

United States Transportation Command
Customer Advisory
7 July 2023
USTC-CA-00069

Subject: Movement of 22 CFR International Traffic in Arms Regulation (ITAR) shipments via the Next Generation Delivery Service (NGDS) international contracts to avoid shipment through FedEx, Polar Air Cargo Worldwide/DHL, and UPS (SCAC UPSN) China hubs.

Purpose: To provide an update to shipping activities to avoid shipping ITAR controlled items via NGDS through the contracted carrier's hubs in China. This advisory will supersede SDDC advisories numbers CA-14-11/24-0134, CA-08-11/20-0287, CA-11-06/08-0143, and USTC-CA-00056.

Be Advised: The following is an update on NGDS carrier acceptance of ITAR commodities. FedEx, Polar Air Cargo/DHL, and UPS routes transit their China hubs and are being provided to assist in routing decision to ensure ITAR controlled items do not transit China. It is imperative that the shipping activity self-identify all ITAR controlled shipments, and award only to the carrier that is approved/accepting ITAR commodities to ensure shipments do not transit through China.

1. Federal Express: The following FedEx lanes route through their China hub:

Americas to/from Thailand, Vietnam, Malaysia, Philippines, and Indonesia; and Europe, Middle East, and India to/from Asia

NOTE: To minimize future occurrences of ITAR controlled shipments transiting the FedEx hub in China, all DoD shippers are advised to identify the shipment by selecting the International Traffic in Arms Regulation (ITAR) service in the shipper system and consider adding the FedEx International Control Export (FICE) accessorial to the shipment. When the ITAR shipment is originating in the United States, the FICE accessorial services may be added to ITAR controlled shipments tendered to FedEx. The FICE service is not currently implemented in DSS, the DLA Warehouse Management System (WMS), CMOS, and GFM systems. However, shippers can utilize FedEx.com for ITAR shipments. In the Special Services section of the online process, FedEx has options where shippers may identify a shipment as ITAR controlled and apply the FICE accessorial service. The application of selecting either the ITAR service and/or the FICE accessorial enacts a process within the FedEx network to reroute the ITAR shipment around their China hub.

Customers must adhere to FedEx's policy of prohibiting Munitions of War shipments globally as detailed in the FedEx Service Guide. Customers are prohibited from tendering the following items for shipment to any international destination.

Munitions of War include:

- Items resembling a bomb, hand grenades or explosive device, inert products such as novelty items, training aids, and work of art.
- Firearms, weaponry, and their parts.
- Bump fire stocks and other rapid-fire trigger activators.
- Ghost guns and other firearms not containing a serial number.
- Any firearm or other weapon manufactured using a 3-D printer.

2. United Parcel Service: The following UPS lanes route through their China hub:

From North and South America origins: ITAR shipments cannot be sent via UPS Small Package (SCAC code **UPSN**) to these countries: Australia (Perth), Bhutan, Brunei, Cambodia, China, Hong Kong, Indonesia, Laos, Macau, Malaysia, Maldives, Mongolia, Myanmar, Burma, Philippine's, Singapore, Taiwan, Thailand, Timor-Leste and Vietnam and Japan*.

*Shipments to Japan picked up on Saturday will transit China. Shipments picked up Mon-Friday to Japan DO NOT transit China.

From Africa, Europe and Middle East origins: ITAR shipments cannot be sent via UPS Small package (SCAC Code **UPSN**) to these countries: American Samoa, Australia, Bhutan, British Indies Chagos, Brunei, Cambodia, Caroline Islands, China, Christmas Island, Cocos (Keeling) Islands, Cook Islands, East Timor, Fiji, French Polynesia, French Southern Territories, Guam, Heard and McDonald Island, Hong Kong, Indonesia, Japan, Kiribati, Kosrae, Laos, Macau, Malaysia, Maldives, Marshall Island, Micronesia, Midway, Mongolia, Myanmar, Nauru, New Caledonia, New Zealand, Niue, Norfolk Island, Northern Mariana Islands, Palau, Philippine's, Ponape, Rota, Saipan, Singapore, Solomon Islands, South Korea, Sri Lanka, Tahiti, Taiwan, Thailand, Timor-Leste, Tinian, Tokelau, Tonga, Truk, Tuvalu, Vanuatu, Vietnam, Wake Islands, Wallis & Futuna Islands, Western Samoa, and Yap.

From Japan: ITAR shipments are allowed to North and South America only.

From South Korea: ITAR shipments are allowed to North and South America, Africa (except Angola and South Africa), and Europe only.

ITAR shipments are prohibited from the following countries: American Samoa, Australia, Bangladesh, Bhutan, British Indies Chagos, Brunei, Cambodia, Caroline Islands, China, Christmas Island, Cocos (Keeling) Islands, Cook Islands, East Timor, Fiji, French Polynesia, French Southern Territories, Guam, Heard and McDonald Island, Hong Kong, India, Indonesia, Kiribati, Kosrae, Laos, Macau, Malaysia, Maldives, Marshall Island, Micronesia, Midway, Mongolia, Myanmar, Nauru, Nepal, New Caledonia, New Zealand, Niue, Norfolk Island, Northern Mariana Islands, Palau, Papua New Guinea, Philippine's, Ponape, Rota, Saipan, Singapore, Solomon Islands, Sri Lanka, Tahiti, Taiwan, Thailand, Tinian, Tokelau, Tonga, Truk, Tuvalu, Vanuatu, Vietnam, Wake islands, Wallis & Futuna Islands, Western Samoa, and Yap

origins. Shipments originating from the above countries would transit through the UPS China hub.

NOTE: This does not affect non-ITAR Small Package NGDS shipments moved under SCAC UPSN or ITAR and non-ITAR heavy weight shipments shipped under SCAC code UPSQ.

NOTE: Currently, UPSN interface logic does not allow DSS, DLA WMS, CMOS, and GFM shipments to include the ITAR flag for automated routing within the UPSN network. It is the shipper's responsibility to ensure the above UPS restrictions are followed to ensure ITAR controlled shipments do not transit through China.

3. Polar Air Cargo/DHL: Currently, DHL is not accepting any ITAR commodities in their network (see USTC-CA-00035). This action does not impact acceptance of cargo that is not determined to contain ITAR commodities. The DHL team is working to make appropriate interface updates and when fielded, DoD systems will program as workload permits.

4. Shipper and Carrier Duty to Notify Responsibilities: In the event an ITAR controlled shipment does transit through a prohibited country, any person who knows or has reason to know (shippers who fail to identify the shipment as ITAR, or a carrier that transits a prohibited country with a properly identified ITAR shipment) has the duty to immediately notify the Office of Defense Trade Controls Compliance with details surrounding the incident pursuant to 22 C.F.R. Section 126.1(e)(2).

POC: USTRANSCOM Commercial Services Branch, TCJ4-LC, DSN (312) 770-5773, CML (618) 220-5773, or e-mail at transcom.scott.tcj5j4.mbx.lc@mail.mil.

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