

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

C. NO. 10 (18)L&P/2020

Islamabad, the 17th April, 2020

CUSTOMS GENERAL ORDER NO. 03 OF 2020

**SUBJECT: PAKISTAN CUSTOMS CONTAINER SECURITY SYSTEM (PCCSS)
PROCEDURE FOR SEALING AND DESEALING OF TRANSHIPMENT,
SAFE TRANSPORTATION, TRANSIT AND EXPORT CARGO**

Subject to the relevant provisions of the Customs Act, 1969 and the Rules made thereunder, the Federal Board of Revenue is pleased to prescribe the following procedure in terms of item number 8 of the Third Schedule to the Customs Act, 1969 for sealing and de-sealing of cargo containers meant for transshipment, transit, safe transportation and export.

CHAPTER I

TRANSSHIPMENT TO AND FROM DRYPORTS

**A. SEALING AT FOCAL POINTS (ENTRY) OF TRANS-SHIPMENT CONTAINERS
TRANSPORTED BY ROAD AND DRY PORT EXPORT CARGO CONTAINERS:**

- (i) The Customs Agent/carrier will lodge the TP application/declaration in the Customer Facilitation Centre/Transshipment Section of concerned Directorate of Transit Trade or electronically, indicating location of the container.
- (ii) Custodian of the cargo will not load any transshipment cargo on Transport Units other than listed with Customs.
- (iii) After getting delivery of the container, the Customs Agent carrier will load the container on the listed Transport Unit for scanning, wherever applicable. The Transport Unit will then move to the designated PCCSS Focal Point Entry, where the PCCSS officer will enter the TP Application/declaration in the computer for verifying the container number and enter the Transport Unit number.
- (iv) The PCCSS officer will take the designated machine readable seal and check it for any defect. The bar code on the seal will be scanned by using the bar code reader and in case bar code is accepted, Transport Note (single copy) in Form-A will be printed. In case the bar code is not validated, the defective seal will be returned to the box and a new seal number will be issued through the computer.
- (v) The PCCSS officer will place the machine readable seal on the slot of the door and the Transport Note (Form-A) will be handed over to the driver/supervisor of the Transport Unit to be carried with the Transport Unit.
- (vi) In case the Transport Unit meets an accident en route or there is sufficient ground to believe that there is pilferage, replacement or substitution of goods or an alert has been generated by the tracking device installed on the transport unit/container and reported to the MEU through the Central Control Room of the automated tracking & monitoring system, the driver/carrier's agent, or any enforcement unit of Customs, or the Collectorate of jurisdiction, or any other person will inform the concerned MEU or Incharge PCCSS, or Special Checking Squads or any focal point. After checking veracity of the information, the concerned MEU, Special Checking Squads or focal point, as the case may be, will inform the Incharge PCCSS through fax on Form-D and also online immediately. The Incharge PCCSS will immediately record the discrepancy in register Form-C and may order stoppage of such Transport Unit and/or order any such action as deemed appropriate.

- (vii) This procedure shall also apply to inter-port and inter-wharf movement of goods in containers at Karachi Port and Port Qasim.

B. SEALING AT FOCAL POINTS (ENTRY) FOR TRANSSHIPMENT CONTAINERS AND DRY PORT EXPORT CARGO CONTAINERS TRANSPORTED BY PAKISTAN RAILWAYS:

- (i) The Customs Agent/carrier will lodge the TP application/declaration in the Customer Facilitation Centre/Transshipment Section of concerned Directorate of Transit Trade or electronically. After getting the delivery of the container, the Customs Agent/carrier will load the container on the Railways rolling stock/flat bed unit.
- (ii) After loading, the railways staff will inform PCCSS at relevant Focal Point Entry giving container numbers.
- (iii) The PCCSS officer will take the designated machine readable seal and check it for any defect. The bar code on the seal will be scanned by using the bar code reader, and in case bar code is accepted, Transport Note (single copy) in Form-A will be printed. In case the bar code is not validated, the defective seal will be returned to the box and a new seal number will be issued by the computer.
- (iv) Once the input operation for all the containers to be sealed is completed, the PCCSS officer will collect the designated and validated seals and accompany the railways staff to the train alongwith the Transport notes.
- (v) The PCCSS officer will place the, seal on the available slot on the door, making sure the correct number is placed on the correct container and that the container numbers correspond to the serial number of the bogie they are placed on.
- (vi) The Transport Note (Form-A) will be handed over to the driver/supervisor/railway official of the Transport Unit to be carried with the Transport Unit en route.
- (vii) In case the Transport Unit meets an accident en route or there is sufficient ground to believe that there is pilferage, replacement or substitution of 'goods, the driver/ carrier's agent, or any enforcement unit of Customs, or the Collectorate of jurisdiction, or any other person will inform the Incharge PCCSS, Special Checking Squads or any focal point. After checking veracity of the information, the Special Checking Squads or focal point, as the case may be, will inform the Incharge PCCSS through fax on Form-D and also on line immediately. The Incharge PCCSS will immediately record the discrepancy in register Form-C and may order stoppage of such Transport Unit and/or order any such action as deemed appropriate.

C. SEALING AT FOCAL POINTS (ENTRY) OF EXPORT CONTAINERS AT GATEWAY SEAPORT/DRYPORT.

- (i) The Customs Agent/carrier will lodge the Export GD in the Customer Facilitation Centre or electronically. After the goods having been examined and stuffed back in the container, the Shipping yard will apply its seal to the container.
- (ii) The Shipping yard staff/Customs Agent will inform PCCSS at relevant Focal Point Entry of sealing time and place, giving container numbers.
- (iii) The PCCSS officer will take the designated seal and check it for any defect. The bar code on the seal will be scanned by using the bar code reader and in case bar code is accepted, Transport Note (single copy) in Form-A will be printed. In case the bar code is not validated, the defective seal will be returned to the box and a new seal number will be issued by the computer. The PCCSS officer will collect the designated and validated seal and accompany the customs agent to the container along with the Transport Note and place the seal on the available slot on the door ensuring that the correct number is placed on the correct container.

- (iv) The Transport Note (Form-A) will be handed over to the representative of the shipping company.
- (v) In case the Transport Unit meets an accident en route or there is sufficient ground to believe that there is pilferage, replacement or substitution of goods, the driver/ carrier's agent, or any enforcement unit of Customs, or the Collectorate of jurisdiction, or any other, person will inform the incharge PCCSS, or Special Checking Squads or any focal point. After checking veracity of the information, the Special Checking Squads or focal point, as the case may be, will inform the incharge PCCSS through fax on Form-D and also on line immediately. The incharge PCCSS will immediately record the discrepancy in register Form-C and may order stoppage of such Transport Unit and/or order any such action as deemed appropriate.

D. PROCEDURE AT FOCAL POINTS (EXIT) FOR EXPORT CONTAINERS SEALED AT GATEWAY SEAPORT.

- (i) The Transport Unit will be moved to the Focal Point Exit.
- (ii) The PCCSS officer will inspect the container and check the PCCSS seal, as well as other seals if any. After satisfying himself that the seal and container are intact, will scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the PCCSS officer will allow the transport/container loading on ship.
- (iii) If a discrepancy is found and more inspection is needed, the Transport Unit would be moved out of the checking lane and a discrepancy report in Form-D will be entered in the computer and sent to the incharge PCCSS.
- (iv) Once cleared and the container loaded on the ship, the appropriate customs officer after inspecting the loading of the container, will collect the Transport Note Form-A from the Shipping company representative and endorse it confirming the shipment in the following manner:
 - (a) Inspected & found intact the container bearing the following marks and numbers and customs seal number.
 - (b) The customs seals on the above mentioned containers found intact.
 - (e) All the containers mentioned above have been shipped under my supervision.
 - (d) Date & Time of loading on ship.
- (v) The appropriate customs officer shall send it to the Focal Point Exit where the PCCSS staff will enter DISCHARGE after reconciling the data.

E. PROCEDURE AT FOCAL POINTS (EXIT) FOR EXPORT CONTAINERS SEALED AT DRYPORTS AND ARRIVING AT GATEWAY PORTS/ BORDER STATIONS:

- (i) On arrival at destination gateway port/land station, the Transport Unit will pass through the scanner; wherever applicable and move to the Focal Point Exit. The driver/supervisor of the Transport unit will hand over the Transport Note Form-A to the PCCSS officer.
- (ii) The PCCSS officer will inspect the container and the registration number of the Transport Unit/trailer and check the PCCSS seal, as well as other seals if any. After satisfying himself that the seal and container are intact and not tampered will scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the transport note will be returned to the transport driver who will hand it over to the shipping company's representative at the yard.
- (iii) The Transport Unit/container will enter the customs area/port area.

- (iv) In case the seal or container is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy report will be filled out on the computer.
- (v) If a discrepancy is found and more inspection is needed, the Transport Unit would be moved out of the checking lane and a discrepancy report in Form-D will be entered in the computer and sent to the Incharge PCCSS.
- (vi) Once cleared and the container loaded on the ship, the appropriate customs officer after inspecting the loading of the container, will collect the Transport note Form-A from the Shipping company representative and endorse it confirming the shipment in the following manner:
 - (a) Inspected & found intact the container bearing the following marks and numbers and customs seal number.
 - (b) The customs seals on the above mentioned containers found intact.
 - (c) All the containers mentioned above have been shipped under my supervision.
 - (d) Date & Time of loading on ship.
- (vii) The appropriate customs officer shall send it to the Focal Point Exit where the PCCSS staff will enter DISCHARGE after reconciling the data.

F. DE-SEALING AT FOCAL POINTS (EXIT) OF TP CONTAINERS:

- (i) On arrival at destination port/dryport, the Transport Unit will pass through the scanner, wherever applicable. The driver/ supervisor of the Transport Unit will hand over the Transport Note Form-A to the PCCSS officer at the Focal Point.
- (ii) The PCCSS officer will inspect the container and the registration number of the Transport Unit trailer and check the PCCSS seal, as well as other seals if any and after satisfying himself that the seal and container are intact and not tampered, will scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the transport note will be returned to the driver and the transport/container will be allowed to pass into the customs area/port area. The Transport Note will remain with the driver for carrier's record.
- (iii) In case the seal or container etc. is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy report will be filled out on the computer.
- (iv) Once the sealing operation has terminated, the container will remain in the secure customs area/bonded area till it is cleared for delivery. If the goods are to be examined, the examination officer will check the integrity of the Customs seal and allow it to be broken using available seal removal tools with the PCCSS. The PCCSS officer will collect both parts of the seal and return them to the focal point Exit staff who will enter it in the computer and deposit it in seal disposal container.
- (v) If the goods do not require examination by customs and are cleared, the container will be loaded on a truck and moved to the exit gate where the focal point Exit staff will remove the Customs seal, recall the data using seal number, enter it in the computer and deposit the seal in seal disposal container.
- (vi) The Focal Point Exit Staff will count and tally the returned seals at the end of the shift. The receptacle will be sealed and kept in safe custody for three months before destroying.

CHAPTER II

SAFE TRANSPORTATION

A. SEALING AT FOCAL POINTS (ENTRY) OF CONTAINERS UNDER SAFE TRANSPORTATION SCHEME.

- (i) The Customs Agent/carrier will lodge the ST application in the Customer Facilitation Center or electronically, indicating location of the container. After getting delivery of the container, the Customs Agent carrier will load the container on the listed Transport Unit for scanning, wherever applicable.
- (ii) After scanning, the Transport Unit will move to the designated PCCSS Focal Point Entry where the PCCSS officer will enter the ST number in the computer for verifying the container number and enter the Transport Unit No.
- (iii) In case the Transport Unit is listed, the PCCSS officer will take the designated machine readable seal and check it for any defect. The bar code on the seal will be scanned by using the bar code reader and in case bar code is accepted, Transport Note (single copy) in Form-A will be printed. In case the bar code is not validated, the defective seal will be returned to the box and a new seal number will be issued through the computer.
- (iv) The PCCSS officer will place the machine readable seal on the slot of the door and the Transport Note (Form-A) will be handed over to the driver/supervisor of the Transport Unit to be carried with the Transport Unit.
- (v) In case the particulars of the Transport Unit do not match, the PCCSS officer will seek explanation from the Customs Agent/carrier and may allow carrier/agent to substitute the non-listed unit with a listed Transport Unit in case satisfied with the explanation. The PCCSS officer will also send alert to Incharge PCCSS. If not satisfied with the explanation, the PCCSS officer will send irregularity report through computer generated e-mail to the carrier, concerned offices and also the licensing authority of bonded carriers for investigation and taking penal action as deemed appropriate.
- (vi) In case the Transport Unit meets an accident en route or there is sufficient ground to believe that there is pilferage, replacement or substitution of goods or an alert has been generated by the tracking device installed on the transport unit/container and reported to the MEU through the Central Control Room of the automated tracking & monitoring system, the driver/carrier's agent, or any enforcement unit of Customs, or the Directorate of Transit Trade/Collectorate of jurisdiction, or any other person will inform the concerned MEU or Incharge PCCSS, or Special Checking Squads or any focal point. After checking veracity of the information, the concerned MEU, Special Checking Squads or focal point, as the case may be, will inform the Incharge PCCSS through fax on Form-D and also on Line immediately. The Incharge PCCSS will immediately record the discrepancy in register Form-C and may order stoppage of such Transport Unit and/or order any such action as deemed appropriate.

B. DE-SEALING AT FOCAL POINTS (ENTRY) OF SAFE TRANSPORTATION CONTAINERS:

- (i) On arrival at destination, the driver/supervisor of the Transport Unit will hand over the Transport Note Form-A to the PCCSS officer at the Focal Point.
- (ii) The PCCSS officer will inspect the container and the registration number of the Transport Unit/trailer and check the PCCSS seal, as well as other seals if any and after satisfying himself that the seal and container are intact and not tampered, will scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the transport note will be returned to the driver and the transport/container will be allowed to pass into the customs area/port area till it is ready for loading on the ship. The Transport Note will remain with the driver for carrier's record.
- (iii) The PCCSS officer will call the Focal Point Exit data control officer and give the exact and date of the arrival on the Transport note. The Data Control Officer will feed date and time of arrival and inform the de-sealing officer.

- (iv) In case no discrepancy en route is reported, the PCCSS officer will cut the seal and if the seal or container etc. is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy report will be generated.
- (v) Once the sealing operation has terminated, the PCCSS officer will collect both parts of the seal and return to the Focal Point Exit where the seal will be scanned using the hand held bar code reader. The removed seal (both parts) will be deposited in the seal disposal container.
- (vi) In case the goods do not require de-sealing by PCCSS, the Incharge factory/ware house will telephonically inform the Incharge Focal Point Exit concerned and inform the PCCSS of the security of the seal as well as the container/cargo.
- (vii) The data control officer will feed date and time of arrival and inform the Incharge factory/ware house.
- (viii) In case no discrepancy is reported en route, the Incharge factory/ware house will de-seal the container and sent the two pieces of the cut seal to the Focal Point Exit within 6 hours of the phone call or any extended time allowed by the Incharge Focal Point Exit. The removed seal will be scanned using the hand held bar code reader and both parts will be deposited in the seal disposal container. The Transport Note will remain with the driver for carrier's record.
- (ix) In case the Incharge factory/ware house informs that the seal or container has, been comprised or any other matter causing probable loss of government revenue or an alert has been generated by the tracking device installed on the transport unit/container and reported to the MEU through the Central Control Room of the automated tracking & monitoring system, the Incharge Focal Point Exit will fill out Form-D and send it to Incharge PCCSS on line. The Incharge PCCSS will depute Focal Point Exit Staff or Special Checking Squad to the site of the factory/ware house to check and report. The concerned MEU will also report the matter to the Directorate of Transit Trade having jurisdiction for taking up the matter with the concerned Collectorate for initiating necessary action under the law.

CHAPTER III

TRANSIT CARGO

A. SEALING AT FOCAL POINTS (ENTRY) OF CONTAINERS TRANSPORTED BY ROAD FOR TRANSIT:

- (i) The Customs Agent/carrier will lodge the TT application/declaration in the Directorate of Transit Trade or electronically, indicating location of the container. After getting delivery of the container, the Customs Agent/carrier will load the container on the listed Transport Unit for scanning, wherever applicable.
- (ii) After scanning, the Transport Unit will move to the designated PCCSS Focal Point Entry where the PCCSS officer will enter the AU Application/GO number in the computer for verifying the container number and enter the Transport Unit No.
- (iii) In case the Transport Unit is listed, the PCCSS officer will take the designated machine readable seal and check-it for any defect. The bar code on the seal will be scanned by using the bar code reader and in case bar code is accepted, Transport Note (single copy) in Form-A will be printed. In case the bar code is not validated, the defective seal will be returned to the box and a new seal number will be issued through the computer.
- (iv) The PCCSS officer will place the machine readable seal on the slot of the door and the Transport Note (Form-A) will be handed over to the driver/supervisor of the Transport Unit to be carried with the Transport Unit.

- (v) In case the particulars of the Transport Unit do not match, the PCCSS officer will seek explanation from the Customs Agent/carrier and may allow carrier/agent to substitute the non-listed unit with a listed Transport Unit in case satisfied with the explanation. The PCCSS officer will also send alert to Incharge PCCSS. If not satisfied with the explanation, the PCCSS officer will send irregularity report through computer generated e-mail to the carrier, concerned offices and also the licensing authority of bonded carriers for investigation and taking penal action as deemed appropriate.
- (vi) In case the Transport Unit meets an accident en route or there is sufficient ground to believe that there is pilferage, replacement or substitution of goods or an alert has been generated by the tracking device installed on the transport unit/container and reported to the MEU through the Central Control Room of the automated tracking & monitoring system, the driver/carrier's agent or any enforcement unit of Directorate of Transit Trade/Customs Collectorate of jurisdiction or any other person will inform the concerned MEU or Incharge PCCSS, or Special Checking Squads or any focal point. After checking veracity of the information, the concerned MEU, Special Checking Squads or focal point, as the case may be, will inform the Incharge PCCSS through fax on Form-D and also on line immediately. The Incharge PCCSS will immediately record the discrepancy in register Form-C and may order stoppage of such Transport Unit and/or order any such action as deemed appropriate. The concerned MEU will also report the matter to the Directorate of Transit Trade having jurisdiction for initiating necessary action under the law.

B. DE-SEALING AT FOCAL POINT (EXIT) OF TRANSIT TRADE CARGO CONTAINERS CARRIED BY ROAD TRANSPORT FOR PESHAWAR-TORKHAM, GHULAM KHAN, WAHGA, CHAMAN, TAFTAN & SUST/KHUNJERAB;

¹PESHAWAR-TORKHAM-GHULAM KHAN

- (i) On arrival at destination, the Transport Unit will pass through the scanner, wherever applicable. The driver/supervisor of the Transport Unit will hand over the Transport note Form-A to the PCCSS officer at the Focal Point.
- (ii) The PCCSS officer will inspect the container and the registration number of the Transport Unit/trailer and check the PCCSS seal, as well as other seals if any and after satisfying himself that the seal and container are intact and not tampered, will scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the transport note will be returned to the driver of the 1st Transport Unit for record.
- (iii) The PCCSS officer will allow the Transport/container to be unloaded from the authorized Pakistan registered Transport Unit to be placed on (name of the contracting party) registered or vehicle allowed to enter (name of the contracting party), hereinafter called the Second Transport Unit. The truck number of the Second Transport Unit will be entered in the computer data for the particular seal. The computer generated fresh Transport note showing number of 1st as well as Second transport will be handed over to the driver of the Second Transport Unit.
- (iv) The sealed container will be allowed to proceed to Border Crossing Point of Exit on the Second Transport Unit and will be taken to the Focal Point Exit.
- (v) The PCCSS officer will inspect the container and the registration number of the Transport Unit/trailer and check the PCCSS machine readable seal, as well as other seals if any and after satisfying himself that the seal and container are intact and not tampered, will scan the bar code on the PCCSS seal with the bar codes reader. On

¹ This provision will be applicable when transit trade operations are commenced at Ghulam Khan Customs Station

successful validation of data, the transit sealing operation will be deemed to have taken place.

- (vi) If the seal or container etc. is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy will be reported to Incharge PCCSS. The concerned PCCSS focal point will also report the matter to the Directorate of Transit Trade having jurisdiction for initiating necessary action under the law.
- (vii) Once the sealing operation has terminated, the focal point Exit staff will remove the Customs seal and scan the cut seal with bar code reader. The cut seals will be deposited in seal disposal container.-
- (viii) The Focal Point Exit Staff will count and tally the returned seals and reconcile them regularly. The receptacle will be sealed and kept in safe custody for three months before destroying the seals.

C. DE-SEALING AT FOCAL POINTS (EXIT) OF TRANSIT TRADE CARGO CONTAINERS CARRIED BY RAIL FOR PESHAWAR-TORKHAM, QUETTA - CHAMAN AND TAFTAN:

PESHAWAR-TO:

(a) CONTAINERIZED CARGO:

FIRST PORTION:

- (i) On arrival at Dryport of exit, the driver/supervisor/railways authorized official of the train will hand over the Transport Notes (Form-A) of each container to the PCCSS officer.
- (ii) The PCCSS officer will inspect the container and the registration number of the Transport Unit/trailer and check the PCCSS machine readable seal, as well as other seals if any. After satisfying himself that the seal and container are intact and not tampered, the PCCSS officer will scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the transport note will be returned to the incharge railways Transport Unit for record.
- (iii) The PCCSS officer will allow the container to be unloaded from the Railways Transport Unit to be placed on (name of the contracting party) registered or vehicle allowed to enter (name of the contracting Party), hereinafter called the Second Transport Unit. The truck number of the Second Transport Unit would be entered into the computer data for the particular seal. The computer generated fresh Transport note showing number of 1st as well as second transport will be handed over to the driver of the Second Transport Unit.
- (iv) **SECOND PORTION:** The sealed container will be allowed to proceed to Border Crossing Point of Exit on the Second Transport Unit. On arrival at Border Crossing Point of Exit, the Second Transport Unit will move to the Focal Point Exit.
- (v) The PCCSS officer will inspect the container and the registration number of the Transport Unit/trailer and check the PCCSS machine readable seal, as well as other seals if any.
- (vi) After satisfying himself that the seal and container is intact and not tampered, the PCCSS, officer will scan the bar code on the PCCSS seal with the bar code reader. In case the Transport Unit reaches within time and OK signal appears, the operation will be deemed to have been completed.
- (vii) If the seal or container etc. is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy report will be filled out in the computer.

- (viii) After the completion of sealing operation, the focal point exit staff will remove the Customs seal and scan the cut seal with bar code reader. The cut seals will be deposited in seal disposal container.
- (ix) The Focal Point Exit Staff will count and tally the returned seals and reconcile them regularly. The receptacle will be sealed and kept in safe custody for three months before destroying the seals.

(B) BOX CARS/NON CONTAINERIZED CARGO:

FIRST PORTION:

- (i) On arrival at Dryport of exit, the driver/supervisor/railways authorized official of the train will hand over the Transport Notes (Form-A) of each box car to the PCCSS officer.
- (ii) The PCCSS officer will inspect the box cars; check the serial numbers and the PCCSS seal, as well as other seals if any.
- (iii) After satisfying himself that the seal and box and its doors are intact and not tampered, the PCCSS officer will scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the transport note will be returned to the Incharge Railways Transport Unit for record.
- (iv) The PCCSS officer will remove the PCCSS seal and allow the goods to be off loaded from the rail box car/other rolling stock and will return the cut seal to the Focal Point Exit data control officer of PCCSS who will scan the seal bar code with bar code reader. The cut seals will be deposited it in seal disposal container.
- (v) The Focal Point Exit Staff will count and tally the returned seals and reconcile them regularly. The receptacle will be sealed and kept in safe custody for three months before destroying the seals.

SECOND PORTION: (Under Customs Escort with Wire Plomb seal)

- (i) After completing the formalities by the Customs, the off loaded goods will be allowed to be loaded on the (name of contracting party) registered or vehicle allowed to enter (name of contracting party), high wall truck hereinafter called the Second Transport Unit. Customs will prepare the convoy note, clearly stating the goods loaded on each truck with the Form-A under which the goods were transported to Dry Port of exit by the first transport (train/truck).
- (ii) After loading on the Second Transport Unit, the cargo will be secured and covered in proper tarpaulin. The PCCSS officer will enter the data in the computer, apply the wire punch plomb seal to the wire and the container will be allowed to proceed to border cross point under escort. The escort officer of Customs will carry the convoy note to border cross point.
- (iii) On arrival at Border cross point, the Second Transport Unit will be moved to the Focal Point (Exit). The escort officer of customs will hand over
- (iv) The PCCSS officer will enter the exact time and date of the arrival. In case the Transport Unit reaches within time, the PCCSS officer will inspect the truck and security of the tarpaulin cover check the registration number of the Transport Unit and the PCCSS wire punch plomb seal.
- (v) After satisfying himself that the seal and container are intact and not tampered, the PCCSS officer will generate discharge note which will be given to the Customs escort officer alongwith the convoy note.
- (vi) If the seal or container etc. is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy report will be filled out on the computer.

- (vii) The Focal Point Exit Peshawar staff will cut and collect the used plumb seals and keep in a safe disposal box. The Incharge FP (Exit) will make arrangements for the proper disposal, recycling of the plumb seals.

Note: The same procedure for IT by road and train to Quetta/Chaman/Taftan shall be followed.

D. SEALING OF TRANSIT TRADE CARGO CONTAINERS AT TORKHAM-PESHAWAR & CHAMAN-QUETTA, DESTINED FOR WAHGA BORDER STATION FOR INDIA.

(A) NON-CONTAINERIZED CARGO:

FIRST PORTION:

- (i) After the goods, loaded in high wall Transport Unit (1st Transport Unit) of Afghanistan been processed as per rules by Torkham/Chaman Customs, the Transport Unit will be secured and covered in proper tarpaulin. The PCCSS staff Focal Point (Entry) will enter the required data and apply the wire punch plumb seal or a wire seal. The container will be allowed to proceed to Peshawar/Quetta Dry Port under escort. The escort officer of Customs will carry the convoy note to Peshawar/Quetta Dry Port.
- (ii) On arrival at Customs Dryport Quetta/Peshawar, the 1st Transport Unit will be moved to the Focal Point Exit. The escort officer of customs will hand over the convoy note to the PCCSS officer.
- (iii) The PCCSS officer will enter the exact time and date of the arrival. In case the Transport Unit reaches within time, the PCCSS officer will inspect the truck and security of the tarpaulin and the registration number of the 1st Transport Unit and check the PCCSS wire punch plumb seal.
- (iv) After satisfying himself that the seal and container are intact and not tampered, the PCCSS officer will generate discharge note which will be given to the Customs escort officer alongwith the convoy note.
- (v) If the seal or container etc. is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy report will be filled out on the computer. The concerned PCCSS focal point will also report the matter to the Directorate of Transit Trade having jurisdiction for initiating necessary action under the law.
- (vi) The Focal Point Exit Peshawar staff will cut and collect the used plumb seals and keep in a safe disposal box. The Incharge FP (Exit) will make arrangements for the proper disposal, recycling of the plumb seals.
- (vii) The escort officer will return the convoy note to the Customs at Border Crossing Point.

SECOND PORTION:

- (i) The goods will be loaded on the Pakistani trucks, hereinafter called the Second Transport Unit and resealed in the same manner as done at Border Crossing Point, with wire punch plumb seal or new wire seal by the Focal Point Entry staff at Peshawar/Quetta.
- (ii) On arrival at Wahga border station, the Second Transport Unit will be moved to the Focal Point Exit and the escort officer of Customs will hand over the convoy note to the PCCSS officer.
- (iii) The PCCSS officer will enter the exact time and date of the arrival. In case the Transport Unit reaches within time, the PCCSS officer will inspect the truck and security of the tarpaulin cover, check the registration number of the Second Transport Unit and the PCCSS wire punch plumb seal.

- (iv) After satisfying himself that the seal and container are intact and not tampered, the PCCSS-officer will generate discharge note which will be given to the Customs escort officer alongwith the convoy note.
- (v) If the seal or container etc. is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy report will be filled out on the computer. The concerned PCCSS focal point will also report the matter to the Directorate of Transit Trade having jurisdiction for initiating necessary action under the law.
- (vi) The Focal Point Exit Wahga staff will cut and collect the used plomb seals and keep in a safe disposal box. The Incharge FP (Exit) will make arrangements for the proper disposal, recycling of the plomb seals.

CHAPTER IV

ISAF CARGO

SEALING & DE SEALING OF ISAF CONTAINERS AT ENTRY AND EXIT POINTS.

The procedure as followed for the TT cargo shall be applicable for sealing and de-sealing of ISAF cargo with the following modifications:

- (i) The containers will be sealed with Customs machine readable seal at Karachi by PCCSS after representative of ISAF has inspected, verified and confirmed that the B/L seals/other seals are intact. Sealing will be done in presence of authorized agent.
- (ii) The routes shall be specified by the PCCSS, and any different route or time taken en route will be informed to Incharge PCCSS by the ISAF representative.
- (iii) The Private companies authorised by the Board to carry ISAF cargo in addition to NLC will have their Transport Units registered with PCCSS and the Directorate of Transit Trade, Karachi, or as specifically allowed by Incharge PCCSS on, a case to case basis.
- (iv) The unloading from Pakistani Transport Unit and loading on Afghan Transport Unit/authorized units will be done at Peshawar/Quetta dry port. In case unloading is done at the respective terminals of the private carriers, the Incharge PCCSS FP Peshawar/Quetta will coordinate with the FP, carriers and ISAF officials and depute PCCSS staff to these terminals for checking of seals. Officials of ISAF/American Consulate will check their own seals and may affix another seal of their own for their checking at Beghrem Base.
- (v) The PCCSS FP Peshawar/Quetta will check the Customs seal as well as other seals and unless a discrepancy is noted, allow the change of transport after noting the number of Second Transport on the Form-A. The staff on return to PCCSS Focal Point will enter the verification of the seal in the computer.
- (vi) The PCCSS seals will be removed at Focal Point Exit Torkham/Chaman, scanned by the bar code reader and stored in the disposal receptacle.
- (vii) Returning containers from Afghanistan will be sealed at Torkham/Chaman only if not empty, as per procedure adopted for ISAF at Karachi for container bound for Afghanistan. Empty containers will not be sealed.

2. Goods not to be sealed:-All containerized cargo which is transhipped, in transit or for export is to be sealed. However, in case of large machinery, and awkward loads wherein the seals cannot be applied, the decision will be taken by Incharge Focal Point based on the level of risk in transshipment of such cargo. The Incharge Focal Points will also decide if photographs are to be taken and sent to Incharge PCCSS. In such case the Form-A will not carry a seal number, but will mention reasons of not sealing the cargo and whether a photograph of the load/cargo has been sent by e-mail.

CHAPTER V
EXPORT CARGO

SEALING AND DE-SEALING OF LCL EXPORT CARGO (INTRA-PORT MOVEMENT)

- (i) The Customs Agent or Exporter shall lodge the export G.D of LCL Cargo in the WeBOC system electronically. The goods shall be 'passed' in by gate staff and shall be moved to respective yard at East Wharf or West Wharf, Karachi.
- (ii) After the goods having been examined, consolidated and stuffed in the container, the Shipping yard staff/Customs agent shall inform PCCSS officer at relevant Focal Point Entry of sealing time and place, giving container numbers.
- (iii) The PCCSS officer shall take the designated seal and check it for any defect. The bar code on the seal shall be scanned by using the bar code reader and in case bar code is accepted, Transport Note (single copy) in Form-A shall be printed. In case the bar code is not validated, the defective seal shall be returned to the box and a new seal number shall be issued by the computer. The PCCSS officer shall collect the designated and validated seal and accompany the customs agent to the container along with the Transport Note and place the seal on the designated slot on the door ensuring that the correct number is placed on the correct container.
- (iv) The Transport Note (Form-A) shall be handed over to the representative of the shipping company/Custom Agent.
- (v) The Transport Unit shall then be moved to the Focal Point Exit, which shall be established by MCC (Enforcement & Compliance) Karachi, at the gate between East Wharf and PICT, and at the gate between West Wharf and KICT. PCCSS staff at these gates shall work as Focal Point Exit.
- (vi) The PCCSS officer at Focal Point Exit shall inspect the container and check the PCCSS seal, as well as other seals if any. After satisfying himself that the seal and container are intact, he shall scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the PCCSS officer shall de-seal it only in the system and allow the transport/container loading on ship.
- (vii) If a discrepancy is found and more inspection is needed, the Transport Unit shall be moved out of the checking lane, and the Incharge PCCSS shall be informed on form-D. The incharge PCCSS shall immediately record the discrepancy in register Form-C and take the required action.
- (viii) Once cleared and the container is loaded on the ship, the preventive officer after inspecting the loading of the container, shall collect the Transport Note Form-A from the Shipping company representative and endorse it under his signature confirming the shipment in the following manner:-
 - (a) Inspected and found intact the container bearing the following marks and number and customs seal number;
 - (b) The Customs seals on the above mentioned container(s) found intact;
 - (c) All the container(s) mentioned above have been shipped under my supervision; and
 - (d) Date and Time of loading on ship.

CHAPTER VI
WAREHOUSING

A. SEALING AT FOCAL POINTS (ENTRY) OF CONTAINERS CLEARED UNDER INTO BOND GD.-

- (i) The Customs Agent/carrier will lodge into Bond application with Customer Facilitation Centre or electronically, indicating location of the container. After getting delivery of the container, the Customs Agent/carrier will load the container on the listed Transport Unit for scanning, wherever applicable;
- (ii) After scanning, the Transport Unit will move to the designated PCCSS focal point entry where the PCCSS officer will enter the IB number in the computer for verifying the container number and enter the transport unit No.; defective seal will be returned to the box and a new seal number will be issued through the computer; The PCCSS officer will place the seal on the slot of the door and the transport note (Form-A) will be handed over to the driver/supervisor to be carried with the transport unit;
- (iii) In case the particulars of the transport unit do not match, the PCCSS officer will seek explanation from the Customs Agent/carrier and may allow carrier/agent to substitute the non-listed unit with a listed transport unit in case satisfied with the explanation. The PCCSS officer will also send alert to Incharge PCCSS. If not satisfied with the explanation, the PCCSS officer will send irregularity report through computer generated e-mail to the carrier, concerned officer and also the licensing authority of bonded carriers for investigation and taking penal action, as deemed appropriate;
- (iv) In case the transport unit meets an accident en route or there is sufficient ground to believe that there is pilferage, replacement or substitution of goods, or an alert has been generated by the tracking device installed on the transport unit/container and reported to the MEV through the Central Control Room of the automated tracking & monitoring system, the driver/carrier's agent, or any enforcement unit of Customs or the Collectorate of jurisdiction or any other person will inform the Incharge PCCSS or concerned MEU, Special Checking or any focal point. After checking veracity of the information, the concerned MEV, Special Checking Squads or focal point, as the case may be, will inform the Incharge PCCSS through fax on Form-D and also on line immediately. The Incharge PCCSS will immediately record the discrepancy in register Form-C and may order stoppage of such transport unit and/or order any such action as deemed appropriate. The concerned MEV/Incharge PCCSS will also report the matter to the Directorate of Transit Trade having jurisdiction for initiating necessary action under the law.

Provided that, the PCCSS staff working under the administrative control of respective Directorate of Transit Trade shall be responsible for sealing of imported goods for which an into Bond GD has been filed under Safe Transport, SEZ/EPZ/Free Zones, Manufacturing Bond and Export Oriented Units schemes and the same are under tracking & monitoring scheme vide SRO 413(I)/2012 dated 25.04.2012.

B. DE-SEALING AT DESTINATION OF INTO BOND CONTAINERS:

- (i) On arrival at destination, the driver/supervisor of the transport unit will hand over the transport note Form-A to the Bond Officer (AO/PO) at the warehouse;
- (ii) The Bond Officer will inspect the container and the registration number of the transport unit/trailer and check the PCCSS seal, as well as other seal if any. After satisfying himself that the seal and container are intact and not tampered, will scan the bar code on the PCCSS seal with the bar code reader. On successful validation of data, the container will be de-sealed in the system and the transport note will be returned to the driver and the transport/container will be allowed to pass into the warehouse;
- (iii) In case no discrepancy en route is reported, the Bond Officer will cut the seal and if the seal or container etc, is not found intact or there are reasons to doubt the integrity of cargo or seal, a discrepancy report will be generated;

- (iv) Once the sealing operation has terminated, the Bond Officer will collect both parts of the seal. The removed seal (both parts) will be deposited in the seal disposal container.
3. The sealing/de-sealing functions of the containers at places i.e. custom dry ports, custom border stations, off-dock terminals and export processing zones, wherein, the staff of the Directorate of Transit Trade is not posted will be performed by the staff of the respective Enforcement & Compliance/Composite customs Collectorate of jurisdiction.
4. This Customs General Supersedes CGO No.4 of 2007 dated 31st March, 2007.

(DR. NASIR KHAN)
Secretary (L&P)

Form-A

PAKISTAN CUSTOMS CONTAINER SECURITY SYSTEM

CARRIER'S COPY

Phone No:	Fax	Mobile	Serial #
FOCAL POINT (ENTRY)	_____		
FOCAL POINT (EXIT)	_____		
CARRIER	<input style="width: 100%;" type="text"/>	TP Application TT No.	<input style="width: 100%;" type="text"/>
Name of rep of carriers representative	<input style="width: 100%;" type="text"/>	Customs TP/GD No.	<input style="width: 100%;" type="text"/>

PARTICULARS OF DEPATCH & RECEIPT

SEALING & DESPATCH TT FP (ENTRY)		Seal No.	Container No.	Transport Unit No.	SEALING INSPECTION TT FP (ENTRY)	
DATE	TIME				DATE	TIME

Certified that customs seal(s) as above affixed by the undersigned as per prescribed procedure

NAME OF PCCSS OFFICER SIGNATURE & STAMP
TT AT FP(ENTRY)

Certified that customs sea/(s) and container above have been inspected by the undersigned as per prescribed procedure and found intact

NAME OF PCCSS OFFICER SIGNATURE & STAMP
TT FP(EXIT)

NOTE: IN CAHSE THE COUSTOMS SEAL OTHER SEALS ARE FOUND BROKEN OR THE CONTAINER TRANSPORAT UNIT IS FOUND TAMPERED OR DAMAGED IN A MANNER THAT INTERFERENCE WITH CARGO WITHIN IS EVIDENT OR SUPECTED THE PCCSS OFFICER WILL NOT GIVE THE ABOVE CERTIFICATE AND INSTEAD HE WILL DETAIN THE TRANSPORT UNIT & CONTAINER AS WELL AS DRIVER OF TRANSPORT & REPORT THE MATTER TO PCCSS/LOCAL CUSTOMS AUTHORITIES AS PER CGO IMMEDIATELY.

REGISTER FORMAT-B1
FOR FOCAL POINT (ENTRY)

CUSTOMS CONTAINER SECURITY SYSTEM

Fax No.

Telephone No

Serial No.	Date	Time	Form-A Number	Container No.	Transport No.	Tracker ID	Carrier	B/L seal No.	Customs Seal No.	Customs agent	GD Number	T.P/ TT No.	Discrepancy Report No. if any	Signature
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

REGISTER FORMAT-B1

FOR FOCAL POINT (EXIT)

CUSTOMS CONTAINER SECURITY SYSTEM

Fax No.

Telephone No

Serial No.	Date	Time	Form-A Number	Container No.	Transport No.	Carrier	B/L seal No.	Customs Seal No.	Customs agent	GD Number	T.P/ TT No.	Discrepancy Report No. if any	De-seal date	Seal Return date	Signature
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

FORM-C

FOR NOTING OF DISCREPANCIES BY THE DD (OPS) AT PCCS HORS

Serial No.	Discrepancy Report Number	Date & time	Type Import/Export Tipimort/TT Export/ Transit/ PIR	Destination	T.P. Application/ A M No.	Customs T.P/ GD No.	Container Number
1	2	3	4	5	6	7	8

Number of Transport Unit	Trakker No.	Track Received Y/No	Location of Incident	Discerepancy Reported	Action Taken	Follow up Action Required	Remarks
9	10	11	12	13	14	15	16

CUSTOMS' CONTAINER SECURITY SYSTEM

Fax No.

Telephone No

DESCREPANCY REPORT NUMBER 00012345

Date: _____ Time _____

Report Generated by: Name _____ Desig Focal Pont _____

Entry exit Other

PARTICULARS OF CONSIGNMENT (Fill whatever info is readily available)

- Type Import/Export/-IP Import/IP Export/Transit/TIR
- Destination _____
- T.P. Application/AI-f1 No. _____
- Customs T.P./GD No. _____
- Carrier: _____
- Type of Transport Unit Truck/trailer/Railway

WAGON/OTHER

- NUMBER OF TRANSPORT UNIT _____
- CONTAINER NUMBER _____ SEAL No. _____
- CONTAINER NUMBER _____ SEAL No. _____

- 10. CONTAINER NUMBER _____ SEAL No. _____
- 11. DATE & TIME SEALED _____
- 12. LOCATION OF INCIDENT _____
- 13. NEAREST CUSTOMS STATION or POLICE STN, & DISTANCE _____
- 14. ANY SECURITY ISSUE AT LOCATION _____

DESCREPANCY: (Circle all applicable)

- 1. FOUND LOADED ON UNAUTHORISED TRANSPORT AT
(a) ENTRY POINT (b) EXIT POINT (c) OTHER LOCATION _____
- 2. CONTAINER (a) DAMAGED (b) USEABLE
- 3. TRANSPORT UNIT (a) ACCIDENT (b) BREAKDOWN, _____

Location: _____

Reported by _____ on: date _____ Time _____

- 4. TRANSPORT UNIT FOUND ON/USED UNAUTHORISED ROUTE
- 5. FAILED TO ARRIVE AT DESTINATION TIME OVER DUE
- 6. ALLOCATED TRAVEL TIME (a) EXCEEDED (b) EARLIER THAN
- 7. CONTAINER (a) INTACT (b) COMPROMISED (c) DAMAGED
- 8. CARGO (a) INTACT (b) DESTROYED (c) MISSING (d) CHANGED (e) SWAPPED (f) INTERFERE WITH
- 9. SEAL INTACT TAMPERED BROKEN MISSING
- 10. DOCUMENTATION INACCURATE INCOMPLETE
- 11. CONTAINER (a) NUMBER TAMPERED (b) DOORS TAMPERED
- 12. Other