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**Regional Seminar on Arms Export Control**  
**Kiev, Ukraine**  
**November, 2011**  
**Date: 22 and 23 of November 2011**

**Practical case applied to transit of defense products**

**Transit through the seaport of ERTHO EU country**

Exporter: Company *Theta Tech T2, Ltd.* located in country Alpha, EU

Seaport of loading in country Beta, EU

Freight Forwarder: *Lysa Cargo*

Name of the ship: *Gulfstream*

Importer: *Providence Trading Ltd.* located in country Sierra, Africa

Owner and end-user: Ministry of Defense of Sierra, Navy

End-use: For the protection of the Exclusive Economic Zone and Continental Platform of Sierra

Transit countries from Alpha to ERTHO: seaport of country Petra, EU

Unloading and immediate loading into the same ship takes place in the seaport of ERTHO due to container distribution onboard

Description of goods: anti-ship missiles packed in two standard cargo containers.

**Situation**

8 missiles belonging to the Navy of Sierra are temporarily imported by Alpha for repair at *Theta Tech*. *Theta Tech* is the manufacturer of the missiles. The company is a major EU armaments industry with a special interest in electro optics and guidance control systems.

Sierra is a democratic stable African country with a reliable export control system in place.

Once the repair was completed, the repaired missiles were returned back to the owner in Sierra.

They were loaded on the 3<sup>rd</sup> of January onboard the ship *Gulfstream* at the seaport of Alpha.

On the 16<sup>th</sup> of January 2011 a representative of Freight Forwarder, *Lysa Cargo* requests the licensing authority in ERTHO for a very extremely urgent transit authorization.

### **Task 1**

As the licensing officer in ERTHO what would be your concerns on this case up to this point?

What documentation or evidence would you want to see immediately?

How would you proceed according to the workflow followed in your country, taking into account the urgency?