

VERSION - 05

(As amended vide CGO No. 5/2014 dated 30th October, 2014)

**GOVERNMENT OF PAKISTAN
(REVENUE DIVISION)
FEDERAL BOARD OF REVENUE**

C. No. 3(6) L&P/2001-B

Islamabad the, 31st July, 2012

CUSTOMS GENERAL ORDER No. 10 OF 2012

SUBJECT:- PROCEDURE FOR TRANSIT OF U.S. FORCES CARGO TO AND FROM AFGHANISTAN THROUGH THE TERRITORY OF PAKISTAN.

In order to give effect to the Memorandum of Understanding (MOU) signed between the Islamic Republic of Pakistan and the United States of America on 31st July 2012, the Federal Board of Revenue (here inaner referred to as the "Board") is pleased to prescribe this procedure under the relevant provisions of Customs Act, 1969, for transit of U.S. cargo to and from Afghanistan, through the territory of Pakistan.

2. Definitions.- The following definitions shall be applicable wherever relevant:--

- (i) **"carrier"** means Pakistan Railways or any other duly authorized Customs licensed bonded carrier or transport operator including NLC for transportation of transit cargo under this Customs General Order (CGO);
- (ii) **"cargo manifest"** means a document carrying official monogram of U.S. containing details of the cargo to be transited under this CGO;
- (iii) **"conveyance"** means a truck or trailer used for the transport of scanable containerized cargo of international standards and specifications conforming to the requirements and applicable laws and regulations, and oversized non-containerized cargo in compliance of the axle load parameters prescribed under the relevant laws of Pakistan;
- (iv) **"goods declaration"** means the declaration filed with Pakistan Customs under section 79 of the Customs Act, 1969 for transit of goods to or from Afghanistan under this CGO;
- (v) **"port of entry"** means the specified customs-station notified under section 9 of the Customs Act, 1969, where the goods are entered for clearance as cargo in transit;
- (vi) **"port of exit"** means the specified customs-station notified under section 9 of the Customs Act, 1969, from where the transit goods exit Pakistan for the destination;
- (vii) **"prohibited cargo"** means lethal items, such as arms and ammunition, and hazardous and dangerous materials defined under the applicable laws, rules, and regulations of Pakistan, and as enumerated in Annex-A to this CGO, not permitted for transit to Afghanistan under the MOU, with the exception of military equipments intended for the capacity building of the Afghan National Security Forces (ANSF);
- (viii) **"terminal operator"** includes the organization or establishment, authorized under the provisions of Customs Act, 1969 for physical custody of cargo within the customs-stations;

¹[(viii-a) **"Transit Authorization Permit"** means Transit Authorization Permit(TAP) issued in respect of each consignment of ISAF/US/NATO, authorizing transit of the cargo through the territory of Pakistan from ports or border crossing terminals as per procedure prescribed by CCA-Pakistan/Ministry of Defence.]

¹ *New clause was inserted vide CGO No. 5/2013 dated 9th July, 2013*

- (ix) **"transit"** means the movement of U.S. cargo by carriers to and from Afghanistan through the territory of Pakistan;
- (x) **"U.S cargo"** means non-lethal items, including: U.S Department of Defence provided humanitarian items, including food; medicines, equipment, and materials, and daily activity support items including those designated for U.S. military, civilian and other personnel embedded with U.S. forces or for U.S. assistance to Afghan security forces; and military equipment, vehicles and other military property, but excludes the prohibited cargo defined above; and
- (xi) All other words and terms appearing in this order shall have the meanings assigned to them under the Customs Act, 1969.

²[**3. Ports of entry and exit.**- The transit of U.S. cargo under this CGO shall only be allowed to enter or exit through Karachi port, Port Muhammad Bin Qasim, Torkham and Chaman. The shipping line shall also mention via port i.e. Torkham or Chaman in bill of lading and the same shall be distinctly manifested in the carrier's declaration uploaded electronically in the customs computerized system.]

4. Nomination of Focal Person.-The U.S. Office of the Defence Representative-Pakistan (ODRP) shall nominate a single focal person for transit of U.S. cargo to and from Afghanistan for the purposes of Customs clearances and allied formalities and communicate the name, designation and specimen signature of the nominee to the Federal Board of Revenue and the concerned clearance Collectorates. In case of change or replacement of the focal person, the above U.S. Office shall inform and provide the requisite details, including the hotline number, email address, postal address, landline, cell number and fax number of the contact person to the Board and Customs Collectorates, seven days prior to such change or replacement.

5. Arrival of Cargo.-Upon arrival of a vessel or a conveyance carrying U.S e , cargo, the focal person shall file with the Customs a duly signed cargo manifest in duplicate separately detailing the information i.e. IGM and Index No., bill of lading No. or carrier manifest No., gross weight, consignor and consignee's details, list of containers (with numbers), value and description of the cargo meant for transit to or from Afghanistan. The original cargo manifest shall be retained by Customs for clearance of the cargo and the duplicate copy shall be handed over to the focal person of U.S ODRP or his representative duly authorized to have the documents processed by Customs authorities:

Provided that the cargo manifest may be filed in anticipation of the arrival of cargo, to be processed for clearance only after arrival of the vessel:

Provided further that where electronic manifest is filed a manual copy shall also be filed.

6. Filing of Goods Declaration (GD).-

- (i) The focal person of U.S. ODRP shall forward request as per Annex-B for clearance of cargo in transit to or from Afghanistan to the concerned Collector of Customs in respect of the consignment at the port of entry.
- (ii) The duly licensed Customs Agent authorized by U.S. ODRP in this behalf shall file goods declaration (hereinafter referred to as the "GD") electronically for transit of such goods in the prescribed format and present hard copy of the GD in quintuplicate to the appraising or appropriate officer of the relevant assessing group of the concerned Collectorate at the port of entry, alongwith the following documents:--
 - (a) bill of lading, or carrier manifest in case of transit from Afghanistan;

2 *Paragraph 3, was substituted vide CGO No. 5/2013 dated 9th July, 2013. At the time of substitution paragraph was as under:-*

3. Ports of entry and exit.-The transit of U.S. cargo under this CGO shall only be allowed to enter or exit through Karachi port, Pori Muhammad Bin Qasim, Torkham and Chaman."

- (b) Cargo manifest;
 - (c) original invoice; ³[(in case of cargo intended for transit from Afghanistan, a US declaration of ownership shall be accepted in lieu of the original invoice);]
 - (d) original packing list;
 - (e) Request and undertaking from the U.S. ODRP for clearance of the transit cargo;
 - (f) authorization for transit issued by the Ministry of Government;
 - ⁴[***]
 - (h) Scanned images of the container(s); and
 - (i) Hundred per cent weighment certificate issued by the terminal operator.
- ⁵[(iia) U.S cargo to be allowed entry for transit under this CGO at Torkham and Chaman consisting of military vehicles and non-containerized equipment shall be certified as free of hazardous waste material, including depleted uranium ammunition, as defined and classified in the Basel Convention on the control of Trans-boundary Movement of Hazardous Wastes and their Disposal, in accordance with National and International standards.]
- (iii) The GD can be filed in anticipation of the arrival of the vessel or conveyance in terms of second proviso to section 79(1) (b) of the Customs Act, 1969, provided that the manifest has also been filed in advance.
 - (iv) In case of change or replacement of any Customs agent, the US ODRP shall certify that cargo handled by such agents has been duly reconciled.

7. Processing of Goods Declaration.-

- (i) The Appraising officer (AO) or other appropriate officer of Customs in the relevant assessing group of the Collectorate at the port of entry shall process the GD on the basis of documents mentioned in para 6(ii) above. He shall satisfy himself that the declaration and Customs documents are complete and correct, the signatures match with the specimen signatures provided by U.S. ODRP, the goods declared for transit are in conformity with the import documents and scanned images, and that the goods allowed for transit are in accordance with the agreed terms of the MOU.
- (ii) In case of a discrepancy observed between scanned images and declaration of goods in the GO, the container shall be subjected to physical examination for verification. The examining or appraising staff can otherwise carry out examination of any consignment whenever it is called for. The AO or the examining officer shall endorse the legible and indelible examination report on the reverse of original, duplicate, quadruplicate and quintuplicate copies of the GD.
- (iii) For the goods to be allowed entry under this CGO at Torkham and Chaman, scanning shall be substituted with examination of the goods, based on risk management, till the time requisite infrastructure, acceptable to the concerned Customs authorities, becomes available there.
- (iv) Thereafter, the GO shall be countersigned by the Principal Appraiser or Superintendent (Examination) and shall be presented to the AO or the appropriate officer for further processing.

³ *Inserted vide CGO No. 16/2012 dated 14th December, 2012*

⁴ *Sub-clause“(g) authorization for transit issued vide the Ministry of Defence, Government of Pakistan;” was omitted vide CGO No. 1/2013 dated 3rd January, 2013*

⁵ *New clause (ii a) was inserted vide CGO No. 16/2012 dated 14th December, 2012*

- (v) Prohibited goods, if found present in the cargo, shall be detained and penal action shall be taken against the concerned persons under the provisions of Customs Act, 1969.
- (vi) In case the examination report confirms the bona fides of the cargo, the AO or appropriate officer and the Principal Appraiser or Superintendent, as the case may be, shall process the GO and allow "out-of-charge" of the GO after satisfying themselves that the description, quantity or weight of the goods are in order.
- (vii) The Principal Appraiser or Superintendent shall place the original copy of scanning image in the Group file for record. The duplicate copy of the scanning image shall be forwarded to the Pakistan Customs Container Security System (PCCSS) for onward transmission to the exit Collectorate alongwith Form-A to be issued in accordance with CGO 04 of 2007, dated 31.03.2007.
- (viii) The original copy of the GO shall be retained by the Customs at the port of entry for their record. The duplicate and quadruplicate copies shall be sent to the Customs-station of exit. The triplicate copy shall be handed over to the authorized agent or the focal person of the OORP and the quintuplicate copy shall accompany the vehicle throughout its transit journey.
- (ix) The duplicate copy shall be used for endorsement of "cross border" or "mate receipt" (MR) number, as the case may be, at the port of exit and for reconciliation.

8. Sealing and clearance of the cargo.--

- (i) After satisfying himself that shipper's seal is intact, the appropriate officer (Inspector or Preventive Officer) of Customs posted at the port of entry shall affix the Customs seal on the container as per the procedure prescribed under CGO 4 of 2007.
- (ii) All vehicles as well as containers of transit goods boarded thereon under this CGO shall be fitted with tracking devices at the port of entry from a tracking company duly licensed under the Tracking and Monitoring of Cargo' Rules, 2012 notified by the Board.
- (iii) The Customs staff at exit gate of port of entry shall verify the installation of tracking device in case of container as well as vehicle, PCCSS Seal Number as per Form A and electronically gate out the goods.
- (iv) The concerned officer of Customs at ports of entry and exit shall maintain a separate register and update the record of all the Forms-A issued and received by him during a month and shall, through his concerned Assistant or Deputy Collector, reconcile the details (Forms A number, Container Number, Seal Number, date of issue/receipt and name and designation of focal person) of such Forms with his counterpart focal person at the port of exit in the first week of the succeeding month.
- (v) The concerned officer at the port of entry and exit shall record in the Customs computerised system, the events of gate out, cross border, gate in, pass in, allow loading or shipment etc., as the case may be, and sealing, de-sealing of the containers alongwith its number on real time.
- (vi) The port authorities and terminal operators shall issue release order for the cargo in transit, on receipt of the following:--
 - (a) clearance message, electronic or manual in the form of "out of charged" GD, from Customs;
 - (b) authority letter from the carrier, mentioning the vehicle number, container number alongwith names and CNIC Number of the Driver and co-driver or cleaner. Where there is no second person or if more than two persons are riding on the conveyance, such facts and particulars of the persons shall be given in the said letter with reasons;

- (c) original delivery order duly endorsed by the U.S. ODRP; and
- (d) Authority letter from U.S. ODRP
- (vii) Under no circumstances, the cargo shall be delivered to a carrier other than that authorized under this CGO.
- (viii) The relevant documents shall be retained by the port authorities and terminal Operators before delivering the cargo to the authorized carrier. The port authorities and terms in operators shall maintain and keep record of the same in accordance with the provisions of section 211 of the Customs Act, 1969.

9. Transportation of Cargo.-

- (i) The transit cargo under this CGO shall only be transported an authorized bonded carrier or transport operator licensed under Chapter XXV of the Customs Rules, 2001 or by Pakistan Railways.
- (ii) The vehicles used for transportation of transit cargo under this CGO shall be equipped with the tracking device from the tracking company duly licensed under the Tracking and Monitoring of Cargo Rules, 2012 notified by the Board.
- (iii) The transit cargo shall be transported in standard sealed containers.
- (iv) Oversized cargo, which cannot be carried in a container may be transported, fully covered with a tarpaulin and secured with the tamper free Customs seals.
- (v) The Authorized Carrier shall move the cargo only through the routes designated by the National Highway Authority from time to time.
- (vi) Change of conveyance en-route shall not be allowed, except with the prior written approval of the Assistant or Deputy Collector having jurisdiction and where the same is necessitated by exceptional circumstances such as accident or any other break down etc. While allowing such change of transport unit, the Assistant or Deputy Collector concerned shall record reasons in writing and send a copy of his decision to the Collector of port of entry as well as the port of exit.
- (vii) All cargo being transported via Torkham and Chaman may be parked only in the designated resting areas notified by the Ministry of Communications or NHA. The Customs officers having geographical jurisdiction shall have access to these resting areas to monitor the cargo as and when deemed appropriate.
- (viii) The Collector of Customs having geographical jurisdiction under exceptional circumstances may; after recording the reasons in writing, order for transportation of cargo under Customs escort. All the expenses incurred on such escort shall be borne by the carrier.
- (ix) Transportation of the cargo from the port of entry to the port of exit in a safe and secure manner shall be the responsibility of the concerned authorized carrier.
- (x) In case of any accident, emergency or sabotage on the cargo or transport unit en route to the port of exit, the authorized carrier shall immediately report the incident to the nearest Collector of Customs under intimation to Collectors of the port of entry and exit, and shall remain to be the custodian of such goods till the transfer of custody under para 10(iv) is effected.
- (xi) During transportation of transit goods under this CGO, the carrier shall be responsible to comply with the relevant Customs formalities including the provisions of sub-chapter XVI of Chapter XXV of the Customs Rules, 2001, the applicable laws of the country including those relating to laden or axle weight restrictions or specifications and third party insurance.

10. Tracking and Monitoring en route.-

- (i) The tracking and monitoring of cargo en route, allowed transit under this CGO, shall be carried out, on real times basis, in accordance with the Tracking and Monitoring of Cargo Rules 2012 notified by the Board vide SRO 413(I)/2012, dated 25.04.2012.
- (ii) All vehicles carrying transit cargo under this CGO shall be required to get registered at the following Customs check posts during transit, in accordance with the procedure provided in rules 631 and 632 of the Customs Rules, 2001:
 - (a) Route--I (Transit via Torkham):
 - (i) Baburloi customs check post (between Khairpur and Sukkur);
 - (ii) Khairabad customs check post (between Attock and Peshawar); and/or
 - (iii) Kohat customs check post; and
 - (b) Route-II (Transit via Chaman):
 - (i) Khur Khera customs check post (between Hub and Uthal) or Baburloi customs check post (between Khairpur and Sukkur); and
 - (ii) Baleli customs check post (between Quetta and Qila Abdullah).
- iii) The Customs authorities shall refrain from routine physical examination of the vehicle and transit goods while on the way from port of entry to port of exit unless an irregularity is suspected in view of explicit tampering of seals or locks of the transport unit or some reliable specific intelligence information.
- (iv) If the cargo is damaged or destroyed en route because of sabotage during transit, the Collector having Jurisdiction at port of entry may, on an application by the focal person of US ODRR or the authorized agent, and after satisfying himself about veracity of the reported incident, grant permission to move the remaining cargo to Afghanistan or ship it back to origin without payment of duty and taxes, after registration of case and fulfilment of police and court formalities. Such permission shall be allowed only after receipt of report from the Collector having jurisdiction over the area of incident The Collector concerned shall get such cargo escorted to the exit point

11. Procedure at the Collectorate of Exit.-

- (i) At the port of exit, the Customs officer (Preventive Officer or Inspector of Customs) shall physically verify the shipping seals, customs seals to confirm that these seals are intact and no tampering has been done with the container. The information shall be fed in the system as per procedure prescribed under CGO 4 of 2007, and the same shall also be endorsed on duplicate and quadruplicate copies of the Goods Declaration.
- (ii) The containers or goods shall be weighed and scanned or examined at the exit Collectorate: The Collector of Customs may specify alternatives in case weighment is not possible due to size, facility or breakdown of weighment system etc.
- (iii) In case the container or goods are damaged, Customs seal is found tampered or broken or there is evidence of deviation from the prescribed route, the cargo shall be subjected to detailed physical examination, in the presence of the representatives of U.S. ODRP and the authorized clearing agent or carrier to ascertain the facts.
- (iv) If the goods are found missing, stolen or removed due to an reason, penal action shall be taken against the concerned persons including the carrier, authorized agent and focal person alongwith recovery of the duty and taxes involved in accordance' with the provisions of Customs Act, 1969.

- (v) Expenses, if any, incurred on examination and re-sealing of such containers or goods shall be borne by the consignor.
- (vi) In case of transit to Afghanistan, the Customs staff at the port of exit shall retain the quadruplicate copy of the GD for their own record. The duplicate copy shall be endorsed with "cross border" and shall also be endorsed by stamp and signature of Afghan Customs to confirm that the consignment has crossed the border. This copy shall then be sent to the Collectorate of port of entry within seven days of crossing border of cargo.
- (vii) In case of transit from Afghanistan, the appropriate Customs staff at the port of exit, after fulfilling the formalities, shall retain the quadruplicate copy of the GD for their own record. The duplicate copy shall be endorsed with "mate receipt" (MR) number to confirm that the consignment has departed from the country. This copy shall then be sent to the port of entry within seven days of departure.
- (viii) The cargo in transit shall cross the border or depart from the country as the case may be, within fifteen days of clearance from the port of entry. In circumstances beyond the control of the carrier, the Additional Collector of Customs of the port of entry may, upon the application of the authorized carrier and after satisfying himself, extend the stipulated period for not more than thirty days⁶]:

Provided that the Additional Collector of the port of Exit may extend the stipulated period, only for departure of break bulk US/NATO/ISAF cargo, for not more than ninety days.]

⁷[**12. Return of empty containers.-** Empty containers owned by US Government or US military may be returned from Afghanistan on the request of US ODRP, subject to the compliance of the procedure prescribed for movement of inland containers. The vehicles returning with empty containers shall file an IGM under section 45 of the Customs Act, 1969. This document shall serve as Customs clearance document as well as a record of returning containers in the Customs computerised system. All other empty containers (commercially owned) shall be re-exported ad per prevailing procedure/rules.]

13. Re-export.--In cases where authorization for transit has been refused or cancelled or superseded, the U.S. cargo, on receipt of an application from the focal person of U.S. ODRP or the authorized agent, shall be allowed to be re-exported in accordance with section 13 8 of the Customs Act, 1969.

14. Reconciliation.--

- (i) The concerned incharge Assistant or Deputy Collector of Customs of the port of entry shall send the details of all the cargo by 5th of each month, relating to the clearances during the preceding month, to the Assistant or Deputy Collector Customs at the port of exit for reconciliation. The exit Collectorate shall confirm the crossing of the border or otherwise of the transit goods to the clearance Collectorate by 15th of each month. The details are to be maintained by both the Collectorates.
- (ii) The Collectorates concerned shall also evolve and ensure a procedure in a manner that flawless accountal is possible in relation to containers moving to and from Afghanistan and audit thereof is possible at a short notice. The Additional Collector and the Deputy or Assistant Collector concerned shall personally ensure the afore-said accountal, without fail, in accordance with the schedule mentioned above.

⁶ *The full stop was substituted with the colon and thereafter, the proviso was added vide CGO 2/2014 dated 17th May, 2014*

⁷ *Paragraph No. 12 was substituted vide CGO No. 5/2014 dated 30th October, 2014*

- (iii) Each Collectorate shall maintain an incident register or roznamcha with the Additional Collector concerned, as prescribed in the Preventive Service Manual, to record all incidents and events as deemed appropriate by the Customs authorities.

⁸[14A. **Clearance under Customs Computerized System.-**

- (a) **Filing of Goods Declaration (GD).**- The duly licensed Customs Agent, authorized by U.S. ODRP in this behalf, shall file goods declaration (hereinafter referred to as the "GD") electronically for transit of such goods in the prescribed format along with scanned copies of the documents mentioned in paragraph 6(ii) except those specified in (h) and (i) and request letter mentioned at Annexure-B of this CGO.
- (b) **Payment of service fee.**- The processing and clearance of US/ISAF/NATO transit consignments to and from Afghanistan under Web Based One Customs (WeBOC) system shall commence from 15th July, 2013. Rs.24000/- (twenty four thousand) per Goods Declaration (GD) shall be chargeable on account of rendering the said services as service charges notified vide Notification SRO No.388(I)/2013 dated the 7th May, 2013. This amount shall be collected in the account titled "Collector of Customs PaCCS System Support and Processing Account".
- (c) **Processing of Goods Declaration.**- (i) In case of a discrepancy observed between scanned images and declaration of goods in the GD, the container shall be subjected to physical examination for verification. The examining or appraising staff can otherwise carry out examination of any consignment whenever it is called for. The Appraising Officer or the Examining Officer shall feed the examination report along with the relevant images in the Customs Computerized system.
- (i) On submission of examination report by the Examining Officer, the system shall mark the GD to any Appraising Officer of concerned Group for further processing.
- (ii) In case the examination report confirms the *bona fides* of the cargo, the Appraising Officer shall process the GD for out of charge after satisfying himself that the description, quantity or weight and other particulars of the goods are in order.
- (iii) After the GD has been processed, it shall be assigned by the system to the carrier for feeding of the relevant particulars including the vehicle registration number, name of the driver and his CNIC in case of road transport, and other particulars as required by the system in case of transportation by rail.
- (iv) Before the goods are allowed "Gate out" by the terminal operator or the customs staff as the case may be, they shall be presented to the Customs Containerized Sealing Unit (CCSU) or the customs sealing staff for affixing of seals and feeding of the seal number and other relevant information in the system. The sealing staff shall verify the installation of tracking device in case of the container as well as on the vehicle and generate the "Transport Note" for handing over the cargo to the carrier.
- (v) The terminal operator or the customs staff, as the case may be, shall allow "Gate out" to the cargo in transit on receipt of the "Seal Verification Mechanism (SVM)" message either through EDI or on completion of the sealing event in the system by the customs sealing staff (where there is no licensed terminal operator and/or EDI messaging has not yet been introduced), and the documents mentioned in clause (vi) of Para 8 along with Transit Authorization Permit (TAP) issued by CCA-Pak sub-office.
- (d) **Procedure at the Collectorate of Exit.-**

8 New paragraph "14A" was added vide CGO No. 5/2013 dated 9th July, 2013

- (i) After "Gate in" at the port of exit by the terminal operator or customs staff, as the case may be, the customs de-sealing staff shall physically verify the shipping seal and customs seal to confirm that these seals are intact and no tampering has been done with the container. In case of any discrepancy, a "discrepancy report" shall be generated electronically and the system shall ask for mandatory examination of the container by customs staff.
 - (ii) In case of transit to Afghanistan, after completion of the customs processes, the "Cross Border Verification Officer" at the port of exit (Torkham / Chaman) shall take a print-out of the GD, which shall be handed over to Afghan Customs for endorsement in token of receipt of transit consignment, which shall be considered as a cross border certificate. The copy of the GD duly endorsed by the Afghan Customs shall be scanned and uploaded in the system by_ the "Cross Border - Verification Officer".
 - (iii) In case of transit from Afghanistan, the "Consignment shipped" message received in the system through EDI from the terminal operator shall be proof of departure of goods from the country.
- (e) **Reconciliation.-** Reconciliation of all transit cargo shall be carried out by the system for closure of IGM lines. Assistant/Deputy Collector of Customs at the port of entry shall generate a fortnightly report of all cargo that has been allowed "Gate out" from the port of entry but for which no "Gate in" or cross border verification from the port of exit has been received in the system and shall share it with the Assistant/Deputy Collector at the port of exit, the carrier and the focal person of the ODRP for reconciliation.
- (f) The foregoing provisions substitute the provisions of paragraph 6(i) (ii), 7, 8, 11 and 14 of the CGO, unless otherwise specified, for clearances under the Customs Computerized system. Other provisions of the CGO mutatis mutandis apply to the clearance of US or NATO/ISAF cargo from Customs Computerized system.]

15. The procedure prescribed under para 25 and para 31 of CGO 12 of 2002, dated 15.06.2002, and all the letters and directions issued on the subject prior to this CGO are hereby rescinded,

(Muhammad Irfan Wahid)
Secretary (Law & Procedure)

ANNEX-"A"

PROHIBITED US CARGO

1. Small arms and light weapons of all types and calibres.
2. Anti-tank weapons of all types.
3. Mortars of all types.
4. Automatic grenade launchers.
5. Tanks and armoured vehicles with rigid mounted weapons.
6. Wheeled armoured vehicles with rigid mounted weapons.
7. Artillery guns of all types and calibers
8. Missiles, rockets (guided or otherwise), and launchers of all types.
9. Mines of all types.
10. Bombs of all types.
11. All types of projectiles and artillery munitions.

12. Directed energy and kinetic energy weapons systems.
13. Laser weapon systems, including wave or pulse laser systems.
14. Combat aircraft, attack helicopters, including their armament systems.
15. Unmanned aerial vehicles, unmanned combat aerial vehicles and drones and their controlling, operating, launching, and recovery equipment.
16. Ammunition, military, and commercial explosives of all types, including initiating devices.
17. Chemical weapons, including precursors and munitions as defined by Pakistan's Chemical Weapons Convention Implementation Ordinance, 2000 or agents for use in chemical warfare and their delivery means.
18. Those narcotic drugs and psychotropic substances subject to limits on transport in the U.N. Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances (December 20, 1988) and include at Annex A to Protocol Four of the Afghanistan Pakistan Transit Trade Agreement, 2010 (APTTA) (October 29, 2010).
19. Biological weapons, including biological agents for use as weapons, and their delivery means.
20. Dangerous goods barred for international carriage under the European Agreement concerning the International Carriage of Dangerous Goods by Road (September 30, 1957) and its Annexes, as most recently amended on January, 2011, excluding oil and petroleum products.
21. Hazardous 'waste material, including depleted uranium ammunition, as defined and classified in the Basel, Convention on the Control of Trans-boundary Movement of Hazardous Wastes and their Disposal (March 23, 1989), unless transported in environmentally sound containers, in accordance with Pakistan's and international standards.
22. Nuclear weapons or nuclear explosive devices, including components, sub-components, delivery systems, and training models for such weapons or devices.
23. Source material (or uranium containing the mixture of isotopes occurring in nature; uranium depleted in the isotope 235; thorium; and of the foregoing in the form of metal, alloy, chemical compound, or concentrate; an other substance containing one or more of the foregoing in such concentration as may mutually determined between the Participants; and such other substances as may be mutually determined by the Participants); by-product material (or any radioactive material (except special nuclear material) yielded in or made radioactive by exposure to the radiation incident to the process of producing or utilizing special nuclear material); or special nuclear material (or plutonium, uranium 233, uranium enriched in the isotope 233 or 235; any substance containing one or more of the foregoing; and such other substances as may be mutually determined by the Participants); or, without the appropriate license or authorization, items restricted under the Pakistan Nuclear Authority Ordinance, 200 I and Export Control Act on Goods Technologies materials Related to Nuclear and Biological Weapons and Related Delivery Systems Act-2004.
24. Any other type of weapon, ammunition, military or commercial explosives not listed above.

Note:-- Small arms, ammunition, individual soldier kit and Night Vision Devices will not be permitted for transit under this CGO from Torkham and Chaman.

ANNEX - "B"

(ON OFFICIAL LETTER HEAD OF U.S. ODRP)

Ref No. _____

Dated _____

The Collector of Customs,

Model Customs Collectorate,
(Name-of entry Port),

SUBJECT: **REQUEST FOR CLEARANCE OF CARGO IN TRANSIT TO OR FROM AFGHANISTAN.**

Dear Sir,

In accordance with the provisions of Customs General Order No. 10 of 2012, dated 31.07.2012 issued by the Federal Board of Revenue, Islamabad, it is hereby confirmed that BIL No. _____ Container No. _____ (list if any) is bona fide transit Cargo of U.S. forces' based in Afghanistan. We hereby authorize M/s. (Name/Address of Customs Clearing Agent) as our authorized agent, whose specimen signatures are given below; to arrange Customs Clearance and transportation through Mis. _____.

2. We hereby further certify that--

- i. This consignment does not contain prohibited goods, as defined and specified in this CGO.
- ii. This consignment shall not be consumed in Pakistan but shall only transit through Pakistani territory to/from Afghanistan.
- iii. We bind ourselves to comply with the relevant Customs rules, procedures and regulations prescribed for transit cargo, including the provisions as contained in Customs General Order No. 10 of 2012, and the relevant laws of the country.

Yours sincerely

(Sign and stamp)

Focal Person of ODRP

(Name, designation, Passport No., date)