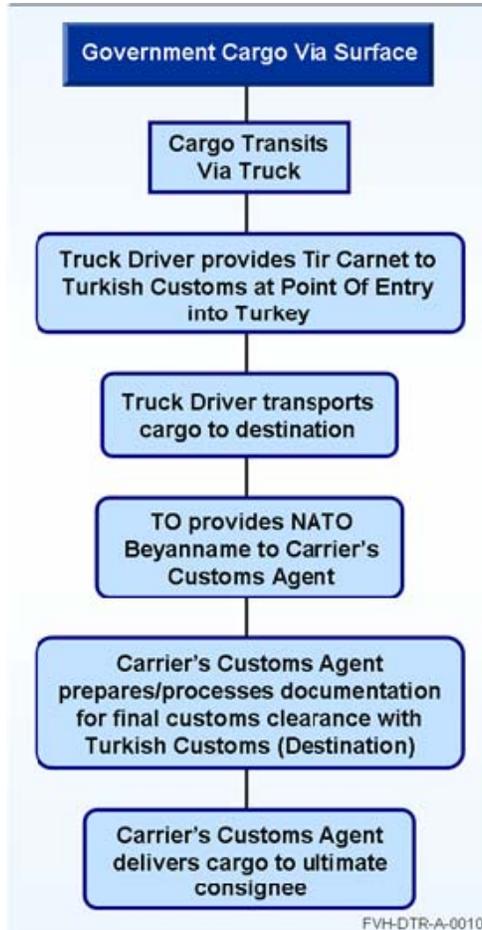


## TURKEY

1. General:
  - a. In general, all Major Items of Equipment (MIE) and munitions items require HN Approval (HNA) before import clearance can be applied for. It can take one to three months to obtain HNA from the Turkish General Staff (TGS) for inclusion on the Memo 60-1/2 or Master Authorization List (MAL). The Office of Defense Cooperation-Turkey (ODC-Turkey) keeps a list of items that have received HNA and that can have a Turkish Defense Approval (TDA)/Beyanname applied for prior import of the item. A Beyanname is a Turkish term and provides clearance/permission for cargo to be imported into Turkey. USDRT Memorandum 60-1 lists MIE items and USDRT Memorandum 60-2 list munitions/weapon items.
  - b. Once HNA is obtained, a Beyanname must be applied for from TGS prior to import of the item. The Turkish Directorate of Customs maintains authority to differentiate between cargo requiring prior authorization/notice (requiring a Beyanname) and cargo requiring only submission of a manifest. A Beyanname is applied for by means of a TDA through ODC-Turkey, which takes approximately 30 days. Cargo requiring prior authorization/notice includes the following material: weapons, ammunition, and MIE. MIE includes vehicles (all types), computers and communications systems, generators, and classified cargo. Items requiring only submission of a manifest will be cleared by customs officials at the port of entry.
2. Surface: The customs procedure for overland carrier shipments is basically the same as aircraft shipments with the exception of the following: The customs process of overland shipments has to be finalized within 45 days after the arrival into Turkey. If the truck will make multiple stops within Turkey, then trucks (unless Turkish owned) can only move cargo under transit status from one point to another due to the Turkish Cabotage Law. This requires multiple customs clearances at each destination. Figure 1 shows the current Customs clearance process for US Government cargo shipped using an overland carrier (truck).
3. Air: The subsections below describe the different processes for air shipments arriving in Turkey.
  - a. Military Cargo Shipped Using MILAIR.
    - (1) Shipments for US Forces Stationed in Turkey IAW NATO- SOFA: General cargo passes through Turkish Customs with no problem. Currently the Turkish Customs Offices authorized to clear US Forces shipments are located in Esenboga (Ankara), Ataturk (Istanbul), Cigli (Izmir), Incirlik (Adana), Antalya (for US Navy support aircraft) and Aksaz/Dalaman (Mugla) (for US Navy only). The shippers have been requested to add an additional information/remarks line on the original TCMD that provides the item nomenclature to customs personnel. When military vehicles, computers, munitions, weapons, etc., and MIE are shipped in and out of Turkey, TDAs must be made in advance of each shipment of these categories. There is an MIE listing identifying those items maintained at ODC-Turkey. This list is by stock number. It can have (and has had) items added to it with no notice from Turkish Authorities. The lead-time for TDA is 30 days from the time the owning organization on the US military installation in Turkey sends a request. The organization at the 39th Air Base Wing is responsible for making the initial TDA request for the US customer. TDA has to be granted prior to the entry. Classified military shipments may be exempt from Turkish Customs inspection when TDA is annotated as secret cargo. The customs clearance of classified documents and parcels will be performed as prescribed in NATO-SOFA and NATO directives. No TDA is required for international transit shipments (both the origin and final destination of cargo is out of Turkey).

- (2) As shown in Figure 2, the process for clearing military cargo into Turkey is time consuming and complex. All cargo and paperwork, whether military or contractor, shipped into Turkey is severely scrutinized by Turkish Customs officials.
  - b. Contractor Cargo Shipped Using a Military Carrier. Contractor cargo shipped using a military carrier into Turkey is treated as military cargo, therefore the Customs process for contractor cargo shipped using a military carrier is the same as for military cargo shipped using a military carrier.
  - c. Military Cargo Shipped Using a Commercial Carrier.
    - (1) Shipments for the US Forces Stationed in Turkey IAW NATO-SOFA: When these shipments arrive at a commercial airport, the transport/freight companies have to provide a Transit Declaration to the Turkish Customs office at the point of entry to move cargo to the final destination. This transit document is also required to be submitted to the Turkish Customs office at the destination. Currently the Turkish Customs offices authorized to clear the US Forces shipments are Esenboga (Ankara), Ataturk (Istanbul), Cigli (Izmir), Incirlik (Adana), Antalya (for US Navy support aircraft) and Aksaz/Dalaman (Mugla) (for US Navy only). Advance notification is the key to this process. TOs complete appropriate blocks of USAFE Form 554 (NATO Beyanname) and deliver it to the relevant agencies/companies. Assistance is to be sought from TO Freight sections for all consignments in support of US Forces (SOFA) shipments. It is the responsibility of the carrier to clear Turkish Customs, as shown in Figure 3.
4. Sea:
- a. The customs procedure for ocean vessel shipments is basically the same as aircraft shipments with the exception of the following: The customs process of ocean shipments has to be finalized within 45 days after the arrival into Turkey. Currently Turkish Customs Offices authorized to clear US Forces shipments are at the seaports of Istanbul, Izmir, Iskenderun, Yumurtalik/Golovasi (for fuel only), Antalya and Aksaz/Karaagac (for US Navy only). Shipments may be shipped back to origin to prevent long frustration times and international incidents with Turkish Customs authorities. Consult the 840th Transportation Battalion prior to shipping any MIE to Turkey via ocean. Also contact the 598th Transportation Terminal Group in Rotterdam to identify the POD in Turkey since some ports in Turkey have import/export restrictions imposed by the Government of Turkey for the US Forces shipments. Figure 4 depicts the Customs clearance process for military cargo shipped to Turkey by ocean vessel.
5. Personal Property. See the PPCIG at <https://tops.ppcigweb.sddc.army.mil/ppcig/menu/home/warning.do>. Select Query CG tab, select Country Instructions tab, at the Country drop down box under Custom Selection, select Turkey, submit. Click on the detail icon on the upper right hand side to review shipping requirements.



**Figure 1. Military Cargo Shipped Using an Overland Carrier (Turkey)**

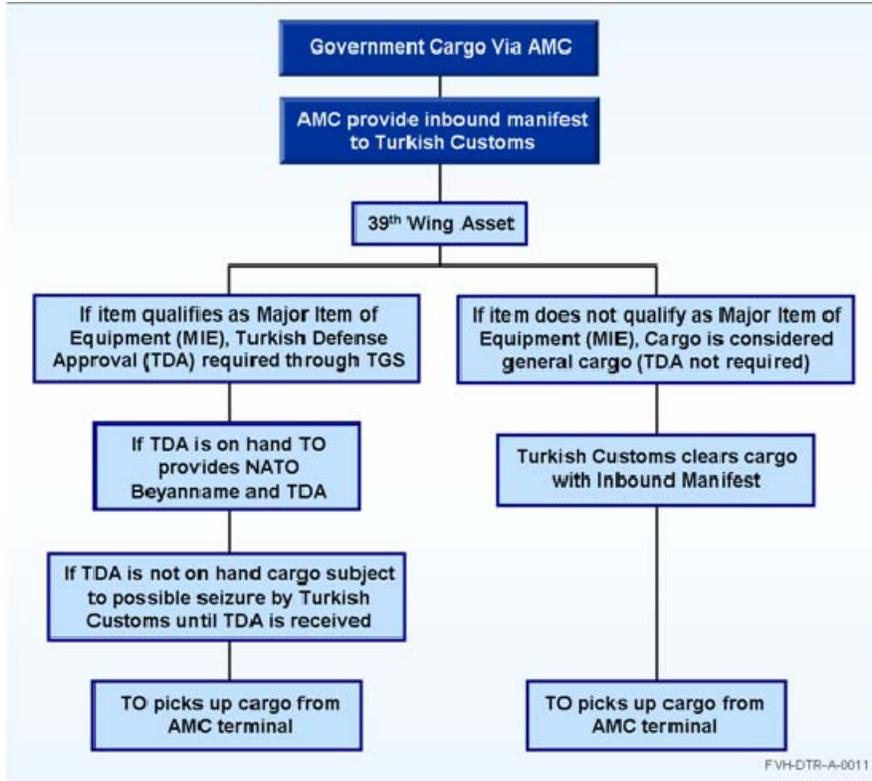


Figure 2. Customs Process for Military Cargo Shipped Using a Military Carrier (Turkey)

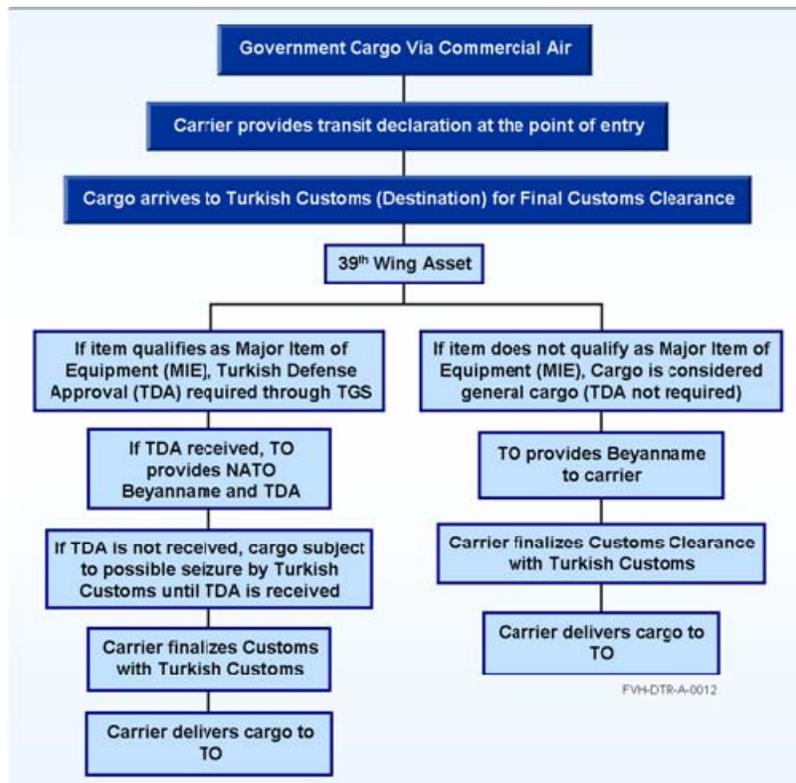
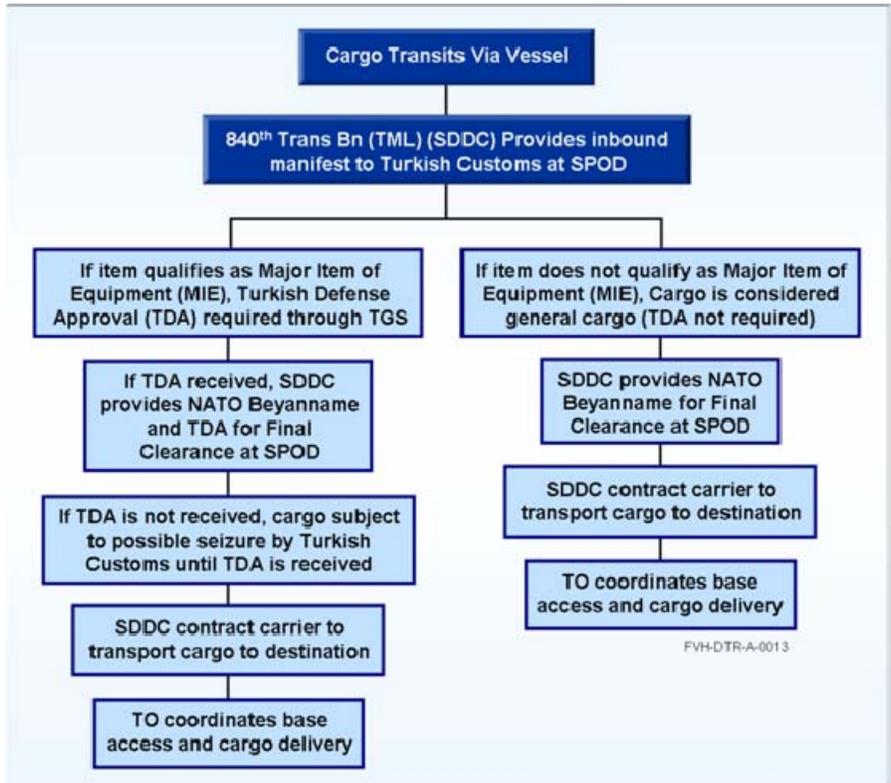


Figure 3. Military Cargo Shipped Using a Commercial Carrier (Turkey)



**Figure 4. Military Cargo Shipped Using an Ocean Vessel (Turkey)**