, Office of Defense Cooperation. These organizations are also published in the German Customs law. One of the main privileges of the US Forces and their Civilian Components in Germany is tax exemption for their property. Civilian Components are often mixed with civilian contractors. Civilian contractors and their property are not tax exempt unless they are also a recognized Civilian Component. Shipments of Civilian contractors therefore cannot be cleared as described below. Civilian contractors can use the temporary importation process, if they know that the property will be turned over to the US Government on a later date, or until their contract expires. Using the temporary importation process, the carrier will transport cargo using the T-1. The U.S. Forces will close out the T-1 with a AE Form 302-1, once the cargo becomes the property of the U.S. Forces. Exemption: Property that is leased and for exclusive use by military organizations and/or Civilian Components, will also be treated like Government property.

b. Air Shipments. For all military cargo shipped on military aircraft destined to Rhein Main and/or Ramstein Air Base (AB), customs documents are normally not required, since German Customs is not present. German Customs performs only periodic spot checks to see if

the DTS complies with the provisions of the German Supplementary Agreement to the SOFA and to the provisions of the SOFA. MILAIR delivering cargo to other than the aforementioned airfields may require an AE Form 302-1 to clear customs. The same is true for US Military contractor cargo shipped on an AMC carrier. Shipments moved by commercial carriers are cleared on either AE Form 302-1 or on the T-1.

c. Documentation. For commercial air shipments into Germany there is normally no US military custom clearance officer located at the gateway. Therefore, the carrier has two options:

(1) The carrier sends a request to the customs clearance office responsible for the geographical area where the consignee is located for issuance of an AE Form 302-1. Upon receipt of the AE Form 302-1, the carrier presents the form to the airport customs office for stamping and signature. The carrier then delivers to destination. The carrier ensures the AE Form 302-1 is signed and returns all copies to the origin customs office. The origin customs office will make distribution of the copies.

(2) The carrier may declare distribution of goods using the T-1 document. (However, this is the least preferred method of delivery and is highly discouraged because of problems encountered by the carriers and customs clearance offices with HN customs officials.) The carrier can deliver the goods to the consignee and then go to the appropriate customs clearance office (USAFE TO, USAREUR Battalion Movement Control Team to present the T-1 and receive the AE Form 302-1 or go directly to the customs clearance office, present the T-1, receive the AE Form 302-1, and then deliver to the consignee. Upon completion of either option, the carrier returns the documents to the origin gateway customs office. Shipments arriving at Frankfurt International Airport (i.e., FEDEX or DHL) may be cleared with the assistance of the Rhein Main TO provided the cargo can be clearly identified as US Government property.

d. Ocean Vessel Shipments. German Customs requires military cargo shipped on a military or commercial ship or surface carrier to clear customs. The customs clearance is performed based on the military manifest or a copy of a military purchase contract bearing the military final address together with a CBL, should the shipment be imported outside of the DTS. This practice guarantees that the end user is a military organization and not a commercial vendor.

(1) Documentation.

(a) Documentation for Cargo Entering the Customs Free Port of Bremerhaven. For cargo entering the Customs Free Port of Bremerhaven, the MTMC terminal prepares AE Forms 302-1 based on the Ocean Cargo Manifest information relevant to shipment. In the event that a carrier requests an AE Form 302-1 for cargo being shipped outside the DTS, the carrier has to present a CBL with a copy of the Military Purchase Order having the final military consignment address on the documents indicating that the cargo is for military use only. The carrier of the surface conveyance must clear the cargo at the customs border upon leaving the port area with an AE Form 302-1 covering the amount of cargo on conveyance to set cargo free of importation taxes and duties. The receiving military activity signs for receipt on AE Form 302-1 and clears the original and copy 2 (green copy) with local customs of their AOR and sends the original copy back to the MTMC terminal. The Customs Office of the receiving activity then

forwards the green copy by internal duty mail to the originating Port Customs Office as proof that the cargo arrived in good order and with correct amount and weight data at the military consignment activity

(b) Documentation for Cargo Entering other German Ports (to include the ammunition port of Nordenham). The MTMC terminal prepares an AE Form 302-1 based on the Ocean Cargo Manifest information relevant to shipment 48 hours before the vessel enters German Territorial Waters. In the event that a carrier requests an AE Form 302-1 for cargo being shipped outside the DTS, the carrier has to present a CBL with a copy of the Military Purchase Order having the final military consignment address on the documents indicating that the cargo is for military use only. The carrier of the surface conveyance receives a copy of the issued AE Form 302-1 upon leaving the port as proof that cargo was set free of importation taxes and duties.

(c) The utilization of a T-1 in lieu of an AE Form 302-1 is highly discouraged. It does not free cargo from EU importation taxes and fees, but shifts the customs clearance responsibility from the sender to the receiver who has to present the cargo to the Local Customs Office of the receiving activity within 36 hours upon receipt. This means the receiving activity is not allowed to take possession of the cargo before the Customs Officer has given the permission to do so. An AE Form 302-1 must then be issued to free the cargo of importation tax and value added tax.

I. HUNGARY

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

2. Cargo. For cargo transiting Hungary via surface transportation, (rail, highway, and barge) the mode operator must present a copy of the AE Form 302-1 prepared at origin. The Hungarian border officials will stamp the form at entry and exit but do not keep a copy.

J. ISRAEL

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

2. Cargo. The current customs procedures in Israel for clearing US Forces cargo are a combination of using Israel Ministry of Defense (MOD), US State Department (Diplomatic) and commercial clearances. The method of customs clearance depends on the type and consignee of the cargo. No customs clearance of any cargo may be accomplished prior to arrival of cargo in country and all clearances can be accomplished by the below responsible activities.

a. Air Shipments:

(1) All cargo to/from DOD activities with facilities located within Israel and DOD cargo to/from testing and special trials under the SOFA are cleared by the TO, Operating Location OL-A, 16th Air Force Israel with the Israel MOD.

(2) All shipments must be consigned to the TO, under no circumstances should the “American Embassy” be shown in the address elements of the Bill of Lading. All shipments, including those shipments arriving by courier service (excluding documents), require customs clearance by the TO.

(3) Cargo to/from the Israel MOD owned contractors and Israel Foreign Military Sales (FMS) shipments are customs cleared by the MOD. The TO will conduct liaison with the MOD on all shipments through the DOD for such activities.

(4) The TO notifies and liaisons on custom clearances on all cargo moving to/from within the DTS for all non-MOD contractors. Cargo that arrives for contractors in Israel normally consists of US Government Furnished Material/Equipment. Israeli Customs will only permit the contractor, through a freight forwarder, to clear the shipment through customs. This is normally accomplished under a Bond or Bank Guarantee for the total value of the cargo shipment. The contractor is responsible for proving to customs that the cargo items were subsequently re-exported out of Israel. The contractor becomes liable to Israeli Customs for the duty and Value Added Tax on the value of any cargo items lost or stolen while in the contractor’s custody. Contractors are responsible for obtaining any required Government of Israel Export License for military cargo that is being exported. Contractors are required to notify customs in advance of all details of the contract(s) they hold and include the identification and value of items to be exported. A type of bank deposit/undertaking is also lodged with Israeli Customs. On shipments made through the DTS, contractors are required to clear their cargo through customs utilizing their own freight forwarder or provide all of the necessary documents, invoices, and permits to the TO’s freight forwarder for customs clearance.

(5) Cargo arriving/departing on joint exercises at MOD/Israel Defense Forces (IDF) facilities are customs cleared, if required, by the Israel MOD/IDF in conjunction with Israel Custom Laws. Cargo arriving/departing the US Navy’s 6th Fleet and/or visiting US Naval vessels that require cargo movement to/from aircraft is treated as in-transit cargo under the bond of the 6th Fleet’s husbanding agent.

b. Ocean Vessel Shipments:

Customs processing of ocean vessel shipments are handled exactly the same as air shipments.

c. Overland Shipments:

(1) All cargo for the Multi-National Observer Forces (MOF) in the Sinai Desert, Egypt is overland shipped through Israel. The MOF have an office in Israel, which handles custom clearances. Notifications on the arrival of MOF cargo via DOD air or sea are given to MOF Israel by the TO. Under an agreement between MOF and Israeli Customs, cargo shipments are basically treated as “in-transit” over the border with Egypt. The MOF has resident Egyptian Customs Officers present at their North Camp who take care of Egyptian custom clearance procedures for cargo arriving for the MOF Sinai Desert.

(2) The shipping companies move in-transit and under bond cargo traveling to other adjacent countries transiting Israel air/water ports. This is normally done through the use of

seavans. Customs clearance for all other types of overland cargo movements are handled by the TO as in-transit in conjunction with the consignee and the customs requirements of the country involved (i.e., Jordan).

K. ITALY

1. The Italian Ministry of Finance gives broad guidance to local customs houses in each region. Each house has autonomy and exercises it. Thus, there are different procedures for each base, post, camp, and station in Italy. The Army has the responsibility for Vicenza in Northern Italy and at Camp Darby near Pisa. The Air Force handles Aviano AB in Northern Italy. The Naples Navy office is the coordinator for Southern Italy and handles all NATO customs clearances for Air Force South. The Naples office is responsible for resolving all customs problems and open discrepancies IAW the Italian Ministry of Finance Circular, DIV II Prot. 8135. The Naples office also has a customs broker as part of a transportation contract to process customs documents, resolve discrepancies, and handle unique situations. Most other activities rely on in-house personnel to process customs paperwork.

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

3. Cargo. The following paragraphs and subsections describe the Customs clearance process for military type cargo shipped into Italy from the US.

a. The following is a description of customs processes when using an AE Form 302-1 to customs bond US Government property that requires transportation and/or duty free importation. This document can also be use to import duty free US Government cargo formally transported and bonded with a commercial T-1 carnet. The AE Form 302-1 will not be used to bond non-DTS cargo and will not be used to bond cargo that has yet to become property of the US Government.

(1) Except for the “Simplified Procedure”, which is explained in paragraph 3.b. below, all AE Forms 302-1 duly prepared by an authorized US-appointed Customs Officer are presented together with the cargo to the local cognizant Customs Office located in the consignor area. In some cases, the local customs office is located on the installation. The AE Form 302-1 can be used to accomplish three objectives: 1) transport under bond and final receipt of US duty free eligible cargo, POD to base; 2) transport cargo under bond from one base to another; and 3), final importation at destination of duty free eligible cargo, vendor to base. When the AE Form 302-1 is used to bond cargo in examples 1 and 2 above, the form is issued by an authorized US Customs Clearance Officer, and together with the cargo, is presented to the cognizant local Customs Office. Upon completion of the customs bondage process by the cognizant local Customs Officer, a copy (not the original) is maintained for the record and the remaining processed copies are returned to the Government or government representative (transporter/carrier) and must travel with the cargo at all times. At the final delivery point, the remaining processed copies of the AE Form 302-1 signed by the receiving activity must be presented to the cognizant local Customs Office for destination processing. The original and one copy of the finally processed document is returned to the Government and the original in turn must be returned to the origin US Customs Clearance Officer that issued the document. The

process is officially completed when the cognizant local Customs Office at destination returns a copy of the finally processed document to his/her counterpart at origin.

(2) The T-1 is filled out by the commercial carrier's customs representative at the origin, (in the case of EU origin) or at the POD if not coming from an EU origin or if one was not accomplished due to an oversight. All EU Customs Offices that are involved with the shipment sign and stamp it, and the destination Customs Office returns the original to the originating Customs Office.

(3) With either the AE Form 302-1 or the T-1, Italian Customs authorities must be brought to view the shipment, seal it, (or inspect the seal that is already on it) and stamp and sign the customs form. This is done at every Customs Office checkpoint, at the origin (if originating in the EU) at the POD, and at the destination. (An exception is the simplified procedure explained in paragraph 3. b., below.) The POD authorities may inspect and re-seal the shipment, or may just verify that the seals are still intact. They will seal the shipment if it has not been previously sealed (as in the case of shipments coming from non-EU countries, such as from the US).

(4) The destination Italian Customs officials may break the seals and verify the authenticity of the shipment.

(5) When importing milk and milk products from Austria for delivery to US Forces in Italy and US Navy Fifth and Sixth Fleet Units at Italian ports, the carrier will use the T-1 commercial customs document to move these products through Italy. Discharge of the T-1 document will be accompanied by the signature of the customs broker designated by the appropriate US Military activities at the various ports in Italy. These products will then be cleared for release to fleet units. The AE Form 302-1 will not be required for these shipments. For delivery to US Military shore commands in Italy, the carrier will use the T-1 commercial customs bond documents to move these products through Italian border crossing points. US Customs Clearance Officers at the destination will discharge the T-1 bond for each shipment by issuing an AE Form 302-1 to local Italian Customs Officers.

(6) Classified shipments may be cleared without inspection if:

(a) The AE Form 302-1 is annotated "Classified Shipment".

(b) Advanced notification of the classified shipment is provided to the director of the Italian Customs District and the Customs Official in charge at the border crossing point or airport of entry.

b. Currently, the Italian authorities have approved a process that is called "simplified procedures." These simplified procedures have been implemented only at certain locations and regions and for certain carriers. These procedures, when authorized, allows for customs processing of import/export cargo directly by an appointed US Government representative at the user activity after a one or two hour (depending on the location), waiting time. It is the responsibility of the authorized simplified procedure user activity to ensure at all times that the customs declarations are truthful at origin and at destination. At origin, pre-stamped and pre-signed AE Forms 302-1 are logged and endorsed by the cognizant local Customs Office and

when utilized by the user, must be registered in the above mentioned log no later than the next working day. At destination, the appointed US Government representative is authorized to customs clear cargo and must register the destination customs process at the cognizant local Customs Office by no later than the next working day. At all times, origin and destination, the cognizant local customs office must be advised by the user activity that import/export cargo will be processed after the one or two hour waiting time which is the time afforded to them to come and inspect paperwork and the cargo, if deemed necessary.

(1) Aviano AB is currently authorized to use these simplified procedures. Pre-signed and pre-stamped (by the US Customs officials) AE Forms 302-1 are provided to the carriers at certain Italian PODs. The carriers fill in the shipment type, pieces, weight, and cube information on the AE Form 302-1 and process the form with the local Italian Customs Office. Some locations and districts in other places have been approved to use the same simplified procedures with the T-1.

(2) Some commercial carriers have operations at certain civilian ports, and the local Customs Officials there will clear the shipments with the commercial carriers using these pre-signed and pre-stamped AE Forms 302-1.

c. The following is a breakdown of current procedures, by mode and type of shipment, for Aviano AB, Italy:

(1) Air Shipments. For all air shipments, military and contractor, that arrive on military or contracted aircraft that fly in directly to the military airport of Aviano AB, no Customs clearing is necessary and no forms are used. For all air shipments (military or contractor) that come into a civilian airport, customs clearance is necessary. Depending on the situation, either an AE Form 302-1 or T-1 is used.

(a) An AE Form 302-1 is used if it is a carrier and airport where the simplified procedures are authorized to be used. The AE Form 302-1 is also used if simplified procedures are not authorized and the carrier does not want to issue a T-1 for one reason or another. In these cases, the destination US Military Customs officials must issue the AE Form 302-1 and hand-carry it to the airport Customs officials, as well as go through the more time consuming and labor intensive “normal” customs processes.

(b) A T-1 is used for those shipments coming into a civilian airport where the simplified procedures are not authorized or have yet to be implemented with that carrier at that location. The shipment is later certified by the destination US Military Customs office by issuing an AE Form 302-1.

(2) Ocean Vessel Shipments. All shipments must have a customs document prepared if one has not already been done so at origin. If customs documents are not prepared at the origin, the US Military Customs Office at that port will issue the AE Form 302-1, or the commercial carriers agent at that port will issue the T-1 if there is no US Military Customs Office at the port. Once again, if from an EU origin, either an AE Form 302-1 or T-1 should have been issued at origin, (although sometimes due to an oversight one is not, and then an AE Form 302-1 or T-1 must be prepared at the port). An AE Form 302-1 is prepared if the shipment

originated from a European NATO military base. If the origin was not a European NATO base, then the commercial carriers customs agent prepares a T-1. After that, further customs processes are the same as was explained in the above paragraphs, whether or not the T-1 or AE Form 302-1 was prepared at the origin or at the port.

(3) Overland Carrier Shipments. All shipments must have a customs document prepared for it. The origin US Military Customs office servicing the origin NATO bases (or water port if shipment is an onward vessel movement from a non-EU country) will prepare the AE Form 302-1, and the same procedures outlined above apply. If there is no US Military Customs Office servicing the origin NATO base or water port of debarkation, the commercial carrier's agent will prepare the T-1. No Border/Customs check or processing is done for truck movements.

d. The following Navy customs clearance procedures used in Naples apply with slight modification at all Navy shore activities:

(1) Truck Receipts: Simplified customs procedures are in place for material arriving with AE Form 302-1 and T-1 Forms vice having all trucks clearing customs at an inland customs facility. Delivery points are designated to receive material. The receiving point notifies the military customs office that a shipment has arrived and certifies that all material is government official. The military customs office logs all receipts in a customs ledger and notifies the Italian Ministry of Finance customs house that it has two hours to decide if material will be inspected. If no inspection is to be performed, the receiving point can distribute the material. Inspection of material is determined by computer in that approximately five percent of all receipts is inspected. AE Form 302-1 is prepared for each T-1 and all AE Forms 302-1 and T-1s are taken to customs the next work day for closure.

(2) Commercial Air Receipts: Flights directly into Naples with only an air waybill (AWB) are cleared with an AE Form 302-1. Most carriers do not fly directly into Naples. The Navy has instructed carriers to issue a T-1 for transit by truck. The T-1 is cleared by AE Form 302-1 under the simplified procedures above and the military customs office returns the stub from the T-1 so that the carrier can get his/her bond back from the originating customs house quickly.

(3) Commercial Sea Receipts: The military customs office prepares the AE Form 302-1 based on the ships manifest in advance of ship arrival and delivers the Form to the Sea POD so that all cargo can be cleared upon cargo discharge. Personal property, such as HHG, are imported with a declaration certificate while automobiles are imported with an AE Form 302-1.

(4) Export Shipments: All shipments (except mail and HHGs) are customs cleared with Italian Ministry of Finance Customs house pre-signed/stamped AE Forms 302-1. The Navy Customs Office fills out the form and signs when needed. Form usage is recorded in a ledger and paperwork is processed the next workday.

(5) Emergency procedures exist to export and import material with a declaration of the emergency. Required customs clearance paperwork will be processed the next business day. Customs clearance material for Navy ships (in non-Naval Support Activity ports) should be

delivered in a free-on-board status. This means carrier must pay for all transit bonds and export fees. If transported, under the Navy transportation contract, customs clearance is part of the contract. Custom brokerage services can also be arranged through the Navy husbanding agent contract.

L. MACEDONIA, THE FORMER YUGOSLAV REPUBLIC OF (FYROM)

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

2. Cargo. For cargo transiting FYROM via surface transportation, (rail and highway) the origin AE Form 302-1 stamp holder must fax a copy of the transportation documentation (freight warrant, AE Form 302-1, packing list, rail manifest or DD Form 1384, Transportation Control and Movement Document (TCMD) to the MCT in Camp Able Sentry (CAS) 24 hours prior to the cargo arrival at the border crossing point. The MCT will take the information, translate it into Cyrillic, and deliver it to a freight forwarder at the border crossing or they will hand carry it to the rail customs yard. For trucks, when they arrive at the border, the driver must go to the freight forwarder, pick-up the customs documentation and then proceed through FYROM customs. At the rail yard, the MCT official will work with the FYROM customs official to clear the train. It is critical that this documentation arrive as outlined above or the cargo will remain frustrated at the border until the MCT in CAS prepares proper paper work and delivers it to the appropriate border location. For details on Kosovo Forces (KFOR) customs in FYROM see the KFOR Customs SFOR CJ4 SOP 8001 and accompanying KFOR Customs Guide at the 1st TMCA Web site, URL: http://www.21tsc.army.mil/1_tmca. The documents can be found in the "A to Z" index under "KFOR Customs Procedures and SOPs".

M. NETHERLANDS

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

2. Cargo. The following subsections describe the Customs clearance process for military type cargo shipped into the Netherlands from the US. The MTMC, 838th Transportation Battalion has a license provided by Dutch Customs to custom clear all military cargo arriving into the Netherlands. (Vergunning Toegelaten Afzender, No 70.7207, 27 August 1996). Dutch Customs is not involved in clearing military cargo into the Netherlands. Every six months, Dutch Customs conducts an inspection at the 838th Transportation Battalion to ensure all guidelines mentioned in the license are performed.

a. Air Shipments Destined to the MTMC Facility at Rotterdam. Air shipments are delivered to the MTMC facility accompanied with a commercial T-1 document based on AWBs. 838th Transportation Battalion will clear this T-1 document at the Dutch Customs office at Rotterdam with an AE Form 302-1.

b. Ocean Vessel Shipments. The following describes the Customs process for military cargo shipped into the Netherlands using a military carrier.

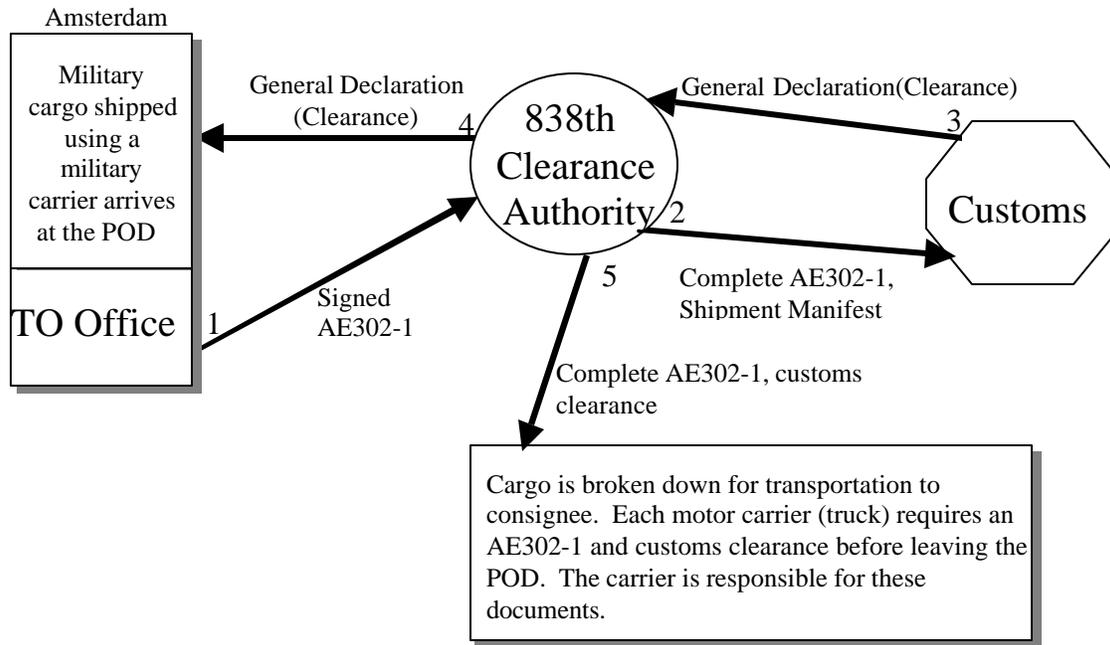


Figure 510-1. Military Cargo Shipped Using a Military Carrier (Netherlands)

c. The 838th Transportation Battalion will provide the carrier with a Master-document to custom clear all cargo from vessel onto the quay. This document provides the Dutch Customs with number of containers or cargo to be discharged from vessel. Custom Clearance will be done by the local carrier.

d. 838th Transportation Battalion prepares AE Forms 302-1 for each shipment arriving into the Netherlands based on the ocean cargo manifest, CBL, or GBL received from the POE. The customs-cleared AE Form 302-1 and TCMDs will be presented to the commercial or military carriers to move cargo to the final destination. These documents must accompany the cargo to the final destination. The original plus two copies must be customs-cleared by the local Customs at the final destination and returned to the 838th Transportation Battalion.

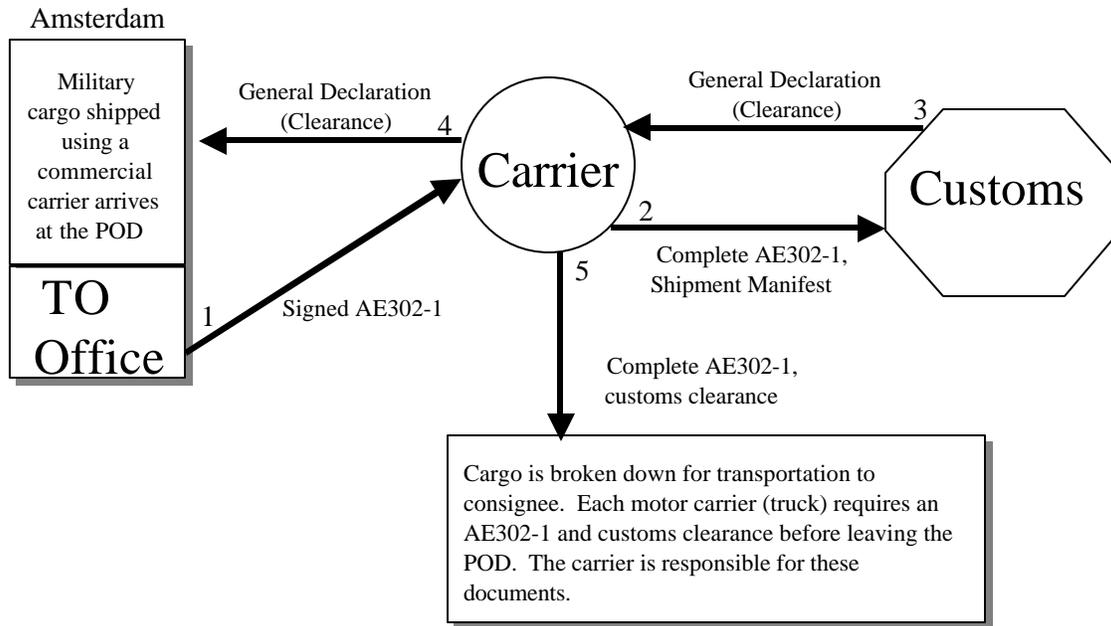


Figure 510-2. Military Cargo Shipped Using a Commercial Carrier (Netherlands)

N. NORWAY

1. The Norwegian Customs Authority formally recognizes US Military Customs AE Form 302-1. In practice, however, the low number of US shipments between Norway and Continental Europe means that an individual customs officer will not have seen an AE Form 302-1. For this reason, a standard International Commercial Customs form (RG-0157) is usually issued in addition to the AE Form 302-1. The AE Form 302-1 also serves the function of a receipt confirmation for the shippers.

2. Shippers sending teams to prepare cargo to be exported from Norway should plan on bringing AE Form 302-1 and a customs stamp holder. The 426th Air Base Squadron (ABS) at Stavanger, Norway however, issues a customs stamp and can issue AE Forms 302-1, if required. Temporary Duty support/capabilities are limited.

3. Passengers. See the DOD Foreign Clearance Guide, at <http://www.fcg.pentagon.mil/fcg/no.htm>.

4. Cargo:

a. Aircraft Shipments:

(1) All DOD cargo is received through Gardermoen Airport, Oslo, Norway. For AMC channel cargo, OL-A, 426th ABS, Oslo, Norway will submit the air manifest to the Customs Office with annotations about the identity of each receiver, and then release the cargo to the receivers. Each DOD or contractor receiver will then be responsible for import customs clearance within one month.

(2) The TO of OL-A, 426th ABS handles all import/export of cargo (except for cargo destined for the US element 426th ABS, Stavanger, Norway). DOD or contractor cargo shipped on GBLs via a commercial carrier is subject to normal Norwegian customs procedures. Shipments will not be released until customs clearance is granted. Import cargo for the 426th ABS, Stavanger is cleared on a NATO Form 1, which is issued locally in Stavanger. Once the shipment is cleared, the carrier delivers the cargo IAW instructions from OL-A, 426th ABS.

b. Ocean Vessel Shipments:

(1) Normal manifests must be advanced by the MTMC Port Command responsible for embarkation to OL-A, 426th ABS, Fax # 0047 6714 9340, to effect customs clearance. For export shipments, OL-A, 426th ABS requires TCMDs or Customs Invoice to clear customs.

(2) Full shiploads of DOD cargo loaded or off-loaded at military ports in Norway are customs cleared by the ship's agent or by the Norwegian military receivers.

c. Overland Shipments:

(1) OL-A, 426th ABS will provide commercial customs clearance for DOD Cargo based on the commercial carrier's Arrival Notification and TCMD or equivalent information from shippers. Contractor receivers will perform their own customs clearance. 426 ABS, Stavanger, Fax # 0047 5195 0575 handles their own customs clearance.

(2) Overland export shipments are handled the same as ocean vessel shipments.

O. ROMANIA

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

2. Cargo. For cargo transiting Romania via surface transportation, (rail and highway) the mode operator must present a copy of the AE Form 302-1 prepared at origin. The Romanian border officials will stamp the form at entry and exit but do not keep a copy.

P. SLOVENIA

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

2. Cargo.

a. On 18 December 1995, the Republic of Slovenia ratified an agreement with Parties to NATO and other States participating in the Partnership for Peace regarding the Status of their Forces while upholding the peace plan for Bosnia and Herzegovina outlined in the United Nations Security Council Resolution #1031 of 15 December 1995.

b. At time of drafting of this document, the assumption was made that all NATO cargo would be transiting the Republic of Slovenia to/from locations where SFOR are deployed.

c. All goods arriving at a Slovenian POD on a DTS commercial vessel destined to SFOR will be declared and processed for onward movement with an AE Form 302-1. MTMC is the cognizant activity that will provide the carrier with the AE Form 302-1 for clearing the port and together will make every effort to exchange cargo details to be able to issue appropriate transportation documents prior to vessel arrival.

d. For goods arriving at a Slovenia inland border crossing and requiring only transit through the Republic of Slovenia, the shipper must present an AE Form 302-1 at the border that has been issued and duly processed at the origin local customs office.

Q. SPAIN

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

2. Cargo.

a. General Information. All cargo shipped utilizing AMC aircraft or the US Postal Service, and material (other than vehicles) arriving to the Naval Station (NAVSTA) Rota pier aboard a USS/USNS ship, MSC or other US military vessel is exempt from the customs process. Cargo destined for US Forces, that enters Spain by any other mode of transportation and/or other port of entry, must clear Spanish customs. Inbound DOD material, to meet the "Duty Free" criteria, must be accompanied by some form of military documentation, which will vary depending on the point of origin, then be cleared using either an A-7 document for General Cargo or A-8 for HHG. The A-7 and A-8 are Spanish Customs documents available only to NAVSTA Rota Customs Representatives or their designated agents. If no GBL is assigned, the Customs broker sends a fax to a representative in the city of Rota to verify the shipment. The Customs representative in Rota will collect the brokerage fee before authorizing the shipment to be released. The broker on each shipment completes an A-7 Spanish Customs Form. There are no other requirements other than normal shipping documentation. The customs clearance documentation for the cargo is a hand carried operation. The communications concerning undocumented shipments are carried out by fax or telephone. While there is no duty on DOD material, there are brokerage fees that must be paid by the consignee, depending on the mode of shipment. Address cargo to a specific command vice an individual.

b. Air Shipments.

(1) Commercial Small Parcel Air (SPA). For small parcel shipments (normally 150 lbs. or less) not sent via one of the modes above, the most efficient way to clear customs is to ship via one of the authorized World Wide Express (WWX) carriers into Spain. Since these carriers are under contract with the DOD, there are no brokerage fees for the consignee to pay and, if the TCN is associated with the shipment and clearly visible or if shipment is accompanied by a GBL, Military Freight Warrant or similar document, the shipment is quickly cleared through customs without delay. All other commercial SPA shipments will normally require extra coordination and take several days longer to clear customs and will probably also require the consignee to pay a brokerage fee of 5,000 pesetas.

(2) Commercial Air Freight. For larger commercial air shipments (greater than 150 lbs.), cargo is held at the Spanish airport by customs authorities, and the local designated US Government customs broker is notified who, in turn, notifies NAVSTA Rota Customs officials. Necessary documentation as indicated above is prepared by the customs broker and brokerage fees are collected from the consignee by a NAVSTA Rota customs representative before the shipment is authorized for release.

c. Ocean Vessel Shipments. Customs clearance of DOD material arriving at a Spanish port aboard a commercial vessel is normally based on the cargo manifest accompanying the shipment. The shipment is cleared through the nearest Spanish Customs office by either NAVSTA Rota customs personnel or a designated customs agent utilizing the A-7 or A-8 customs document, as appropriate. If a CBL is used, it is the shipper's responsibility to provide advance notification to the NAVSTA Rota Customs Office or TO. Shipments arriving at the ports of Cadiz or Rota are cleared by NAVSTA Rota Customs officials and no brokerage fees are applicable. Shipments arriving at all other Spanish ports will require a brokerage fee of 7,000 pesetas per individual shipment - not per vessel or per piece.

d. Overland Shipments from Other European Countries. DOD cargo entering Spain from another European country, whether on a military vehicle or commercial carrier's vehicle, will be cleared with an A-7 or A-8 customs document (as appropriate), utilizing the AE Form 302-1 (with TO signature) or T-1 as authorization. The TO will fill out the required customs forms. There are no customs fees for DOD cargo but if an AE Form 302-1 is used, there will be a customs broker fee of 10,000 pesetas. If a T-1 is used, there is no fee paid. The T-1 may accompany the AE Form 302-1 that will exempt the shipment from customs fees.

R. TURKEY

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

2. Cargo. The Customs clearance process for US Military cargo shipped into Turkey is as follows: In general, all Major Items of Equipment (MIE) and munitions items require Host Nation Approval (HNA) before import clearance can be applied for. It can take 1 to 3 months to obtain HNA from the Turkish General Staff (TGS) for inclusion on the Memo 60-1/2 or Master Authorization List (MAL). The Office of Defense Cooperation-Turkey (ODC-Turkey) keeps a list of items that have received HNA and that can have a Turkish Defense Approval (TDA)/Beyanname applied for prior import of the item. A Beyanname is a Turkish term and provides clearance/permission for cargo to be imported into Turkey. USDRT Memorandum 60-1 lists MIE items and USDRT Memorandum 60-2 list munitions/weapon items. EXCEPTION: Approved items for Combined Task Force (CTF) Operation Northern Watch (ONW) are maintained on the MAL. Once HNA is obtained, a Beyanname must be applied for from TGS prior to import of the item. The Turkish Directorate of Customs maintains authority to differentiate between cargo requiring prior authorization/notice (requiring a Beyanname) and cargo requiring only submission of a manifest. A Beyanname is applied for by means of a TDA through ODC-Turkey, which takes approximately 30 days. Cargo requiring prior authorization/notice includes the following material: weapons, ammunition, and MIE. MIE includes vehicles (all types), computers and communications systems, generators, and classified

cargo. Items requiring only submission of a manifest will be cleared by customs officials at the port of entry.

a. Air Shipments. The subsections below describe the different processes for air shipments arriving in Turkey.

(1) Military Cargo Shipped Using MILAIR.

(a) ONW/CTF shipments: All MIE must be on the TGS MAL and have TDA applied for prior to import. If the TDA is not received prior to arrival, Customs frustrates the cargo and the CTF/C4 has 20 days to clear the cargo before it is impounded. Minor items can be cleared with the submission of a manifest with local Beyanname, and can be cleared within seven days. All CTF shipments are subject to a pre-inspection by CTF/C4 customs liaison, followed by a rigorous Turkish Customs inspection. Items that have not been cleared by TGS (approved TDA) will be impounded by Customs and could result in the whole consignment being frustrated upon entry. No item can be used until it has been cleared through customs. Seek assistance from CTF/C4 for all MAL consignments in support of CTF ONW at least two months prior to the proposed entry date.

(b) Shipments for US Forces Stationed in Turkey IAW NATO- SOFA: General cargo passes through Turkish Customs with no problem. Currently the Turkish Customs Offices authorized to clear US Forces shipments are located in Esenboga (Ankara), Ataturk (Istanbul), Cigli (Izmir), Incirlik (Adana), Antalya (for US Navy support aircraft) and Aksaz/Dalaman (Mugla) (for US Navy only). The shippers have been requested to add an additional information/remarks line on the original TCMD that provides the item nomenclature to customs personnel. When military vehicles, computers, munitions, weapons, etc., and MIE are shipped in and out of Turkey, TDAs must be made in advance of each shipment of these categories. There is an MIE listing identifying those items maintained at ODC-Turkey. This list is by stock number and currently is 38 pages long. It can have (and has had) items added to it with no notice from Turkish Authorities. The lead time for TDA is 30 days from the time the owning organization on the US military installation in Turkey sends a request. The appropriate organization at the 39th Wing (39th Supps for MIE, 39th Trans for vehicles, 39th Comm for computers, 39th MXS for munitions, 39th Wing/XP for Weapons Training Deployments) is responsible for making the initial TDA request for the US customer. TDA has to be granted prior to the entry. Classified military shipments may be exempt from Turkish Customs inspection when TDA is annotated as secret cargo. The customs clearance of classified documents and parcels will be performed as prescribed in NATO-SOFA and appropriate NATO directives. No TDA is required for international transit shipments (both the origin and final destination of cargo is out of Turkey).

(c) As shown in Figure 510-3, the process for clearing military cargo into Turkey is time consuming and complex. All cargo and paperwork, whether military or contractor, shipped into Turkey is severely scrutinized by Turkish Customs officials.

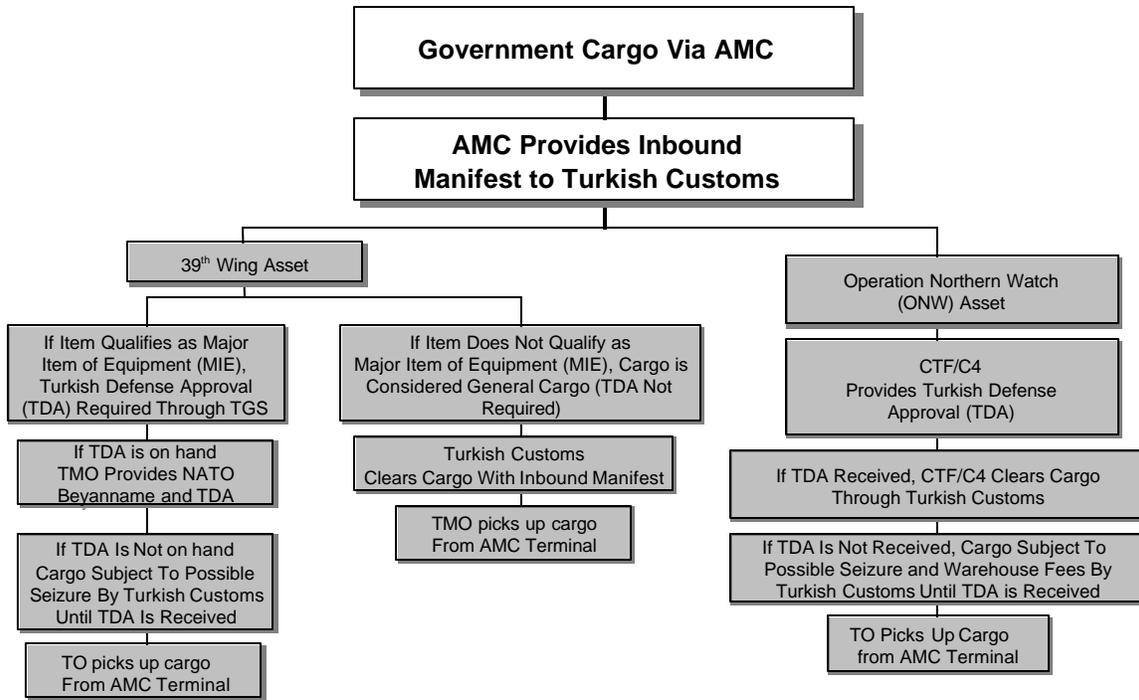


Figure 510-3. Customs Process for Military Cargo Shipped Using a Military Carrier (Turkey)

(2) Contractor Cargo Shipped Using a Military Carrier. Contractor cargo shipped using a military carrier into Turkey is treated as military cargo, therefore the Customs process for contractor cargo shipped using a military carrier is the same as for military cargo shipped using a military carrier.

(3) Military Cargo Shipped Using a Commercial Carrier.

(a) ONW/CTF shipments: When these shipments arrive at a commercial airport, the transport/freight companies have to provide a Transit Declaration to the Turkish Customs office at the point of entry in order to move cargo to the final destination. This transit document is also required to be submitted to the Turkish Customs office at the destination. Currently, Incirlik Turkish Customs is the only authorized customs office to clear ONW/CTF shipments. All ONW/CTF shipments are subject to a pre-inspection by CTF/C4 military personnel, followed by a rigorous Turkish Customs inspection. Items that have not been cleared by the TGS will be impounded and could result in frustration of the whole consignment by Turkish Customs upon entry and Turkish Customs can technically start accruing storage charges after three workdays. The equipment can not be used until it has been cleared through Turkish Customs. A TDA has to be completed for all ONW/CTF cargo arriving on air express carriers. Advance notification is the key to this process. TDA is completed by CTF/C4 and is available when carrier personnel arrive. Assistance is to be sought from CTF/C4 for all consignments in support of ONW/CTF. It is the responsibility of the carrier to clear Turkish Customs, as shown in Figure 510-4.

(b) Shipments for the US Forces Stationed in Turkey IAW NATO-SOFA: When these shipments arrive at a commercial airport, the transport/freight companies have to provide a Transit Declaration to the Turkish Customs office at the point of entry to move cargo to the final destination. This transit document is also required to be submitted to the Turkish Customs office at the destination. Currently the Turkish Customs offices authorized to clear the US Forces shipments are Esenboga (Ankara), Ataturk (Istanbul), Cigli (Izmir), Incirlik (Adana), Antalya (for US Navy support aircraft) and Aksaz/Dalaman (Mugla) (for US Navy only). Advance notification is the key to this process. TOs complete appropriate blocks of USAFE Form 554 (NATO Beyanname) and deliver it to the relevant agencies/companies. Assistance is to be sought from TO Freight sections for all consignments in support of US Forces (SOFA) shipments. It is the responsibility of the carrier to clear Turkish Customs, as shown in Figure 510-4.

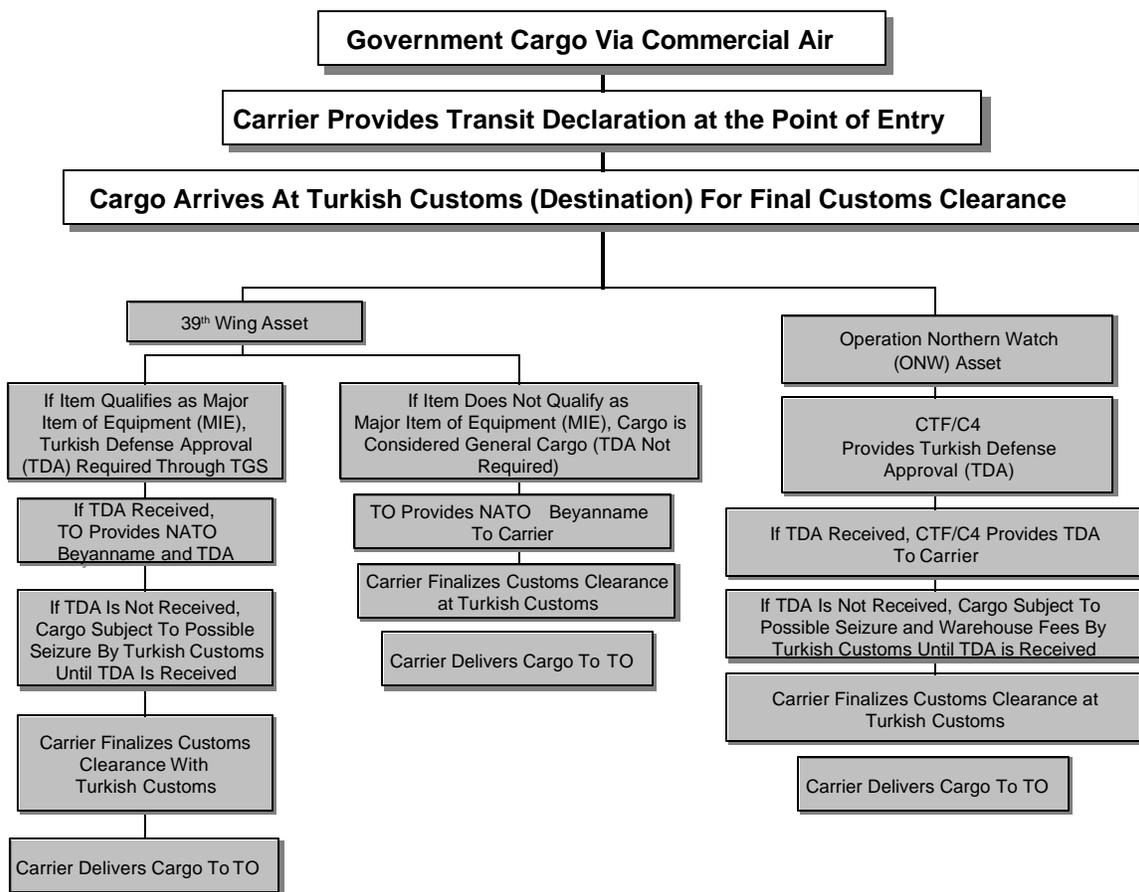


Figure 510-4. Military Cargo Shipped Using a Commercial Carrier (Turkey)

(c) Ocean Vessel. The customs procedure for ocean vessel shipments is basically the same as aircraft shipments with the exception of the following: The customs process of ocean shipments has to be finalized within 45 days after the arrival into Turkey. Currently Turkish Customs Offices authorized to clear US Forces shipments are at the seaports of Istanbul, Izmir, Iskenderun, Yumurtalik/Golovasi (for fuel only), Antalya and Aksaz/Karaagac (for US Navy only). Shipments may be shipped back to origin to prevent long frustration times and international incidents with Turkish Customs authorities. Consult MTMC,

840th US Transportation Battalion prior to shipping any MIE to Turkey via ocean. Also contact MTMC to identify the most appropriate POD in Turkey since some ports in Turkey have import/export restrictions imposed by the Government of Turkey for the US Forces shipments. Figure 510-5 depicts the Customs clearance process for military cargo shipped to Turkey by ocean vessel.

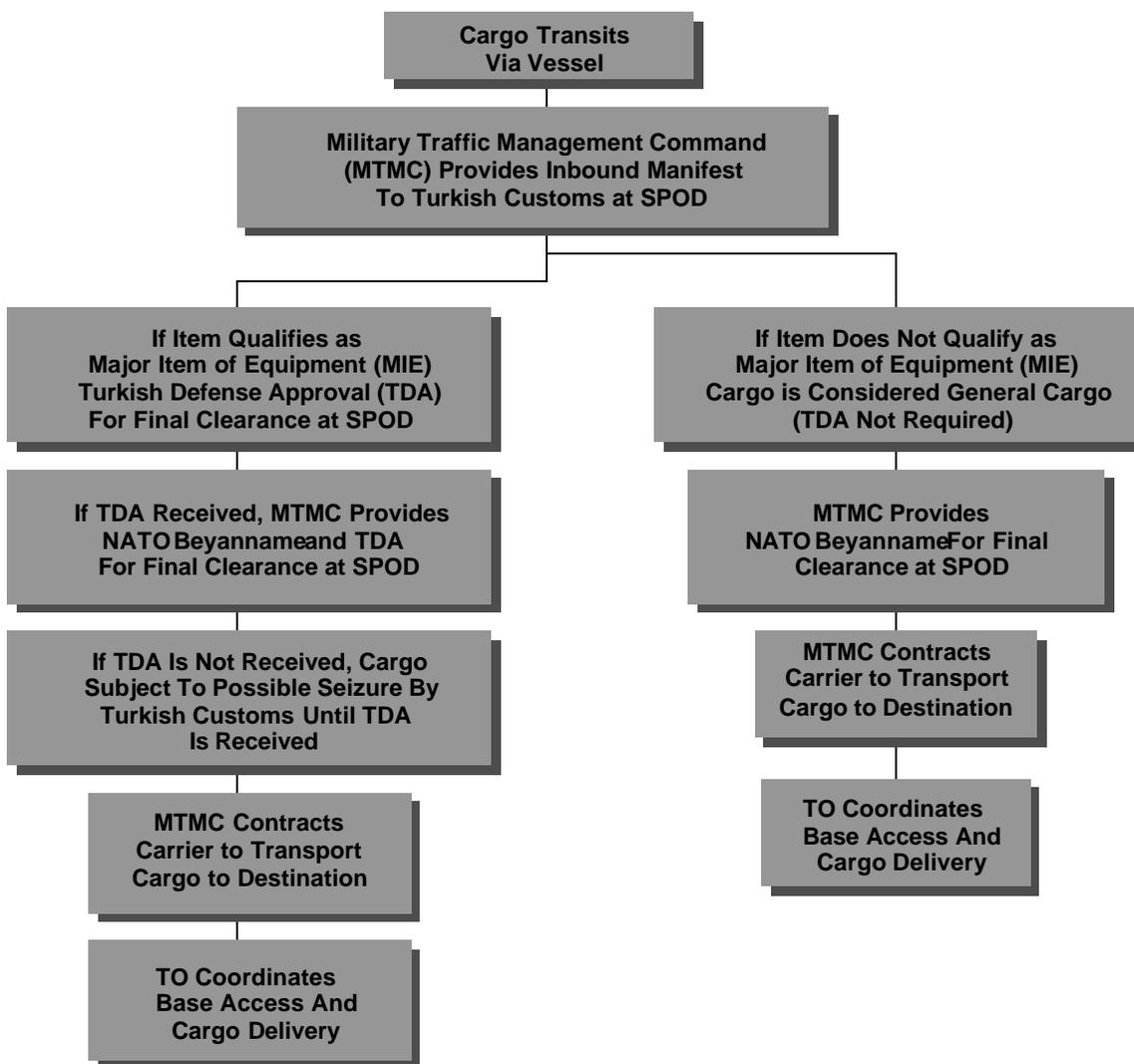


Figure 510-5. Military Cargo Shipped Using an Ocean Vessel (Turkey)

(d) Overland Carrier: The customs procedure for overland carrier shipments is basically the same as aircraft shipments with the exception of the following: The customs process of overland shipments has to be finalized within 45 days after the arrival into Turkey. If the truck will make multiple stops within Turkey, then trucks (unless Turkish owned) can only move cargo under transit status from one point to another due to the Turkish Cabotage Law. This requires multiple customs clearances at each destination.

Figure 510-6 shows the current Customs clearance process for US Government cargo shipped using an overland carrier (truck).

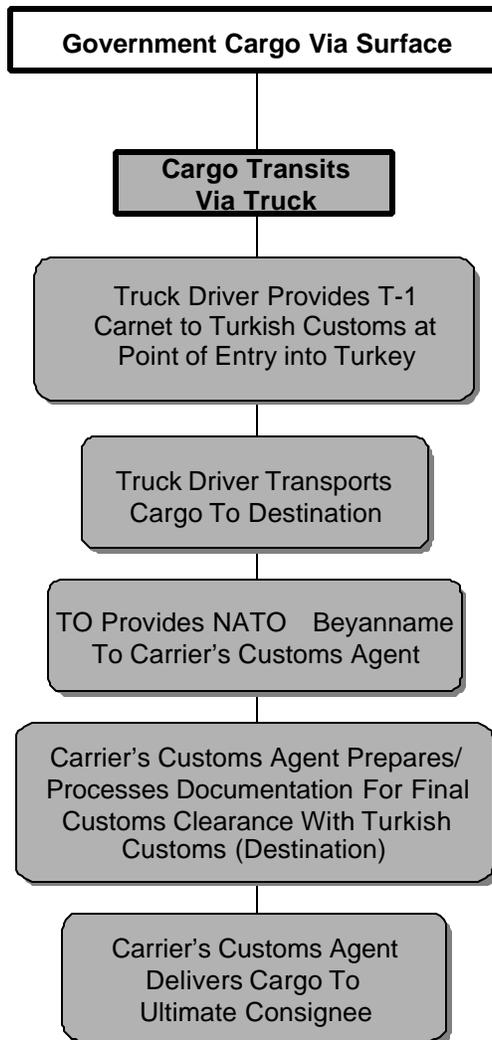


Figure 510-6. Military Cargo Shipped Using an Overland Carrier (Turkey)

3. Personal Property/HHG. IAW NATO-SOFA, a member of the US Forces or civilian component may, at the time of his/her first arrival in Turkey or at the first arrival of any family member (over 18) to join him/her, import his/her personal effects and furniture free of duty for the term of such service. Turkish Customs requires the use of USAFE Form 554 (NATO Beyanname) which has to be certified by TO Customs Liaison Offices for personal property brought to Turkey by US Forces personnel. A personal property Beyanname is a written declaration between the military member and the Government of Turkey that provides customs control of personal items brought into the country. Currently there are more than 30 line items. When departing Turkey, items annotated on the personal Beyanname records must be accounted for either by export, transfer to another authorized individual or a theft report. If those items can not be accounted via one of these methods, a fine (up to 400 percent of the Turkish value of the item) is possible. Shipments must arrive no earlier than 60 days prior or 180 days after sponsor or family member initial arrival. If a personal property shipment arrives out of this period, a waiver is required from the Turkish Customs Authorities. This rule does not apply to POV shipments. POVs are moved under MTMC's Global POV Contract to and from Turkey.

S. UNITED KINGDOM

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

2. Cargo.

a. Customs Clearance Process for the United Kingdom (UK). The following subsections describe the Customs clearance process for military-type cargo shipped into the UK from the US. The UK has an electronic system for handling Customs, referred to as the Customs Handling of Import and Export Freight (CHIEF) system.

b. CHIEF System Overview. The CHIEF system is an advanced Customs declaration processing system that is used for the receipt, storage, retrieval, and processing of international import and export trade by land, sea, or air. The CHIEF system links Customs offices around the UK to ports, airports, and several thousand commercial businesses. CHIEF primarily uses UN/EDIFACT messages to transmit Customs clearance declarations and approval/rejection information. CHIEF uses a Single Administrative Document (SAD) C88 to make import, export, and warehouse procedures in the UK simple and more flexible. CHIEF is part of Her Majesty's Customs and Excises (HMC&E) Customs freight and simplified procedure initiative. Figure 510-7 depicts the HMC&E internal customs process using the CHIEF system and SAD.

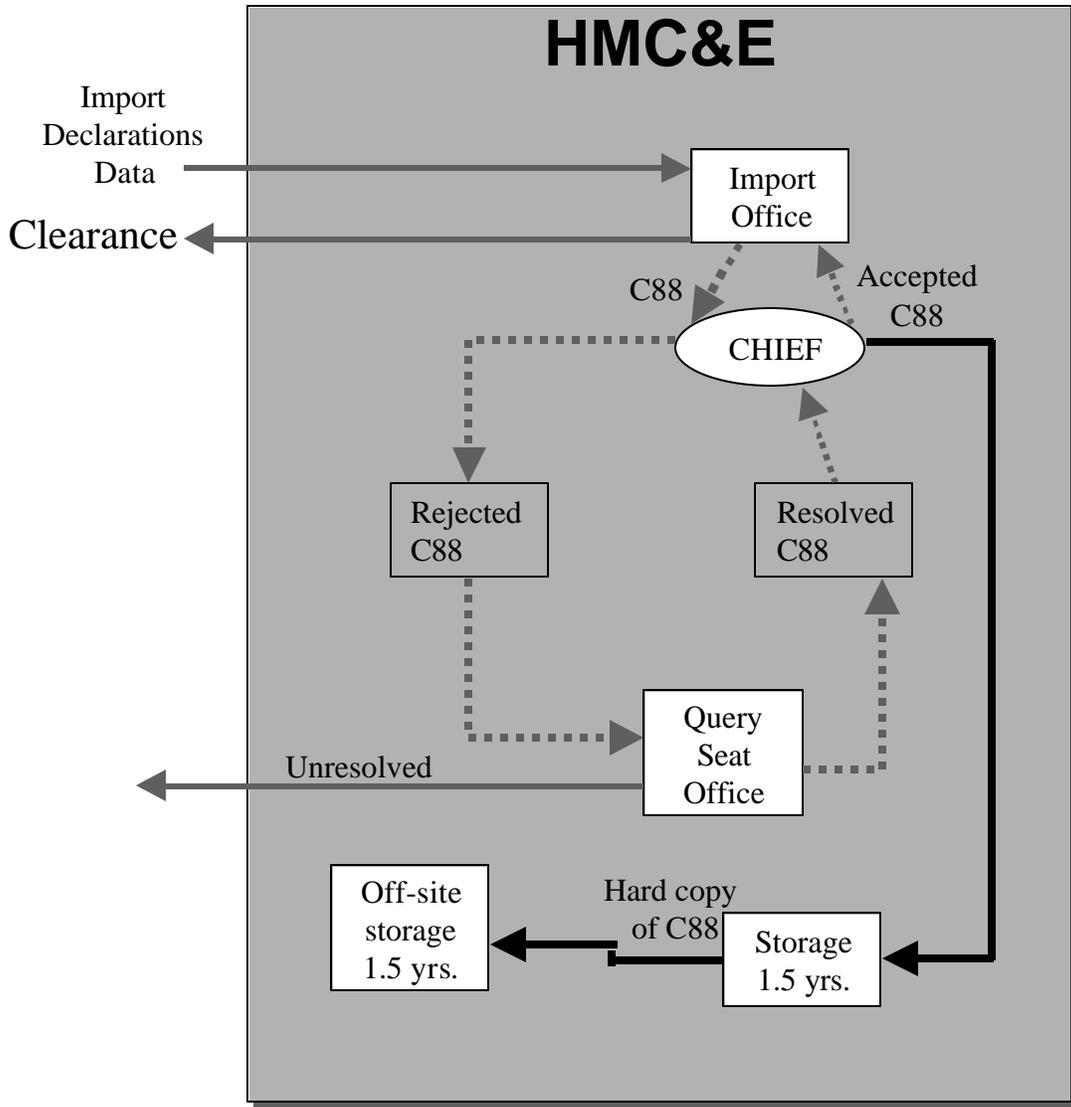


Figure 510-7. HMC&E Internal Customs Process

c. The import declaration data is generated from the cargo manifest and the AWB. This data is received by HMC&E import office personnel and entered into the CHIEF system. CHIEF supports both Human Computer Interface (HCI) and Electronic Data Interchange (EDI) traffic. It is generally accessed using terminals connected via the Government Data Network (GDN). If the import declaration data is accepted, the system transmits the accepted C88 back to the HMC&E import office. Should the C88 information be rejected, the C88 is forwarded to the HMC&E Query Seat office for resolution. The Query Seat Officer will attempt to resolve the C88 misinformation and return the resolved C88 back through the CHIEF system to the Import office. If the Query Seat Officer cannot resolve the C88 information, a C20X rejection notice is sent back to the trader. C88 information is printed in hardcopy form and stored at the HMC&E Office for 1.5 years, at which time it is moved to an off-site storage location for another 1.5 years, then destroyed.

d. Customs Input Entry (CIE). There are two manual methods for submitting an import declaration into CHIEF. The methods are CIE and Direct Trader Entry. The trader brings import shipment information or an import declaration to the Customs office where it is numbered and, after initial inspection, is entered into the CHIEF system. If the system rejects the CIE entry during validation, the input documents are passed to the staff at the Query Seat to resolve the error(s). If the query seat staff cannot resolve the error(s), the query seat staff issues a C20X back to the trader. Traders may also submit pre-logged entries followed by a notification of goods arrival.

e. Direct Trader Input (DTI). Another method of submitting import declarations by the trader into the CHIEF system is by DTI. With DTI, the trader enters shipment information or import declarations electronically into the DTI system. The DTI system acts as a firewall between the CHIEF system and the trader. Under the DTI Customs Clearance Process the trader enters shipment information or import declarations on their own computer equipment and submits it to CHIEF through the DTI system or by e-mail to Custom's X.400 mailbox (only available for supplementary declarations). The trader's computer equipment can either act as a dependent terminal supporting the CHIEF HCI, or can be intelligent and use the CHIEF EDI interface for submitting declarations. Errors detected during the validation process are reported to the user and then corrected. Front-end credibility checks are also applied and the user is challenged to confirm as correct, or to amend any information that fails a check. The following is a list of DTI providers for the UK CHIEF system:

- Community Network Services (CNS)
- Cargo Community Systems-United Kingdom (CCS-UK)
- Dover Harbor Board (DHB)
- Maritime Cargo Process (MCP)

All cargo going through RAF Mildenhall, imports and exports, must be cleared through HMC&E on a SAD, Form C88a, and all forms must be sent to HMC&E at the Entry Processing Unit (EPU) Kings Lynn.

Goods for the exclusive use of the US Armed Forces are cleared by AMC at the aerial port at RAF Mildenhall.

Shipments for UK contractors and MOD units or government.

Import shipments for UK contractors supporting DOD contracts for repair and return which does not qualify for the SOFA. When contractors' shipments move to RAF Mildenhall by MILAIR, the TO at RAF Mildenhall will notify contractors and or his/her agents to lodge a customs clearance request (C88A) to HMC&E at Kings Lynn. These shipments will not be released until customs clearance is granted and the release note is received at the TO.

Figure 510-8. Standard Operating Procedures for RAF Mildenhall Customs Operations

3. Personal Property. Personnel who intend to ship their personal property to the UK upon separation or retirement must prepare and submit a C-3 customs form, Bringing your personal belongings to the United Kingdom from outside the European Community to HMC&E. The C-3 is not to be confused with the DD Form 1434, United Kingdom (UK) Customs Declaration For The Importation of Personal Effects of U.S. Forces/Civilian Personnel On Duty In The UK, which is required for all personnel traveling to the U.K. for active duty. HMC&E forms can be obtained at: <http://www.hmce.gov.uk/bus/customs/index.htm>.

CHAPTER 511

UNITED STATES PACIFIC COMMAND (USPACOM)

A. GENERAL USPACOM GUIDANCE

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. There is presently no electronic foreign Customs interface for military shipments going through Japanese Customs.

B. CUSTOMS CLEARANCE PROCESSES

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

| | |
|--------------------|-------------|
| Australia | Malaysia |
| Cambodia | New Zealand |
| Indonesian | Philippines |
| Japan | Singapore |
| Korea, North | Thailand |
| Korea, Republic of | Vietnam |
| Laos | |

C. AUSTRALIA

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

D. CAMBODIA

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

E. INDONESIA

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

F. JAPAN

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

2. Cargo. The following paragraphs describe the customs clearance and inspection process for government and personal property shipped into Japan. The SOFA between the US and the Government of Japan (GOJ) establishes the guidelines by which government cargo and personal property can be shipped into Japan. Generally, property bound for the US Armed Forces in Japan enters duty-free.

a. United States Forces-Japan (USFJ) Regulations (Figure 511-1). The following regulations implement those portions of the SOFA that deal with customs clearance of, access to, use, and resale of duty-free goods.

| |
|---|
| USFJ Policy Letter 4-3, <u>Entry and Exit of Individuals, Cargo, Aircraft, and Surface Vessels.</u> |
| USFJ Policy Letter 24-15, <u>Military Customs Awareness/Assurance Program.</u> |
| USFJ Policy Letter 31-7, <u>Registration, Carrying, Retention, Possession and Use of Weapons and Dangerous Instruments.</u> |

Figure 511-1. USFJ Regulations.

b. Government Property. The US-GOJ SOFA Article XI states “all materials, supplies, and equipment imported by the United States Armed Forces, for official use of the United States Armed Forces or for use of the members of the United States Armed Forces, will be free from customs duties and other such charges. Appropriate certification will be made that such materials, supplies, and equipment are being imported to be used exclusively by the United States Armed Forces or ultimately to be incorporated into articles or facilities used by such forces.”

c. Personal Property. The US-GOJ SOFA Article XI also allows military personnel, civilian employees of the Armed Forces, invited contractors, technical representatives, and their families assigned to USFJ to ship reasonable quantities of personal property into Japan without paying duty or customs taxes for a period of six months after arrival. Personal property includes any item shipped in HHG, UB, or hand carried to the port of entry (normally Narita, Kansai, Haneda, Fukuoka, or Naha International Airports or Misawa, Yokota, and Kadena ABs and Marine Corps Air Station (MCAS) Iwakuni). As a result, USFJ personnel governed by the SOFA are not authorized to:

(1) Use their duty-free privileges to import goods into or from Japan for the purpose of realizing personal gain or profit, or for providing a gain or profit for any other individual.

(2) Use their duty-free privileges to import property when the property is not intended for the personal use of the individual or the individual’s SOFA family members. As a result, importing commercial goods for resale or gifts is prohibited.

(3) Deliberately importing goods into Japan in quantities exceeding personal needs or the needs of their bona fide family members.

(4) Personal property shipments to Japan using a reengineering initiative must be coordinated with USFJ. Rationale is that local TOs and Military Common User Port Operators must still process proper documentation to clear shipments through GOJ customs. A GBL should still be used to move personal property to Japan. Procedures have not been coordinated with GOJ to use commercial documentation to customs clear shipments. The US Government must still abide by the SOFA.

(a) Customs clearance of personal property is subject to the six-month rule. If a member ships property into Japan via commercial means after six months, the SOFA member is responsible for accomplishing the proper paperwork with GOJ Customs Officials. Personnel who ship property into Japan after six months must pay the applicable customs duties, ship or hand-carry the items back out of Japan, or abandon them. When the member makes a permanent change of station (PCS) move from Japan, there will be no customs duties upon export of these goods from Japan.

(b) Exceptions to the six-month rule. Items shipped into Japan through the Air Postal Operations (APO) are not subject to the six-month rule. However, import restrictions on types of items and the prohibition on items in excess of personal need still apply. Vehicles and vehicle parts are not subject to the six month rule, however vehicles are subject to import restrictions.

d. Import Restrictions. Under GOJ law and USFJ directives, the following are restricted or prohibited from importation into Japan. The list is not all encompassing and should only be used as a guide.

- (1) Fresh fruits and vegetables.
- (2) Plants, seeds, bulbs, and straw goods.
- (3) Animal products such as unprocessed meats.
- (4) Endangered species or products made from endangered species.
- (5) Counterfeit, altered or imitation coins, paper money, bank notes, or securities.
- (6) Any books, pamphlets, paper, writings, advertisements, circulars, prints, pictures, drawings, motion picture films, phonograph or tape or wire recording, containing any matter advocating or urging treason or insurrection against the GOJ or the US.
- (7) Obscene books, drawings, carvings, films, videos, and other articles of a pornographic nature.
- (8) Any narcotic drug or utensil used therefore. Includes marijuana, amphetamines, and hallucinogenic drugs to include instruments for their administration.
- (9) Ammunition, gunpowder, and explosives.
- (10) Importation of items in excess of personal needs.

e. Firearms/Weapons Restrictions. GOJ Custom's officials strictly control the importation of firearms/weapons of all types. USFJ Custom's officials suggest personnel coming for assignment in Japan leave all types of privately owned firearms/weapons in the US. However, if a member desires to ship authorized firearm(s) they should be shipped as outlined in the Personal Property Consignment Instruction Guide (PPCIG) (available at <http://www.mtmc.army.mil>)

(1) Privately owned firearms may not be hand carried to Japan.

(2) USFJ members are not authorized to import or possess handguns.

(3) Personnel will not ship any firearm or ammunition in HHG, or accompanied or UB.

(4) Firearms that are authorized by the PPCIG must be mailed by the member through the US Postal System, consigned to the Commander, unit of assignment, of the gaining command and marked for the member.

(5) Component and installation commanders are authorized to impose more stringent requirements, therefore, it is important to follow the instructions in the PPCIG. Also, the member should communicate with his/her gaining unit and/or sponsor.

(6) Firearms that are authorized and mailed must be registered with the local Provost Marshal or Security Forces Squadron immediately upon the weapon arriving in Japan. Personnel must have a bill of sale or a registration from the last duty assignment for the weapon to complete the registration process.

(7) Other weapons defined as dangerous instruments are instruments manufactured for or designed to inflict physical harm to other persons. Installation commanders will determine possession, transfer, and storage requirements for dangerous instruments through installation regulations/instructions. Therefore, prior to shipping the below items the member should contact his/her gaining unit or sponsor. Dangerous instruments may include, but, are not limited to the following:

(a) Swords, stilettos, sabers, ice pick, daggers, machetes, spears, or other similar instruments.

(b) Spring release, switchblade, "bolo", and "butterfly" knives, metal ("Brass") knuckles.

(c) Trench knives or bayonets.

(d) Blackjacks or objects that may be used as clubs that inflict bodily harm.

(e) Explosives of any type.

(f) Straight razors, razor blades, or any weapon made from either device.

(g) Any other objects determined by service components.

(h) Official military ceremonial swords may be shipped in members HHG, but must be clearly marked on the carrier's inventory as "Official Military Ceremonial Sword."

f. Pets. Personnel who choose to bring pets may bring them into Japan via commercial air or AMC's Category B (Patriot Express) flights. The only authorized AMC military ports for importing/exporting pets are Yokota and Kadena ABs. USFJ Form 380 is necessary for customs-free entry and should be obtained from member's gaining unit or sponsor if traveling via commercial air. If traveling via MILAIR, the USFJ Form 380 will be provided by Yokota or Kadena AB security forces personnel upon arrival. If shipped separately as freight, the member should contact his/her gaining unit or sponsor for instructions on customs clearance. Contact a local veterinarian about detailed medical requirements for shipment of pets into Japan or consult the PPCIG (available at <http://www.mtmc.army.mil>).

g. Contractors. Article XIV, SOFA, provides that US contractors present in Japan solely for the purpose of executing contracts with the US Armed Forces may be designated US Official Contractors if they qualify under certain specified criteria. With the influx in contracting initiatives, some contractor cargo and/or personal effects may not be entitled to customs free import and export privileges. Therefore, it is important to obtain a copy of the contract to determine entitlements or contact the local contracting office.

h. Security/Enforcement. In order to prevent offenses against laws and regulations administered by the Customs authorities of the GOJ, the Japanese authorities and the US Armed Forces will assist each other in the conduct of inquiries and the collection of evidence. Each agency, unit, and member involved with importing/exporting cargo, personal effects, and the movement of passengers has an inherent responsibility to ensure compliance with applicable directives and the SOFA. When there are violations, proper reporting must be accomplished, thereby preserving the privileges outlined in the SOFA. Use Figure 511-2 as a guide for selecting appropriate organizations to notify.

i. POCs.

| Organization | Location | Phone Numbers | Primary Responsibility |
|--------------------------------|-----------------------|------------------------------|--|
| HQ US Forces Japan | Yokota AB | DSN 225-4714 FAX 225-3598 | Office of Primary Responsibility Customs Japan |
| TO | Camp Butler Okinawa | DSN 645-9248 FAX 645-1155 | Customs clears commercial air cargo for Okinawa (USMC) |
| TO | MCAS Iwakuni | DSN 253-4076 FAX 253-6455 | Customs clears commercial air cargo for Iwakuni (USMC) |
| TO | Kadena AB | DSN 634-2430 FAX 634-5181 | Customs clears commercial air cargo for Okinawa (USAF) |
| TO | Yokota AB | DSN 225-7385 FAX 225-9606 | Customs clears commercial air cargo for mainland Japan and Okinawa (USAF) |
| TO | Yokosuka | DSN 243-8299 FAX 243-7042 | Customs clears commercial air and surface cargo Japan (at US Navy Ports) |
| TO | Yokohama Water Port | DSN 269-6334 FAX 269-6679 | Customs clears Code 8 UB for all services arriving at Narita and all cargo arriving at Kansai (USA) |
| TO | Camp Zama | DSN 263-8980 FAX 263-8984 | Customs clears commercial air cargo for Japan and Okinawa except for Code 8 UB arriving at Narita and cargo arriving at Kansai (USA) |
| TO | Torii Station Okinawa | DSN 644-4274 FAX 644-4375 | Customs clears commercial air cargo for Okinawa (USA) |
| 835th Transportation Battalion | Okinawa Water Port | DSN 648-7721 FAX 648-7635 | Customs clears surface cargo for Okinawa (USA) |
| 836th Transportation Battalion | Yokohama North Dock | DSN 269-6513 FAX 269-6860 | Customs clears surface cargo for mainland Japan (USA) |
| 630 Air Mobility Squadron. | Yokota AB | DSN 225-9616 FAX 225-6091 | Customs clears AMC cargo for mainland Japan |
| 633 Air Mobility Squadron. | Kadena AB | DSN 634-3659 FAX 634-2279 | Customs clears AMC cargo for Okinawa |
| TO (PPSO) | FISC Det Sasebo | DSN 252-3418 FAX 252-3704 | Customs clears commercial air & surface cargo for Sasebo arriving at Southern terminals/ports |

Figure 511-2. POCs in Japan

j. Air Shipments.

(1) MILAIR. Cargo arriving in Japan by AMC is cleared by using the aircraft cargo manifest and/or DOD shipping documents attached to a USFJ Form 380EJ, Customs Free Import or Export of Cargo or Customs Declaration of Personal Property. The documents are presented to GOJ Customs Officials. Customs clearance is done immediately and property is released to the local agent for pick up. After the local agent picks up HHG or UB, they notify the appropriate TO for delivery instructions.

(2) Commercial Air Shipments Door-To-Door. Cargo shipments moving by commercial air express carriers (door-to-door) are cleared at Narita or Kansai International Airports for both mainland Japan and Okinawa. The express carrier receives advance electronic

notification alerting them of incoming shipments. The express carrier notifies the destination TO of appropriate shipping data (GBL, AWB, and/or invoice) by fax. The TO will determine if shipments are official DOD cargo. After the TO verifies shipments are official cargo, they issue a USFJ Form 380EJ, or authorize the express air carrier by fax to create a partially completed USFJ Form 380EJ. Contract express air carriers have been provided pre-signed and serial numbered USFJ Forms 380EJ by TOs. After customs clearance actions are completed, carriers must return a copy of the original USFJ Form 380EJ to the appropriate TO. After clearance, the express air carrier will make delivery to the final destination.

(3) Commercial Air Shipments, Not Door-To-Door. Cargo shipments which are not door-to-door are extremely cumbersome, therefore, shippers must use door-to-door service.

(4) UB Moving by Commercial Air (Code 8). Processing of USFJ Form 380EJ is the same as HHG and UB by commercial surface not under the Universal Service Contract (USC). However, the exception is that the local agent clears the UB at the International Airport. Notification and delivery procedures are the same as HHG.

3. Ocean Vessel Shipments.

a. DOD Shipments on Commercial Contracted Carriers. DOD cargo, personal property, and POVs shipped on commercial carriers under the USC requires additional certification by the Military Common User Port Operators (MCUPOs) and/or other approved USFJ representative. The MCUPOs are the 836th and 835th Transportation Battalions (Terminals) at Yokohama and Naha ports respectively. Seven to 14 days before the vessel arrives; the carrier submits a load list/manifest by EDI and hard copy to MTMC. The MCUPO pulls the military manifest from the Worldwide Port System (WPS), verifies and compares it with the commercial carrier's manifest for accuracy, and ensures all cargo shipped has been documented. A USFJ Form 380EJ is prepared and a copy of the WPS manifest, vessel papers, and/or DOD shipping documents are attached to it and forwarded to GOJ customs for clearance action. After GOJ clearance action is complete, the container/cargo is delivered to the consignee.

b. Military cargo shipped on commercial vessels by CBL arriving Yokohama, Kobe, Hakata, or exercise water ports requires a USFJ Form 380EJ. The vessel representative or vessel's agent submits an arrival notice, copy of the CBL, and other DOD cargo documentation to the MCUPO. The MCUPO prepares and certifies/authenticates the USFJ Form 380EJ and presents to the GOJ for customs clearance action. At Naha, the carrier agent provides a copy of the arrival notice to the consignee identified on the arrival notice. The consignee coordinates with their TO who prepares and certifies/authenticates USFJ Form 380EJ and presents to the GOJ for customs clearance action. The 835th MCUPO provides assistance when requested by the consignee.

c. HHG and UB moving under the USC are cleared as government property that is outlined in paragraphs 3.a. and b. above.

d. HHG and UB Commercial Surface not under the USC. The carrier's local agent deliver inventories and customs clearance documents (USFJ Form 380EJ) to the MCUPO. A MCUPO official reviews the documentation and certifies/authenticates the USFJ Form 380EJ.

After signature, the documents are returned to the local agent who files them with GOJ Customs to clear property. GOJ Customs clears shipments by ocean container loads (APL, SEALAND, etc.) which normally take seven-10 days. After the property clears customs, the local agent picks up the container from the port and unstuffs the container at their warehouse. After unstuffing, the local agent contacts the appropriate TO for delivery instructions. Exception: At Naha (Okinawa) the carrier's local agent will notify the local receiving agent by providing a copy of the arrival notice. The local receiving agent will prepare USFJ Form 380EJ and clear customs.

e. HHG (Code T) and UB (Code J) moving by commercial carrier. The cargo manifest is attached to a USFJ Form 380EJ and presented to GOJ Customs Officials. Customs clearance is done immediately and property is released to the local agent for pick up. After the local agent picks up HHG or U/B, he or she notifies the appropriate TO and requests delivery instructions.

f. POVs. POVs shipped to Japan as a part of a PCS move are customs cleared by the MCUPOs. The MCUPO prepares, certifies/authenticates, and submits the USFJ Form 380EJ to GOJ Customs Officials. Shipping POVs to Japan is a complicated process because of the DOD embargo and waiver requirements. Therefore, it is important the PPCIG be referred to for specific guidance.

4. Overland Carrier Shipments. Customs processes are not required for this mode of shipment in Japan.

G. KOREA, NORTH

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

2. Cargo. To be developed.

H. KOREA, REPUBLIC OF

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

2. Cargo. The following paragraphs describe the customs clearance and inspection process for government and personal property shipped into Korea from the US. The SOFA between the US and the Republic of Korea (ROK) establishes the guidelines by which government and personal property can be shipped into the ROK. Generally, property bound for the US Armed Forces in Korea enters duty-free.

a. United States Forces Korea (USFK) and United Nations Command Implementing Regulations (Figure 511-3). The following regulations implement those portions of the SOFA that deal with customs clearance of, access to, use, and resale of duty-free goods.

| |
|---|
| USFK Regulation 27-5, <u>Individual Conduct and Appearance</u> . |
| USFK/UNC Regulation 55-72, <u>Customs Clearance Of UNC And USFK Imports And Exports</u> . |
| USFK Regulation 55-73, <u>Customs Inspection</u> . |

| |
|--|
| USFK Regulation 60-1, <u>Ration Control Policy-Access to Duty-Free Goods.</u> |
| USFK Regulation 643-1, <u>Transactions Between Status of Forces Agreement Personnel and Personnel Entitled Duty-Free Import Privileges in the Republic of Korea.</u> |
| USFK Regulation 643-2, <u>Transactions Between Status of Forces Agreement Personnel and Personnel Not Entitled Duty-Free Import Privileges in the Republic of Korea.</u> |
| Note: Many of these regulations are currently under revision. |

Figure 511-3. USFK and United Nations Command Regulations

b. Government Property. In Article IX, the US-ROK SOFA states, “All materials, supplies and equipment imported by the United States Armed Forces, for the official use of the United States Armed Force will be permitted entry into the Republic of Korea; such entry will be free from customs duties and other such charges. Appropriate certification will be made that such materials, supplies, and equipment are being imported by the United States Armed Forces [for exclusive use] by the United States Armed Forces.” Further, during the 5th Joint Committee Meeting in 1967, the US and ROK governments agreed that “it is expressly understood that USFK imports which enter the ROK on MSC, AMC, or US government bill of lading shipments require no additional certification since these shipments are, by nature of their shipment, expressly for the use of USFK.”

(1) Cargo arriving in Korea on GBL, MSC vessels, and AMC aircraft requires no additional certification, stamps, or signatures from USFK Customs Clearance Officers (CCOs). This includes cargo sent to Korea via commercial carriers using the GBL for payment. The major commercial carriers routinely process these shipments through customs and deliver them to their destination IAW the terms of the contract.

(2) Cargo arriving in Korea via commercial carrier using a CBL for payment requires additional certification IAW Article IX of the US-ROK SOFA and USFK/UNC Regulation 55-72. In general, additional certification means that a USFK CCO appointed by the USFK Provost Marshal has checked the validity of the paperwork supporting each CBL shipment, verified the identity of the consignee/declarant, and has affixed his/her signature on the USFK Form 95 EK, Import Declaration. In some cases, the CCO will direct an inspection of the shipment due to irregularities on the import documents. See Figure 511-6 for a list of CCO office information.

(3) Security in the customs clearance system is a great concern. Since US government cargo is afforded duty-free status, the system is highly susceptible to abuse once the signature of a USFK CCO is affixed, with appropriate stamps, to the Form 95EK. As a result, local CCOs have various security measures in place. Measures include requiring customers to hand-carry the forms to the carrier or establishing authorized agents with the carriers themselves. The CCO reserves the right to inspect suspect shipments arriving in the ROK. These inspections consist of verification of the actual contents against the paperwork, insuring that no prohibited or restricted items are present, and checking that the shipment contains no personal property.

c. Air Shipments. Cargo arriving in Korea by commercial air normally arrives at Kimpo International Airport (IAP) in Seoul. Occasionally, cargo will arrive at other ports of entry such as Kimhae IAP. Refer to the list in Figure 511-6 to determine whom to call. The USFK Provost

Marshal, in cooperation with Korea Customs Service, established an air cargo customs clearance and inspection section at Kimpo, to provide better customer service, more rapid customs clearance, and on-the-spot inspection of suspect cargo.

(1) To obtain a customs clearance for air freight, customers need to have the following documents: USFK Form 95EK, Import Declaration, signed by an authorized declarant; AWB; invoice; and other documents that the carrier may provide such as power of attorney. These documents can be faxed or hand-carried to the CCO nearest to where the cargo is arriving (see Figure 511-6).

(2) In order for the CCO to process the paperwork, customers will use the DA Form 1687, Notice of Delegation of Authority - Receipt for Supplies signature card or equivalent memorandum as proof of eligibility to act as “declarant” (consignee) on the Form 95EK. File signature cards with the local CCO. If the declarant is performing a one-time transaction, a letter from the unit commander stating the property is for the exclusive use of the US government will suffice. Korean nationals appointed on DA Form 1687 as “authorized agents” are only allowed to pickup and transfer paperwork. Once the paperwork is presented, the CCO checks the identity of the declarant, verifies that the paperwork is in order, determines whether further inspection is warranted, and affixes an original signature to the Form 95EK. Korean Customs will not process the clearance without an original signature. After the Form 95EK is signed by an authorized CCO, the declarant has overall responsibility for taking it to the carrier. At Kimpo, the carriers pickup the Form 95EKs for their own company. The carrier then presents the Form 95EK to Korean Customs for duty-free clearance. (See Figure 511-4.)

Military Cargo Shipped Using a Commercial Air Carrier

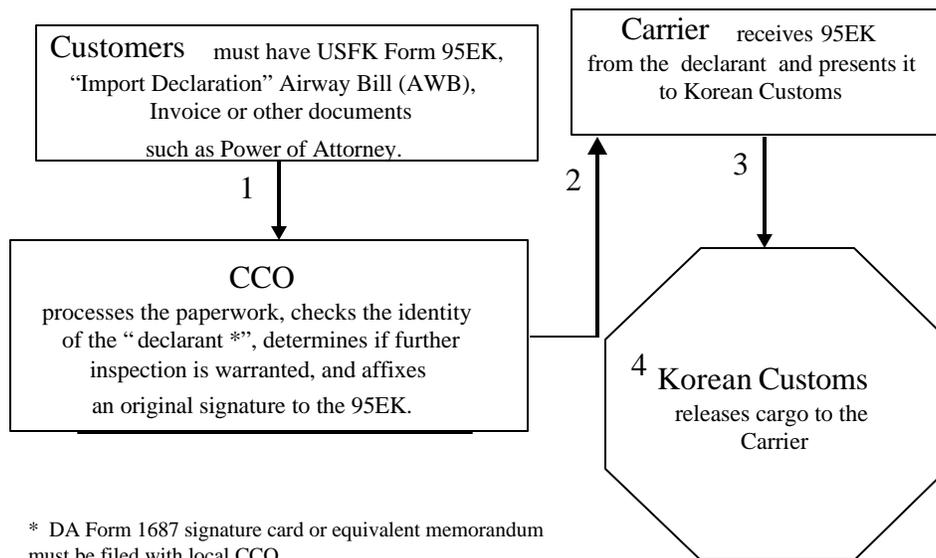


Figure 511-4. Military Cargo Shipped Using a Commercial Air Carrier (Korea)

d. Ocean Vessel Shipments.

(1) Military cargo shipped on Commercial Contracted Carriers. DOD cargo shipped on commercial carriers under the USC requires additional certification by a CCO but the process is different than air freight. Seven to 14 days before the vessel arrives, the carrier submits a load list/manifest by EDI and hard copy to the Military Terminal, Pier 8, Pusan, Korea. The CCO handles the commercial carrier's arrival notice in the same manner as a Form 95EK. The CCO pulls the Military Manifest from the WPS, verifies and compares it with the commercial carrier's manifest for accuracy, and insures all cargo shipped has been documented. He/she signs, stamps, and returns the copy with an original signature to the carrier's authorized agent. Twenty four hours before the vessel arrives, the carrier submits a copy of their commercial load list/manifest by EDI directly into the Korea Customs House. The carrier then delivers the copy with original CCO signature and stamp to the Main Pusan Customs House. The shipment is then customs cleared for duty free entry.

(2) Military cargo shipped on commercial vessels by CBL. DOD cargo arriving on a CBL requires additional certification utilizing a USFK Form 95EK in a similar manner as clearance of air freight. The vessel or vessel's agent submits an arrival notice, copy of the CBL, packing list, and other procurement documentation to the TO of the consignee. The TO prepares and signs the USFK Form 95EK and presents the Form to the CCO for review and certification. Security procedures and the requirement for the signature card are the same as with air freight. The TO or his/her authorized representative delivers this certification and documentation packet to the appropriate Korea Customs house to receive a license for duty free entry. Figure 511-5 illustrates the customs clearance process for military container cargo shipped via sealift using a CBL into the ROK:

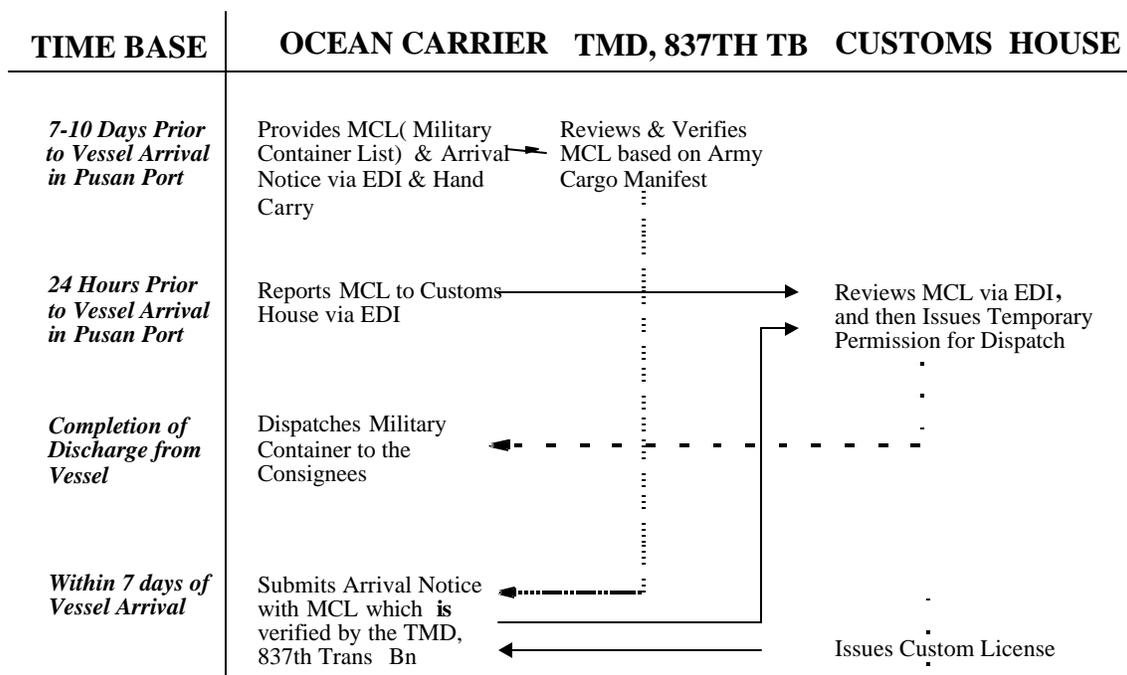


Figure 511-5. Military Container Cargo Shipped Using a Commercial Ocean Vessel (Korea)

| Duty Title | Organization | Phone Number | Areas of Interest |
|-------------------------------------|--|-------------------------------------|--|
| Chief, SOFA Support Division | USFK Provost Marshal's Office (FKPM-SSD) | 738-5101/4247/5110 Fax: 736-5105 | Lead CCO; oversight of all CCO's in USFK; clearance of personal property and household goods |
| Deputy Chief, SOFA Support Division | USFK Provost Marshal's Office (FKPM-SSD) | 723-5481 Fax: 723-5486 | Clears air cargo arriving at Kimpo International Airport |
| Chief, Traffic Management Division | 837 th Transportation Battalion, Military Terminal Pier 8, Pusan (MTPC-PU-TM) | 763-7163 Fax: 763-7175 | Clears sea cargo arriving in Pusan; sole POC for clearing USC contract cargo |
| Installation Transportation Officer | 20 th Support Group (EANC-TP-STD) | 763-7640 Fax: 763-7249 | Clears POVs arriving in Pusan and air shipments at Kimhae |
| Supply Officer | CNFK Fleet Activity, Chinhae (N4) | 762-5479 Fax: 762-5526 | Clears US Navy cargo arriving in Chinhae |

Figure 511-6. Customs Clearance Officers Appointed IAW USFK Regulation 55-72 (Korea)

e. Overland Carrier Shipments. This mode of shipment does not exist in USFK.

f. Personal Property. Article IX, of the US-ROK SOFA also allows military personnel, invited contractors, technical representatives, and their families assigned to USFK to ship reasonable quantities of personal property into Korea by commercial means without paying duty or customs taxes for a period of six months after arrival (“the six month rule”, see paragraph h. below). Personal property includes any item shipped in HHG, UB, or hand carried to the port of entry (normally Kimpo IAP or Osan AB). As a result, USFK personnel governed by the SOFA are not authorized to:

(1) Use their duty-free privileges to import goods into or from Korea for the purpose of realizing personal gain or profit, or for providing a gain or profit for any other individual.

(2) Use their duty-free privileges to import duty-free property when the property is not intended for the personal use of the individual or the individual's SOFA family members. As a result, importing commercial goods for resale or gifts is prohibited.

(3) Deliberately import goods into Korea in quantities exceeding personal needs, the needs of their bona fide family members, or reasonable quantities for bona fide maintenance or welfare gifts as defined in USFK Regulation 643-2. Final decisions on reasonable quantities of personal property will be made by the Chief, SOFA Support Division, USFK Provost Marshal's Office, 738-5101.

g. Exceptions to the Six Month Rule. Vehicles, vehicle parts, and items shipped into Korea through the APO are not subject to the six-month rule. However, import restrictions on types of items and the prohibition on items in excess of personal need still apply in these cases.

h. Customs Clearance. Customs clearance of personal property is subject to the six-month rule. If a member ships property into Korea via commercial means, the method of customs clearance is similar to that for government property. The chief exception is that personal property is cleared using Korea Customs forms but the paperwork is still signed by a USFK CCO. Most personal property clearance takes place in Seoul, at the SOFA Support Division (FKPM-SSD). The SOFA member is responsible for taking the paperwork to the carrier for clearance through Korea Customs. Personnel who ship property into Korea after six months must pay the applicable customs duties, ship or hand-carry the items back out of Korea, or abandon them.

i. HHG and UB. Carriers deliver inventories and customs clearance documents to FKPM-SSD for all HHG and UB shipments arriving in Korea. A USFK CCO reviews each inventory for prohibited or restricted items and places his/her stamp and original signature on the clearance document. The carrier is then responsible for secure transport to Yongdang Customs House, Pusan, where duty free clearance takes place.

j. POVs. POVs that are shipped to Korea as a part of a PCS move are customs cleared at the Camp Hialeah TO by the CCO who works there. The POV contractor for DOD is responsible for assembling the necessary paperwork including the clearance documents and obtaining the original signature of the CCO. The contractor then insures that the clearance documents are transmitted to Korea Customs by EDI and hard-copy. Korea Customs will not issue clearance authority without the original signature of the CCO. Personnel shipping POVs into Korea after they arrive in country must obtain clearance in person through the Law Enforcement Division Vehicle Registration Section (FKPM-LE) at Defense Switched Network (DSN) 738-6390 (located on Yongsan South Post). The vehicle registration clerk is responsible for assembling the necessary paperwork including the clearance documents and obtaining the original signature of the CCO. This clearance involves certification that the member does not own a second POV and is there in SOFA status.

k. Import Restrictions. The types of personal property that may be imported are extremely limited by ROK law and USFK regulations. Items restricted or prohibited from importation into Korea are: Fresh fruits and vegetables, animal products such as unprocessed meats, endangered species or products made from endangered species (e.g. alligator handbag), exotic pets, counterfeit currency, communist propaganda, material that may compromise the security of the ROK, pornography (e.g. material displaying sexual acts including child pornography and homosexuality), aphrodisiacs (e.g. deer horn), narcotics (e.g. hashish, cocaine), flammables, uncut stones, explosives, and weapons. Importation of items in excess of personal needs is also prohibited. In cases of suspected excess personal property, USFK Customs Inspectors use the following guidelines (Figure 511-7):

| | |
|-------------------------|---|
| Currency | Not more than \$10,000 in negotiable currency including traveler's checks |
| Tobacco | Not more than 200 cigarettes or an equivalent amount of other tobacco products. |
| Alcohol | Not more than 1 liter of alcoholic beverage. |
| Perfume | Not more than 2 ounces of perfume |
| Other Personal Property | Decisions on enforcement action are made on a case by case basis. Factors include family size, religious background, medical conditions, rank, whether the items are known to be "hot" on the black market, and other factors that may bear on the individual member. |

Figure 511-7. Import Restrictions (Korea)

1. Firearms/Weapons Restrictions. USFK and Korea Customs Inspectors strictly control the importation of weapons of all types. Many weapons commonly available for purchase and use in the US directly violate USFK regulations. USFK Customs officials advise personnel coming for assignment in Korea to leave all types of privately-owned weapons in the US. However, the following procedures have been put in place to reduce inconvenience and insure rapid processing of authorized weapons. Personnel will not ship any firearm or ammunition in HHG, or accompanied or UB, except as prescribed in DOD regulations and the PPCIG (available at <http://www.mtmc.army.mil>). See Figure 511-8 for a list of restricted/prohibited weapons. Observe the following procedures for importation of authorized privately owned firearms.

(1) For firearms shipped in HHG, the firearm must be listed on the member's HHG inventory and PCS orders and packed in the number one external shipping container. Prior to the unpacking of HHG, the customs inspector will ask the member if the shipment contains any firearms or other weapons. The member should announce the presence of a firearm or weapon prior to unpacking crate number one.

(2) If the firearm is hand-carried at a port of entry, the member must comply with service and common carrier regulations. Generally, this means declaring the firearms prior to boarding the aircraft, transporting the firearm in a locked container, and insuring that the firearm is unloaded, located in checked baggage, and not available during flight. Additionally, the member will insure that the firearm is listed in some way on their PCS orders. Once arriving in Korea, all weapons including firearms should be declared on the USFK Form 96, Customs Declaration.

(3) The following weapons are prohibited from importation into Korea except as noted:

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| Fully automatic firearms. |
| A shotgun with the barrel length less than 18 inches. |
| A weapon made from a shotgun (for example, by modification) having an overall length less than 26 inches or a barrel less than 18 inches in length. |
| A rifle having a barrel less than 16 inches in length. |
| A weapon made from a rifle (for example, by modification) having an overall length less than 26 inches or a barrel less than 16 inches in length. |
| Any type of BB guns, pellet gun, or slingshot. |
| Other weapons, except a pistol or revolver, from which a shot is discharged by an explosive if the weapon is capable of being concealed on the person. |
| A noise suppresser for any weapon. |
| A molotov cocktail or any gasoline or other flammable or combustible substance in a glass container or other breakable container that is configured with a fuse-type device. |
| A straight razor, a knife with a razor blade, a switchblade knife, a t-handle push knife, a hooked blade knife (carpet-type knife), a box knife, a “butterfly” knife with hinged handle sections that collapse around the blade, or any knife, sword or dagger with a 4-inch or longer blade. <u>Exceptions:</u> (1). A hunting knife, fishing knife, jackknife, sheathed knife or kitchen knife with a 4-inch or longer blade may be acquired, owned, possessed, and transported when used exclusively for hunting, fishing, camping, cooking and eating activities. (2). A sheathed knife with a 4-inch or longer blade if required to perform military duties and carried or worn immediately to or from work. (3). Ceremonial/decorative knives, swords, and daggers, regardless of size, may be acquired, owned, possessed, and displayed in home, office, or at official functions, but will not be carried or possessed in public places except to transport them to and from home, office, or an official function. (4). A straight razor, when used for shaving only. Note: The member is responsible for providing certification from the gaining commander to USFK Customs of intended use and storage for all exceptions. |
| A club-type hand weapon (blackjack), brass knuckles and gloves or bracelets studded with hard or sharp metal objects. |
| A shooting pen (fountain pen or automatic pencil-style pen capable of discharging tear gas or similar substances) or any weapon capable of discharging any chemical agent. <u>Exception:</u> Weapons that discharge water and blanks, and defensive pepper spray devices. |
| A shooting weapon or blade that can collapse, be telescoped, or shortened, or that is stripped beyond the normal extent required for hunting or sporting; or is concealed in other devices (for example, walking sticks, umbrellas, tubes, and others). |
| A shooting weapon with mounted searchlights. |
| A hollow point cartridge, opened or closed, for any firearm of more than .22 caliber (5.6 mm). |
| An explosive, incendiary, or gas bomb, grenade, missile, mine, or similar device or any rocket having a propellant charge of more than four ounces. |
| A kung fu or Chinese fighting stick or nunchakus or similarly constructed items. <u>Exception:</u> A kung fu or Chinese fighting stick or nunchakus or similarly constructed items are authorized if the item was acquired and is owned, possessed, transported, and used solely in connection with authorized sporting events, regularly scheduled martial arts training or practice. Note: The member is responsible for providing certification from the gaining commander to USFK Customs of intended use and storage for all exceptions. |
| A metal Chinese throwing star or similarly constructed item having multiple sharpened appendages. |

Figure 511-8. Weapons Prohibited for Import to Korea

(4) Weapons not in the prohibited weapons list are authorized for importation. If the weapon is intended for one of the purposes as noted in the exceptions (e.g. knives, swords, or martial arts equipment), the member should point that out to the USFK Customs Inspector during customs declaration and inspection. Even authorized weapons will be seized and stored by custom officials until the gaining commander certifies proper use and storage.

(5) Firearms (Class “A” weapons) must be registered with the local Provost Marshal or Security Forces Squadron within 72 hours of the weapon arriving in Korea or prior to arrival of the HHG shipment. Personnel must have a bill of sale, registration from the last duty assignment, or a bill of lading for the weapon to complete the registration process.

m. Pets. Personnel who choose to bring pets must bring them into Korea via commercial means. Currently, USFK Customs has no way to check pets at any military port of entry. As a result, pets must accompany the member on a commercial airline arriving at Kimpo IAP or be shipped separately as freight. If shipped separately as freight, contact the USFK Customs office at DSN 738-5110 for instructions on customs clearance. Contact your local veterinarian about detailed medical requirements for shipment of pets into Korea or consult the PPCIG (available at <http://www.mtmc.army.mil>).

n. Enforcement. USFK Customs Inspectors routinely inspect HHG and UB hard-copy inventories and deliveries at quarters, shipments of commercial cargo, hand-carried luggage, and personal effects at USFK ports of entry to detect violations. Under the US-ROK SOFA, US military investigators and Korea Customs Service routinely conduct joint investigations of customs offenses. Violators are dealt with severely under applicable US and ROK laws. The government of the ROK may take jurisdiction in such cases and prosecute violators in their court system. Other punishments include administrative actions and judicial or non judicial punishment under the Uniform Code of Military Justice. For further information, contact the USFK Customs office at DSN 738-5110/4247/5101.

I. LAOS

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

J. MALAYSIA

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

K. NEW ZEALAND

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

L. PHILIPPINES

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

2. Cargo. To be developed.

M. SINGAPORE

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

N. THAILAND

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

O. VIETNAM

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

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