

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

Islamabad, the 18th June, 2001

**NOTIFICATION
(CUSTOMS)**

S.R.O. 450(I)/2001.-¹[In exercise of the powers conferred by section 219 of the Customs Act, 1969 (IV of 1969), section 50 of the Sales Tax Act, 1990, section 40 of the Federal Excise Act, 2005 and section 237 of the Income Tax Ordinance, 2001 (XLIX of 2001), the Federal Board of Revenue is pleased to make the following rules, namely:-]

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**²[CHAPTER-XLIV
Sub-Chapter-II
LICENSING**

1097. Criteria for grant of a licence.-(1)The applicant shall be required to provide technological solutions on the basis of ³[GSM (dual network), GPRS and hybrid satellite communication] or any other modem technology for monitoring and tracking, on real time basis, of containers and vehicles carrying the cargo mentioned in these rules.

(2) The applicant shall possess the following qualifications to be considered for issuance of licence, namely:-

- (a) it shall be a company duly incorporated under the Companies Act, 2017 (XIX of 2017);
- (b) it shall have relevant experience and past performance in vehicles tracking;
- (c) it shall be in a financial position to undertake the project having minimum turnover of one hundred ⁴[***] million rupees or financial worth of ⁵[seventy-five] million rupees; and
- (d) it shall have appropriate managerial capacity to execute and run the project.

(3) The system based solution offered by the applicant must have the following features, namely:-

- (a) container, vehicle synchronization;
- (b) alert on deviation from specified or designated routes;
- (c) location, direction and GPS speed data for containers and vehicles;
- (d) container doors monitoring (unauthorized opening, unhinging, tampering, intruding, etc.) alerts;
- (e) route time monitoring;

¹ Existing preamble substituted and shall be deemed always to have been so substituted vide SRO 831(I)/2018 dated 2nd July, 2018. At the time of substitution was as under:-

“In exercise of the powers conferred by section 219 of the Customs Act, 1969 (IV of 1969), the Central Board of Revenue is pleased to make the following rules, namely:--”

² Added vide SRO 996(I)/2023, dated 1st August, 2023.

³ Substituted the words “GSM or GPRS or satellite communication” vide SRO 2051(I)/2024, dated 12th December, 2024.

⁴ Omitted the words “seventy-five” vide SRO 2051(I)/2024, dated 12th December, 2024.

⁵ Omitted the words “one hundred” vide SRO 2051(I)/2024, dated 12th December, 2024.

- (f) unauthorized stoppages (include stoppages which cannot be reasonably excused by the relevant customs officials or as elaborated by the Collector of customs concerned through a Public Notice) reporting;
 - (g) electronic geo-fencing;
 - (h) theft incidence and reaction;
 - (i) data analysis and communication results thereof to licensee's control room and CMCR; ⁶[***]
 - (j) must be stable, fault-tolerant, secured, and can be accessed only by authorized username and password as authorized by the customs ⁷[; and]
 - ⁸[(k) shall be based on least human interference.]
- (4) The system based solution offered by the applicant shall be able to perform the following functions, namely:-
- (a) monitoring capability on real-time basis of a minimum of three thousand containers or trucks from licensee's control room;
 - (b) monitoring and tracking of vehicles and containers throughout the journey from Customs point of entry to Customs point of exit on real time basis;
 - (c) geo-fencing and creating buffer zones around a certain route or area;
 - (d) generate detailed journey reports that include stop points and durations, start and end points, area names, etc.;
 - (e) the ability to configure the tracking unit remotely;
 - (f) the system should work on client ⁹[or customs] server basis so that adding and removing users and their privileges could be done efficiently;
 - (g) the system must be capable of sending alert messages and trigger alarms (visible and audible) in case of occurrence of abnormal event such as mute deviation, stoppages in risky zones and tampering with the tracking unit or cargo etc (different alarms to be shown by different coloured icons on the map. Clicking the icon of any vehicle should enable the operator to access the vehicle data base) and start real-time tracking of the said vehicle;
 - (h) the system shall be able to assign containers and vehicles of one licensee to another licensee for tracking containers and vehicles. The system shall also be integrated with the Customs monitoring software operational from CMCR;
 - (i) container and vehicle locations on the map and screen should be represented by icon or symbol;
 - (j) in case of absence of one communication network coverage the tracking unit of the system must be able to switch over to another network so as to ensure real time tracking without interruption or break;
 - (k) the system should be capable to assign more than one route for one destination and geo fencing for all routes;
 - (l) the software package of the system must inter alia include,-
 - (i) transit and fleet management application; and

⁶ Omitted the word "and" vide SRO 2051(I)/2024, dated 12th December, 2024.

⁷ Substituted vide SRO 2051(I)/2024, dated 12th December, 2024.

⁸ Added vide SRO 2051(I)/2024, dated 12th December, 2024.

⁹ Inserted vide SRO 2051(I)/2024, dated 12th December, 2024.

- (ii) mapping and graphical application to display position of the vehicle and container on digital map of the country;
 - (m) the system should be flexible enough to interface with Customs as well as other international databases, if required;
 - (n) the availability of extra tools to measure distance, meter scale, change coordinate system, change symbol colours, etc.;
 - (o) the ability to assign specific alerts to specific pins (relays) in the tracking unit and the ability to monitor tracking operations through a web page;
 - (p) the ability to enter data into the system through electronic media (barcode reader, etc.);
 - (q) the system reporting should be capable to filter and process the trip data for statistical and analytical purposes;
 - (r) the system must include replay function and allow sharing of information with remote client station;
 - (s) the licensee should ensure secure data storage and archiving of data for five years from its generation or recording in the Customs data centre;
 - (t) ability to use Palm-held Devices (PDA's, etc) for reading and writing data into the system at regional sites;
 - (u) ability to assign Unique load identifier (ULI) which should contain information about unit number of tracking device (GPS, etc.), goods declaration (GD) No. and date, carrier name, vehicle number, location etc.;
 - (v) the communication media should cover all the geo-fenced routes across the country; and
 - (w) all electronic data interface (EDI) communication should be encrypted to ensure secure communications.
- (5) The applicant shall also submit a complete list of operations and maintenance required to operate the system based solution.
- (6) The applicant shall specify the expected delivery and implementation time, which shall not exceed four months from the date of issuance of licence The applicant shall also undertake to meet these timelines.