

#### 4.0 ROUTING AND SHIPPING DOCUMENTATION

Exporters must fulfil their contract delivery dates, condition of goods and costs of transportation. These factors depend on the type of transportation used.

Meeting the customer's delivery date is important in defence shipments. Frequently, delivery dates are missed because the best transportation method was not used. For example, air freight shipments to the United States are often faster than air express shipments. Discuss transportation with your customer so that shipments are routed quickly and economically.

If the U.S. government is responsible for freight charges (f.o.b. origin contracts), the shipment will be routed by transportation personnel at DCASMA, Ottawa. Contractors must complete form DD 1659, "Application for U.S. Government Bill(s) of Lading/Domestic Route Order/Export Traffic Release" (see sample in Appendix G) for routing shipments of less than 4 535 kg (10 000 lbs.) going to continental U.S. addresses. Contractors must submit this form in duplicate to the transportation officer at DCASMA, Ottawa, at least 10 days before the anticipated shipping date.

However, contractors must submit form DD 1659 to DCASMA, Ottawa, 18 days before the shipping date if the shipment is for export from the United States; is for foreign military sales (FMS); is a hazardous commodity; is more than 4 535 kg (10 000 lbs.); requires special equipment; or fills the capacity of a trailer.

#### 5.0 USING CUSTOMS BROKERS

Many firms use customs brokers to clear shipments across the border. Use their services if you do not have personnel trained in export documentation.