

## CHAPTER 511

### UNITED STATES INDO-PACIFIC COMMAND (USINDOPACOM)

#### A. GENERAL USINDOPACOM GUIDANCE

This chapter identifies regulations or directives and establishes Customs/Border Clearance requirements and procedures and organizational points of contact (POC) 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. SPECIFIC COUNTRY DETAIL

The following provide the most up-to-date overseas customs process information and/or exceptions that have been obtained for USINDOPACOM countries:

1. Passenger: See the Department of Defense (DoD) Foreign Clearance Guide at <https://www.fcg.pentagon.mil/fcg.cfm>.
2. Personal Property: See the Personal Property Consignment Instruction Guide (PPCIG) at <https://www.move.mil/sme>.
3. Cargo: This chapter documents the cargo requirements and other exceptions for the following countries:

[Australia](#)

[Bangladesh](#)

[Burma](#)

[Cambodia](#)

[China to Include](#)

[Hong Kong](#)

[Fiji](#)

[Guam](#)

[India](#)

[Indonesia](#)

[Japan](#)

[Korea, North](#)

[Korea, Republic of](#)

[Laos](#)

[Malaysia](#)

[Marshall Islands](#)

[Mongolia](#)

[Nepal](#)

[New Zealand](#)

[Papua New Guinea](#)

[Philippines](#)

[Samoa](#)

[Singapore](#)

[Sri Lanka](#)

[Taiwan](#)

[Thailand](#)

[Vietnam](#)

[Wake Island](#)

#### C. AUSTRALIA

1. Cargo:
  - a. Government. When military equipment is shipped into Australia for combined exercises or training or other activities approved by the Australian Government, Australian Customs and the Australian Quarantine Inspection Service must be advised at least 4 weeks in advance of the arrival at the first port of entry (FPE) and 4 weeks before departure at the last port of departure (LPD).
  - b. Military weapons destined for exercises approved by the Australian Government are exempted from normal import and export restrictions (Australian Regulation 3A Customs Regulations 1956 – Prohibited Import), but other goods subject to controls, such as drugs and pharmaceuticals, are not exempt. These require a permit issued by the authority. All weapons and equipment must be clearly manifested. At the time of importation, the United States (U.S.) Defense Force must be the owner of the goods or a customer of that defense force must have been issued those goods.

- c. The export of goods from Australia is controlled by laws and Government policies to:
    - (1) Prohibit the export of certain goods either absolutely or conditionally
    - (2) Record Australia’s international trade.

Total prohibition applies to the export of protected wildlife, some heritage items, and other dangerous goods. Goods that are conditionally prohibited from export may not be exported unless all export permits are obtained from the permit-issuing agency. Further, goods may not be exported or loaded on a ship or aircraft for export (some exemptions apply) until Customs has given approval to export by means of a “cleared” Export Clearance Number.
  - d. All export consignments greater than Australian Dollars (AUD) \$2000 in value will require an export entry. Ships or aircraft may not depart from Australia unless Customs has issued a Certificate of Clearance. A certificate will not be issued unless all Commonwealth requirements concerning the ship or aircraft and its cargo have been met.
2. Personal Property and Privately Owned Vehicles (POV). Customs is responsible for the clearance of all unaccompanied effects from overseas. The customer can clear unaccompanied effects. The customer can appoint a nominee to clear the effects or use a customs broker. In order to clear goods, the following steps need to be taken:
    - a. Complete a Form B534, Unaccompanied Personal Effects Statement, [Figure 511-1](#)
    - b. Provide passport
    - c. Provide detailed packing list.
  3. Duty free concessions applying to alcohol, tobacco, and other articles that arrive accompanied through Customs do not apply when the same goods arrive as unaccompanied effects. Additionally, Customs duty and taxes are payable on goods acquired as gifts.
    - a. Any motor vehicle imported into Australia must have a vehicle Import Approval issued by the Department of Infrastructure, Transport, Regional Development and local government.
    - b. Duty free concessions for personal effects, household goods (HHG) and motor vehicles arriving in Australia for status-of-forces agreement (SOFA) personnel are controlled by Customs By-Law 1300995.
    - c. Cargo not related to military exercises must go through the formal entry process, when the value exceeds AUD \$250.
    - d. Information may be obtained at <http://www.dotars.gov.au/> or by e-mail at [Vimports@dotars.gov.au](mailto:Vimports@dotars.gov.au).
  4. Firearms/Weapons. Australian Regulation 3A Customs (Prohibited Import) 1956 for import and Regulation 13E (2) Customs (Prohibited Exports) control the import and export of firearms in Australia.
    - a. Firearms and weapons owned and imported by the U.S. Military for participation in combined exercises or other activities approved by the Australian Government are exempt all permit requirements for both import and export. These goods must be manifested and cleared through Customs. At the time of importation, the U.S. military must be the owner of the equipment.
    - b. Personal equipment including military souvenirs, firearms or dangerous weapons, including trophies/displays or military souvenirs not owned by the U.S. military is subject to normal customs requirements.

5. Modes of Shipment:

- a. Military Air or Sea. Cargo arriving or exiting by military airlift or sealift is to be reported at FPE on an uncoded and legible manifest. The manifest must show the intended port of destination.
  - (1) Cargo moved to a subsequent port for clearance is moved under Customs control and must be reported at the destination port for clearance. Customs entries are not required for foreign Defense Forces participating in military exercises approved by the Australian Government.
  - (2) At the time of importation, the U.S. defense force must be the owner of the goods or a customer of that defense force must have been issued those goods. All weapons and equipment must be clearly manifested.
  - (3) Customs Prohibited Imports and Prohibited Export Regulations exempt specified visiting foreign Defense Forces from import and export permits for certain defense goods when such forces arrive in Australia to participate in activities approved by the Government (such as combined exercises and training) and when they depart from Australia.
  - (4) Permits for all other goods subject to controls (e.g., drugs and pharmaceuticals) will be required from the authority. A manifest is to be produced at the last port of departure (LPD) to confirm export of the cargo. The Australian Customs Service may examine the cargo on importation and/or exportation.
  - (5) Personnel. Upon arrival at all airports, a passenger list must be provided to Customs. The list must include full name, date of birth, gender, and passport/visa number/confirmation that the passenger holds an Electronic Travel Authority. Duty passengers covered by SOFA can enter Australia on a military ID and movement orders (individual or collective).
  - (6) Spouses and/or dependents of U.S. armed forces customer covered by SOFA must present a valid passport and either movement orders or a certificate stating that the person is a spouse or dependent and is accompanying or joining that customer. Spouses and/or dependents who comply with these requirements are cleared to hold a Special Purpose visa under the Migration Regulations.
  - (7) Upon departure, outgoing military aircraft must produce one copy of the cargo manifest and a copy of passenger list. Normal immigration processing applies to passengers (e.g., Outgoing Passenger Card and passport). A military ID is an acceptable travel document for passengers on orders.
- b. Commercial Air. Advanced passenger information must be provided to Customs for expected flight movements at least 48 hours prior to arrival and 24 hours prior to departure. All passengers must have the following:
  - (1) Passport or military ID
  - (2) Completed Incoming Passenger Card.

- c. Documents are returned after processing.
  - (1) Goods imported into Australia by commercial airline will be reported electronically to Customs by the handling agent or freight forwarder.
  - (2) For Customs reporting purposes, the airline company or local handling agent requires the following information: full details of the consignor, consignee, and description of the goods, value, and origin.
  - (3) For Customs clearance purposes, the minimum documentation required to be submitted with customs import entries or Informal Clearance Documents includes an air waybill (AWB), invoices, and any other papers (including packing lists, insurance documents) relating to the shipment.
6. The Australian Customs Act of 1901 requires importers to retain commercial documents relating to a transaction for 5 years from the date of entry. These documents may be required for Customs audit purposes. The goods will remain in a Customs licensed depot until Customs and Quarantine clearance has been completed and the goods have been released.
7. There are severe penalties for not declaring prohibited or restricted items and goods on which duty or taxes are due.
8. Refer to the Customs website <https://www.homeaffairs.gov.au/> for further information on items which must be declared on arrival.
9. Commercial Ocean Vessel Shipments. Goods imported into Australia and exported from Australia by ship are treated in the same manner as air cargo in [Paragraph C.5.b.](#)

#### **D. BANGLADESH**

Cargo: No country-specific details.

#### **E. BURMA**

Cargo: No country-specific details.

#### **F. CAMBODIA**

Cargo: No country-specific details.

#### **G. CHINA TO INCLUDE HONG KONG**

Cargo: Per 22 Code of Federal Regulations (CFR) 126.1, International Traffic in Arms Regulation (ITAR), controlled cargo cannot be imported into China.

#### **H. FIJI**

Cargo: No country-specific details.

#### **I. GUAM**

1. Cargo. All cargo entering Guam, regardless of origin, is subject to inspection by Guam Customs (<http://www.cqa.guam.gov>).
2. The Commander, U.S. Naval Forces Marianas is the lead military agency on the island for issues with Guam Customs.

3. Guam Customs requires a container packing list for all containers. Guam Customs will also conduct a physical inspection of selected containers which are sealed with a Customs Seal and delivered to the consignee but must not be opened until a Guam Customs inspector is present.
4. Military shippers will ensure:
  - a. Cargo descriptions are complete and accurate
  - b. Container packing lists are in each container and a separate advance copy forwarded (e-mail) to destination.
5. The Customs Authority for Guam will not accept the following types of descriptions for container clearance on the manifests generated in Global Air Transportation Execution System (GATES) Surface:
  - a. Descriptions such as “General Cargo”, “Freight All Kinds” (FAK), or “Said to Contain” (SAC)
  - b. Cargo not otherwise specified
  - c. Furniture – must specify the type of furniture (e.g., chairs, desks, sofas)
  - d. Bakery products – specify specific bakery product (e.g., bread, pie crusts)
  - e. Canned goods – must specify type of canned good (e.g., canned meat, canned vegetables, and canned fruits)
  - f. Appliances – must specify type of appliance (e.g., stove, refrigerator).
6. Military consignees on Guam will ensure the container packing lists are promptly provided to Guam Customs when requested.
7. Failure to comply with these requirements may result in the delayed delivery of cargo.

**NOTE:** Military shipping activities on Guam must take measures to prevent the spread of the brown tree snake (BTS) to other countries.

Activities must inspect all shipments departing Guam to ensure they are free of the BTS.

## J. INDIA

1. Cargo:
  - a. Government. Depending on whether the cargo is for use in the Embassy or for a combined exercise, it is handled differently. For cargo going to the Embassy, import permission for goods is required from the Ministry of External Affairs. The Ministry of External Affairs requires complete details of the contents of the shipment, along with their approximate value and use. For cargo meant for a combined defense exercise, import permissions are required from the Ministry of Defense, Ministry of Finance, or Ministry of External Affairs.
  - b. For incoming cargo consigned to the Embassy, the Embassy recommends at least 10 days advance notice. This enables the Embassy to obtain the necessary prior approval from the Government of India before the shipment reaches Indian ports. For cargo shipped overland, the duty exemption certificate must be obtained from the Ministry of External Affairs detailing the content of the shipment. The U.S. Embassy shipping expediter goes to the border to complete the customs clearance formalities. The U.S. Embassy does not have direct control over cargo booked on a door-to-door basis. The Embassy provides the duty exemption certificate for the shipment to the destination agent.
2. Personal Property. Personnel assigned to the U.S. Embassy require duty free permission from the Ministry of External Affairs for the importation of HHG and unaccompanied baggage (UB).

POVs must meet pollution emission standards as mandated by the Government of India. The customer must have a EURO II certificate from the manufacturer or a certificate from the U.S. EPA authorities.

3. Firearms/Weapons. Importation of firearms/weapons into India is prohibited without special permission from the Government of India. Weapons are subject to physical verification by the customs authority at the time of their import.
4. Pets. A customer must obtain an import sanitary permit from the Ministry of Agriculture or an import license from the Director General of Foreign Trade, Ministry of Commerce. The customer will be in possession of a valid health certificate at the time of importing the animal. The Department of State recommends the customer hire a private pet expediter, because the General Services Office does not handle pets. Local pet expeditors can be referred to a customer upon request.
5. Modes of Shipment:
  - a. Military Air. Currently no provisions are in place for the United States to import cargo via military vessels/aircraft into India. If military cargo is consigned to the U.S. Embassy, then it is treated as any other cargo. If military cargo is consigned to the India Ministry of Defense, it is the responsibility of the Government of India to make the necessary arrangements for its customs clearance.
  - b. Commercial Air. Shipments coming in under a commercial contracted Transportation Service Provider (TSP) must be consigned to the U.S. Embassy, New Delhi. The General Services Office receives the AWB and packing list or invoice, prepares the exemption certificate, and sends it to the Ministry of External Affairs for duty-free import.
  - c. Ocean Vessel. Shipments coming in under a commercial contracted TSP must be consigned to the U.S. Embassy in New Delhi, India. As soon as the General Services Office receives the bill of lading (BL) and the packing list or invoice, the office prepares the exemption certificate and sends it to the Ministry of External Affairs for duty-free import.
6. Personal Property. See the PPCIG at <https://www.move.mil/sme>.

## K. INDONESIA

1. Cargo.
  - a. Government. The Government of Indonesia extends duty-free privileges only to holders of diplomatic or consular titles and a customer whose agencies have special agreements with the Government of Indonesia. A general declaration and packing list, along with the cargo manifest and any other shipping documents, will accompany all cargo. Each item must be listed on the cargo manifest. The U.S. Embassy Jakarta does not recommend consolidating shipments through a freight forwarder company. Consign the shipment directly to the U.S. Embassy and indicate the agency's name. To expedite the shipment, notify the Post of shipping details prior to the shipment's arrival. This prior notification enables the Post to prepare import permits required by the Government of Indonesia and Customs.
  - b. Personal Property. HHG and UB, not to include POVs or motorcycles, may be shipped directly to Jakarta and may arrive prior to the customer's arrival on Post. Designate the consignee on the BL as:

American Embassy  
Jakarta, Indonesia  
For (Name of customer)

- c. To obtain import permits from the Government of Indonesia Foreign Ministry, fax a copy of the Ocean Bill of Lading (OBL) and Packing list/HHG descriptive inventory to the General Services Office (GSO)/Transportation, telephone number 62-21-34359923. Send the original BL via air courier or, if time permits, U.S. Express Mail.
- d. POVs. Do not ship a POV, motorcycle, or any other motorized vehicle in a HHG shipment. The Government of Indonesia grants preliminary permission to import a POV duty free only after the customer arrives at Post and has been accredited by the Government of Indonesia Ministry of Foreign Affairs (MOFA). The OBL for a POV must contain the vehicle year/make/model/type/color and Vehicle Identification Number (VIN) or chassis number and engine number. Incomplete or missing data on the OBL will delay the clearance and vehicle registration process. Provide the following vehicle information to GSO/Transportation:
  - (1) Name, diplomatic title, and estimate arrival date at Post
  - (2) Vehicle year/make/model/type
  - (3) Price of cost, insurance, freight in U.S. dollars
  - (4) Engine displacement (CC)
  - (5) Country of origin
  - (6) Name of address of car dealer (for new car)
  - (7) Estimated date of importation
  - (8) VIN or chassis number
  - (9) Engine number.The original BL covering a POV shipment will be forwarded immediately to the Embassy GSO/Transportation via air courier.
- e. Firearms/Weapons. The import of firearms is prohibited.
- f. Pets. The customer must have import permit from the Ministry of Agriculture. The pet must have a health certificate issued within 5 days prior to the shipment stating that the animal is free from any disease and has not been in a yellow-fever-infected area for at least 5 days prior to shipment.
- g. Security and Law Enforcement Items. The Government of Indonesia strictly prohibits the importation of firearms, drugs and narcotics, and indecent or obscene publications. The importation of alcohol is limited.

## 2. Modes of Shipment

- a. Military Air. A BL, cargo manifest, general declaration and packing list, along with any other shipping documents, will accompany all cargo. Each item must be listed on the cargo manifest. On the BL, designate the consignee as:
  - American Embassy
  - Jakarta, Indonesia
  - For (Name of agency)
- b. Commercial Air. A BL, cargo manifest, general declaration and packing list, along with any other shipping documents, will accompany all cargo. Each item must be listed on the cargo manifest. Designate the consignee on the BL as provided in [Paragraph K.2.a.](#)

- c. Ocean Vessel. A BL, cargo manifest, general declaration and packing list, along with any other shipping documents, will accompany all cargo. Each item must be listed on the cargo manifest. Designate the consignee on the BL as provided [Paragraph K.2.a.](#)

## L. JAPAN

1. [Cargo](#). The following paragraphs describe the customs clearance and inspection process for government and personal property shipped into Japan. The SOFA between the United States 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 U.S. Armed Forces in Japan enters duty-free.
  - a. United States Forces-Japan (USFJ) Regulations, [Figure 511-2](#). The regulations implement those portions of the SOFA that deal with customs clearance of, access to, use, and resale of duty-free goods.
  - b. Government Property. The U.S.-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 customer 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 U.S.-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 6 months after arrival. Personal property includes any item shipped in HHG or 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). 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 member. 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 member.
    - (4) Personal property shipments to Japan using a reengineering initiative must be coordinated with USFJ. Rationale is that local Transportation Officers (TO) and Military Common User Port Operators must still process proper documentation to clear shipments through GOJ customs. A Government Bill of Lading (GBL) will 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 USG must abide by the SOFA.
      - (a) Customs clearance of personal property is subject to the 6-month rule. If a customer ships property into Japan via commercial means after 6 months, the SOFA customer is responsible for accomplishing the proper paperwork with GOJ Customs officials. Personnel who ship property into Japan after 6 months must pay

the customs duties, ship or hand-carry the items back out of Japan, or abandon them. When the customer makes a Permanent Change of Station (PCS) move from Japan, there will be no customs duties upon export of these goods from Japan.

- (b) Items shipped into Japan through the Air Force Post Office or Army Post Office (APO) are not subject to the 6-month rule. Import restrictions on types of items and the prohibition on items in excess of personal need apply. Vehicles and vehicle parts are not subject to the 6-month rule; however, vehicles are subject to import restrictions.
- d. Restricted Items. Under GOJ law and USFJ directives, the following are restricted or prohibited from importation into Japan (the list is not all encompassing and will 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 United States.
  - (7) Obscene books, drawings, carvings, films, videos, and other articles of a pornographic nature
  - (8) Any narcotic drug or utensil used therefore (this includes marijuana, amphetamines, and hallucinogenic drugs as well as instruments for their administration
  - (9) Ammunition, gunpowder, and explosives
  - (10) Importation of items in excess of personal needs.
- e. Firearms/Weapons. 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 United States. However, if a customer desires to ship authorized firearm(s), the firearms will be shipped as outlined in the PPCIG (available at <https://www.move.mil/sme>).
  - (1) Privately owned firearms may not be hand carried to Japan.
  - (2) USFJ customers are not authorized to import or possess handguns.
  - (3) Personnel will not ship any firearm or ammunition in HHG, accompanied baggage, or UB.
  - (4) Firearms that are authorized by the PPCIG must be mailed by the customer through the U.S. Postal System, consigned to the Commander (CDR) for the unit of assignment of the gaining command and marked for the customer.
  - (5) Component and installation CDRs are authorized to impose more stringent requirements; therefore, it is important to follow the instructions in the PPCIG. Also, the customer will 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 CDRs will determine possession, transfer, and storage requirements for dangerous instruments through installation regulations/instructions. Prior to shipping these items, the customer will 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 (Official military ceremonial swords may be shipped in customer HHG, but must be clearly marked on the TSP's inventory as "Official Military Ceremonial Sword")
  - (b) Spring release, switchblade, "bolo" and "butterfly" knives and 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
- f. Pets. The GOJ is enforcing a quarantine program for import and export of pets. These procedures listed in the PPCIG and on the Public Health Command District-Japan (PHCD-J) website (<https://www.usarj.army.mil/units/vet/>) must be strictly followed. If the pet is traveling via commercial air, the GOJ requires advance notification as soon as transportation is scheduled. GOJ will return a notification approval; it must be used when checking the animal in with the airline. A quarantine period may apply after the animal arrives in Japan. Proof of microchipping, rabies vaccinations paperwork, blood test results, a health certificate, and other documents are required. Personnel who choose to bring pets may bring them into Japan via commercial air or Air Mobility Command's (AMC) Patriot Express flights. The only authorized AMC military ports for importing/exporting pets are Yokota, Kadena, and Misawa AB (Misawa is for export only). Whether arriving at a commercial or AMC port, MDJ Form 270, Pet Quarantine and Examination Certificate, [Figure 511-4](#), is required. An MDJ Form 270 can be downloaded from the PHCD-J website [https://www.usarj.army.mil/Portals/33/organization/vet/doc/dog\\_and\\_cat\\_processing\\_summary\\_201508.pdf](https://www.usarj.army.mil/Portals/33/organization/vet/doc/dog_and_cat_processing_summary_201508.pdf). If a pet is shipped separately as freight, it will be customs-cleared using USFJ Form 380EJ, Customs Free Import or Export of Cargo or Customs Declaration of Personal Property. This form is available at the Customs check point at the point of entry or at the Camp Zama Veterinary Treatment Facility. The customer may also contact a local veterinarian about detailed medical requirements for shipment of pets into Japan. It is extremely important to consult the PPCIG and/or PHCD-J website (<https://www.usarj.army.mil/units/vet/>) as soon as possible after receiving an assignment to Japan.
- g. Contractor Items. Article XIV, SOFA, provides that U.S. contractors present in Japan solely for the purpose of executing contracts with the U.S. Armed Forces may be designated U.S. 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. 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 U.S. Armed Forces will assist each other in the conduct of inquiries and the collection of evidence. Each agency, unit, and customer involved with importing/exporting cargo, personal effects, and the movement of passengers has an inherent responsibility to ensure compliance with directives and the SOFA. When there are violations, proper reporting must be accomplished, thereby preserving the privileges outlined in the SOFA. Use [Figure 511-3](#) as a guide for selecting organizations to notify.
- i. 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. The documents are presented to the 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 TO for delivery instructions.
  - (2) Commercial Air Shipments Door-To-Door. Cargo shipments moving by commercial air express and freight forwarder TSPs (door-to-door) are cleared at Narita or Kansai International Airports for both mainland Japan and Okinawa. The express TSP receives advance electronic notification alerting them of incoming shipments. The express TSP notifies the destination TO of shipping data (CBL, AWB, and/or invoice) by fax. The TO will determine whether the shipments are official DoD cargo. After verifying the shipments are official cargo, the TO issues a USFJ Form 380EJ or authorizes the express air TSP by fax to create a partially completed USFJ Form 380EJ. TOs have provided contract express air TSPs with pre-signed and serial-numbered USFJ Forms 380EJ. After customs clearance actions are completed, TSPs must return a copy of the original USFJ Form 380EJ to the TO. After clearance, the express air TSP will make delivery to the final destination.
  - (3) UB Moving by Commercial Air (Code 8). The processing of USFJ Form 380EJ is the same as for 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 IAP airport. Notification and delivery procedures are the same as HHG.

## 2. [Ocean Vessel Shipments:](#)

- a. DoD Shipments on Commercial Contracted TSPs or Military Sealift Command (MSC) Vessels. DoD cargo, personal property, and POVs shipped on commercial TSPs under the USC on commercial OBLs or via MSC vessels require additional certification by the Military Common User Port Operators (MCUPO) and/or other USFJ representative. The MCUPOs are the 836th and 835th Transportation Battalions (Terminals) at Yokohama and Naha ports respectively. The TSP submits a load list/manifest by EDI and hard copy to SDDC 7 to 14 days before the vessel arrives. The MCUPO pulls the military manifest from the GATES Surface, verifies and compares it with the commercial TSP's manifest for accuracy, and ensures all cargo shipped has been documented. A USFJ Form 380EJ is prepared and copies of the GATES Surface 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. DoD Shipments on Commercial Vessels. Military cargo shipped on commercial vessels by CBL arriving Yokohama, Kobe, Hakata, or water ports used for supporting military exercises

- requires a USFJ Form 380EJ. The vessel representative or vessel's agent submits an arrival notice, a copy of the CBL, and any other DoD cargo documentation to the MCUPO. The MCUPO prepares and certifies/authenticates the USFJ Form 380EJ and presents it to the GOJ for customs clearance action. At Naha, the TSP agent provides a copy of the arrival notice to the consignee identified on the arrival notice. The consignee coordinates with his/her TO who prepares and certifies/authenticates the 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 as outlined in Paragraphs [2.a](#) and [2.b](#).
  - d. HHG and UB Commercial Surface Not Under the USC. The TSP's local agent delivers 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 (e.g., APL, SEALAND) that normally take 7 to 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 container, the local agent contacts the TO for delivery instructions. Exception: At Naha (Okinawa), the TSP'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 Military Air. The cargo manifest is attached to a USFJ Form 380EJ and presented to GOJ Customs officials. Customs clearance is done immediately and the property is released to the local agent for pick up. After the local agent picks up HHG or UB, he/she notifies the 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. It is important the PPCIG be referred to for specific guidance.
3. [Advance Filing Rules on Maritime Container Cargo Information](#). The Advance Filing Rules on Maritime Container Cargo Information requires TSPs to electronically submit detailed information for maritime container cargos intended for Japan before departure of the vessel from the port of loading. Therefore, all shippers must submit shipping instructions for cargo at least 72 hours prior to scheduled vessel sailing from the Seaport of Embarkation. Failure to comply causes cargo to be frustrated until receipt of shipping instructions. Shipping instructions (Advanced Transportation Control and Movement Data –[ATCMD]) must include the following information:
- a. Name, address, and POC information of Shipper (Consignor)
  - b. Name, address, and POC information of Receiver (Consignee)
  - c. In-the-clear cargo description (general description will not be accepted)
  - d. Quantity and type of packages
  - e. Cargo gross weight
  - f. Container number
  - g. Seal number

- h. International Maritime Dangerous Goods (IMDG) Code and United Nations Number when applicable
  - i. Harmonized System Code (HSC) – Shippers are instructed to note the HSC information in the Remarks Section in the Shipping Instructions (or ATCMD) data field with “DoD shipments on GBL 0001-00”. HSC information is applicable for all DoD shipments (e.g., general, HHG/POV, FMS, sensitive/ammo).
4. [Overland TSP Shipments](#). Customs processes are not required for this mode of shipment in Japan.

## M. KOREA, NORTH

Cargo: Per 22 CFR 126.1, ITAR-controlled cargo cannot be imported into North Korea.

## N. KOREA, REPUBLIC OF (SOUTH)

1. [Cargo](#). The following paragraphs describe the customs clearance and inspection process for government and personal property shipped into Korea from the United States. The SOFA between the United States 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 U.S. Armed Forces in Korea enters duty-free.
  - a. United States Forces Korea (USFK) and United Nations Command (UNC) Implementing Regulations ([Figure 511-5](#)). These regulations implement those portions of the SOFA that deal with customs clearance of, access to, use, and resale of duty-free goods.
  - b. Government Property. In Article IX, the U.S.-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.” During the 5th Joint Committee Meeting in 1967, the United States and ROK governments agreed that “it is expressly understood that USFK imports which enter the ROK on MSC, AMC, or USG BL 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 (CCO). This includes cargo sent to Korea via commercial TSPs using the GBL for payment. The major commercial TSPs routinely process these shipments through customs and deliver them to their destination IAW the terms of the contract.
    - (2) Cargo arriving in Korea via a commercial TSP using a CBL for payment requires additional certification IAW Article IX of the U.S.-ROK SOFA and USFK/UNC Regulation 190-41, [USFK Customs Program](#). In general, additional certification means that a USFK CCO appointed by the USFK Combined Joint Provost Marshal (CJPM) has checked the validity of the paperwork supporting each CBL shipment, verified the identity of the consignee/declarant, and affixed his/her signature on the USFK Form 95EK, [Import Declaration](#). In some cases, the CCO will direct an inspection of the shipment because of irregularities on the import documents or to comply with the Random Inspection Program (RIP). See [Figure 511-8](#) for a list of CCO office information.

- (3) Security in the customs clearance system is a great concern. Since USG cargo is afforded duty-free status, the system is highly susceptible to abuse once the signature of a USFK CCO is affixed, with 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 TSP or establishing authorized agents with the TSPs 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 Incheon IAP. Occasionally, cargo will arrive at other ports of entry such as Kimhae IAP. Refer to the list in [Figure 511-8](#) to determine who to call. The USFK CJPM, in cooperation with Korea Customs Service, established an air cargo customs clearance and inspection section at Incheon, 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 a USFK Form 95EK, signed by a declarant; an AWB; an invoice; and other documents that the TSP 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 511-8](#)).
    - (2) For the CCO to process the paperwork, customers will use the Department of the Army (DA) Form 1687, Notice of Delegation of Authority - Receipt for Supplies,
    - (3) [Figure 511-11](#), or a signature card or equivalent memorandum as proof of eligibility for the customer to act as “declarant” (consignee) on the USFK Form 95EK. The declarant files the signature card with the local CCO. If the declarant is performing a one-time transaction, a letter from the unit CDR stating the property is for the exclusive use of the USG will suffice. Korean nationals appointed on DA Form 1687 as “authorized agents” are only allowed to pick up 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 USFK Form 95EK. Korean Customs will not process the clearance without an original signature. After the USFK Form 95EK is signed by a CCO, the declarant has overall responsibility for taking it to the TSP. At Incheon, the TSPs pick up the USFK Form 95EK for their own companies. The TSP then presents the USFK Form 95EK to Korean Customs for duty-free clearance. (See [Figure 511-6](#).)
  - d. Ocean Vessel Shipments.
    - (1) Military Cargo Shipped on Commercial Contracted TSPs. DoD cargo shipped on commercial TSPs under the USC requires additional certification by a CCO but the process is different than for air freight. Between 7 and 14 days before the vessel arrives, the TSP submits a load list/manifest by EDI and hard copy to the Military Terminal, Pier 8, Busan, Korea. The CCO handles the commercial TSP’s arrival notice in the same manner as a USFK Form 95EK. The CCO pulls the military manifest from the GATES Surface, verifies and compares it with the commercial TSP’s manifest for accuracy, and ensures all cargo shipped has been documented. He/she signs, stamps, and returns the copy with an original signature to the TSP’s authorized agent. At least 24 hours before the vessel arrives, the TSP submits a copy of the commercial load list/manifest by EDI directly into the Korea Customs House. The TSP then delivers the copy with the original CCO signature and stamp to the Main Busan Customs House. A RIP will be conducted if the CCO detects irregularities on the import documents, if seals are broken

on containers, or when HN Korean Customs Service requests to conduct a joint inspection. 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 for the clearance of air freight. The vessel's agent submits an arrival notice, a copy of the CBL, the 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 the certification and documentation packet to the Korea Customs House to receive a license for duty free entry. [Figure 511-7](#) illustrates the customs clearance process for military container cargo shipped via sealift using a CBL into the ROK.
- e. **Overland TSP Shipments.** This mode of shipment does not exist in USFK.
- f. **Personal Property.** Article IX, of the U.S.-ROK SOFA also allows military personnel, civilian employees of the Armed Forces, invited contractors, and technical representatives, assigned to USFK and their families to ship reasonable quantities of personal property into Korea by commercial means without paying duty or customs taxes for a period of 6 months after arrival ("the 6-month rule," see [Paragraph N.1.h](#) below). Personal property includes any item shipped with HHG, shipped in UB, or hand-carried to the port of entry (normally Incheon IAP). 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 member. Importing commercial goods for resale or gifts is prohibited.
  - (3) Import goods into Korea in quantities exceeding personal needs, the needs of their bona fide family member, or reasonable quantities for bona fide maintenance or welfare gifts as defined in USFK Regulation 643-2, [Transfers of Duty-Free Items](#). Final decisions on reasonable quantities of personal property will be made by the Chief, Customs Division, USFK CJPM, DSN 738-5101.
- g. **Vehicles, vehicle parts, and items shipped into Korea through the APO** are not subject to the 6-month rule. 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 6-month rule. If a customer 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 Customs Division (CJPM-CD). The SOFA customer is responsible for taking the paperwork to the TSP for clearance through Korea Customs. Personnel who ship property into Korea after 6 months must pay the customs duties, ship or hand-carry the items back out of Korea, or abandon them.
- i. **HHG and UB.** TSPs deliver inventories and customs clearance documents to CJPM-CD 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 TSP is then responsible for secure transport of the documents to the Yongdang Customs House, Busan, 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 Military Terminal, Pier 8, Busan by the CCO. The POV contractor for the DoD is responsible for assembling the necessary paperwork including the clearance documents and obtaining the original signature of the CCO. The contractor then ensures 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 a clearance in person through the CJPM-CD at DSN 738-5110 (located on Yongsan South Post). The Customs Clearance specialist 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 customer does not own a second POV and is in SOFA status.
- k. **Restricted Items.** 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 and 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 and 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 guidelines contained in [Figure 511-9](#).
- l. **Firearms/Weapons.** USFK and Korea Customs inspectors strictly control the importation of weapons of all types. Many weapons commonly available for purchase and use in the United States directly violate USFK regulations. USFK Customs officials advise personnel coming for assignment in Korea to leave all types of privately owned weapons in the United States. The following procedures have been put in place to reduce inconvenience and ensure rapid processing of authorized weapons. Personnel will not ship any firearm or ammunition in HHG, or accompanied baggage or UB, except as prescribed in DoD regulations and the PPCIG (available at <https://www.move.mil/sme>). See [Figure 511-10](#) 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 model and serial number must be listed on the customer'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 customer whether the shipment contains any firearms or other weapons. The customer will 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 customer must comply with Service and common TSP regulations. Generally, this means declaring the firearms prior to boarding the aircraft, transporting the firearm in a locked container, and ensuring the firearm is unloaded, located in checked baggage, and not available during flight. Additionally, the customer will ensure the firearm model and serial number are listed in some way on their PCS/temporary duty orders. Once arriving in Korea, all weapons including firearms will be declared on the USFK Form 96, Customs Declaration.
  - (3) 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 customer will 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 CDR certifies proper use and storage.

- (4) Firearms (Class “A” weapons) must be registered into the installation identification system 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 BL 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. Contact your local veterinarian about detailed medical requirements for shipment of pets into Korea or consult the PPCIG (available at <https://www.move.mil/sme>).
- 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 U.S.-ROK SOFA, U.S. military investigators and Korea Customs Service routinely conduct joint investigations of customs offenses. Violators are dealt with severely under U.S. and ROK laws. The ROK Government 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 738-5101/4247/5110.

## O. LAOS

### 1. Cargo.

- a. Government. Notify the U.S. Embassy, Vientiane, of the arrival at least 15 working days before shipping the cargo to enable the Embassy to get customs clearance. Provide clear and detailed information about the shipment to the GSO to include itemized cargo detail in the form of the standardized military commercial invoice (value in U.S. dollars) and commercial packing list, both with booking number(s), TSP, and vessel name. The U.S. Embassy completes and submits Form D-50 (for temporary importation) or D-40 (for permanent importation) along with a diplomatic note to the MOFA to allow original import of the goods. Consign shipments to:

U.S. Embassy  
Vientiane, Laos  
(name of final recipient)  
Via: Bangkok in Transit

Commercial air shipments sent door-to-door will be identified as such on the AWB and forwarded to the GSO/Customs/Shipping office. Military cargo shipped on commercial vessels with a CBL will be consigned to the U.S. Embassy, Vientiane, with attention to the GSO officer.

- b. Personal Property. For HHG, provide the number of vans, the gross weight, and a packing list to the GSO at the U.S. Embassy. For UB, provide the number of boxes, the gross weight, and a packing list. For POVs, provide the following information:
  - (1) Year, make, model
  - (2) Type (e.g., pickup truck, sedan)
  - (3) Engine number

- (4) Chassis or VIN number
- (5) Color
- (6) Weight
- (7) Driving system (left- or right-hand drive)
- (8) Cylinder
- (9) Condition
- (10) Value.

The GSO can recommend a moving company to move goods from the terminal to the final destination.

- c. Firearms/Weapons. Officially, importation of firearms/weapons requires a permit from the Lao police authorities. Sources at the U.S. Embassy state the permit policy has not been tested, but they are doubtful import of firearms would be allowed.
  - d. Pets. Pets require a health certificate and a Rabies Vaccination Certificate.
  - e. Security and Law Enforcement. Importation of firearms and narcotics is restricted and possibly prohibited.
2. Modes of Shipment:
- a. Military Air. Wattay International Airport serves as both the military and commercial terminal for customs clearance.
  - b. Commercial Air. Cargo on commercial TSPs, whether military or non-military, must have a CBL as described in [Paragraph O.1.a](#) above (Cargo).
  - c. Ocean Vessel. Thanaleng port in Thailand serves as both the military and commercial terminal for customs clearance. Shipments bound for Laos will go to Bangkok first, then through Thanaleng Port Vientiane, Laos.

## P. MALAYSIA

1. Cargo.
  - a. Surface
    - (1) End-User Certificates are required for all military cargo transiting ports in Malaysia. Malaysian authorities require the End-User Certificate 15 days in advance of cargo arrival. It is recommended Certificate be provided 18 to 20 days in advance of cargo arrival to avoid any delay with onward movement.
    - (2) Procedures:
      - (a) TSPs must advise shippers if cargo will transit Malaysia immediately after booking is confirmed.
      - (b) End-User Certificate must be completed by the shipper as a government representative of the consignee. Certificate must be on official letter head and signed by a consignee representative. A sample Certificate is provided in [Figure 511-12](#).
      - (c) Certificate must be provided to the Defense Attache Office at the U.S. Embassy in Kuala Lumpur at the e-mail address [KLDAO@state.gov](mailto:KLDAO@state.gov) or sent to fax number +603-2142-1579.

## Q. MARSHALL ISLANDS

Cargo: No country-specific details.

## R. MONGOLIA

### 1. Cargo.

- a. Government Property. Based on “The Agreement on Military Visits and Exchanges between the Government of Mongolia and the United States of America” cargo will be declared to customs and application for duty free exemption will be made to the Taxation and Revenue Collection Division. This will be done in advance for shipments that do not include medicine, medical supplies, medical equipment or agricultural products. For these items, the BL/invoice with cost breakdowns will be provided to the U.S. Embassy. The Embassy will submit requests to:
  - (1) \* The Ministry of Finance for a customs tax release.
  - (2) \* The Ministry of Health for medicine, medical supplies, and medical equipment clearance. For this action, the medicine list needs to be categorized by brand/trade name and internationally recognized name with the expiration date, unit of measure, amount, unit cost and total cost. By Mongolian law and regulation, all medicines and agricultural products that are not internationally recognized will be tested. Samples must be submitted a sufficient time ahead for 2-week testing.
  - (3) \* The Customs General Department, which processes the paperwork submitted by the freight forwarding company. After the information of declared goods is submitted, the U.S. Embassy will be able to obtain the shipment from the customs storage area. There is a charge of at least 9 dollars a kilo for cargo stored beyond 72 hours.
  - (4) \* The Ministry of Health of Mongolia, which requires used clothing to be hygienically tested in advance with a verification document.
- b. Personal Property (HHG, UB, and POVs). Personal property is exempt from all duties and taxes. Vehicles are not subject to this exemption, except for accredited diplomats. If a diplomatic licensed vehicle is sold to a Mongolian citizen, the purchaser must pay a duty and excise tax to customs.
- c. Firearms. Firearms and ammunition used for joint exercises and training need special clearance from the Customs General Department, Police Department, Ministry of Defense’s General Staff Headquarters.

**\*NOTE:** Due to the large amount of requirements, it is necessary to have all the required paperwork submitted at least 3 weeks prior to the actual shipment arrival at either the airport or railway station.

### 2. Modes of Shipment.

- a. Military Air. Procedures are the same as in [Paragraph R.1.a](#) above.
- b. Commercial Air. The airport cargo unit is responsible for the clearance of goods coming as international cargo. The procedures are the same as in [Paragraph R.1.a](#) above.
- c. Military Sea Terminals – not applicable.
- d. Commercial Sea Terminals – not applicable.

## S. NEPAL

### 1. Cargo.

- a. Government Property. A detailed packing list and freight details (aircraft type/flight number and date of arrival) must be provided to the Post (U.S. Embassy) at least 10 working days prior to arrival. For military cargo shipped on commercial vessels by CBLs, the original AWB/OBL and invoice and/or packing list is required to initiate Government of Nepal (GON) custom paper work. At least 10 working days are required to get approval from the MOFA of GON.
- b. Personal Property. The original AWB/OBL and billing invoice and/or packing list are required to initiate GON Custom clearance paper work. At least 10 working days are required to get approval of the MOFA, GON. For ocean vessel shipping, the original OBL must be provided.
- c. Firearms. The import of firearms and ammunition is subject to issuance of an import permit that must be obtained in advance from the MOFA of GON.

### 2. Mode of Shipment.

- a. Military Air. See Paragraphs [S.1.a](#) and [S.1.b](#) above.
- b. Commercial Air. See Paragraphs [S.1.a](#) and [S.1.b](#) above.
- c. Military Sea Terminals – not applicable.
- d. Commercial Sea Terminals – not applicable.

## T. NEW ZEALAND

Cargo: No country-specific details.

## U. PAPUA NEW GUINEA

### 1. Cargo.

- a. Government Property. No inspection is done for cargo arriving on military aircraft or sealift. For military cargo arriving on commercial vessels or aircraft, customs documentation has to be completed. For duty free clearance, a Consular Certificate will be lodged with the Department of Foreign Affairs (DFA) and Customs for documents approval. A Customs agent will be engaged to compile import entry through customs. The required documents for the documentation preclearance process are the OBL and inventory list for sealift and the AWB and inventory list for airlift. These documents have to be faxed to the shipping section of the U.S. Embassy before the cargo arrives at the final destination. Cargo is taken from the wharf or airport after customs and quarantine procedure is cleared. Cargo in containers is kept in a container storage facility. For sensitive shipments, cargo is delivered from the wharf to the proper location as instructed. Less-than-container load and full-container-load cargo are kept in the agent's warehouse awaiting delivery instructions. Transportation can be arranged for delivery through the local Customs and forwarding agent for delivery to a residence, an office, or other specified location within road access. The cargo owner can also make arrangements to pick up the cargo from the container facility or agent warehouse. Cargo is duty free when the Embassy is involved. Handling and delivery charges for the customs agent must be paid. The Embassy will require fiscal data to pay local charges incurred.
- b. Personal Property (HHG, UB, POV). See [Paragraph U.1.a](#). The customs procedures for HHG, UB, and POV are the same as general military shipment.

- c. Firearms/Weapons. The import of weapons is restricted unless specific arrangements with government authorities are in place.

## V. PHILIPPINES

### 1. Cargo.

- a. Government Cargo. The Government of the Philippines (RP) exempts from all kinds of taxes all military personnel assigned to the U.S. Embassy in Manila and accredited with the DFA. Cargo arriving is subject to customs clearance prior to release from the port. The U.S. Embassy in Manila prepares a Certificate of Tax Exemption and a Letter of Guaranty for submission to the DFA, together with a copy of the AWB or BL and an invoice or packing list. The shipment must be consigned to the U.S. Embassy in Manila. The recipient agency or person will be indicated as the secondary recipient. The documents are then forwarded to the Bureau of Customs and processed by a licensed customs broker to release the shipment. Expect processing to take 2 or 3 working days.
- b. Shipments in support of the RP-U.S. Balikatan Joint Exercises. The Embassy is also supporting shipments being sent to the Philippines in support of the RP-U.S. Balikatan joint exercises so long as the shipments are endorsed by any military agency at the Embassy (such as Joint United States Military Advisory Group [JUSMAG], Chief Information Officer [CIO] Program Review Panel [CPRP], Defense Attache Office [DAO], Naval Regional Contracting Center [NRCC], and others). It is important that shipping documents address the U.S. Embassy, Manila with a line that says, “For: Balikatan Exercise (Name of person or office)”.
- c. Cargo Leaving the RP. For cargo exiting the RP, the U.S. Embassy prepares an exit clearance to declare the shipment tax at the port through the DFA and Customs. The Transportation Unit of the GSO at the U.S. Embassy in Manila can provide additional information on customs laws in the Philippines. The phone number is (63-2) 523-1001 extensions 2813 or 2796 and the fax number is (63-2) 831-0631.
- d. Personal Property. Personal property shipments are subject to customs clearance prior to release from the port. The customer will be physically present in the country and accredited with the DFA prior to the preparation of the Certificate of Tax Exemption. The arrival of the HHG or UB will coincide with or follow the customer’s arrival. Expect processing time to be 10 to 15 working days for HHG and 2 to 3 days for UB.
- e. Privately Owned Vehicles. POVs are also subject to customs clearance prior to release from the port. As with HHG and UB, the customer must be in the country and accredited before the U.S. Embassy prepares the importation request with the DFA. Upon receipt of approval, a Free Entry for Motor Vehicle request is then submitted to the DFA together with the BL. Expect 5 working days at the DFA, 5 working days with Customs, and another 5 days for the broker to release and deliver the shipment to the Embassy. Importation of right-hand-drive cars is prohibited.
- f. Firearms/Weapons. Importation of firearms into the country is restricted. Exception is being granted if the Philippine National Police Firearms and Explosives Division and/or Philippine Armed Forces of the Philippines provide an importation permit.
- g. Security and Law Enforcement Items. The Republic of the Philippines prohibits the importation of gunpowder, dynamite, ammunition, other explosives, and firearms; marijuana, opium, or other narcotics or synthetic drugs; and right-hand-drive cars.

2. Modes of Shipment.

- a. Military Air. Military shipments typically do not require customs clearance because the arrival of the military aircraft is usually coordinated between the U.S. Forces and the Armed Forces of the Philippines. These shipments do not pass through the usual commercial terminals or ports where customs offices are located.
- b. Commercial Air. As stated in [Paragraph V.1](#), shipments inbound by commercial air require customs clearance prior to release from the port. The AWB and packing list are needed to complete processing. This applies whether the cargo is civilian or military.
- c. Ocean Vessel. As stated in [Paragraph V.1](#), shipments inbound by ocean vessel require customs clearance prior to release from the port. The BL and packing list are needed to complete processing. This applies whether the cargo is civilian or military.

**W. SAMOA**

Cargo: No country-specific details.

**X. SINGAPORE**

Cargo: No country-specific details.

**Y. SRI LANKA, REPUBLIC OF**

1. Cargo.

- a. Government Property. For cargo arriving in country, the U.S. Embassy DAO coordinates with the Ministry of Defense (MOD). The MOD will advise the Department of Customs and other authorities in the U.S. military removing cargo through Customs. For cargo exiting the country (same as above) the GSO Shipping Unit (SU), on receipt of the cargo details, will obtain the MOFA export approval. The documents and cargo will be handed over to the agent to process customs and export formalities.
- b. Personal Property (HHG and UB) and POVs. The U.S. DAO requests the duty-free privileges from the MOFA for military personnel. This will enable the SU to obtain duty-free clearance approval for HHG and UB shipments. The SU expediter will clear the cargo.

2. Modes of Shipment.

- a. Military Air. Not available in Sri Lanka.
- b. Commercial Air. The DAO coordinates with the MOD to obtain customs clearance for inbound cargo.
- c. Military Sea. Not available in Sri Lanka.
- d. Commercial Sea. The DAO will coordinate with the MOD to obtain customs clearance for inbound cargo. The U.S. Embassy contractor will clear the cargo.

**Z. TAIWAN**

1. Cargo.

- a. Government Property. There are two different channels for the importation of military shipments into Taiwan. For shipment consigned to the American Institute in Taiwan (AIT), duty-free paperwork must be submitted to the MOFA through the Taipei Economic and Cultural Representative Office for approval. If the item is restricted for importation, a special import permit may be required. If the shipment is not assigned to AIT, the receiving

- organization also needs to request a special import permit. For military cargo shipped on commercial vessels by CBLs, a special import permit may also have to be requested from the Taiwan authorities.
- b. Personal Property. Taiwan authorities have no restrictions for the importation of HHG, UB, and POV. The AIT can assist with the application for duty-free importation, customs clearance, and delivery.
2. Mode of Shipment.
- a. Military Air. There are no military bases in Taiwan.
  - b. Commercial Air. The U.S. Embassy can apply for a duty-free document from MOFA. Upon receiving the duty-free approval, the U.S. Embassy can submit the packing list/invoice to Customs for clearance. The shipment can be released when the warehouse charges have been paid. The U.S. Embassy will make all arrangements for transportation and delivery.
  - c. Military Sea. There are no military bases in Taiwan.
  - d. Commercial Sea. The process for shipping via commercial sea vessel is the same as is for commercial air ([Paragraph Z.2.b](#)).

## AA. THAILAND

Cargo: Government Property. All U.S. Government Property entering Thailand via commercial air TSP must be cleared in advance through the U.S. Embassy JUSMAG. JUSMAG and the embassy GSO will coordinate with the Thailand government entities to ensure shipments are able to clear customs. Customs clearances can take up to 24 days to process. Prior to preparing shipping documents and contacting JUSMAG, review Chapter 7 of the JUSMAGTHAI detailed planning guide located at <http://www.jusmagthai.com/>. Contact JUSMAG at [jusmagthai@jusmagthai.org](mailto:jusmagthai@jusmagthai.org).

## BB. VIETNAM

Cargo: No country-specific details.

## CC. WAKE ISLAND

1. Cargo.
  - a. All cargo entering Wake Island, regardless of origin, is subject to inspection by a U.S. Air Force (USAF)-appointed inspector at point of departure as well as upon arrival. A rodent eradication was accomplished in May 2012 and a heightened level of bio-security to inhibit rodent reinvasion was implemented. The 611<sup>th</sup> Civil Engineer Squadron (CES) is the lead military POC for issues associated with invasive species and inspection issues. Inquiries associated with invasive species issues particular to Wake Island and shipment requirements to prevent transport of invasive species to the island will be directed towards the Wake Island installation CDR via Base Operations at [BaseOperations2@wakeisland.net](mailto:BaseOperations2@wakeisland.net). All incoming cargo will meet the requirements of the United States Department of Agriculture (USDA) Natural Resources Conservation Service's Hawaii Invasive Species List. This list can be located at (<http://plants.usda.gov/java/noxious?rptType=State&statefips=15>).
  - b. Military shippers will ensure that:
    - (1) Cargo descriptions are complete and accurate.
    - (2) Container packing lists will be in or attached to each container. The USAF requires a container packaging list for all containers. USAF inspectors may also conduct a physical inspection of the selected containers that are sealed with a Customs Seal and

- delivered to the consignee. These containers are not to be opened until they reach their final destination or unless a USAF inspector is present.
- (3) Advanced copies of the container packing list and the USAF Wake Island Vessel/Aircraft Rodent Pre-departure Inspection Forms are sent to the Wake Island Base Operations at [BaseOperations2@wakeisland.net](mailto:BaseOperations2@wakeisland.net). A copy of the USAF Wake Island Vessel/Aircraft Rodent Pre-departure Inspection Form can be obtained from the Wake Base Operations, the 611<sup>th</sup> Natural Resources Program Manager, and/or the vessel government contracting officer.
  - (4) All vessels destined for Wake will have rat guards on board for immediate deployment upon docking at Wake.
- c. All cargo staging areas where equipment and supplies destined for Wake are held will show documented proof that the facilities have rodent control operations in place throughout the facility. Facilities will be maintained rodent free by continually deploying a network of the following tools: glue boards, snap traps, and anticoagulant baits in tamper proof stations (baits that fluoresce under UV light are recommended—see URL [http://www.belllabs.com/product\\_details/united-states-pest-control-contrac-with-lumitrack](http://www.belllabs.com/product_details/united-states-pest-control-contrac-with-lumitrack)). The spacing of traps and stations will encompass the entire facility. These measures are required at each facility storing equipment that is destined for shipment to Wake Island. Facility pest management contracts will include a quarterly report that will be submitted to the 611<sup>th</sup> CES, Natural Resources Program Manager, in order to ensure the equipment and supplies came from a facility with an ongoing pest control operation. The reports from pest control contracts will display the type of rodent control in place, the frequency of baiting, density of traps and trap results. The Wake Island CDR can prohibit the opening of containers or other cargo, if there is no documentation showing that the origin activity has an ongoing pest control program. Contact the 611<sup>th</sup> CES, Natural Resources Manager, for further information (907-552-0788) or Wake Island Base Operations (808-424-2222).
  - d. In the event that cargo destined for Wake is discovered to be contaminated with an invasive species (e.g., rodents, snakes, or insects) after departure from the point of origin, the pilot or captain will isolate the package or container, and refrain from offloading the item on Wake. The pilot or captain will immediately contact Wake Base Ops (DSN 315-424-2222 or Commercial 808-424-2222) and alert them to the presence of an invasive species on the vessel or aircraft. This notification will activate the Wake Island rodent rapid response team.
  - e. Vessel operators will ensure that during loading operation at the location of origin all mooring lines are protected with rat guards and baited snap traps are deployed at each line exit and tie off point. For areas of high activity, baited snap traps will be placed inside a protected station called a “bait station” to avoid accidental triggers.
  - f. All containers regardless of size will have one baited glue board and one baited snap trap inside of each container prior to sealing. Contract language will include this requirement. Contract language will also include the purchase of these detection devices and supplies (snap traps, glue boards, rat attractant, and/or bait).
  - g. Vessels or aircraft originating from Guam destined for Wake will display documented proof of equipment and vessel/aircraft inspection with USDA canine prior to unloading equipment on Wake Island. This inspection is required to ensure BTS are not contained within shipments, aircraft, or vessels. This USDA BTS inspection requires advanced coordination with the Guam USDA, Wildlife Services at 671-366-3886 or 671-635-4400. The Guam USDA inspector will provide the vessel or aircraft operator with a letter of verification, this

letter of verification is to be submitted to the Wake Island Base Operations at [BaseOperations2@wakeisland.net](mailto:BaseOperations2@wakeisland.net) prior to the vessel or aircraft arrival at Wake.

- h. During loading operations at origin, any box, cargo, or container showing signs of infestation (feces, chew marks, urine scent, hair) will be pulled out of the shipment and placed in an isolated area and thoroughly inspected prior to being placed back in the shipment.



**AUSTRALIAN  
 CUSTOMS SERVICE**

## UNACCOMPANIED PERSONAL EFFECTS STATEMENT



- This is a legally binding document and may be used as evidence.
- This statement must be completed in English (block letters), with all errors and alterations to be initialled.

**WARNING**

Do not carry drugs. Penalties for drug offences in Australia are severe. A false or misleading statement to a Customs Officer is an offence and may involve heavy penalties, including forfeiture of any goods concerned.

**NOTICE**

The Privacy Act 1988 says we must tell you why we are collecting this information, how we will use it and whether you have to give it to us. This information is required to ensure travellers comply with Australian Customs, Quarantine, Health, Wildlife and Currency laws. We require this information under the Customs Act 1901, the Quarantine Act 1908, the Wildlife Protection (Regulation of Exports and Imports) Act 1982 and the Financial Transaction Reports Act 1988. Customs also need the information to calculate the right amount of duties and taxes. Any questions you do not answer will be asked by a Customs or Quarantine Officer. The Australian Customs and Quarantine Services are not permitted to disclose this information or any supplementary information you give, except when authorised or required by law.

<b>Please complete the following details</b>			
Given names		Family name	
Address and telephone number of intended or actual Australian residential address			Date of birth
Sex <input type="checkbox"/> Male <input type="checkbox"/> Female	Passport number	Country of issue	
Persons covered by this statement: <input type="checkbox"/> Myself <input type="checkbox"/> Spouse	Name of spouse		
Spouse passport number	Number of children under 18 years of age		
<b>How I arrived or intend to arrive in Australia</b>			
On (airline flight number or ship name)			At (port or airport)
Date, or estimated date, of arrival		Country of departure	
<b>For returning residents only</b>			
Other countries visited			Period of absence from Australia
<b>How my personal effects arrived or will arrive</b>			
<input type="checkbox"/> By Mail; or <input type="checkbox"/> By Air; or <input type="checkbox"/> By Sea (if by air or sea then complete below)			
The	(number of packages)	consigned to me have arrived or are due to arrive:	
On (airline flight number or ship name)	At (port or airport)	Date, or estimated date, of arrival	
Container number	Sea Bill or Air Waybill number	Name of local business handling your personal effects	
<b>Clearing your personal effects</b>			
You may clear your personal effects or pay a licenced Customs Broker to clear them for you. Alternatively, you may nominate somebody else (eg a family member or friend) to act on your behalf. If you wish to nominate somebody else, you must fill in the details of your nominee in the space provided below.			
Family name		Given names	
Address			Phone number
Your nominee will need to produce one of the following forms of identification when clearing your goods through Customs.			
Driver's licence number	Place of issue	Or	Passport number
		Country of issue	
<b>Declaration</b>			
I declare that the above particulars are to the best of my knowledge true and correct.			
Signature of owner			Date

B534 (6/00)

**Figure 511-1. Form B534, Unaccompanied Personal Effects Statement**

USFJ Instruction 31-207, Weapons and Firearms in Japan  
 Policy Letter 4-3, Entry and Exit of Individuals, Cargo, Aircraft, and Surface Vessels.

**Figure 511-2. USFJ Regulations (Japan)**

<b>Organization</b>	<b>Location</b>	<b>Phone Numbers</b>	<b>Primary Responsibility</b>
HQ U.S. Forces Japan	Yokota AB	DSN 225-4714 FAX 225-6321	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 225-9154 FAX 225-5807	Customs clears commercial air cargo for mainland Japan and Okinawa (USAF)
TO	Yokosuka	DSN 243-8731 FAX 243-6998	Customs clears commercial air and surface cargo Japan (at U.S. Navy Ports)
TO	Yokohama Seaport	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)
TO	DDYJ Det Okinawa	DSN: 637-2104 FAX 637-2107	Customs clears commercial air cargo consigned to the Okinawa Det.
835th Transportation Battalion	Okinawa Seaport	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)
730 Air Mobility Squadron.	Yokota AB	DSN 225-9616 FAX 225-6091	Customs clears AMC cargo for mainland Japan
733 Air Mobility Squadron.	Kadena AB	DSN 634-3659 FAX 634-2279	Customs clears AMC cargo for Okinawa
TO (PPSO)	Fleet Logistics Center Yokosuka Sasebo	DSN 252-3418 FAX 252-3704	Customs clears commercial air and surface cargo for Sasebo arriving at Southern terminals/ports

**Figure 511-3. POCs in Japan**

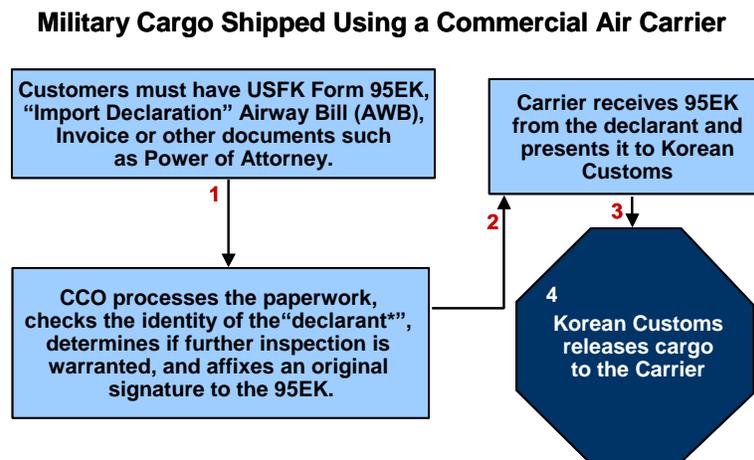
PET QUARANTINE AND EXAMINATION CERTIFICATE (See DD Form 2005 for Privacy Act Statement)						Control #
<b>PART I - CERTIFICATE OF COMPLIANCE</b>						
<p>Japanese law requires pets entering Japan to be quarantined up to 180 days. Pets belonging to U.S. Forces personnel may be placed in a "Working Quarantine" in the custody of the owner for on post/base housing, providing all paper work has been properly completed. Quarantine length depends on rabies vaccine history, Fluorescent Antibody Viral Neutralization Test (FAVN) results, date of FAVN testing, proper identification, and appropriately prepared and verified documents. <b>You must 1)</b> report to the U.S. Forces veterinary clinic <b>within 72 hours</b>, or the first clinic day following arrival of the animal to Japan, <b>2)</b> present your animal to the U.S. Forces veterinary clinic <b>within 72 hours</b> of completion of the quarantine requirement. Failure to do so is a violation of the quarantine law, resulting in a fine up to 50,000 yen per animal. (USFJ PL 4-3).</p> <p>In accordance with the above, I request the pet(s) described below be placed in quarantine in my custody. I <b>agree to present my pet(s) to the nearest U.S. Forces veterinary clinic</b>. I will immediately notify the U.S. Forces veterinary clinic if my pet exhibits unusual behavior, any sudden symptoms, or should become ill or die. I will keep my pet(s) within my household on U.S. Installations at all times during the quarantine period. I will not allow my pet(s) to come in contact with other animals or people other than the members of my immediate family. I fully understand and will comply with above regulations, <b>including all quarantine requirements</b> and understand that any failure to do so will result in forwarding a copy of this report through command channels.</p>						
Name and grade of sponsor					Sponsor's SSN	
Name and grade of authorized representative (if applicable)			Signature of owner or authorized representative			
Complete local military address of owner (or gaining unit address)					Quarters #	
					Telephone #	
Gaining Unit Name					Duty #	
<b>PART II - DESCRIPTION OF PET(S)</b>						
Microchip #	Pet Name	Sex	Age	Color	Species	Breed
(1)		<input type="checkbox"/> M <input type="checkbox"/> F				
(2)		<input type="checkbox"/> M <input type="checkbox"/> F				
(3)		<input type="checkbox"/> M <input type="checkbox"/> F				
Date and Place of Rabies Vaccination						
(1)	(2)				(3)	
Arrival date of pet(s)	Country of origin			Name of airline & flight #		
<b>PART III - INITIAL QUARANTINE EXAMINATION</b>						
I certify the pet(s) described above was/were examined by me and found to be free from symptoms of communicable diseases. According to current regulations, the pet(s) is/are placed in custody of the owner for a period of _____ days.						
Remarks:						
Final quarantine date:				Final quarantine place:		
Typed name and position of animal quarantine officer				Signature		
<b>PART IV - FINAL QUARANTINE EXAMINATION</b>						
I certify that the pet(s) described above was/were examined by me and found to be free from symptoms of communicable diseases. According to current regulation, the pet(s) is/are released from quarantine.						
Remarks: Actual Release Date:						
Typed name and grade of veterinarian				Signature		

MDJ FORM 270, 1 JUN 2009. Edition of 1 JUN 2005 is obsolete.

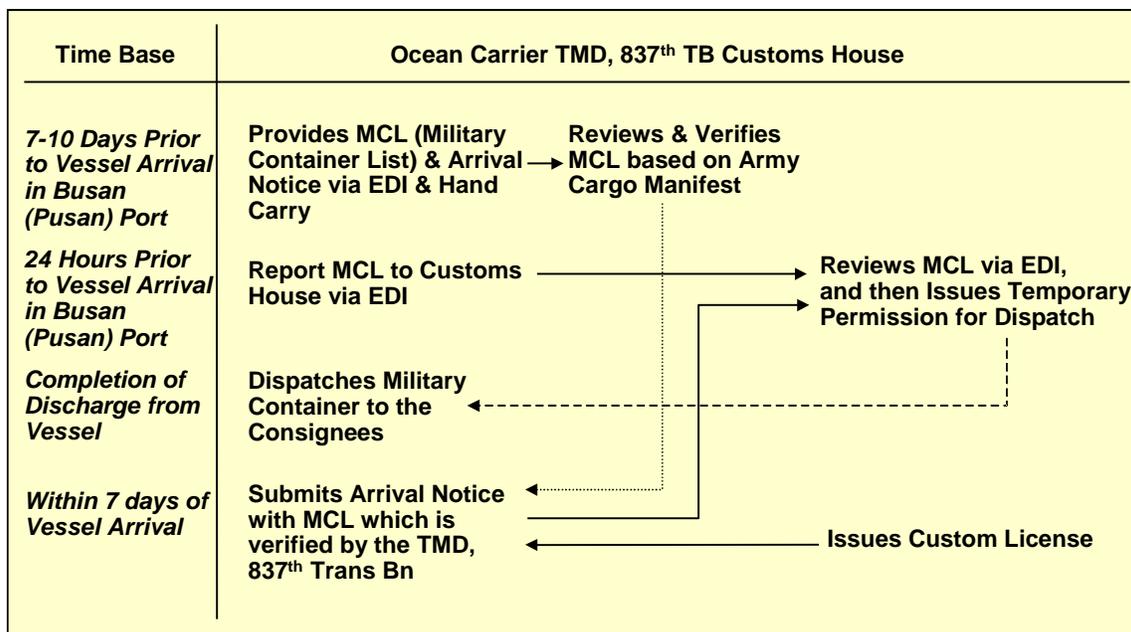
**Figure 511-4. MDJ Form 270, Pet Quarantine and Examination Certificate**

USFK Regulation 27-5, Individual Conduct and Appearance.  
USFK/UNC Regulation 190-41, USFK Customs Program.  
USFK Regulation 60-1, Access to Duty-Free Goods.  
USFK Regulation 643-2, Transfers of Duty-Free Items.  
**Note:** Many of these regulations are currently under revision.

**Figure 511-5. USFK and United Nations Command Regulations (Korea)**



**Figure 511-6. Military Cargo Shipped Using a Commercial Air TSP (Korea)**



**Figure 511-7. Military Container Cargo Shipped Using a Commercial Ocean Vessel (Korea)**

Duty Title	Organization	Phone Number	Areas of Interest
Chief, & Deputy Chief Customs Division	USFK Combined Joint Provost Marshal's Office (CJPM-CD)	738-5101/5110/6182 Fax: 736-5105	Lead CCO; oversight of all CCO's in USFK; clearance of personal property, cargo, and household goods
Customs Clearance Officer, Incheon (Inchon) Customs Office	USFK Combined Joint Provost Marshal's Office (CJPM-CD)	723-5481 Fax: 723-7978	Clears air cargo arriving at Incheon (Inchon) International Airport
Chief, Traffic Management Division	837 <sup>th</sup> Transportation Battalion, Military Terminal Pier 8, Busan (Pusan) (MTPC-PU-TM)	763-7163 Fax: 763-7175	Clears sea cargo arriving in Busan (Pusan); sole POC for clearing USC contract cargo
Installation Transportation Officer	20 <sup>th</sup> Support Group (EANC-TP-STD)	763-7640 Fax: 763-7249	Clears POVs arriving in Busan (Pusan) and air shipments at Kimhae
Supply Officer	CNFK Fleet Activity, Chinhae (N4)	762-5479 Fax: 762-5526	Clears U.S. Navy cargo arriving in Chinhae

**Figure 511-8. Customs Clearance Officers Appointed IAW USFK/UNC Regulation 190-41 (Korea)**

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 customer.

**Figure 511-9. Import Restrictions**

- Fully automatic firearms.
- A shotgun with the barrel length less than 18 inches in length.
- 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. **Exceptions:** (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 customer 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. **Exception:** 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. **Exception:** 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 or regularly scheduled martial arts training or practice. **Note:** customer 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 511-10. Weapons Prohibited for Import to Korea**

<b>NOTICE OF DELEGATION OF AUTHORITY - RECEIPT FOR SUPPLIES</b> <i>For use of this form, see DA PAM 710-2-1. The proponent agency is DCS, G-4.</i>					DATE
<b>AUTHORIZED REPRESENTATIVE(S)</b>					
ORGANIZATION RECEIVING SUPPLIES			LOCATION		
LAST, FIRST, MIDDLE INITIAL		AUTHORITY		SIGNATURE AND INITIALS	
		REQ	REC		
<b>AUTHORIZATION BY RESPONSIBLE SUPPLY OFFICER OR ACCOUNTABLE OFFICER</b>					
THE UNDERSIGNED HEREBY <input type="checkbox"/> DELEGATES TO <input type="checkbox"/> WITHDRAWS FROM THE PERSON(S) LISTED ABOVE					
THE AUTHORITY TO: <input type="text"/>					
REMARKS					
<b>I ASSUME FULL RESPONSIBILITY</b>					
UNIT IDENTIFICATION CODE			DODAAC/ACCOUNT NUMBER		
LAST, FIRST, MIDDLE INITIAL	GRADE	TELEPHONE NUMBER	EXPIRATION DATE	SIGNATURE	

DA FORM 1687, NOV 2015

PREVIOUS EDITIONS ARE OBSOLETE

APD LC v1.00ES

**Figure 511-11. DA Form 1687, Notice of Delegation of Authority – Receipt for Supplies**

FORM 5

[Paragraphs 10(7)(b), 11(7)(b), 12(7)(b), 13(4)(b) and subregulation 14(1)]

END-USE STATEMENT

This end-use statement must be issued by the consignee or end-user using the letterhead of the consignee or end-user, which ever is relevant.

Important Notes:

1. "\*" indicates delete whichever is not applicable.
2. Tick (✓) the relevant box.
3. This end-use statement must be signed—
  - (a) if an individual, by the person directly interested or his employee authorized by him in writing;
  - (b) if a partnership, by a partner or an employee of the firm duly authorized in writing by a partner; or
  - (c) if a body corporate, by a director, the secretary or an employee duly authorized in writing by a director or the secretary of the body corporate.
4. Pursuant to subsection 40(1) of the Strategic Trade Act 2010, a person who submits false or misleading information in any application, report or other documents for any purpose under this Act or the related laws commits an offence and shall, on conviction, be punished with a fine not exceeding one million ringgit or with imprisonment for a term not exceeding two years or with both, and in the case of a body corporate, be punished with a minimum fine of two million ringgit.

END USE STATEMENT

For presentation in compliance with subsection 14(2) of the Strategic Trade Act 2010 (*Act 708*) Malaysia.

We (I) certify that we have requested (*name, address and contact number of the supplier*) to supply us the following strategic/ unlisted\* items:

Description of the items : \_\_\_\_\_  
Category Codes : \_\_\_\_\_  
Quantity : \_\_\_\_\_  
Total Value : \_\_\_\_\_

**Figure 511-12. End Use Statement**

which is intended for—

Consumption	<input type="checkbox"/>	in _____ <i>(country of final destination)</i>	for _____ <i>(details of end-use OR industry/business activity involved)</i>
Production	<input type="checkbox"/>	in _____ <i>(country of final destination)</i>	for _____ <i>(details of end-use OR industry/business activity involved)</i>
Distribution	<input type="checkbox"/>	in _____ <i>(country of final destination)</i>	for _____ <i>(details of end-use OR industry/business activity involved)</i>
Repair	<input type="checkbox"/>	in _____ <i>(country of final destination)</i>	for _____ <i>(details of end-use OR industry/business activity involved)</i>
Others (Please Specify: _____)	<input type="checkbox"/>	in _____ <i>(country of final destination)</i>	for _____ <i>(details of end-use OR industry/business activity involved)</i>

We (I) certify that the strategic items/unlisted items will not be used for any restricted activity that supports the development, production, handling, usage, maintenance, storage, inventory or proliferation of any weapons of mass destruction and its delivery systems or participation in transaction with persons engaged in such activities.

We (I) also certify that we (I) will not subsequently export or otherwise re-sell the items to any person or country that is subject to any sanction imposed pursuant to a decision of the United Nations Security Council.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Original signature of the end user/government official\*

\_\_\_\_\_  
Company stamp/official seal

\_\_\_\_\_  
Name and designation of signer in block letters

**Figure 511-12. End Use Statement (Cont'd)**