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PART II

Statutory Notifications (S.R.O.)

GOVERNMENT OF PAKISTAN

REVENUE DIVISION
(Federal Board of Revenue)

NOTIFICATION

Islamabad, the 14th March, 2022

(CUSTOMS)

S. R. O. 432(I)/2022.— In exercise of the powers conferred by section 219 of the Customs Act, 1969 (IV of 1969), the Federal Board of Revenue is pleased to direct that the following further amendments shall be made in the Customs Rules, 2001, which, as required under sub-section (3A) of the said section 219, were previously published *vide* Notification No.S.R.O 1661(I)/2021, dated the 22nd December, 2021, namely:-

In the aforesaid Rules, in Chapter XXI, after Sub-Chapter XVI, the following new sub-chapter shall be added, namely:-

“Sub-Chapter XVII

Weighment and scanning of cargo at border customs stations and dryports

607(1—6)

Price: Rs. 10.00

[7449(2022)/Ex. Gaz.]

556T. Definition.-

- (a) **“weighbridge”** means an electronic weighbridge installed and operated by the Terminal Operator, which is integrated with Customs Computerized System (CCS) and also with respective WeBOC module; and
- (b) **“scanner”** means a scanner installed and operated by the terminal operator, which is integrated with Customs Computerized System (CCS) and also with respective WeBOC module.

556U. Procedure for weighing outgoing vehicles.—(1) All outgoing vehicles carrying export or transit goods shall be weighed at a weighbridge inside the cargo terminal as notified by the Board under section 10 of Custom Act, 1969.

(2) A Customs inspector or examiner shall be posted to observe the weighment process.

(3) The weighbridge operator shall generate three copies (original, duplicate and triplicate) of weighment slip. The information in weighment slip shall include date & time, IGM number, vehicle registration No., gross weight (weight of both vehicle & cargo), net weight, description of goods, type of cargo i.e., import, export or transit, No of wheels i.e., 10/18/22 wheeler etc. as per requisite format as per **Appendix-A**.

(4) All the weighment slips shall be signed by the weighbridge operator and Customs inspector or examiner overseeing weighment process.

(5) The original copy of weighment slip shall be handed over to the driver of the vehicle for onward submission to the customs for uploading in Customs Computerized System (CCS) along-with goods declaration (GD) through Clearing Agent.

(6) The duplicate copy of weighment slips shall be collected by Customs inspector or examiner and handed over to the Principal Appraiser or Superintendent tasked with daily reconciliation of export consignments or GDs. The triplicate copy shall be retained by the terminal operator for record and reconciliation purposes.

(7) The terminal operators at the cargo terminals shall integrate the weighbridges with the CCS, so that the weighment data is linked with the respective GD in CCS.

556V. Procedure of weighment for incoming vehicles.—(1) All incoming vehicles carrying import or transit goods, after entry into the border

terminal and filing of import manifest shall be weighed at a weighbridge inside the cargo terminal as notified by the Board under section 10 of Custom Act, 1969.

(2) All other steps shall be the same as given in sub-rules (2) to (7) of rule 556U stated above.

556W. Responsibilities of terminal operator.—(1) The terminal operator shall ensure that weighment is carried out properly and exact weights are recorded on the weighment slips.

(2) Upon re-checking, if any discrepancy is found in the weight of any consignment, the terminal operator shall be proceeded against in terms of the Customs Act, 1969 and the rules made thereunder.

(3) The terminal operator shall maintain record of all weighments carried out, vehicle and date-wise, both in electronic and manual form and to be kept for a period of five years in terms of section 32 of the Custom Act, 1969 and rule 126 of the Customs Rules 2001.

556X. Procedure for scanning at Customs Border Stations.—(1) All vehicles carrying import, export or reverse transit cargo shall be scanned inside the cargo terminal as notified by the Board under section 10 of Custom Act, 1969. However, as envisaged under rule 475(3) and rule 939(1) of Customs Rules, 2001, the scanning of forward transit cargo shall be done on the basis of risk management system.

(2) A Customs inspector or examiner shall be posted to observe the scanning process on real time basis.

(3) The terminal operator shall ensure that scanning of both vehicle and cargo is carried out properly and with utmost care. The terminal operator shall ensure to post experienced persons as scanner operators. The terminal operator shall ensure installation of CCTV Cameras on all sides of scanning area showing the front and back image of vehicle and also ensure accessibility of footage to the PA or Superintendent, AC or DC and AD or DD concerned.

(4) The scanner operator shall either report any suspicion or confirm the description of goods given in export or import manifest or GD. In case of any suspicion the observations and remarks to the effect shall be recorded and the concerned Superintendent or PA, AC or DC and AD or DD examination shall be informed for conducting 100% examination, if necessary, of the suspected cargo and vehicle. In case of export consignment, the scanning shall only be carried after filing of GD.

(5) The scanner operator shall also provide hard copies of scanned images along-with date and time, vehicle registration No., container No., in case of containerized cargo, and observation or remarks in case of suspected cargo.

(6) The scanned images shall be signed by the custom officer, inspector or examiner and scanner operator or representative of the terminal operator.

(7) The custom officer shall upload the signed hard copy of scanned image in the system against the respective Import General Manifest (IGM) and Index No. or GD No. and date in the CCS.

(8) The examining officer while feeding the examination report in the system shall also comment on the scanned image in the examination report as well as upload the examination pictures.

556Y. Responsibilities of terminal operator.—(1) The terminal operators at the cargo terminals shall strive to integrate the weighbridges and scanners with the CCS, so that the weighment and scanning data is uploaded on real time basis and linked with the respective GDs in CCS.

(2) In case, upon rechecking, a discrepancy or mis-declaration is found in the description of any consignment either in weight or description of goods, proceedings shall be initiated against those responsible in terms of the Customs Act 1969 and the rules made thereunder.

(3) The terminal operator shall maintain record of all weighments and scanning carried out, vehicle and date-wise, both in electronic and hard copies form and to be kept for a period of five years in terms section 32 of the Custom Act, 1969 and rule 126 of Customs Rules 2001 for any subsequent Post-Clearance Audit.

(4) The terminal operator shall provide the access to the weighment and scanning process and shall make available CCTV cameras & screens to the supervising officers to check the weighment and scanning processes on real time basis.

556Z. Reconciliation of weighment data.—(1) At the time of daily reconciliation of incoming and outgoing vehicles in terms of SRO. 267(1)/2021, the weighment data may be cross-checked with those given in GDs.

(4) In case of any discrepancy, proceeding shall be initiated against those responsible in terms of the Customs Act 1969 and the rules made thereunder.

556AA. Miscellaneous.—Both incoming imports and transit reverse cargo vehicles shall be weighed first at import terminal. After that each and every cargo shall be scanned. The staff not below the rank of an inspector shall be deputed at the scanner who shall read the scanning images on real time basis. The terminal operator shall provide the hard copy of scanned images. The scanned images shall be signed by the inspector and scanner operator or representative of the terminal operator (NLC) on the face of the hard copy of scanned image.

(2) Registration and chassis number of the vehicle shall be mentioned in the GD for identification. The examining officer shall tally the registration and chassis number of the vehicle mentioned in the GD with the ones physically presented before him. He shall also upload the signed hard copy of scanned image in the system during process of feeding of examination reports.

(3) In case of an abnormal image, the hard copy of scanned image shall be signed by both customs officer (inspector) and representative of terminal operator and the concerned PA or Superintendent, AC or AD and AD or DD shall also be informed on real time basis to conduct 100% examination of the cargo in all such cases. The examining officer while feeding the examination report in the system shall also mention the fact of abnormal image in the examination report as well as upload the examination pictures.

(4) The terminal operator NLC shall provide access to the scanning process and shall make available screens to the concerned AC or AD, DC or DD and PA or Superintendent to monitor the scanning on real time basis. This procedure shall be in place till such time, the integration of scanning with the WeBOC system or development of any software/application by the terminal operator (NLC) is carried out.

(5) The weighbridge shall be calibrated on weekly basis and a certificate to this effect shall be signed by terminal operator and AC or DC, AD or DD with copy to the Additional Collector or Director concerned.

Appendix-A
[see rule 556U(3)]

WEIGHMENT SLIP OF WEIGHBRIDGE OPERATOR

IGM/EGM/GD No. & Date	Vehicle Registration No.	Gross weight (weight of both vehicle & cargo)	Net weight	Description of goods	Type of cargo (import/export/ transit)	No. of wheels (10/18/22)

[C.No.1(2)/L&P/2019.]

MUHAMMAD RIZWAN,
Secretary (Law & Procedure).