



GOVERNMENT OF PAKISTAN
DIRECTORATE GENERAL OF TRANSIT TRADE
CUSTOMS HOUSE
KARACHI

TOP PRIORITY



No.SI/Misc-27/2020-DTT

Dated: 30.11.2021

The Chief Executive Officers,

1. NLC Container Terminal, Karachi.
2. Qasim Freight Station (QFS), Karachi.
3. Pak Shaheen Container Terminal, Karachi.
4. Fast Track Projects & Logistics (Pvt.) Ltd., Karachi.
5. DP World Off-dock Terminal, Karachi.
6. NLC Container Terminal, Karachi.
7. Bay-West (Pvt.) Ltd., Karachi.
8. Al-Hamd International Container Terminal, Karachi.
9. Burma Oil Mills Limited (BOML), Karachi.
10. Supreme Terminal (Pvt.) Ltd., Karachi.
11. MTO, Karachi.
12. IC3 Port Qasim, Karachi.
13. Bahria Transshipment Hub of Pakistan Ltd., Karachi.
14. Pak-Shaheen Freight Station, Karachi.

Subject: **IMPLEMENTATION OF THE PROVISION REGARDING CROSS STUFFING OF UZBEKISTAN-PAKISTAN TRANSIT TRADE CARGO AT OFF-DOCK TERMINALS**

Please refer to the subject cited above.

2. It is informed that a detailed procedure of cross-stuffing of forward cargo under Uzbekistan-Pakistan Transit Trade Agreement has been prescribed under Sub-Chapter XII of SRO 1466(I)/2021 dated 11.11.2021 (copy enclosed).
3. In view of the above, it is requested that on ground arrangements for secure cross-stuffing of such containers at respective Off-dock Terminals (ODTs) be made at the earliest. In parallel, the necessary IT development for exchange of relevant messages with WeBOC may also be done in consultation with the Directorate of Reforms & Automation, Custom House, Karachi.
4. For information and necessary action.

Encl: (As above)

30/11/21

(Habib Ahmad)
Director

Copy to:

- a. The Director General, Transit Trade, Custom House, Karachi.
- b. The Director, Reforms & Automation, Custom House, Karachi.
- c. The Chief (Facilitation & Compliance, FBR, Islamabad.

Sub-Chapter-XII

Cross-stuffing of transit cargo at Karachi/Gwadar seaports and off-dock terminals

954. **Exercising option of cross-stuffing of transit cargo.**-(1) The option of cross-stuffing of transit cargo shall be available to the owner of transit goods at the time of filing of GD.


(2) The option of exercising the option of cross-stuffing after out-of-charge of GD through an online request form, to be processed by CCS.

955. **Places authorized for cross-stuffing of containerized transit cargo.**- (1) Cross-stuffing of containerized transit cargo shall be allowed both inside seaports at especially demarcated areas and at designated off-dock terminals.

(2) Cross-stuffing shall take place under Customs supervision from one container to another container of the same size i.e., 20 feet into 20 feet and 40 feet into 40 feet.

(3) Cross-stuffing of transit cargo may also be allowed into such vehicles approved by transportation of cargo under TIR regime.

956. **Details of transit cargo to be allowed cross-stuffing inside the seaports only.**- The cargo mentioned below shall not be allowed removal from port of entry to Off-dock Terminals and shall be allowed cross-stuffing inside seaports only:

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- (a) non-Containerized cargo;
 - (b) controlled substances as listed in (Annex-IX)
 - (c) heavy packages which cannot be stuffed in the container; and
 - (d) cargo of over-dimension [to be determined by Assistant/Deputy Director (Examination), on case-to-case basis.

957. **Inter-port movement of transit cargo to off-dock terminals for cross-stuffing.**- The inter-port movement of Transit cargo destined for Off-dock Terminals shall be allowed through authorized Bonded Carriers licensed by the Customs authorities under Chapter XIV of these rules.


958. **Procedure for removal of Transit cargo to Off-dock Terminals.** - (1) The trader or his authorized agent exercise the option of cross-stuffing at the filing of GD or out-of-charge of GD, as the case may be.

(2) The trader or his agent shall click the place i.e., seaport/off-dock terminal, where the cross-stuffing has to take place. Names of the seaports/off-dock terminals will be available in drop-down menu for selection of one place.

(3) In case, the cross-stuffing has to take place at an off-dock terminal, following procedure shall be adopted:

- (a) CCS shall generate Customs release message for the Terminal Operator discharging the container;
- (b) the terminal operator shall subsequently make the container available to the Customs sealing staff after sending a 'pre-Gate-out' message to Customs Computerized System along with relevant information including the name of the bonded carrier and the container number. This message shall also be visible to the Customs sealing staff;

- (c) thereafter, the bonded carrier shall load that container on authorized vehicle and report to the Customs sealing staff for sealing of the container;
- (d) the tracking and monitoring devices shall be fixed on the transit goods destined to Off-dock Terminal in accordance with the prescribed procedure;
- (e) the Customs sealing staff after verifying that permission for transportation of cargo to the Off-dock Terminal has been allowed by the system, shall physically verify the particulars of the bonded carrier and the container number vis-à-vis the information received through the system, affix the PCCSS seal on the container and feed the sealing information and the vehicle registration number in the System;
- (f) the sealing staff shall also verify the installation of the tracking and monitoring devices and upload images of the seals, tracking devices, vehicles, and the containers in the system;
- (g) the sealing staff shall also generate and print copies of 'Transport Note', from the System, in triplicate. Each copy of the 'Transport Note' shall be signed by the Customs sealing staff and the bonded carrier or his representative. One copy of the 'Transport Note' shall be retained by the Customs sealing staff, the second copy shall be handed over to the driver of the vehicle who shall submit the same to the Gate-in staff at the concerned Off-dock Terminal and the third copy shall be retained by the representative of the bonded carrier for his record;
- (h) a system generated Customs Seal Verification Message (SVM) shall be communicated to the Terminal Operator on feeding of PCCSS seal information in the system;
- (i) the Terminal Operator shall perform 'Gate-out' event only after receiving the Customs seal verification message;
- (j) the Gate-out message shall be communicated by the Terminal Operator to the system which shall include the name of the bonded carrier, vehicle registration number, container number, shipper's seal number, PCCSS seal number and gross weight of the container; and
- (k) the Terminal Operator shall also hand over the weighment slip to the bonded carrier for record and onward presentation to the Customs staff posted at the Off-dock Terminal.

 959. **Time-duration limits for inter-port movement of Transit cargo from seaports to Off-dock Terminals.**- (1) The Transit cargo containers destined to off-dock terminals for the purpose of cross-stuffing, shall reach at the entry gate of the Off-dock Terminal within five hours from their time of exit from a seaport.

(2) The system shall block the bonded carrier in case of delayed receipt of cargo beyond the prescribed time limit.

(3) In cases, wherein the Assistant or Deputy Director (IP) finds no cogent reason for delayed receipt of the cargo beyond the prescribed time, he shall recommend necessary legal action against the concerned bonded carrier to Licensing Authority.

960. **Receipt of the departed cargo at Off-Dock Terminals.**- (1) On arrival of consignment at the Off-dock Terminal, the Customs sealing staff posted at the entry gate shall check the 'Transport Note' and weighment slip and shall verify the seal of the container and enter or record the same in the system.

(2) Upon receiving the cargo with seal intact, the Off-dock Terminal shall enter 'Gate-in' event in the system. The tracking and monitoring devices shall be un-mounted from the containers at Off-dock Terminal in accordance with the prescribed procedure. The Off-dock Terminal shall conduct weighment of the cargo and also enter the same in the system.

(3) In case the Customs seal affixed on a container is found broken or tampered with, the respective container shall be examined 100% by the Customs staff in the presence of Off-dock Terminal Operator and a representative of the Bonded Carrier; an inventory of the goods contained in such containers shall be prepared and signed by all witnesses. This inventory shall form a part of the Goods Declaration (GD) filed subsequently for clearance purposes.

(4) In case, there is a difference in gross weight is more than five percent recorded at port of entry vis-à-vis the weight found at destination Off-dock Terminal, the Assistant or Deputy Director IP shall proceed against the carrier as per relevant law and rules. On the recommendations of Assistant or Deputy Director (IP), Assistant or Deputy Director MIS shall allow and enter such difference of weight in the manifest after payment of fine and penalty as per law and rules.

(5) In case no electronic acknowledgment of the receipt of cargo at Off-dock Terminal is received after the lapse of five hours of its departure from the exit gates of the port of entry, the Customs Computerized System shall compile report of all such containers and generate an alert for the Assistant or Deputy Director MIS, Inter-Port movement (IP) for action.

(6) The feeding of any amendment in Gate-in particulars at Off-dock Terminal arising due to accident or break-down of the vehicle shall be carried out on approval from the Assistant or Deputy Director IP.

(7) The Assistant or Deputy Director IP shall carry out manifest clearance electronically on daily basis for closure of IGM lines and, if required, proceed against the concerned Shipping lines or their agents, bonded carriers, Terminals, Off-dock Terminals and other concerned as per provisions of the Act and these rules.

961. Responsibilities of the carriers.- (1) Notwithstanding any other action taken under the law and the procedure under these rules, the Carrier shall bear all expenses incurred on re-stuffing or re-packing of the goods including the duty and taxes leviable on goods pilfered or damaged on way to or from the Off-dock Terminal under this procedure.

(2) The bank guarantee or Defense Saving Certificates submitted by transport operators at the time of issuance of license under 967 (a) shall be taken into account for recovery of the amount of duties and taxes, fine and penalty, if any, involved on the cargo during the course of transportation from port of entry to Off-dock Terminal and vice versa, and in case of any eventuality like damage, pilferage, theft, fire, accident etc.

962. Violation of rules.- In case of violation of these rules or any such violation is detected during inter port movement of cargo from port of entry to the Off-dock Terminal, the carrier, the shipping lines or their agent and Off-dock Terminal along with other concerned, shall be jointly and severally responsible for duty and taxes involved and the value diminished as a result of any damage or pilferage. They shall be liable to pay the duty and taxes as may be leviable on such goods in addition to any other action as is authorized under the Act or these rules.

963. **Responsibilities of the Off-dock Terminals.**- The provisions of Sub-Chapter XIV of Chapter XXI of Customs Rules 2001 shall apply to such Off-dock Terminals.

964. **Procedure for Cross-stuffing of Transit Cargo at the seaports and Off-dock Terminals.**- (1) Logistic companies and bonded carrier can register with customs for provision of empty containers for cross-stuffing of transit cargo. The empty containers utilized for cross stuffing of goods having distinguishing marks and numbers and their details shall be recorded in CCS against the said registered entity.

(2) Before initiating the process of cross-stuffing, the details of both the containers i.e., shipping line containers and logistic company/bonded carrier shall be entered in the Customs Computerized system by the TO and acknowledged by Customs officer tasked to supervise the process of cross-stuffing.

(3) The cross stuffing shall be carried out in the presence of Customs Officer, an authorized representative of the Uzbekistan trader and Off-dock Terminal. The Customs Officer shall make photographs of the cargo during the process of cross-stuffing for uploading these in the WeBOC system against the relevant GD.


(4) After cross-stuffing, the empty containers shall be on-door-off and immediately be removed/shifted out of the premises of Off-dock Terminal and the representative of the Off-dock Terminal and Gate officer of Customs shall ensure that such containers gate out in the empty one-door-off condition.

(5) After completion of cross-stuffing of transit cargo, the custom officer supervising the process, shall confirm that the stuffing of transit goods in the new container number against the GD in CCS and seal the container in presence. He shall also record new seal number in the system.

(6) Thereafter the procedure prescribed in Sub-Chapter VII of Chapter XXI of Customs Rules 2001 shall apply except the provisions for seaming.

Sub-Chapter-XIII **Transit through air**

965. **Air to air transit of cargo.**- The following procedure is prescribed for movement of transit cargo from only that International Airports of Pakistan where there is a direct flight to an International airport in Uzbekistan, namely:-

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- (a) the authorized representative or cargo handler of the airline or aircraft shall mention the details of transit goods for Uzbekistan separately in Import General Manifest (IGM) which shall be up loaded online to the customs computerized system. After unloading, transit goods shall be stored separately at a place earmarked for them in the notified premises of a cargo handlers covered shed inside the airport. The shed shall be supervised and monitored by posting customs staff on regular basis;
 - (b) cargo so unloaded from one aircraft for storage in shed at airport for subsequent loading at another aircraft for transportation to Uzbekistan shall not be allowed under any circumstances to be taken out of the airport. The cargo handler shall be responsible for safe storage and security of the goods. In case of any pilferage or shortage or theft or