CHAPTER 508

UNITED STATES (U.S.) EXPORT REQUIREMENTS

A. GENERAL

- 1. This chapter outlines U.S. Customs and Border Protection (CBP) requirements for export shipments of Department of Defense (DoD) property, a DoD member/employee's property, and DoD-sponsored Security Cooperation Program (SCP) shipments, which include Foreign Military Sales (FMS) and Building Partner Capacity (BPC) programs implemented through a pseudo case and shipments exported from the Customs Territory of the United States (CTUS), as well as exit requirements for personnel on departing aircraft. This policy applies to DoD shipments from and to DoD activities and non-DoD activities (contractor or vendor) by both commercial and military Transportation Service Provider (TSP). It applies to shipments of U.S. Munitions List (USML) items regulated by the Department of State, Directorate of Defense Trade Controls (DDTC), under the Arms Export Control Act and non-USML items regulated by the Department of Commerce, Bureau of Industry and Security (BIS). It applies to DoD personnel and their property transported aboard both commercial and organic aircraft. Export shipments of non-government-owned material and property for re-sale are subject to the federal export licensing/permit requirements.
- 2. Most DoD shipments are exempt from export license requirements. The key to exporting DoD property is to properly document and label the DoD shipment in accordance with (IAW) Defense Transportation Regulation Part II. If and when a DoD member/employee's Privately Owned Vehicle (POV) becomes permanent export status (never coming back to the Continental United States), in accordance with 15 Code of Federal Regulations (CFR) 30.2(a)(1)(iv)(H), General Requirements for Filing Electronic Export Information, the DoD member must file Electronic Export Information (EEI) in the Automated Commercial Environment (ACE) regardless of value or country of destination. All other DoD personnel are exempt from filing in ACE for temporary export of their POVs.

B. POLICY

- It is DoD policy to comply with U.S. export laws as they relate to DoD shipments and to SCP shipments that are exported via the Defense Transportation System (DTS) in the most efficient manner possible without unnecessarily delaying the movement of DoD-sponsored shipments.
 U.S. export requirements are generally outlined in 15 CFR, Commerce and Foreign Trade; 19 CFR, Customs Duties; and 22 CFR, Foreign Relations. Sections of these regulations are referenced in the following paragraphs.
- 2. It is DoD policy that vigilance will be exercised in preventing the export of agricultural pests to foreign Host Nations (HN). All organizations and personnel involved in the movement of DoD-sponsored cargo, personal property, and accompanied baggage will take those steps necessary to prevent the spread of agricultural pests (clean, free of soil and pest infestations). Country specific requirements/restrictions are listed in Chapters 510 through 515.

C. PRINCIPAL REGULATORY AGENCIES

1. The Department of Commerce, Bureau of Industry and Security (BIS) regulates the export, reexport, and in-country transfer of items on the Commerce Control List (CCL) and other items subject to its jurisdiction, as well as the provision of certain proliferation activities, under the <u>Export Administration Regulations</u> (EAR) (15 CFR parts 730 to 734). The BIS is the primary licensing agency for dual-use exports. Agency information, telephone numbers, and basic

commodities, which may require export licenses, are available on the U.S. Department of Commerce BIS website, https://www.bis.doc.gov/. The list can be found by clicking "Regulations and Commerce Control List".

- a. Of those exports and re-exports subject to the EAR, a small percentage requires the submission of a license application to the Department of Commerce. Most DoD shipments are exempt from Department of Commerce export license requirements. License requirements are dependent upon an item's technical characteristics, the destination, the end use, and the activities of the end user. For information on procedures for determining whether or not an export license is required and which agency has jurisdiction, refer to the BIS Web page above. Documentation requirements for claiming export license exemptions are described in the following paragraphs.
- b. In general, the Department of Commerce, Bureau of the Census, collects data on exports and maintains export statistics. These apply to both commercial exports and SCP exports. The Census Bureau website is https://www.census.gov/foreign-trade/index.html.
- 2. The Department of State, DDTC. The Arms Export Control Act (AECA) controls munitions items and is administered by the Department of State, DDTC. The AECA governs most aspects of defense trade and security assistance. The AECA establishes parameters for the export of defense articles and defense services, and the corresponding regulations are included in 22 CFR, 120-130, <u>International Traffic in Arms Regulations (ITAR)</u>. The DDTC controls the export and temporary import of defense articles and defense services covered by the USML by taking final action on license applications and other requests for approval for defense trade exports and retransfers. The DDTC also handles matters related to defense trade compliance, enforcement and reporting.
- 3. The Attorney General has been delegated authority to control defense articles and services for permanent import.
- 4. The defense articles and services controlled by the Secretary of State and the Attorney General collectively comprise the U.S. Munitions List under the AECA. The permanent import control list administered by the Department of Justice has now been separately labeled the U.S. Munitions Import List (27 CFR Part 447.21, The U.S. Munitions Import List).
 - a. USML. The USML consists of those articles, services, and related technical data designated as "defense articles" and "defense services." Designations of which articles will be deemed to be defense articles and defense services are made by the Department of State with concurrence of the DoD.
 - b. Most weapon systems and their components will be covered by the USML. The following categories of defense articles and services are outlined in 22 CFR Part 121.1, General, The United States Munitions List:

Category (I): Firearms and Related Articles

Category (II): Guns and Armament

Category (III): Ammunition and Ordnance

Category (IV): Launch Vehicles, Guided Missiles, Ballistic Missiles, Rockets, Torpedoes, Bombs, and Mines

Category (V): Explosives and Energetic Materials, Propellants, Incendiary Agents, and Their Constituents

Category (VI): Surface Vessels of War and Special Naval Equipment

Category (VII): Ground Vehicles

Category (VIII): Aircraft and Related Articles

Category (IX): Military Training Equipment and Training

Category (X): Personal Protective Equipment

Category (XI): Military Electronics

Category (XII): Fire Control, Laser, Imaging, and Guidance Equipment

Category (XIII): Materials and Miscellaneous Articles

Category (XIV): Toxicological Agents, Including Chemical Agents, Biological Agents, and Associated Equipment

Category (XV): Spacecraft and Related Articles

Category (XVI): Nuclear Weapons Related Articles

Category (XVII): Classified Articles, Technical Data and Defense Services Not Otherwise Enumerated

Category (XVIII): Directed Energy Weapons

Category (XIX): Gas Turbine Engines and Associated Equipment

Category (XX): Submersible Vessels and Related Articles

Category (XXI): Articles, Technical Data, and Defense Services Not Otherwise Enumerated

- c. Shippers will use the Demilitarization (DEMIL) codes found at https://www.dla.mil/HQ/LogisticsOperations/Services/FIC/DEMILCoding/DEMILCodes/ to determine whether an item is on the USML. DEMIL codes of "B", "C", "D", "E", "F", "G", and "P" indicate the item is a USML item. A DEMIL code of "A" means the item is not controlled. A DEMIL code of "Q" means the item is controlled by the Department of Commerce. If the status of an item to be shipped is uncertain, it will be handled as though it were on the USML.
- d. Most DoD shipments of USML items are exempt from export license requirements under the provisions of 22 CFR 126.4, Transfers by or for the United States Government. Documentation requirements necessary to claim this exemption are included in the following paragraphs. For additional information on the ITAR and the USML, which details defense items requiring an export license, contact the DDTC, Bureau of Political-Military Affairs, Department of State (https://www.state.gov/bureaus-offices/under-secretary-for-arms-controland-international-security-affairs/bureau-of-political-military-affairs/).
- 5. Other Departments and Agencies have regulatory jurisdiction over certain types of exports and re-exports. Some of these Agencies, which license defense related material, include:
 - a. Department of Treasury, Office of Foreign Assets Control, which administers and enforces economic and trade sanctions.
 - b. Nuclear Regulatory Commission, Office of International Programs, which licenses the exportation of nuclear material and equipment.
 - c. Department of Energy, Office of Arms Control and Nonproliferation, Export Control Division, which licenses nuclear technology and technical data for nuclear power and special nuclear materials.

- d. Department of Energy, Office of Fossil Energy, which licenses natural gas and electric power.
- e. Defense Threat Reduction Agency (DTRA)-Technology Security. A DoD Agency responsible for the development and implementation of policies on international transfers of defense related technology. The DTRA also reviews certain dual use export license applications referred by the Department of Commerce.
- f. The Attorney General has been delegated authority to control defense articles and services for permanent import.

D. EXPORT DOCUMENTATION REQUIREMENTS FOR DOD-OWNED PROPERTY

1. Responsibilities.

- a. The CBP is responsible for ensuring all goods exiting the United States do so IAW all U.S. laws and regulations.
- b. The BIS and the DDTC are responsible for commodity licensing requirements.
- c. DoD Transportation Officers (TO) are responsible for ensuring proper documentation is provided for export shipments. This includes information on the bill of lading (BL) or TSP air waybill (AWB) and completion of an EEI filing in CBP's ACE single window platform. For example, users should create an "Exporter" type account in ACE for temporary entry of assets into Canada (e.g., exercises and other military operations whereby cargo will return to the United States upon completion/use). See the following links for reference: https://www.cbp.gov/trade/automated/getting-started and https://www.census.gov/foreign-trade/aes/aesdirect/AESDirect-User-Guide.pdf.
- d. DoD and contractor/vendor TOs are responsible for assuring that all shipping documents, CBP forms, and markings on packaging are complete and free of abbreviations or acronyms. Also, they must show the Service or Defense Agency as the importer, exporter, and/or consignee on all shipping documents and CBP forms. Vendor shippers must meet DoD/Department of Transportation (DOT) hazardous materials transportation requirements unless moving under a DOT special permit.
- e. DoD shippers are responsible for providing information to support TO completion of CBP documentation on the DD Form 1348-1A, <u>Issue Release/Receipt Document</u>, <u>Figure 508-1</u>, DD Form 1149, <u>Requisition and Invoice/Shipping Document</u>, <u>Figure 508-2</u>, or other shipping documents. DoD shippers are also responsible for identifying if the end user is other than a DoD activity outside the United States.
- f. In addition to requirements provided in this chapter, shippers must also ensure the Host Nation (HN)-specific requirements as outlined in Chapters 510 through 515 are met.
- EEI. EEIs are used for compiling official U.S. Export Statistics and for export control purposes. Paper Shipper's Export Declarations are no longer accepted. Requirements for EEIs are found in 15 CFR, Part 30, Foreign Trade Regulations, and in the ITAR, 22 CFR Part 120-130. Some shipments may not need an EEI to be filed. Specific requirements are identified in the following paragraphs.
 - a. The EEI submission must be made using one of the following methods:
 - (1) Electronically through a direct interface between the DoD shipper system and the ACE single window platform excluding contractor originated shipments.
 - (2) Through the ACE single window platform at https://ace.cbp.dhs.gov/. Instructions for using ACE can be found at https://www.census.gov/foreign-

<u>trade/aes/aesdirect/AESDirect-User-Guide.pdf</u></u>. Commercial contractors and vendors and DoD member/employees with a POV that is in permanent export status will contact their local TOs for direction.

- b. EEIs for USML shipments must be filed within the following timelines:
 - (1) Air or truck shipments: Export information must be electronically filed at least 8 hours prior to departure.
 - (2) Sea or rail shipments: Export information must be electronically filed at least 24 hours prior to departure.
- 3. <u>Export Documentation Requirements for Non-USML DoD-Owned Property</u>. For shipments originating in the United States that are not on the USML, the following guidance applies:
 - a. A commercial bill of lading (CBL) or TSP AWB may be used for these shipments.
 - b. IAW 15 CFR 30.39, Special Exemptions for Shipments to the U.S. Armed Services, EEI is not required for the following types of shipments to the U.S. Armed Services: All commodities, whether shipped commercially or through government channels, consigned to the U.S. Armed Services for their exclusive use, including shipments to Armed Services Exchange Systems. However, the following statement must be cited on the shipping papers (or package label): "No EEI 15 CFR 30.39".
 - c. A Destination Control Statement is required for all products being exported from the United States. For non-USML shipments, the EAR statement is used as follows, "These items are controlled by the U.S. Government and authorized for export only to the country of ultimate destination for use by the ultimate consignee or end-user(s) herein identified. They may not be resold, transferred, or otherwise disposed of, to any other country or to any person other than the authorized ultimate consignee or end-user(s), either in their original form or after being incorporated into other items, without first obtaining approval from the U.S. government or as otherwise authorized by U.S. law and regulations." Per 15 CFR 758.6, Destination Control Statement and Other Information Furnished to Consignees, the exporter must incorporate statement as an integral part of the commercial invoice whenever items on the Commerce Control List are shipped unless the shipment may be made under License Exception Baggage or Gift Parcels and Humanitarian Donations (see 15 CFR part 740 of the EAR) or the item is designated as EAR99.
- 4. <u>Export Documentation Requirements for USML DoD-Owned Property</u>. For shipments that are on the USML, the following guidance applies:
 - a. DoD USML shipments from a DoD shipper must follow the following procedures (with the exceptions listed in CFR 15, Part 30, <u>Foreign Trade Regulation</u> Subpart A, 30.2(d)(2)).
 - (1) Filing of the EEI either through the direct interface provided between DoD shippers or by using ACE single window platform.
 - (2) Annotate ACE and the Internal Transaction Number (ITN) received from ACE on the BL/AWB and other commercial loading documents.
 - (3) Shipping document (BL or commercial invoice) will contain the following statement: "Property of (insert Service or Defense Agency). Property will not enter the trade of the country to which it is being shipped. No export license required 22 CFR 126.4 Applicable" (if the shipment is going to Canada, use 22 CFR 126.5).
 - (4) A Destination Control Statement is required for all products being exported from the United States. For USML shipments, the ITAR statement must be used as follows, "These items are controlled by the U.S. government and authorized for export only to

the country of ultimate destination for use by the ultimate consignee or end-user(s) herein identified. They may not be resold, transferred, or otherwise disposed of, to any other country or to any person other than the authorized ultimate consignee or end-user(s), either in their original form or after being incorporated into other items, without first obtaining approval from the U.S. government or as otherwise authorized by U.S. law and regulations." Per 22 CFR 123.9b, Country of Ultimate Destination and Approval of Reexports or Retransfers, this statement must be incorporated on the BL, AWB, or other shipping documents as well as the invoice.

- b. USML shipments from contractor/vendors require EEI filing by a U.S. Principal Party in Interest or DoD TO.
 - (1) Filing of the EEI through the ACE single window platform.
 - (2) Annotation of the ITN on the transportation documents.
 - (3) Shipping document (BL or commercial invoice) will contain the following statement: "Property of (insert Service or Defense Agency). Property will not enter the trade of the country to which it is being shipped. No export license required 22 CFR 126.4 Applicable." (If the shipment is going to Canada, use 22 CFR 126.5, <u>Canadian Exemptions.</u>)
 - (4) If the shipment is going to a DoD contractor for repair and will remain DoD property, the owning Service or Defense Agency will be shown as the importer and/or exporter, and the consignee will be shown as the Service or Defense Agency, c/o (insert contractor's name and address).
 - (5) A Destination Control Statement is required for all products being exported from the United States. For USML shipments, the ITAR statement must be used as follows, "These items are controlled by the U.S. government and authorized for export only to the country of ultimate destination for use by the ultimate consignee or end-user(s) herein identified. They may not be resold, transferred, or otherwise disposed of, to any other country or to any person other than the authorized ultimate consignee or end-user(s), either in their original form or after being incorporated into other items, without first obtaining approval from the U.S. government or as otherwise authorized by U.S. law and regulations." Per 22 CFR 123.9b, Country of Ultimate Destination and Approval of Reexports or Retransfers, this statement must be incorporated on the BL, AWB, or other shipping documents as well as the invoice.
- c. For shipments moving through a military-controlled port, the EEI is not required.
- d. For shipments that do not fit these criteria, refer to 22 CFR for additional guidance.

E. SECURITY COOPERATION PROGRAM (SCP) (FMS AND BUILDING PARTNER CAPACITY) SHIPMENTS

1. SCP shipments exported from the United States are exempt from Export License requirements consistent with the ITAR. However, certain statements must be made on BLs used by shipping activities to route cargo to CTUS POEs to fulfill CBP requirements. All exports of SCP materiel require EEIs to ensure the exports are reported to the Department of Commerce and/or Department of State. FMS SCP shipments exported by FMS customer countries or their CTUS agents (usually referred to as "freight forwarders") follow specific export regulations. Exports of SCP materiel should cite the ITAR license exemption and should not cite the Export Administration Regulations. For further information regarding SCP procedures, see this Regulation, Part II, Cargo Movement, Appendix E and DSCA 5105.38-M, Security Assistance

Management Manual (SAMM), Chapters 7 and 15, which can be found at http://www.samm.dsca.mil/.

- 2. DoD-sponsored transportation of FMS and building partner capacity material directly to customer countries.
 - a. These are normally Delivery Term Codes (DTCs) 7, 9, A, D, F, G, and J shipments, and this transportation is referred to as movement via the DTS. In most cases, FMS shipments are exempt from export license requirements. The United States Government (USG)/DoD has legal custody but not title to or ownership of the FMS materiel. But in most cases, the USG/DoD does retain title and ownership of BPC program materiel until receipt/transfer in the destination country.
 - b. An EEI must be filed in ACE single window platform.
 - c. Annotation of transportation documents.
 - (1) An additional statement must be placed on the shipping documentation that will accompany the shipment to the port. Information must be presented to the CBP officers at the port by the transportation provider as follows:
 - "This shipment is authorized for export pursuant to 22 CFR 126.6(a), under FMS case [insert case identifier]. The U.S. Government point of contact is telephone number ."
 - (2) Commercial Invoices must contain the following information:
 - (a) FMS Case Identifier
 - (b) Ultimate consignee address as listed in the Military Assistance Program Address Directory
 - (c) The appropriate ITAR reference (126.6(a)) as outlined above
 - (d) ACE and then the ITN received from ACE AES.
 - (3) Release documents (e.g., 1348-1(A)) issued by repair facilities for repair and return or repair and replace material must include the repair cost.
 - d. Non-USG/DoD Use of These DoD Exemptions. Under no circumstances will the exemptions discussed above be extended to shipments made by any foreign government or its agent (freight forwarder).
 - e. Report of DTS FMS Exports. All USG/DoD-sponsored FMS shipments falling into the categories discussed in <u>Paragraph E.2</u> above will be reported by SDDC, AMC, or MSC to the implementing agency (e.g., United States Army Security Assistance Command or Air Force Security Assistance and Cooperation (AFSAC) Directorate).
 - f. DTC Changes. Circumstances may occur during the implementation of an FMS Case/LOA that will require changes to DTCs after requisitions have been processed and assigned their Military Standard Requisition and Issue Procedures (MILSTRIP) document numbers. These MILSTRIP documents (e.g., requisitions or Material Release Orders) contain the DTC assigned in the original LOA in record position 34. Since TCNs are constructed directly from MILSTRIP document numbers, the fifth position of a TCN for a FMS shipment will contain the DTC. When a DTC is changed for moving cargo to a customer country, the authority for the change is documented in the FMS Case/LOA. MILSTRIP, however, prohibits changing a MILSTRIP document number (and therefore the related TCN) once it has been generated and entered into the DoD logistics system. For this reason, shipping activities must be advised in

writing by their Materiel Managers that an FMS shipment must be processed under a DTC other than the one contained in the MILSTRIP document(s) and TCN.

- 3. Shipments of FMS Purchased Materiel through either Country Representatives or Freight Forwarders.
 - a. Either the purchaser or the freight forwarder may obtain the authorization to export and import FMS materiel furnished under a LOA. If the freight forwarder is assigned this responsibility, it must be registered with the Department of State, DDTC, and designated by the FMS Purchaser Embassy as the purchaser's agent. Procedures for obtaining export approval are shown in DSCA 5105.38-M Chapter 7 that can be found at http://www.samm.dsca.mil/. ITAR section 126.6(c) applies. Freight forwarders exporting FMS material for their customer must be approved to store and move classified, sensitive and hazardous material as appropriate.
 - b. FMS Shipments on Foreign-Owned Military Aircraft and Naval Vessels. A license from the DDTC is not required if the article or technical data is to be exported from the United States on a military aircraft or naval vessel of that government or organization under the provisions of 22 CFR 126.6, Foreign-Owned Military Aircraft and Naval Vessels, and the FMS Program. However, filing through ACE single window platform is still required as well as clearance of the FMS export by CBP. Detailed procedures for this type of export can be found in DSCA 5105.38M, Chapter 7.
- 4. Overseas Customs Clearance. The FMS customer country or BPC case recipient country is responsible for obtaining overseas customs clearance of all DTS-routed FMS/BPC materiel through its customs agencies for receipt of the materiel at the foreign port of discharge.

F. POV EXPORT REQUIREMENTS

- 1. Interpretation and application of 19 CFR 192, <u>Export Control</u> and 19 CFR 192.1 <u>Definitions</u>. The following are general definitions for the purposes of 19 CFR 192.2, <u>Requirements for Exportation</u>:
 - a. <u>Certified</u>. "Certified" when used with reference to a copy means a document issued by a government authority that includes on it a signed statement by the authority that the copy is an authentic copy of the original.
 - b. <u>Copy</u>. "Copy" refers to a duplicate or photocopy of an original document. Where there is any writing on the backside of an original document, a "complete copy" means that both sides of the document are copied.
 - c. <u>Export</u>. "Export" refers to the transportation of merchandise out of the United States for the purpose of being entered into the commerce of a foreign country.
 - d. <u>Self-Propelled Vehicle</u>. "Self-propelled" vehicle includes any automobile, truck, tractor, bus, motorcycle, motor home, self-propelled agricultural machinery, self-propelled construction equipment, self-propelled special use equipment, and any other self-propelled vehicle used or designed for running on land but not rail.
 - e. <u>Ultimate Purchaser</u>. "Ultimate Purchaser" means the first person, other than a dealer purchasing in his capacity as a dealer, who in good faith purchases a self-propelled vehicle for purposes other than resale.
 - f. <u>Used</u>. "Used" refers to any self-propelled vehicle, the equitable or legal title to which has been transferred by a manufacturer, distributor, or dealer to an ultimate purchaser.

- g. <u>Documentary Status</u>. It is the responsibility of the reviewing CBP officer to ensure the documents presented to CBP reflect the highest levels of trustworthiness to establish ownership as provided for in 19 CFR 192.2. A change to 19 CFR 192 focused on a single document: the original certificate of title. For CBP, this is the document that establishes legal ownership with the highest level of trustworthiness, because it is issued by a state Department of Motor Vehicles. It is a core requirement in the CBP export process, regardless of the vehicle's economic value, physical condition, or operating order.
- h. <u>Structure of the Regulations</u>. Procedurally, all exporters or their agents who present a document to CBP are to begin at paragraph 2b (1) (a) (reference 19 CFR 192.2 (b) (1) (i)), <u>Vehicles Issued an Original Certificate of Title</u> and then progress through each subsection until the exporter arrives at the section and subsection(s) that apply to the vehicle that has been presented to CBP for export. This procedure ensures no requirement is misinterpreted, misapplied, or circumvented by either the exporter or the reviewing CBP officer.

2. 19 CFR, Section 192.2.

a. Basic Requirements. A person attempting to export a used self-propelled vehicle will present to CBP, at the port of exportation, both the vehicle and the required documentation describing the vehicle to include the Vehicle Identification Number (VIN), or, if the vehicle does not have a VIN, the product identification number. Exportation of a vehicle will be permitted only upon compliance with these requirements, unless the vehicle was entered into the United States under an in-bond procedure, a carnet, or a Temporary Importation Bond. A vehicle entered under an in-bond procedure, or under a carnet or Temporary Importation Bond is exempt from these requirements.

b. Documentation Required:

- (1) For U.S. Titled Vehicles:
 - (a) Vehicles issued an original certificate of title. For used, self-propelled vehicles, issued by any jurisdiction in the United States, a Certificate of Title or a Salvage Title that remains in force, the owner must provide to CBP at the time and place specified in the regulations the original Certificate of Title or a Certified Copy of the Certificate of Title and two complete copies of the original Certificate of Title or the Certified Copy of the original.
 - (b) Where title evidences third-party ownership/claims. If the used, self-propelled vehicle is leased or a recorded lien exists in the United States, in addition to complying with Paragraph F.2.b.(1)(a) above, the provisional owner must provide to CBP a separate writing from the third-party interest, which expressly provides that the subject vehicle may be exported from the United States to a foreign country. This writing must be on the third party's letterhead paper and contain a complete description of the vehicle including the VIN, the name of the owner or lien holder of the leased vehicle, and the telephone numbers at which that owner or lien holder may be contacted. The writing must bear an original signature of the third party and state the date it was signed.
 - (c) Where USG employees are involved. If the used self-propelled vehicle is owned by a USG employee and is being exported in conjunction with that employee's reassignment abroad pursuant to official travel orders, then, in lieu of complying with Paragraph F.2.b above, the employee may be required to establish that he/she has complied with the sponsoring agency's internal travel department procedures for vehicle export.

(2) For Foreign-Titled Vehicles. For used, self-propelled vehicles that are registered or titled abroad, the owner must provide to CBP at the time and place specified in the regulations the original document that provides satisfactory proof of ownership (with an English translation of the text if the original language is not in English), and two complete copies of that document (and translation, if necessary).

(3) For Untitled Vehicles:

- (a) Newly manufactured vehicles issued a Manufacturer's Statement of Origin (MSO). For newly manufactured, self-propelled vehicles that are purchased from a U.S. manufacturer, distributor, or dealer that become used, as defined in the regulations, and are issued a MSO, but not issued a certificate of title by any jurisdiction of the United States, the owner must provide to CBP at the time and place specified in the regulations, the original MSO and two complete copies of the original MSO.
- (b) Newly manufactured vehicles not issued an MSO. For newly-manufactured, self-propelled vehicles purchased from a U.S. manufacturer, distributor, or dealer that become used, as defined in the regulations, and not issued an MSO or a Certificate of Title by any jurisdiction of the United States, the owner must establish that the jurisdiction from where the vehicle comes does not have any ownership documentation requirements regarding such vehicles and provide to CBP, at the time and place specified in the regulations, an original document that proves ownership, such as a dealer's invoice, and two complete copies of such original documentation.
- (c) Vehicles issued a junk or scrap certificate. For used, self-propelled vehicles for which a junk or scrap certificate issued by any jurisdiction of the United States, remains in force, the owner must provide to CBP, at the time and place specified in the regulations, the original certificate or a certified copy of the original document and two complete copies of the original document or certified copy of the original.
- (d) Vehicles issued a title or certificate that is not in force or are otherwise not registered. For vehicles that were issued, by any jurisdiction of the United States, a title or certificate that is no longer in force, or that are not required to be titled or registered, and self-propelled vehicles for which an MSO was not issued, the owner must establish that the jurisdiction from where the vehicle comes does not have any ownership documentation requirements regarding such vehicles and provide to CBP the original document that shows the basis for ownership or right of possession, such as a bill of sale, and two complete copies of that original document. Further, the owner must certify in writing to CBP that the procurement of the vehicle was a bona fide transaction, and that the vehicle presented for export is not stolen.

c. When Presented:

- (1) Exportation by vessel or aircraft. For those vehicles exported by vessel or aircraft, the required documentation and the vehicle must be presented to CBP at least 72 hours prior to export.
- (2) Exportation at land border crossing points. For those vehicles exported by rail, highway, or under their own power.
 - (a) The required documentation must be submitted to CBP at least 72 hours prior to export and
 - (b) The vehicle must be presented to CBP at the time of exportation.

- d. Where Presented. Careful attention will be paid to 19 CFR 192.2 (d), Where Presented. CBP Port Directors will establish locations at which exporters must present the required documentation and the vehicles for inspection. CBP Port Directors will publicize these locations, including their hours of operation.
- e. <u>Authentication of Documentation</u>. CBP will determine the authenticity of the documents submitted. Once the authenticity of the documents is determined, CBP will mark the documents. In most cases, the original document(s) will be returned to the exporter. In those cases where the original title document was presented to and retained by CBP and cannot be found prior to the vehicle's export, the exporter's authenticated copy of the original documentation serves as evidence of compliance with the reporting requirements.

G. DEPARTING AIRCRAFT MANIFEST REQUIREMENTS

- 1. For all civilians exiting the United States on commercial charter aircraft, IAW 19 CFR 122.75a, Electronic Manifest Requirement for Passengers Onboard Commercial Aircraft Departing from the United States, or onboard DoD-controlled aircraft, advance electronic passenger manifest data is required to be provided to CBPs Electronic Advance Passenger Information System (eAPIS) no later than 30 minutes prior to the securing of the aircraft. Active duty U.S. military personnel are exempt. Data may be entered through direct interface between the Global Air Transportation Execution System (GATES) and eAPIS or over the Internet on the Web-based eAPIS (https://eapis.cbp.dhs.gov).
- 2. Required data elements include:
 - a. Full name (last, first, and if available middle)
 - b. Date of birth
 - c. Gender (F = female; M = male)
 - d. Citizenship
 - e. Status on board the aircraft
 - f. Travel document type (e.g., P = passport; A = alien registration card)
 - g. Passport number, if a passport is required
 - h. Passport country of issuance, if a passport is required
 - i. Passport expiration date, if a passport is required
 - i. Alien registration number, where applicable
 - k. IATA departure port code
 - 1. IATA code of port/place of final arrival (foreign port code)
 - m. Airline TSP code
 - n. Flight number
 - o. Date of aircraft departure.
 - g. The flight crew will complete a CBP Form 7507, <u>General Declaration (Outward/Inward)</u> Agriculture, Customs, Immigration, and Public Health, <u>Figure 508-3</u>.
- 3. For specifics on General Entrance Requirements, Aircraft Entrance Requirements and Personnel Entrance Requirements for destination countries, see the DoD Foreign Clearance Guide for the appropriate country (https://apacs.milcloud.mil/fcg/fcg.cfm).

H. DEPARTING VESSEL MANIFEST REQUIREMENTS

- 1. For all civilians exiting the United States to any port or place outside the United States on DoDowned or -controlled vessels, IAW 19 CFR 4.64, <u>Electronic Passenger and Crew Member Departure Manifests</u>, advance electronic passenger manifest data is required to be provided to CBPs eAPIS no later than 60 minutes before the vessel departs from the United States. Active duty U.S. military personnel are exempt. Entries must be made through the Coast Guard's Electronic Notice of Arrival/Departure (eNOAD) system. If a manifesting entity has a direct interface between an automated system and eNOAD, that interface may be used or data must be manually entered using the Web-based eNOAD system directly at https://enoad.nvmc.uscg.gov/. Required data elements include:
 - a. Full name (last, first, and, if available, middle)
 - b. Date of birth
 - c. Gender (F = female; M = male)
 - d. Citizenship
 - e. Country of residence
 - f. Status on board the vessel
 - g. Travel document type (e.g., P = passport; A = alien registration card)
 - h. Passport number, if a passport is required
 - i. Passport country of issuance, if a passport is required
 - j. Passport expiration date, if a passport is required
 - k. Alien registration number, where applicable
 - 1. Passenger Name Record locator, if available
 - m. Departure port code (CBP port code)
 - n. Port/place of final arrival (foreign port code)
 - o. Vessel name
 - p. Vessel country of registry/flag
 - q. IMO number or other official number of the vessel
 - r. Voyage number (applicable only for multiple departures on the same calendar day)
 - s. Date of vessel departure.
- 2. Any other information to expedite processing.

26. RIC (4-6) UI (23-24) QTY (25-29) CON CODE (71) DIST (55-56) UP (74-80) 27. ADDITIONAL DATA 25. NATIONAL STOCK NO. & 24. DOCUMENT NUMBER & SUFFIX (30-44) ADD (8-22) ω 4 (0,00€ --z () () -24 25 26 27 28 29 ZI M Ω **⊕**−0 OZCT 를 무 무 무 무 무 무 — ਸ਼ਾ **т** □ Ø m z 65 66 67 68 69 < 0) þ / OZO(**⊣** G DOLLARS DOC DATE 75 76 77 78 RECEIVED BY ITEM NOMENCLATURE FREIGHT CLASSIFICATION NOMENCLATURE QTY, REC'D SLO 6. NMFC 19. NO CONT 11.UP DOLLARS 12. UNIT WEIGHT 20. TOTAL WEIGHT CIS FRT RATE 4. MARK FOR 렸 UNIT CUBE 8. TYPE CARGO 21. TOTAL CUBE 23. DATE RECEIVED 14. UFC Adobe Designer 8.0 9. PS 귥 2 PREVIOUS EDITION MAY BE USED

DD FORM 1348-1A, JUL 91 (EG) ISSUE RELEASE/RECEIPT DOCUMENT

Figure 508-1. DD Form 1348-1A, Issue Release/Receipt Document

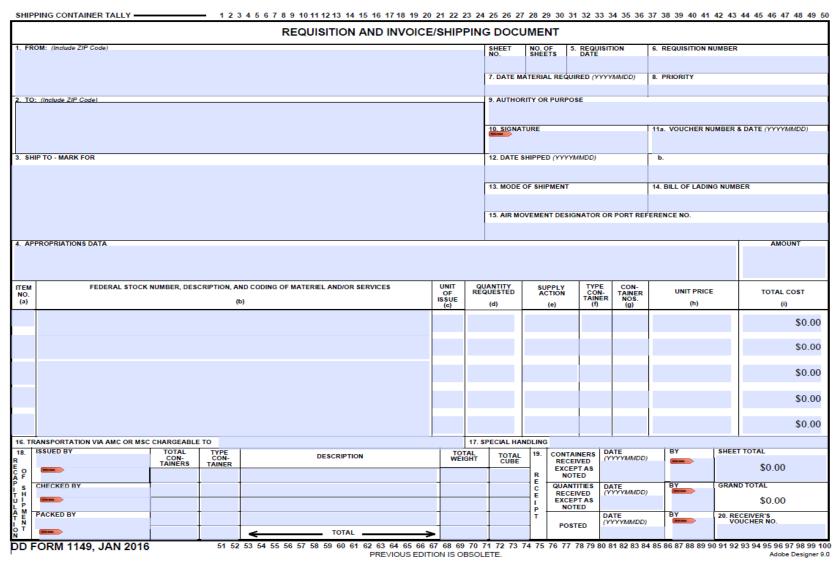


Figure 508-2. DD Form 1149, Requisition and Invoice/Shipping Document

		REQUISITION AND INVOICE	E/Grill T ING DOC	OWENT (C	onunuauon 3	neet)			
EET NO.	NO. OF SHEETS	6. REQUISITION NUMBER	11a. VOU	CHER NUMBER A	ND DATE			b. VOUCHER NUMBER	AND DATE
EM D.		FEDERAL STOCK NUMBER, DESCRIPTION, AND CODING OF MATERIEL AND/OR SERVICES	UNIT OF ISSUE	QUANTITY REQUESTED	SUPPLY ACTION	TYPE CON- TAINER	CON- TAINER NOS.	UNIT PRICE	TOTAL COST
)		(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
									\$(
									\$
									S
									\$
									5
									5
									S
									\$
									\$
								SHEET TOTAL	

Figure 508-2. DD Form 1149, Requisition and Invoice/Shipping Document (Cont'd)



DEPARTMENT OF HOMELAND SECURITY U.S. Customs and Border Protection

OMB APPROVAL NO. 1651-0002 EXPIRATION DATE 04/30/2020 ESTIMATED BURDEN 5 MIN

GENERAL DECLARATION (Outward/Inward)

AGRICULTURE, CUSTOMS, IMMIGRATION, AND PUBLIC HEALTH

19 CFR 122.43, 122.52, 122.54, 122.73, 122.144							
Owner or Operator							
Marks of Nationality and Registration	Flight No.	Date					
Departure from	Arrival at	Date					
•	lace)	(Place)					
	,,						
("Place" C	FLIGHT ROUTING column always to list origin, every en-route st	on and destination)					
(Flace C	· · · · · · · · · · · · · · · · · · ·						
PLACE	TOTAL NUMBER OF CREW	NUMBER OF PASSENGERS ON THIS STAGE (1)					
		Departure Place:					
		Embarking					
		Through on same flight					
		-					
		Arrival Place:					
		Disembarking					
		Through on same flight					
		NUMBER OF SED's AND AWB's					
		SED's AWB's					
Declaration of Health Persons on board known to be suffering fr	For official use only						
of accidents, as well as those cases of illn							
	4						
Any other condition on board which may le							
Details of each disinspoting or capitany tro	atment (place, date, time, method) during the	4					
flight. If no disinsecting has been carried of							
disinsecting:							
Signed, if required							
(Sign in ink)	Crew Member Concerned	NONATURE A discission de la Principal					
I declare that all statements and particulars cor supplementary forms required to be presented	SIGNATURE Authorized Agent or Pilot-in-Command Sign in ink)						
and true to the best of my knowledge and that a continued on the flight.	all through passengers will continue/have						
Not to be completed when passenger manife	ests are presented.						
CBP Form 7507 (4/10)		Page 1 of 2					

Figure 508-3. CBP Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health

GENERAL DECLARATION

Notes and Specifications

- NOTE 1. An arrival-departure card (CBP Form I-94) for each passenger on board shall be presented to the immigration officer at the port of first arrival.
- NOTE 2. List surname, given name and middle initial of each crew member in the column headed "Total Number of Crew"
- NOTE 3. Air cargo manifests shall be attached hereto.
- NOTE 4. If copies of air waybills/consignment notes are attached, their numbers shall be entered on separate cargo manifest CBP Form 7509 to be attached hereto. If copies of air waybills/ consignment notes are not attached to this form, a separate cargo manifest CBP Form 7509 completed to show the full information required shall be furnished.
- NOTE 5. If the airline or operator consolidates a shipment with other shipments, or encloses the goods in other wrappers or containers, either separately or with other goods, the changes in packing and/or marks and numbers must be clearly stated in the air way-bill/consignment note.
- NOTE 6. Declaration of Health (U.S. Public Health Service requirements):
 This section is to be completed only as directed by the U.S. Centers for Disease Control and Prevention (CDC) in the event of a public health emergency.

Conveyance operators should follow established procedures for reporting deaths/ill persons onboard an aircraft as required by 42 CFR Part 71.

Third item.- If entry is duplicated, it is to be (a) initialed by person signing the general declaration or (b) signed by his authorized agent having knowledge of measures applied.

NOTE 7. This General Declaration and/or attached manifests or air waybills should not bear erasures or corrections except those approved by the proper public authorities concerned nor contain interlineations or several listings on the same line. As many extra sheets may be added as necessary.

The information requested by the official General Declaration may be furnished on ICAO Annex 9, Appendix 1, provided the form approximates (but does not exceed) 8 1/2" x 14", and is printed on white paper of appropriate quality.

This form may be printed by private parties provided it conforms to official form in size, wording, arrangement, and quality and color of paper.

Paperwork Reduction Act Statement: An agency may not conduct or sponsor an information collection and a person is not required to respond to this information unless it displays a current valid OMB control number and an expiration date. The control number for this collection is 1651-0002. The obligation to respond is mandatory. The estimated average time to complete this application is 5 minutes. If you have any comments regarding the burden estimate you can write to U.S. Customs and Border Protection, Office of Regulations and Rulings, 90K Street, NE, Washington DC 20229.

CBP Form 7507 (4/19) Page 2 of 2

Figure 508-3. CBP Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health (Cont'd)

THIS PAGE INTENTIONALLY LEFT BLANK