

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

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C. NO.10 (18)-L&P/2002/2.

Islamabad, 31<sup>st</sup> March, 2007

**CUSTOMS GENERAL ORDER NO.4 OF 2007**

**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 Central 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 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. The Transport Unit will 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 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 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, 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 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 containerized cargo 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 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 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 Notes (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, 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.

**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 notes (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 preventive 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.
- V. The preventive 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 PORTSBORDER 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 preventive 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 preventive 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 <sup>ele</sup>ctronically, 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 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 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,

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.

**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 date and time of 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 send 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, 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/warehouse to check and report.

### **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 ATT application in the 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 A U Application/GD 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 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 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.
- II. 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 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.

**B. DE-SEALING AT FOCAL POINT (EXIT) OF TRANSIT TRADE CARGO CONTAINERS CARRIED BY ROAD TRANSPORT FOR PESHAWAR-TORKHUM AND WAHGA, CHAMAN, ZAHIDAN & SUST.**

**PESHAWAR-TORKHUM:**

- 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 an Afghan registered or vehicle allowed to enter Afghanistan, 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 Torkhum 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 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 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.
- 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 POINT (EXIT) OF TRANSIT TRADE CARGO CONTAINERS CARRIED BY RAIL FOR PESHAWARTORKITUM, QUA-CHAMMAN AND ZAHIDAN:**

**P E S H A W A R - T O :**

**(a) CONTAINERIZED CARGO:**



**FIRST PORTION:**

- I. On arrival at Dryport Peshawar, 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 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 an Afghan registered or vehicle allowed to enter Afghanistan, 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 Torkhum on the Second Transport Unit. On arrival at customs station' Torkhum, 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 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) BOXCARS/NON CONTAINERIZED CARGO:**

**FIRST PORTION:**

- X. On arrival at Dryport Peshawar, 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.
- XI. The PCCSS officer will inspect the boxcars; check the serial numbers and the PCCSS seal, as well as other seals if any.

- XII. 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.
- XIII. 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 in seal disposal container.
- XIV. 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)**

- XV. After completing the formalities by the Customs, the off loaded goods will be allowed to be loaded on the Afghan registered (or vehicle allowed to enter Afghanistan), 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 Peshawar Dry Port by the first transport (train/truck).
- XVI. 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 Torkhum under escort. The escort officer of Customs will carry the convoy note to Torkhum
- XVII. On arrival at Customs Station Torkhum, the Second Transport Unit will be moved to the Focal Point (Exit). The escort officer of customs will hand over
- XVIII. 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.
- XIX. 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 along with the convoy note.
- XX. 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.
- XXI. The Focal Point Exit Peshawar 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.

Note: The same procedure for A T T by road and train to Quetta/Chamman/Zahidan shall be followed.

**D. SEALING OF TRANSIT TRADE CARGO CONTAINERS AT TORKHUM-PESHAWAR & CMAN-QUETTA, DESTINED FOR WAGHA 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 A n rules by Torkhum/Chamman 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 plomb 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 plomb seal.
- IV. After satisfying him self 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.
- VI. The Focal Point Exit Peshawar 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.
- VII. The escort officer will return the convoy note to the Customs at Torkhum/Chamman.

**SECOND PORTION:**

- VIII. The goods will be loaded on the Pakistani trucks, hereinafter called the Second Transport Unit and resealed in the same manner as done at Torkhum/ Chamman, with wire punch plomb seal or new wire seal by the Focal Point Entry staff at Peshawar/ Quetta.
- IX. 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 conoy note to the PCCSS officer.
- X. 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 plomb seal.
- XI. After satisfying him self 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.
- XII. 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.
- XIII. 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 & DESEALING OF ISAF CONTAINERS AT ENTRY AND EXIT POINTS.

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

- I. The containers will be sealed with Customs 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 Appraisement Collectorate, 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 dry port. In case unloading is done at the respective terminals of the private carriers, the Incharge PCCSS FP Peshawar will coordinate with the FP , carriers and ISAF officials and deputy 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 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 Torkhum, scanned by the bar code reader and stored in the disposal receptacle.
- VII. Returning containers from Afghanistan will be sealed at Torkhum 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 taken by Incharge Focal Point based on the level of risk in transhipment 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.

Form-A

PAKISTAN CUSTOMS CONTAINER SECURITY SYSTEM

CARRIER'S COPY

Serial #

Phone No:

Fax

Mobile

FOCAL POINT (ENTRY) \_\_\_\_\_

FOCAL POINT (EXIT) \_\_\_\_\_

CARRIER

Name of rep

Signature of carriers representative


TP Application No. ATTI

CUSTOMS No. TP/GD

PARTICULARS OF DEPARTCH & RECEIPT

SEALING & DESPATCH AT FP(ENTRY)		Seal No.	Container No.	Transport Unit No.	SEALING INSPECTION AT 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 AT FP(ENTRY)

SIGNATURE & STAMP

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

NAME OF PCCSS OFFICER AT FP(EXIT)

SIGNATURE & STAMP

**NOTE: IN CAHSE THE COUSTOMS SEAL OTHER SEALS ARE FOUND BROKEN OR THE CONTAINER TRANSPOART 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/A TTI No.	Discrepancy Report No. if any	signature
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

**REGISTER FORMAT-B2  
FOR FOCAL POINT (EXIT)**

**CUSTOMS CONTAINER SECURITY SYSTEM**

Fax No.                      Telephone No

Serial	Date	Time	Form-A	Container	Transport	Carrier	B/L seal	Customs	Customs	GD Numbe	T.P/AT TI	Discrepancy	de-seal Date	Seal Retu	signature
--------	------	------	--------	-----------	-----------	---------	----------	---------	---------	----------	-----------	-------------	--------------	-----------	-----------



No.			Number	No.	No.		No.	Seal No.	agent	r	No.	Report No. if any		rn date	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

FORM-C

FOR NOTING OF DISCREPANCIES BY THE DC (OPS) AT PCCSS HORS

SERIAL NO.	DESCREPANCY REPORT NUMBER	DATE & TIME	TYPE EIMPORT/EXPORT <sup>T</sup> TPIMPO RT/TT EXPORT/TRANSIT/PIR	DESTINATION	T.P. APPLICATION/ AM 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	DISCREPANCY REPORTED	ACTION TAKEN	FOLLOW UP ACTION REQUIRED	REMARKS
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9	10	11	12	13	14	15	16
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**CUSTOMS' CONTAINER SECURITY SYSTEM**

Fax No. Telephone No

DESCREPANCY REPORT NUMBER 00012345

DATE: \_\_\_\_\_ TIME \_\_\_\_\_

REPORT GENERATED BY: NAME \_\_\_\_\_ DESIG  
\_\_\_\_\_

FOCAL POINT \_\_\_\_\_ ENTRY EXIT OTHER  
**PARTICULARS OF CONSIGNMENT (Fill whatever info is readily available)**

1. TYPE IMPORT/EXPORT/-IP IMPORT /IP EXPORT/TRANSIT/TIR
2. DESTINATION \_\_\_\_\_  
\_\_\_\_\_
3. T.P. APPLICATION/AI-fl No. \_\_\_\_\_  
\_\_\_\_\_
4. CUSTOMS T.P./GD No. \_\_\_\_\_  
\_\_\_\_\_
5. CARRIER: \_\_\_\_\_  
-
6. TYPE OF TRANSPORT UNIT TRUCKITRAILER/RAILWAY  
WAGON/OTHER
7. NUMBER OF TRANSPORT UNIT \_\_\_\_\_  
\_\_\_\_\_
8. CONTAINER NUMBER \_\_\_\_\_ SEAL No.
9. 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)**




**(ADDITIONAL COLLECTOR (I))**