
Surface Deployment and Distribution Command Operations Center Customer Advisory, December 18, 2008 CA-08-12/18-0303

Subject: Foreign Military Sales (FMS), Pseudo FMS, and Iraqi Security Forces Fund (ISFF) Funded Direct Commercial Sales (DCS) Shipments to Iraq

Purpose: To update the shipping community on a new requirement for additional documentation when submitting Levy Exemption Waivers (LEWs)

Be Advised: For further shipping guidelines, see Customer Advisory (CA) CA-08-01/29-0020. The information provided herein supersedes the guidance provided in previous FMS CAs to Iraq (CA-08-03/26-0056, CA-07-08/24-0172, and CA-08-10/23-0271)

Booking Terms

All FMS cargo booked through the Integrated Booking System (IBS) has the following additional mandatory items on the Export Traffic Release Request (ETRR). Blocks 1 through 9 must be included when processing the ETRR.

1. Document Identifier: The full FMS Case Designator (E.G., IQ-B-AAA or E4-B-XXX) or the Direct Commercial Sales Contract Number

2. FMS Delivery Term Code (DTC): DTC 7 FMS cargo will be shipped in accordance with the *Defense Transportation Regulation (DTR) 4500.9-R-Part II, Appendix E*, for DTC 7 (delivery to an inland point in the recipient country). The Department of Defense (DoD) is responsible for transportation, including over ocean and inland overseas movement, from point of origin to a specified inland point overseas. Purchasing country is responsible for unloading overseas inland carrier's equipment at the inland named point and any subsequent movement, if required. Ocean-lifted FMS and Pseudo FMS cargo destined for Iraq **will not** be booked to Kuwait.

Pseudo FMS will be booked door-to-door through the Umm Qasr, Northport (PL2) to the Commercial Logistics Distribution Agency Warehouse, DoD Activity Address Code (DODAAC) W90SVS. They will execute onward movement to its final destination. Pseudo FMS is funded under the ISFF program and is identified by a country code and congressional appropriation year of E4, B3, B7, Y6, Y7 or Y9 or appearing in the second and third positions of a shipment unit's transportation control number (TCN) (TE4, BB3, DB7 or PY9) and the *Military Standard Requisitioning & Issue Procedures (MILSTRIP)* document number or numbers assigned to the materiel packed in the shipment unit. **Do not use shipper DODAA when creating the TCN.**

Iraqi FMS-funded cargo will be booked into Umm Qasr, Southport (PL4) for onward movement to its final destination by USC05 contractors. Iraq FMS-funded cargo is identified by country code IQ appearing in the second and third position of a shipment unit's TCN (BIQ, DIQ, PIQ, and TIQ) and the MILSTRIP document number or numbers assigned to the materiel packed in the shipment unit. **Do not use Shipper DODAAC when creating the TCN.**

* **For directions on constructing FMS TCNs see DTR Part II Appendix L**
<http://www.transcom.mil>

3. FMS SUPPAD: Supplemental Address — Record Positions (R.P.) 45 – 50 of the MILSTRIP document. R.P. 45 is the FMS purchasers' procuring agency Military Services Code. R.P. 46 is the offer/release option code. R.P. 47 is the Freight Forwarder Code. R.P. 48 – 50 is the FMS Case Designator.

4. Project Code: The CJCS Project Code “9GV” will be used to identify FMS shipments.

5. Point of Contact (POC): Final Destination point of contact (POC) Name, Commercial Phone Number, E-mail (Consignee) / MAPAC TAC “M” MARK FOR ADDRESSEE (if available)

Origin POC Name, Commercial Phone Number, E-mail — Vendor / Releasing Depot or Administering Defense Contract Management Agency (DCMA) Transportation Office

6. Delivery Information to the Carrier: Multi-National Security Transition Command – Iraq (MNSTC-I) Contract Number, Security Convoy Service, Final Destination POC Name / Commercial Phone / e-mail

7. Remarks to the Booker: Required SPOD, Consignee POC Name, Commercial Phone / E-mail. If container purchased by consignee, “Container title passed to consignee”

8. Transportation Related Services / Accessories: The following accessorial services must be ordered at the time of the original request:

- Government Owned Containers Only
- Cargo Clearance Service
- Carrier Provided Flatracks & Breakbulk Cargo
- Cargo Clearance Service
 - Tarping Service
- Carrier Provided Containers
 - Cargo Clearance Service
 - Tarping Service
 - Transloading

If a service is needed that is not ordered in the original cargo booking, then the shipper/consignee will be required to request the service from the origin Ocean Cargo Clearing Authority (OCCA) Booking Office. Approval for additional transportation services will depend on availability of rates within the applicable SDDC contract.

9. ETR Delivery Email / Fax: E-mail address must be entered in the ETR delivery method when processing the ETR. -E-mail: 595thcustomersupport@kuwait.swa.army.mil.

General Information

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.

Custom Procedures: Shipper is required to complete an Levy Exemption Waiver (LEW) (instructions and process are also included in this advisory).

Required Shipping Information (Documentation): The shipper (acting as the technical order (TO) is required to provide the Advanced Transportation Control & Movement Document (ATCMD) data — Worldwide Port System / Global Air Transportation Execution System (WPS/GATES) entry — prior to the shipment departing the shipping activity’s location: http://www.transcom.mil/j5/pt/dtrpart2/dtr_part_ii_202.pdf with the RFID number in the remarks field. The National Stock Number (NSN) should be annotated in the six trailer data of the Transportation Control and Movement

Document (TCMD) (DTR Part II). The FMS Case Number and Port Call File Number (PCFN) should be annotated in the nine trailer data. The TO will furnish the SDDC Operations Center with all information in connection with negotiations with commercial carriers as far in advance as possible (DTR Part II APP E FMS, p. II-E-2, II-E-3)

Request for Implementation Date (RFID): The project code “9GV” should be included in the operations field when burning the tag in order to easily identify FMS shipments. Each shipment unit must be tagged, labeled, and marked according to DoD and Central Command (CENTCOM) policy, Chapter 208 in the DTR, PART II, and the current MIL-STD-129. This includes the need for a shipment unit’s clear text and bar-coded TCN to appear in the shipment unit’s Military Shipping Label (MSL).

Note: Tracking queries can be referred to MNSTC-IJ4Tracking@Iraq.centcom.mil.

Transportation Discrepancy Reports: For DTR Part II, Appendix I - Transportation Discrepancy Report (TDR) Instructions visit http://www.transcom.mil/j5/pt/dtrpart2/dtr_part_ii_app_i.pdf.

Non Defense Transportation System (DTS) Shipments of FMS: It is command guidance that almost all of FMS and Pseudo FMS shipments be moved within the DTS. SDDC will **not** be responsible for coordination, tracking, custom clearance, or any transportation related services if cargo is not booked through the DTS.

Levy Exemption Waiver Process Custom Procedures

Shippers are required to complete an LEW and e-mail a copy of the carrier’s award page (if shipping a vehicle, include the certificate of origin from the manufacturer) to Project and Contracting Office/Gulf Region Division (PCO/GRD) Levy Exemption Section at: pcocustoms@pco-iraq.net. They will forward to the Iraqi Customs for exemption and clearance.

Each levy request now requires the FMS or Pseudo FMS Case Identifier to be listed on the Levy Exemption Form or, for ISFF DCS, the contract number or Letter of Offer and Acceptance (LOA) number (if used in place of a contract). Additionally, a copy of the purchase order for DCS or the LOA for FMS and Pseudo FMS cases must be provided with the levy request, in addition to the prime contract. The purpose is to verify that cargo on the levy waiver form is in support of an FMS case, Pseudo FMS case, or DCS contract. Purchase orders, which include the contract number or the address of the sponsor organization, are very effective for this purpose.

Note: In some cases, the purchase order might not provide this information. The required information could be listed within the prime contract (verbiage which details the equipment required or services to be performed) or on an air bill which may offer proof that the cargo listed is in support of one of the three procurement vehicles listed above. However, if it is not possible to submit a purchase order, please obtain another method of verification. Iraqi Customs will make the final determination if the documentation provided is sufficient to provide the proof required to process the LEW.

Upon approval, a scanned copy of the exemption form along with the Iraqi Customs approval stamp will be forwarded back to the originator of the e-mail. It is recommended that a copy of the scanned exemption form accompany the cargo to the Custom point of entry. This process takes approximately 24-48 hours excluding Fridays and Saturdays. The Iraqi Customs Liaison Official clearing your shipment is Mr. Jaafar at Mobile 0790-190-8030 or DSN number 318-239-4331.

Approved Levy Exemption Waivers must be forwarded to:

- 595TH Transportation Terminal Group (TTG) - 595thcustomersupport@spod.arfor.army.mil
- OCCA Southwest Asia - occaswa@bahrain.swa.army.mil
- OCCA Europe - occaeur@sddc598th.army.mil
- OCCA Pacific- albert.s.sannicolas@us.army.mil use occapacific@sddc.army.mil

The carrier's agent/subcontractor must present this document to the Border Customs Agent along with other shipping paperwork such as airway bills or packing lists. This LEW must match the cargo manifest.

Levy Exemption Waiver Special Instructions

- Containerized cargo must include the container numbers (in the "line number" field).
- The "Sponsor Organization" block must be completed with the carrier's contract sponsor (i.e. SDDC).
- The "Point of Entry" must specify either Trebil (for Aqaba cargo) or Umm Qasr.
- The USC commercial carrier's contract number (as shown on the carrier award page) must appear in the "Unique Contract Number" block.
- All vehicles imported to Iraq must be model year 2006 or newer (or refurbished in or 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 (Iraq and Jordan) 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, vehicle identification number (VIN), and date of refurbishment must accompany the request for exemption.

Procedures for Completing and Utilizing the Cargo Placard

- 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.
- 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).
- The following instructions will assist in completing the form:
 - **Foreign Military Sales 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.

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- **Point of Contact 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:** (Self-Explanatory)
 - **Phone:** (Self-Explanatory)
 - **E-mail:** (Self-Explanatory)
 - **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 delayed in delivery to final destination.