

SDDC OPERATIONS CENTER
CUSTOMER ADVISORY
January 29, 2008
CA-08-01/29-0020

Subject: Theater booking advisory for cargo movement to Iraq.

Purpose: Provide shippers with guidance for booking cargo consigned to locations in Iraq via the ports of Shuwaikh (Kuwait), Aqaba (Jordan), and Umm Qasr (Iraq). The information provided herein supersedes the guidance provided in CA-07-05/09-0086 (Paragraph 1) and CA-07-08/24-0172.

1. GENERAL INFORMATION

VEHICLES: All vehicles imported to Iraq must be model year 2006 or newer (or refurbished in later than 2006). Construction equipment (cranes, forklifts, etc.) must be model year 1992 or newer (or refurbished later than 1992). All exemption requests for vehicles being imported under the Iraqi Levy Exemption (Aqaba and Umm Qasr) process must include the manufacturer's certificate of origin; the export certificate of origin will not be considered when requesting exemption.

If a vehicle is refurbished, a letter from the refurbishing company containing the year, make, model, VIN, and date of refurbishment must accompany the request for exemption (Aqaba and Umm Qasr).

RFID: Each MILVAN / container, piece on a flatrack, or breakbulk piece must contain an active RFID tag containing complete license plate data as well as asset-level and content-level data as per DoD and CENTCOM policy.

PROPER PACKAGING: All containerized / flatrack cargo must be secured according to the provisions of SDDC TEA Pamphlet 55-23. Breakbulk and flatrack cargo (to include containerized / flatrack cargo to be transloaded directly onto flatbeds at Umm Qasr or Aqaba) must be able to withstand prolonged exposure in the CENTCOM region to include sand, high winds, and excessive heat.

INTEGRATED BOOKING SYSTEM – CONTAINER MANAGEMENT MODULE (IBS-CMM): IBS-CMM is the system of record for determining container ownership when booking and shipping cargo. Containers will be handled in accordance with the ownership information on file in IBS-CMM regardless of the booking instructions indicated on the PCFN. Therefore, any changes in container ownership need to be reported to the relevant CME in order to ensure that cargo is dispositioned in accordance with the booking. Container ownership should be verified through IBS-CMM prior to arrival with all unresolved or unknown ownership issues communicated to the CME for resolution.

WEAPONS / WEAPONS SYSTEMS / SENSITIVE ITEMS: Weapons, weapons systems, and sensitive items shall not be booked to or through the ports of Shuwaikh, Aqaba, and Umm Qasr. All weapons, weapons systems, and sensitive items shall be booked to the military pier at Ash Shuaiba, Kuwait (PN4) for onward movement.

2. SHUWAIKH, KUWAIT

- 2.1 CARRIER-OWNED CONTAINERS / FLATRACKS:** All cargo utilizing carrier-owned conveyances shall be booked with pier destination terms (K) to the transload facility at Shuwaikh (DoDAAC: W91GQJ) for onward movement. The ultimate consignee will be annotated in the “remarks to booker” and “delivery information to carrier” sections of the ETRR.
- 2.2 GOVERNMENT-OWNED / LEASED CONTAINERS / FLATRACKS / BREAKBULK:** All cargo utilizing government owned / leased conveyances and breakbulk shipments shall be booked with door destination terms (M) provided the cargo is within USC05 limits for breakbulk linehaul and the applicable rates are on file) to the TCSP, Camp Arifjan (SW0701) for onward movement. The ultimate consignee will be annotated in the “remarks to booker” and “delivery information to carrier” sections of the ETRR.
- 2.3 OOG CARGO:** Breakbulk and flatrack cargo that is above the dimensions / weight limits for order linehaul under USC05 shall be booked with pier destination terms (K) to the transload facility at Shuwaikh (DoDAAC: W91GQJ) for onward movement. The ultimate consignee will be annotated in the “remarks to booker” and “delivery information to carrier” sections of the ETRR. Breakbulk cargo shall not exceed existing Kuwaiti road limitations unless prior coordination has been accomplished through OCCA SWA.
- 2.4 40' CONVEYANCES:** Cargo ultimately destined for locations in Iraq shall not be shipped in 40' conveyances without a waiver from the 595th TTG.

3. AQABA, JORDAN AND UMM QASR, IRAQ

- 3.1 ACCEPTABLE COMMODITIES:** Only FMS and sustainment cargo are to be shipped via Aqaba and Umm Qasr.
- 3.2 UNACCEPTABLE COMMODITIES:** Ammunition, U.S. military unit / deploying cargo, sensitive items, and refrigerated cargo are not to be shipped via Aqaba or Umm Qasr..
- 3.3 LEVY EXEMPTION WAIVER (LEW):** All shippers wishing to ship cargo to destinations in Iraq via Umm Qasr and Aqaba must complete a LEW for their cargo per the attached documents. Cargo arriving at Aqaba and Umm Qasr without this form may be frustrated.

- 3.4 40' CONVEYANCES:** Cargo destined for locations in Iraq via Aqaba and Umm Qasr may be booked in 40' conveyances provided the cargo is either transloaded to flatbeds at the POD (required for carrier-owned conveyances) or prior coordination has been made with the consignee to receive 40' conveyances (G-owned / G-leased).
- 3.5 PIER SHIPMENTS:** Pier shipments to Umm Qasr may only be booked to Southport (PL4) provided prior coordination has been made with the 595th TTG. Pier shipments to Aqaba are prohibited.
- 3.6 GOVERNMENT-OWNED / LEASED CONVEYANCES:** 20' G-owned / leased conveyances may be shipped to door destinations in Iraq with rates on file in USC05. G-owned conveyances exceeding 20' may be booked to door destinations in Iraq with rates on file in USC05 provided coordination has been made with the ultimate consignee for receiving and downloading the conveyances.

Cargo shipped in conveyances exceeding 20' that cannot be handled at final destination will be transloaded from the conveyances and shipped to the ultimate consignee directly on flatbeds. The cargo must be packed in such a manner to withstand sustained periods of exposure to extreme weather conditions. PCFNs requesting the transloading accessorial must also request the tarping accessorial.

- 3.7 CARRIER-OWNED CONVEYANCES:** Carrier-owned conveyances are prohibited from departing Aqaba and Umm Qasr for delivery to inland destinations in Iraq. Cargo shipped in carrier-owned conveyances will be transloaded from the conveyances and shipped to the consignee directly on flatbeds. The cargo must be packed in such a manner to withstand sustained periods of exposure to extreme weather conditions. PCFNs requesting the transloading accessorial must also request the tarping accessorial.
- 3.8 FLATRACKS:** Cargo on flatracks may be shipped to door to ultimate consignees in Iraq via Umm Qasr under the provisions listed in paragraphs 3.6 and 3.7 above provided rates are on file. The cargo cannot exceed the dimension and weight limits specified in USC05 for OOG flatrack linehauls (section 3, paragraph K.3). The cargo must be packed in such a manner to withstand sustained periods of exposure to extreme weather conditions. Flatrack PCFNs must request the tarping accessorial.
- 3.9 BREAKBULK CARGO:** Breakbulk cargo may be shipped to door destinations in Iraq with rates on file in USC05. The cargo cannot exceed the dimension and weight limits specified in USC05 for OOG flatrack linehauls (section 3, paragraph K.3). The cargo must be packed in such a manner to

withstand sustained periods of exposure to extreme weather conditions. Breakbulk PCFNs must request the tarping accessorial.

3.10 PODs: For clarification on which port code to use for cargo consigned to locations in Iraq, contact the POC below:

3.10.1 PL2: Umm Qasr (Northport)

3.10.2 PL4: Umm Qasr (Southport)

3.10.3 PE1: Aqaba

Waiver Requests: Requests to waive any of the guidance provided in this advisory should be directed to the POC listed below.

POC: Jeff Olenick, OCCA SWA Booking Chief, DSN 318-439-6639 / jeffrey.olenick@bahrain.swa.army.mil.

Expiration: Updates and revisions to this advisory will be published as necessary.