

SDDC OPERATIONS CENTER
CUSTOMER ADVISORY
March 27, 2008
CA-08-03/26-0056-Amended

Subject: Foreign Military Sales (FMS) Shipments to Iraq.

Purpose: To provide the shipping community with guidelines on shipping FMS cargo to destinations within Iraq (**Excluding Class V shipments**).

Be Advised:

1. FMS Cargo Bookings

1.1 Required Booking Information

All FMS cargo bookings through the Integrated Booking System (IBS) require the following items to be input in the “remarks to booker” section of the Export Traffic Release Request (ETRR):

- FMS Case Number or MNSTC-I Contract Number
- Final Destination DODAAC/MAPAD (if booked to transient port not in Iraq)
- Origin POC Phone Number/Email
- Final Destination POC Phone Number/Email (Please Verify)
- Radio Frequency Identification (RFID) Tag Number (If Available)

1.2 Request for Additional Transportation Related Services

All FMS cargo bookings must include any additional transportation service requests in the original cargo booking. Types of additional services that may be requested include the following:

- Cargo Handling
- Cargo Transload
- Cargo Tarping
- Customs Clearance
- Convoy Security

If a service is needed that is not included in the original cargo booking then the shipper/consignee will be required to request the service from the origin booking office. Approval of additional transportation services will depend on availability of rates within the applicable SDDC contract. Availability and approval will be given to the shipper prior to final receipt of the Export Traffic Release (ETR). If additional services are not available through

SDDC contracted carriers then the shipper will be required to coordinate with the consignee to have the additional service provided locally.

1.3 Booking Terms

All FMS cargo will be booked to a specific door destination within Iraq. FMS cargo destined for Iraq **WILL NOT** be booked to Kuwait for onward movement. All FMS cargo should be booked directly to Iraq (Umm Qasr South Port PL4) from origin. Shippers will make every effort to book the cargo “to door” using the correct final destination DODAAC.

1.4 Non Defense Transportation System (DTS) Shipments of FMS

Currently, it is command guidance the ALL shipments are moved within the DTS. For those cases where cargo is not booked in the DTS SDDC is NOT responsible for the booking, coordination, tracking, customs clearance, or any other transportation related service.

1.5 FMS Transportation Control Number (TCN)

The directions on how to build a FMS TCN can be found in the Defense Transportation Regulation, Part II Appendix L.

2. Submission of Shipper Documents

2.1 Levy Exemption Waiver

Prior to cargo booking, shippers are required to complete a Levy Exemption Waiver (LEW) Iraqi Customs document for all import FMS cargo. LEW completion instructions are attached at the end of this customer advisory.

2.2 Proof of Manufacturing Memorandum

All rolling stock cargo will require a Proof of Manufacturing Memorandum either from the shipper or from the manufacturer of the vehicle being shipped into Iraq verifying that the vehicle was manufactured 2 years from current year. This memorandum will be submitted in conjunction with the LEW.

3. Cargo Tracking and Reporting

3.1 Tracking Data

Cargo tracking data will be acquired from several transportation systems. It is important that all data is input correctly in order to ensure accurate tracking through all sources. The minimum information necessary for FMS cargo tracking is the following:

- Port Call File Number (PCFN)
- TCN

- Voyage Document Number (for primary and feeder vessel information)
- RFID Tag Number

Tracking queries for FMS cargo can be referred to the Multi National Security Transition Command – Iraq J4 (MNSTC-I J4) tracking cell at the below email address:

MNSTC-IJ4Tracking@Iraq.centcom.mil

2.3 In-Transit Visibility (ITV)

To increase ITV of FMS shipments, United States Central Command (USCENTCOM) has issued an official message (USCENTCOM IN-TRANSIT VISIBILITY REQUIREMENTS FOR FOREIGN MILITARY SALES (FMS) CARGO SHIPMENTS TO IRAQ, October 2007) mandating that all FMS shipments will have an active RFID tag affixed to the following:

- 20 and 40 foot SEAVANS
- Large Engine Containers
- 463L Pallets
- Sustainment Cargo
- Ammunition Shipments
- Other Major Items of Equipment

The use of the CJCS project code “9GV” will be included in the “operation” field when burning the RFID tag in order to easily identify FMS shipments during RFID queries. All RFID tags will include content detail in accordance with current DOD RFID tag policy and formats.

3.3 Cargo Placards

Cargo placards are recommended to be applied to each piece of FMS cargo in order to easily identify the equipment, its final destination, and POC at arrival. The cargo placard completion instructions and cargo placard template are attached at the end of this customer advisory.

LEVY EXEMPTION WAIVER (LEW) PROCESS

1. Shipper submits the LEW along with a copy of the carrier's award page (available upon request through Customer Advisory POC) to the Logistics Movement Coordination Center (LMCC) for verification to pcocustoms@pco-iraq.net. The shipper must also include the origin Ocean Cargo Clearance Authority (OCCA) on the copy line of the e-mail
 - OCCA South West Asia - OCCASWA@KUWAIT.SWA.ARMY.MIL
 - OCCA Europe – OCCAEUR@SDDC598TH.ARMY.MIL
 - OCCA Ft. Eustis – halld@sddc.army.mil
 - OCCA Pacific - Albert.S.SanNicolas@us.army.mil
2. The Iraqi customs liaison officer verifies, stamps, signs, and dates the documentation. The approved forms are returned to the shipper via e-mail (the entire process takes approximately 24 – 48 hours excluding Fridays, Saturdays, and Iraqi holidays).
3. The origin OCCA will provide the verified LEW to the commercial carrier 24 hours prior to cargo lift from the POE.
4. The commercial carrier or the carrier's agent will provide the waiver to Iraqi Border Customs Agents. **The LEW must match the cargo manifest.** Cargo will be delayed if the information on a LEW does not match the cargo manifest.

SPECIAL INSTRUCTIONS:

1. Containerized cargo must include the container numbers (in the "Line Number" field).
2. The "Sponsor Organization" block must be completed with the carrier's contract sponsor (i.e. SDDC).
3. The "Point of Entry" must specify either Trebil (for Aqaba cargo) or Umm Qasr.
4. The USC05 commercial carrier's contract number (as shown on carrier award page) MUST appear in the "Unique Contract Number" block.
5. All vehicles imported to Iraq must be model year 2006 or newer (or refurbished in later than 2006). Construction equipment (cranes, forklifts, etc.) must be model year 1992 or newer (or refurbished later than 1992). All exemption requests for vehicles being imported under the Iraqi Levy Exemption (Aqaba and Umm Qasr) process must include the manufacturer's certificate of origin; the export certificate of origin will not be considered when requesting exemption. If a vehicle is refurbished, a letter from the refurbishing company containing the year, make, model, VIN, and date of refurbishment must accompany the request for exemption (Aqaba and Umm Qasr).

Procedures for Completing and Utilizing the Cargo Placard

1. The information on the Cargo Placard will help identify the shipment and will allow cargo handlers to identify the final destination. This will assist in sorting inbound cargo as well as provide contact information for any unclaimed or misplaced shipments.
2. If assistance is needed or contractually required to move shipments from point of entry to the end user via an identified staging area or warehouse please utilize the information on the second page of the Cargo Placard. Once the Cargo Placard has been completed, it must be attached to all sides of each part of the shipment (i.e. each pallet, container, box etc).
3. The following instructions will assist in completing the form:

FMS Case Number: If shipping is subcontracted, the shipper must be provided with the primary contract number that comes from the contract generated from the Program and Contracting Office

Delivery Order/Shipment Number: Task order or delivery order number if more than one order for this contract (i.e. 001 or 002) and shipment number for this order

POC for Arrival: Already identified for our three current locations

Final Destination: This is the final delivery point or location of the end user

Address: Provide as much descriptive detail as possible

Grid Coordinate: If available

Primary and Alternate POC at Final Destination: (Self-Explanatory)

Name:

Phone:

E-mail:

Requiring Activity: The Customer (i.e., Ministry of Transportation)

Point of Entry Into Iraq: Point the shipment will arrive in Iraq (i.e. Umm Qasr South Port).

Delivery Info: Any specific instructions the vendor or end-user may have.

Note: All POCs must be identified by name and not solely by organization, failure to do so will result in delay in delivery. Failure to utilize this form will affect any required transportation that may be contractually required. In addition, failure to utilize the Cargo Placard may result in cargo being lost, unaccounted for at the point of entry into Iraq, or potentially result in a delay of delivery to final destination.



CARGO PLACARD

FMS CASE NUMBER:

DELIVERY ORDER/SHIPMENT NUMBER:

POCs FOR:

Name:

Cell Number:

E-Mail Address:

FINAL DESTINATION:

ADDRESS:

GRID COORDINATES:

PRIMARY POC AT FINAL DESTINATION:

ALTERNATE POC AT FINAL DESTINATION:

REQUIRING ACTIVITY:

POINT OF ENTRY INTO IRAQ:

DELIVERY INFO: _____

POCs: OCCA SWA, DSN 318-439-6740 OCCASWA@bahrain.swa.army.mil
595th Customer Support DSN 318-825-1513 595thCustomerSupport@kuwait.swa.army.mil

Expiration: N/A