

**Government of Pakistan
Revenue Division
Federal Board of Revenue**

**NOTIFICATION
(CUSTOMS)**

Islamabad, the 15th April, 2022

S.R.O. 550 (I)/2022.- The following draft of certain further amendments in the Customs Rules, 2001, which the Federal Board of Revenue proposes to make in exercise of the powers conferred by section 219 of the Customs Act, 1969 (IV of 1969), is hereby published for information of all persons likely to be affected thereby and, as required under sub-section (3A) of the said section 219, notice is hereby given that objections or suggestions thereon, if any, may for consideration of the Board be sent within fifteen days of publication of the draft amendments in the official Gazette. Any objections or suggestions which may be received from any person, before the expiry of the aforesaid period, shall be taken into consideration by the Federal Board of Revenue, namely:-

DRAFT AMENDMENTS

In the aforesaid Rules, in **Chapter XXI, in sub-chapter VII,-**

(1) in rule 471, in sub-rule (1),-

(a) after clause (ii), the following new clause shall be inserted, namely:-

“(iia) **“approved off-dock terminals”** means the off-dock terminals in Karachi which have been approved for cross stuffing of Afghan transit cargo by the Directorate of Transit Trade, Karachi, keeping in view the adequacy of space, infrastructure, equipment and over all preparedness for cross stuffing;”;

(b) after clause (x), the following new clause shall be inserted, namely:-

“(xa) **“cross stuffing”** means transfer of goods from one container to another container or any other mode of transportation as per TIR specifications, in the premises of the port or off-dock terminal under customs supervision;”;

(c) for clause (xxix), **the following shall be substituted, namely:-**

“(xxix) **“temporary admission document (TAD)”** means a document issued by a competent authority of one Contracting

Party against a fee on a prescribed format to the vehicles registered and licensed in the territory of the other contracting party for international carriage of goods that allows them to enter or exit or transit through the territory of the other contracting party;”;


- (2) after rule 482, the following new rules shall be added, namely:-

482A. Procedure for issuance of TAD.- Notwithstanding the provisions of rule 482, initially the following shall be procedure and conditions laid down in this rule which shall be followed for issuance and regulation of TAD, namely:-

- (1) Pakistan Customs (Directorate of Transit Trade, Karachi) and Afghanistan Ministry of Transport will share list of approved transport operators (bonded carriers) and vehicles. When new transport operators or vehicles are added to the list, other side shall be informed via email, immediately. Both sides shall nominate focal persons for the timely exchange of this information;
- (2) the list of approved Afghan transport operators and their registered vehicles shall be forwarded by Directorate of Transit Trade, Karachi to the concerned officers in Embassy of Pakistan, Kabul and consulate General of Pakistan at Kandahar and Jalalabad and the list of approved Pakistani transport operators (bonded carriers) and their registered vehicles shall be forwarded by Afghan authorities to the concerned officers in Embassy of Afghanistan or Consulate General of Afghanistan, Islamabad, Karachi, Quetta, Peshawar and the Directorate General of Transit Trade, Karachi;
- (3) the application for TAD as per **Appendix-III A**, along with required documents, shall be collected on all working days at window No. 5 of Pakistan Embassy Kabul and Pakistan Consulate, Kandahar during 1100 to 1200 hours. Applications for TAD as per **Appendix-III B** from Pakistani registered vehicles shall be collected on all working days at Afghan Consulate Generals, Quetta and Peshawar during 1000 to 1100 hours;
- (4) at the time of issuance of TAD for an Afghani vehicle by Pakistani authorities, its particulars shall be cross-verified with

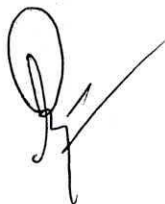


the data sent or forwarded by Directorate General of Transit Trade, Karachi;

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- (5) Trade Officer and Commercial Assistant, Commercial Wing, Pakistan Embassy, Kabul and Commercial Wing, Pakistan Consulate, Kandahar shall sign or issue the TAD for vehicles registered in Afghanistan. The Transport Attaché, Afghan Consulate Generals, Quetta and Peshawar Pakistan shall sign and issue, on the format set out in **Appendix-IIIC** the TAD for vehicles registered in Pakistan. The Pakistan Consulate Jalalabad shall issue TAD at a later date, once commercial section officials are placed there, in consultation with the Government of Afghanistan;
 - (6) statement of TADs issued by Pak embassy shall be furnished to the designated focal point of Pak Customs Peshawar and Quetta on daily basis via email and Afghanistan side will develop same system on their side;
 - (7) TAD shall be issued against payment of fee of US \$ 100/. The TAD fee collected by Pakistan embassy or consulates in Afghanistan shall be transferred to the account of Directorate General of Transit Trade on monthly basis. However, no fee shall be charged for the application form from the applicants. Both sides shall ensure its free availability and shall also upload the form on embassy or consulate websites which shall be freely downloadable. A bar code having all the details of the vehicles may be embossed on TAD;
 - (8) TAD shall be issued within five working days of receipt of applications;
 - (9) validity of TAD shall be 180 days (06 months) having multiple entries with maximum one time stay of 30 days in Pakistan and Afghanistan;
 - (10) the transport operators holding TAD can carry transit goods and bi-lateral goods, but cabotage is not allowed and any truck found transporting goods between two destinations inside the territory of the contracting party shall be black listed;
 - (11) the routes and crossing points where TAD will be valid are given in **Annex-IIID**. The BCPs at Angoor Adda and Kharlachi shall be operational only for bi-lateral trade whereas

BCPs at Torkham, Ghulam Khan and Chaman shall be operational for transit and bi-lateral trade;

- (12) TAD shall become valid from the date of issuance by the embassy or consulate;
- (13) TAD shall be valid for one vehicle at a time and only for the carrier to whom it was issued; it shall not be transferable to other carriers;
- (14) Any unauthorized tampering in TAD by anyone shall render it void and invalid.
- (15) Pakistan customs shall be entering each entry or exit journey on the back page of TAD, same shall be done by Ministry of Transport and Civil Aviation Afghanistan;
- (16) if the TAD is lost by the driver or owner of the vehicle, he shall apply for new TAD;
- (17) if the TAD is lost in the home county, the driver or owner of the vehicle shall first inform the police station and then apply for a new TAD by providing a copy of the FIR, so that embassies or consulates could inform the relevant authorities, to cancel that TAD in their record;
- (18) if the TAD is lost in the territory of the other contracting party, the driver or vehicle owner shall inform the transport or customs authorities to be allowed for exit on the crossing points. After entering the home country, the owner shall apply for a new TAD by providing the proof (documents allowed him cross the border) and copy of FIR lodged with the police;
- (19) if the vehicle goes missing, in the territory of the other contracting party, the owner will be charged to pay duties and taxes to be ascertained by the technical committee having representatives from customs of both countries, on the basis of depreciated value of the vehicle, as per prevailing laws;
- (20) following documents shall be filed by the applicant transport operator for obtaining TAD:
 - (a) application form as per format given in **Appendix IIIA** and **Appendix IIIB**;



- (b) expired TAD of the Vehicle (in original) this shall be required after 180 days of operationalization;
- (c) copy of National ID Card or passport of the owner;
- (d) copy of registration book of the vehicle;
- (e) copy of license or authorization issued by Afghanistan Ministry of Transport to Transport Operators of Afghanistan for international carriage of goods or copy of license or authorization issued by Pak customs to transport operators of Pakistan for international carriage of goods;
- (f) fitness certificate of the vehicle. This shall be required for Afghan vehicles after 180 days of operationalization; and
- (g) picture of the vehicle for record purpose;

(21) The contracting parties shall, in accordance with their respective laws, rules and regulations, grant multiple entry visa valid for a period of one year, each stay not exceeding 30 days to the drivers of the vehicles and the persons engaged in International transit traffic operations who are subject to Visa requirement. In exceptional circumstances such as illness or injury to person or damage to vehicle, where the stay period of 30 days expires while driver is still in the other contracting state, he or she shall refer the case to the nearest office of Ministry of Interior for extension of the duration of the stay. The Ministry of Interior will extend the stay for a reasonable period.

(22) The following documents shall be required for issuance of multiple entry VISA to the driver or helper:

- (a) visa form;
- (b) authority letter by transport operator;
- (c) two (02) photographs of driver;
- (d) valid driving license of the driver; and
- (e) driver passport.

482B. The arrangement prescribed through rule 482A is a temporary arrangement which will prevail till formalities under Afghanistan-Pakistan Transit Trade Agreement, 2021 are finalized and would cease to have effect from the date FBR notifies.”;

(3) after rule 484Q, the following new rules shall be added, namely:-

“484R. Cross stuffing in Afghan transit cargo – General provisions.- (1) Cross-stuffing of containerized cargo under Afghan transit trade shall be allowed both inside seaport terminal where cargo arrived as well as at any approved off-dock terminals(ODT) at separately demarcated areas.

(2) At the time of filing of GD the Customs Computerized System (CCS) shall provide the option for cross stuffing. In case it is so opted, the trader or his representative shall be asked by CCS to enter following information:-

- (a) name of the seaports or ODT from a drop-down menu for selection of one place;
- (b) marks and numbers of the new and empty container along with name of the entity owning it (ODT, logistic company/bonded carrier);
- (c) name of bonded carrier; and
- (d) vehicle number.

(3) 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.

(4) Cross-stuffing may also be allowed into boxed vehicles approved for transportation of cargo under TIR.

(5) The cross stuffing of cargo mentioned below shall be allowed inside seaports only:

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

(6) The inter-port movement of cargo destined for ODT shall be allowed through licensed bonded carriers.

(7) The terminal operator shall be responsible for the integrity, security and proper cross stuffing of the cargo.

(8) The logistic companies, bonded carrier, clearing agents and ODTs owning minimum of 25 containers compliant to Container Safety Convention 1972, fitted with CSC plate, bearing maximum weight carrying capacity and year of manufacture can register with customs for provision of empty containers for cross-stuffing of transit cargo. The upper limit of tariff and allied charges etc with respect to provision of this service shall be determined by a Committee comprising of all Directors of Transit Trade in consultation with the stakeholders and shall be notified by the Director, Transit Trade, Karachi. Violation of tariff and allied charges so ascertained shall result in de-registration of the entity.

(9) Whenever, a trader opts for cross stuffing facility, the CCS system will invariably send message to Drug Enforcement Cell (DEC) of respective Enforcement Collectorate for carrying out drug check on the empty container as well as on the cargo and feed its report in the system.

(10) Hereinafter the old container would mean the container from which goods are to be cross stuffed and new/empty container means the one in which goods have been cross stuffed.

484S. Cross stuffing of forward transit cargo at seaports.— (1) In case trader or his representatives selects the option of cross stuffing at seaport terminal, he shall also provide information about old container number(s), new or empty container number(s), name of bonded carrier and the registration number of vehicle. The CCS shall generate three messages simultaneously for the specific GD along with all the information provided by the trader:-

- (a) import handling message to Terminal Operator to release the container for cross stuffing;
- (b) message to a randomly selected examiner to supervise the cross stuffing;
- (c) message to Drug Enforcement Cell (DEC) of respective Enforcement Collectorate for drug check on the empty container as well as on the cargo and to feed its report in the system.

(2) The terminal operator shall arrange for the cross stuffing of the transit cargo from the old container into the corresponding new or empty container(s) in the Afghan Transit cross stuffing yard.

(3) The cross stuffing shall be carried out in the presence of the examiner to whom the GD is marked by CCS, an authorized representative of the Afghan trader and staff of seaport Terminal.

(4) The examiner shall ensure that cargo is cross stuffed from the same container mentioned in GD to the same new or empty container the information for which is available in the system.

(5) During the course of cross stuffing, examiner shall compare the items being cross stuffed with the packing list and also take photographs of cargo.

(6) After cross stuffing is done, examiner shall feed his report in the CCS along with photographs of the cargo and shall affix the post cross stuffing seal on the new container in which goods have been cross stuffed. After feeding of the report the system will ask the examiner about any discrepancy

found. In case of **Yes**, the GD will be routed to the Appraising Officer for further action as under the law i.e., framing contravention in case of mis-declaration or rectification of the mistake with the approval of concerned Assistant Director (AD) or Deputy Director (DD). In case of **No**, the GD shall be auto-assessed.

(7) After its auto-assessment the GD shall be routed to trader or his representative to accept or contest the auto-assessment. The time to accept or contest will be 12 hours. In case of no action at their end within 12 hours, the system shall auto processed to put the GD out of charge. In case of any contest by the trader, the GD will be routed to AD or DD for necessary action.

(8) After completion of auto-assessment, the GD will be pushed to the security officer for obtaining GD wise insurance guarantee or one time Revolving Insurance guarantee.

(9) The GDs, which will not be auto-assessed on account of non-availability of matching valuation data in the system, will be pushed to Assessment Officer (AO) for manual assessment.

(10) After completion of customs formalities, the system shall mark the GD to bonded carrier. Thereafter, the procedure prescribed in Rule 473 (9) onwards and of sub-chapter VII of the chapter XXI of Customs Rules, 2001 shall apply.

(11) The staff of terminal and gate officer of customs shall ensure that after cross-stuffing, the empty containers shall be on door-off and gate out in the empty one-door-off condition.

484T. Transportation of container from seaport to ODT for cross stuffing.- (1) After successful manifestation of an Afghan transit cargo index showing via port as an off-dock terminal or in case trader or his representatives selects the option of cross stuffing at an ODT he shall also provide information about old container number(s), new or empty container number(s), name of bonded carrier and the registration number of vehicle. The CCS shall generate four messages simultaneously for the specific GD alongwith all the information provided by the trader:-

- (a) import handling message to terminal operator to release the container(s) for cross stuffing at selected off-dock terminal;
- (b) message to the PCCSS sealing staff to execute pre-gate out events;
- (c) message to a randomly selected examiner to supervise the cross stuffing at selected ODT; and

(d) message to Drug Enforcement Cell (DEC) of respective Enforcement Collectorate for drug check on the empty container as well as on the cargo at ODT and to feed its report in the system.

(2) The terminal operator shall make the container available to the PCCSS staff after sending a 'pre-gate-out' message to system along with relevant information including the name of the bonded carrier and the container number. This message shall also be visible to the PCCSS staff.

(3) The PCCSS staff after verifying that permission for transportation of cargo to the ODT 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.

(4) 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.

(5) 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.

(6) A system generated Customs Seal Verification Message (SVM) shall be communicated to the terminal operator on feeding of PCCSS seal information in the system.

(7) Upon receipt of SVM, the terminal operator shall send "GTO" message to the CCS 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. The CCS shall relay this message to ODT.

(8) The transit cargo containers destined to ODT for cross-stuffing, shall reach at the entry gate of the ODT within five hours from their time of exit from a seaport. In case no electronic acknowledgment of the receipt of cargo at ODT is received after the lapse of five hours of its departure from the exit gates of the port of entry, the system shall compile report of all such containers and generate an alert for the AD/DD examination for action.

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

(10) All other provisions of sub-chapter XV of Chapter XXI shall apply *mutatis mutandis*.

484U. Receipt of forward AT cargo at ODT for its cross stuffing and release.- (1) The PCCSS staff posted shall check the 'Transport Note' and weighment slip and shall verify the seal of the container. The PCCSS staff shall feed a container entry report (CER) for the incoming container in the system and any discrepancy observed with respect to seal, weight, transport note or any other aspect shall be recorded in it.

(2) On arrival of container with seal intact, the ODT staff shall enter 'Gate-in' event in the system including gross weight of the container.

(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 GD filed subsequently for clearance purposes. The GDs for such transit cargo will not be auto assessed but routed to Group AO for assessment.

(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) The CER will be pushed to the folder of the examiner who would supervise the cross stuffing or carry out 100% examination, if seal affixed on the container was found broken or tempered with.

(6) The ODT shall arrange for the cross stuffing of the transit cargo from the old container into the corresponding new/empty container(s) in the Afghan Transit cross stuffing yard.

(7) The cross stuffing shall be carried out in the presence of the examiner to whom the GD is marked, an authorized representative of the Afghan trader and staff of seaport terminal.

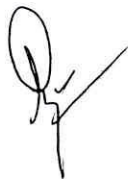
(8) The examiner shall ensure that cargo is cross stuffed from the same container mentioned in GD to the same new or empty container whose information is available in the system.

(9) During the course of cross stuffing, examiner shall compare the items being cross stuffed with the packing list and also take photographs of cargo.

(10) After cross stuffing is done, examiner shall have a look at CER fed by PCCSS staff at the time of entry of container in ODT, prepare a consolidated report in the CCS alongwith photographs of the cargo and shall affix the post cross stuffing seal on the new container in which goods have been cross stuffed.

(11) After the examiner has fed his report in the system, it shall ask for any discrepancy found? In case of **Yes**, the GD shall be routed to the Appraising Officer for further action as under the law i.e., framing contravention in case of mis-declaration or rectification of the mistake with the approval of concerned Assistant Director or Deputy Director. In case of **No**, the GD shall be auto-assessed.

(12) After its auto-assessment the GD shall be routed to trader or his representative to accept or contest the auto-assessment. The time to accept or contest will be 12 hours. In case of no action by the trader within 12 hours, the system shall auto processed to put the GD out of charge. In case of any contest by the trader, the GD will be routed to Assistant Director or Deputy Director for necessary action.



(13) After completion of auto-assessment, the GD shall be pushed to the security officer for obtaining GD wise insurance guarantee or one time revolving insurance guarantee.

(14) The GDs, which will not be auto-assessed on account of non-availability of matching valuation data in the system, will be pushed to Assessment Officer (AO) for manual assessment.

(15) The system shall mark the GD to bonded carrier. Thereafter, the procedure prescribed in Rule 473 (9) onwards and onwards of sub-chapter VII of the chapter XXI of Customs Rules 2001 shall apply.

(16) The staff of terminal and Gate officer of Customs shall ensure that after cross-stuffing, the empty containers shall be on door-off and gate out in the empty one-door-off condition.

484V. Cross-stuffing of reverse transit cargo at the land border stations.- (1) In case trader or his representatives selects the option of

cross stuffing at the time of filing of GD he will also provide information about old container number(s), new or empty container number(s), name of bonded carrier and the registration number of vehicle. The CCS shall generate three messages simultaneously for the specific GD alongwith all the information provided by the trader:-

- (a) import handling message to Terminal Operator to release the container(s) for cross stuffing;
- (b) message to a randomly selected examiner to supervise the cross stuffing; and
- (c) message to Drug Enforcement Cell (DEC) of respective Enforcement Collectorate for drug heck on the empty container as well as on the cargo and to feed its report in the system.

(2) The Terminal operator shall arrange for the cross stuffing of the transit cargo from the old container(s) into the corresponding new/empty container(s) in the Afghan Transit cross stuffing yard.

(3) The cross stuffing shall be carried out in the presence of the examiner to whom the GD is marked, an authorized representative of the Afghan trader and staff of terminal operator.

(4) The examiner shall ensure that cargo is cross stuffed from the same container mentioned in GD to the same new or empty container whose information is available in the system.

(5) During the course of cross stuffing, he shall compare the items being cross stuffed with the packing list and also take photographs of cargo.

(6) After cross stuffing is done, he shall feed his report in the CCS alongwith photographs of the cargo and shall affix the post cross stuffing seal on the new container in which goods have been cross stuffed.

(7) After the examiner has fed his report in the system, it shall ask for any discrepancy found? In case of **Yes**, the GD will be routed to the Appraising Officer for further action as under the law i.e., framing contravention in case of mis-declaration or rectification of the mistake with the approval of an officer not below the rank of a Superintendent / Principal Appraiser. In case of **No**, the GD shall be auto-assessed.

(8) After its auto-assessment the GD shall be routed to trader or his representative to accept or contest the auto-assessment. The time to accept or

contest will be 12 hours. In case of no action by the trader within 12 hours, the system shall auto processed to put the GD out of charge. In case of any contest by the trader, the GD will be routed to Assistant Director or Deputy Director for necessary action.

(9) The GDs, which will not be auto-assessed on account of non-availability of matching valuation data in the system, will be pushed to Assessment Officer (AO) for manual assessment.

(10) The staff of terminal and gate officer of customs shall ensure that after cross-stuffing, the empty containers shall be on door-off and gate out in the empty one-door-off condition.

(11) Thereafter, the procedure prescribed in rule 475 and onwards of sub-chapter VII of the chapter XXI of Customs Rules 2001 shall apply.

484W. Responsibilities of the carriers.— (1) Notwithstanding any other action taken under the law and the procedure under these rules, the bonded 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 ODT under this procedure.

(2) The bank guarantee or defense saving certificates submitted by transport operators at the time of issuance of license under 478 (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 ODT and vice versa, and in case of any eventuality like damage, pilferage, theft, fire, accident etc.

484X. 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 ODT, the carrier, the shipping lines or their agent and ODT 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.

484Y. Responsibilities of the ODT.— The provisions of sub-chapter XIV of Chapter XXI of Customs Rules 2001 shall apply to such off-dock terminals.”; and

(4) after Appendix-III, the following new Appendix shall be added, namely:-

Appendix-III A
[see rule 482A(3)]

Application for issuance of TAD by Pakistan Authorities
to be submitted by Afghan registered transport operators (bonded carriers)

I, the undersigned, requests the Embassy of Pakistan in Kabul/ Consulate General in Kandahar to kindly issue a TAD for transportation of goods to/from Pakistan via Torkham / Kharlachi / Ghulam Khan /Angor Ada / Chaman and back, in respect of the following Vehicle. Particulars of Company, Vehicle and Owner, are given below:

<u>DETAILS OF THE OWNER & COMPANY</u>			
Name:			
Father's Name:			
Company Name:			
Passport details/ NIC :			
Contact Address (Afg.):		Contact No (Afg.):	
<u>DETAILS OF THE VEHICLE</u>			
Make/Model of Vehicle:			
Tare (Empty Weight) in Kgs			
Colour:			
Registration No:			
Engine No:			
Chassis No:			
License/ Authorization for international carriage of goods			
Fitness Certificate No: when applicable			

I undertake that if the vehicle goes missing in the territory of Pakistan, I will pay duties and taxes to be ascertained by the technical committee, having representatives from Customs of both countries, on the basis of depreciated value of the vehicle, as per prevailing laws.

Yours Sincerely
(TAD Applicant Name)
Company Name)

Application for issuance of TAD by Afghan Authorities
to be submitted by Pakistani registered transport operators (bonded carriers)

I, the undersigned, requests the Consulate General of Afghanistan in Peshawar/Quetta to kindly issue a TAD for transportation of goods to/from Afghanistan via Torkham / Kharlachi / Ghulam Khan /Angor Ada /Chaman and back, in respect of the following Vehicle. Particulars of Company, Vehicle and Owner, are given below:

<u>DETAILS OF THE OWNER & COMPANY</u>			
Name:			
Father's Name:			
Company Name:			
Passport details/ NIC :			
Contact Address (Pak.):		Contact No (Pak.):	
<u>DETAILS OF THE VEHICLE</u>			
Make/Model of Vehicle:			
Tare (Empty Weight) in Kgs			
Colour:			
Registration No:			
Engine No:			
Chassis No:			
License/ Authorization for international carriage of goods			
Fitness Certificate No:			

I undertake that if the vehicle goes missing in the territory of Afghanistan, I will pay duties and taxes to be ascertained by the technical committee, having representatives from Customs of both countries, on the basis of depreciated value of the vehicle, as per prevailing laws.

Yours Sincerely
(TAD Applicant Name)
Company Name)

Appendix-IIIC
[see rule 482A(5)]

FORMAT OF THE TEMPORARY ADMISSION DOCUMENT FOR VEHICLES

**MINISTRY OF TRANSPORT, AFGHANISTAN / FEDERAL BOARD OF REVENUE,
PAKISTAN**

**Authorization
For International Carriage of Goods by road
Between Afghanistan and Pakistan**

No:

**Validity: 6 months
From- To: Day/ month/ year**

1. DETAILS OF THE TRANSPORT OPERATOR

Name:			
Father's Name:			
Company Name :			
Passport details/ NIC :			
Contact Address (Afg.):		Contact No (Afg.):	

***CABOTAGE NOT ALLOWED, HOWEVER, ON RETURN JOURNEY, TRUCK CAN BRING IMPORTS/TRANSIT GOODS.**

2. DETAILS OF THE VEHICLE

Make/Model of Vehicle:			
Tare (Empty Weight) in Kgs			
Colour:			
Registration No:			
Engine No:			
Chassis No:			
License/ Authorization for international carriage of goods			
Fitness Certificate No:			
Carrying Capacity:			

3. SPECIAL REMARKS:

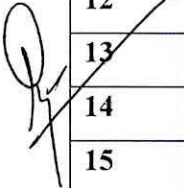
4. NAME OF AUTHORIZED OFFICER:

5. PLACE, DATE OF ISSUE:

Stamp and Signature

Valid for multiple Journeys with max 30 days for each journey

Journey Number	Crossing Point	Date of Entry	Date of Exit	Bilateral / Transit	Signatures of Custom's/Transport Authorized Officer
1					
2					
3					
4					
5					
6					
7					
8					
9					
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DESIGNATION OF TRANSIT TRANSPORT CORRIDORS

PORT OF ENTRY/EXIT

PORT OF EXIT/ENTRY

IN PAKISTAN

FROM/TO

TO/FROM

By way of rail and road

- | | |
|-------------------------------------|--------------------------------------|
| 1. Peshawar/Azakhel (rail terminal) | Torkham |
| 2. Port of Karachi / Port Qasim | Chaman (rail terminal) : Spin Boldak |

By way of road

- | | |
|---|--------------------|
| 1. Port of Karachi/ Port Qasim | Torkham |
| 2. Port of Karachi/ Port Qasim/Gwadar Port | Chaman/Spin Boldak |
| 3. Port of Karachi / Port Qasim/Gwadar Port | Ghulam Khan |
| 4. Torkham | Sost/Tashkurgan |
| 5. Torkham | Wagha* |
| 6. Chaman | Wagha* |

* Pakistan will facilitate Afghan exports to India through Wagah. Afghan trucks will be allowed access on designated routes up to Wagah. Afghan cargo will be offloaded on to Indian trucks back to back at Wagah and the trucks on return will not carry Indian exports.

IN AFGHANISTAN

FROM/TO

TO/FROM

By way of rail and road

- | | |
|----------------------------------|---------------------|
| 1. Hairatan (with Uzbekistan) | Torkham/Spin Boldak |
| 2. Torghundi (with Turkmenistan) | Torkham/Spin Boldak |

By way of road

- | | |
|---------------------------------------|----------------------------------|
| 1. Ai Khanum (with Tajikistan) | Torkham/Spin Boldak/Ghulam Khan |
| 2. Sher Khan Bandar (with Tajikistan) | Torkham/Spin Boldak/Ghulam Khan |
| 3. Hairatan (with Uzbekistan) | Torkham/Spin Boldak/Ghulam Khan |
| 4. Aqina (with Turkmenistan) | Torkham/Spin Boldak/Ghulam Khan |
| 5. Torghundi (with Turkmenistan) | Torkham/Spin Boldak/Ghulam Khan |
| 6. Islam Qala (with Iran) | Spin Boldak/Torkham /Ghulam Khan |
| 7. Zaranj (with Iran) | Spin Boldak/Torkham /Ghulam Khan |

In Pakistan:

1. Karachi/Port Qasim - Hyderabad - Sukkur - Multan - Faisalabad - PindiBhattian - Rawalpindi
- Azakhel - Peshawar - Jamrud Terminal - Torkhum

2. Karachi/Port Qasim – Hyderabad – Rotodero – DG Khan – D.I Khan – Kohat – Peshawar – Jamrud Terminal - Torkhum
3. Karachi - Bela - Khuzdar - Kalat - Quetta - Chaman Terminal
4. Karachi/Port Qasim - Hyderabad - Rotodero - D.G. Khan - D.I. Khan - Bannu - Meram Shah - Ghulam Khan
5. Gwadar - Pasni - Ormara - Liari - Khuzdar – Kalat - Quetta - Chaman Terminal
6. Gwadar - Turbat - Hoshab - Panjgur - Naag - Besima - Sorab - Kalat - Quetta - Chaman Terminal
7. Gwadar- Pasni - Ormara - Liari - Karachi - Rotodero - D.I. Khan - Kohat - Peshawar - Jamrud Terminal –Torkhum
8. Gwadar - Turbat - Hoshab - Panjgur - Naag - Besima – Khuzdar- Rotodero - D.I. Khan - Kohat - Peshawar - Jamrud Terminal -Torkhum
9. Gwadar - Pasni - Ormara - Liari - Karachi - Rotodero - D.I. Khan - Kohat – Bannu- Meram Shah - Ghulam Khan
10. Gwadar - Turbat - Hoshab - Panjgur - Naag - Besima - Khuzdar - Rotodero--D.I. Khan - Bannu - Meram Shah - Ghulam Khan
11. Gwadar - Turbat - Hoshab - Panjgur - Naag - Kalat - Quetta - Zhob - Meram Shah-Ghulam Khan
12. Torkham-Jamrud Terminal-Peshawar (Motorway M-1)-Rawalpindi/Islamabad (Motorway M-2) - Lahore – Wagha*
13. Chaman – Quetta – Sibi – Sukkur – Multan (Motorway) – Lahore – Wagha*
14. Chaman – Pishin – QilaSaifullah – Loralai – DG Khan – Multan – Lahore – Wagha*
15. Khunjrab - Sost - Chilas - Mansehra -Hazara Motorway - M-1 Motorway - Peshawar - Jamrud Terminal – Torkham

* Pakistan will facilitate Afghan exports to India through Wagah. Afghan trucks will be allowed access on designated routes up to Wagah. Afghan cargo will be offloaded on to Indian trucks back to back at Wagah and the trucks on return will not carry Indian exports.


In Afghanistan:

1. Torkham - Kabul - Polekhumri - Ai Khanem (with Tajikistan)
2. Torkham - Kabul – Polekhumri- Sher Khan Bandar (with Tajikistan)
3. Torkham - Kabul - Polekhumri-Nayeb Abad - Hairatan (with Uzbekistan)
4. Torkhum- Kabul - Polekhumri - Mazar-i-Sharif - Aqina (with Turkmenistan)
5. Torkham - Kabul - Polekhumri - Mazar-i-Sharif - Torghundi (with Turkmenistan)
6. Torkham - Surubi - MahmmodRaqqi - Polekumri - Ai Khanum (with Tajikistan)
7. Torkham - Surubi - MahmmodRaqqi - Jabilsiraj - Polekhumri - Sher Khan Bandar (with Tajikistan) *
8. Torkham - Srubi - MahmmodRaqqi - Polekhumri - Nayeb Abad - Hairatan (with Uzbekistan)*
9. Torkham - Srubi - MahmmodRaqqi - Jabilsiraj - Polekhumri - Mazar-i-Sharif - Aqina (with Turkmenistan)*
10. Torkham - Srubi - MahmmodRaqqi - Jabilsiraj - Polekhumri - Mazar-i-Sharif - Torghundi (with Turkmenistan)*
11. Ghulam Khan – Kabul- Polekhumri - Ai Khanem (with Tajikistan)*
12. Ghulam Khan - Kabul - Polekhumri- Sher Khan Bandar (with Tajikistan)*
13. Ghulam Khan - Kabul – Polekhumri -Nayeb Abad- Hairatan (with Uzbekistan)*
14. Ghulam Khan - Kabul - Polekhumri - Mazar-i-Sharif - Aqina (with Turkmenistan) *
15. Ghulam Khan - Kabul - Polekhumri - Mazar-i-Sharif - Torghundi (with Turkmenistan)*
16. Durah Pass-Iskatul-Gulkhana-Ishkashim (with Tajikistan)*
17. Darkot -Broghil Pass-Sarhad-Ishkashim (with Tajikistan)*
18. Spin Boldak - Kandahar - Dilaram - Herat - Toraghondi (with Turkmenistan)
19. Spin Boldak - Kandahar - Dilaram – Herat- Islam Qila (with Iran)
20. Spin Boldak - Kandahar - Dilaram - Zaranj (with Iran)

21. Spin Boldak -Kandhar-Kalat-Ghazni- Kabul – Polekhumri- Ai Khanem (with Tajikistan)
22. Spin Boldak -Kandhar-Kalat-Ghazni - Kabul – Polekhumri - Sher Khan Bandar (with Tajikistan)
23. Spin Boldak -Kandhar-Kalat-Ghazni - Kabul - Polekhumri -Nayeb Abad - Hairatan (with Uzbekistan)
24. Spin Boldak -Kandhar-Kalat-Ghazni - Kabul - Polekhumri - Mazar-i-Sharif - Aqina (with Turkmenistan)
25. Spin Boldak -Kandhar-Kalat-Ghazni - Kabul - Polekhumri - Mazar-i-Sharif-Torghundi (with Turkmenistan)

*These routes will become operational on a later date to be agreed mutually.”.

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(Muhammad Rizwan)
Secretary (Law & Procedure)