



Dated 12-05-2026

Standing Order No.23/2026**Subject: Mandatory use of Body Worn Cameras (BWC) during examination of Cargo Examination – reg.**

The Central Board of Indirect Taxes and Customs (CBIC), vide Circular No. 07/2026- Customs dated 01.02.2026, has mandated use of Body Worn Cameras (BWC) during physical examination of cargo selected for examination. Accordingly, following directions are being issued for officers:

1. Mandatory use of BWC

Every physical examination of import cargo selected for examination shall be recorded using a BWC by the examining officer(s).

2. Stage from which recording shall start

The BWC recording will start before cutting of seal in case of containerised cargo and before opening of package for non-containerised cargo and will continue till completion of examination.

3. Scope of recording

The recording will, as applicable, capture:

- a. condition of seals on containers/packages;
- b. opening of packages/containers;
- c. verification of description, quantity, weight, marks & numbers of goods, wherever applicable, vis-à-vis Bill of Entry and import documents;
- d. interaction with importer/Customs Broker/authorized representative;
- e. sampling, including labelling, sealing of samples wherever required;
- f. sealing of container/packages after examination and
- g. any discrepancy noticed during examination.

4. Continuous Recording and cases of interruptions during examination

4.1 Recording will be continuous and uninterrupted during the examination process. However, in cases where continuous recording of cargo examination is not feasible due to operational reasons as mentioned below, the recording may be paused:

- a. destuffing of cargo by the Custodian in commodities like metal scrap, fragile and perishable goods etc. which is likely to last more than half-an-hour,

- b. detection of any prima facie misdeclaration in cargo which requires presence of SIIB or other officers for a detailed examination,
- c. requires services of Chartered Engineer / Valuer whose assistance is necessary for ascertaining condition, technical specifications, etc. of cargo,
- d. drawl of samples by PGAs etc.

4.2 In all such cases where 100% examination is prescribed and the complete de-stuffing process is likely to consume considerable time (typically exceeding thirty minutes), or in cases as mentioned above where the presence of SIIB officers, PGAs' officers, Chartered Engineers/valuers is required, or where for any other reasons the examination cannot be continued, the following procedure shall be followed:

- i. Prior to starting examination, the Examining Officer (EO) shall verify that the BWC is fully charged, has sufficient storage capacity, is functioning correctly, and the date and time settings, IF ANY, are accurate
- ii. The EO shall activate the BWC and record the commencement statement at the time of cutting of the seal and opening of the container for examination.
- iii. Thereafter, the EO shall pause the BWC recording after making a clear statement on record indicating the time of such pause and the reasons therefor, namely that de-stuffing is in progress or that the presence of SIIB officers, PGA officers, Chartered Engineer/valuer is required, or due to any other valid reason. The EO shall also state that recording will be resumed upon completion of the said activities.
- iv. During the period of de-stuffing and till the arrival of SIIB officers, PGAs' officers, Chartered Engineer/valuer, or for any other intervening reasons, the container and cargo shall remain under CCTV surveillance of the CFS. The CFS authorities shall ensure continuous monitoring of the de-stuffing process and proper handling of cargo so as to prevent any damage to the consignment.
- v. During such interval, the EO may attend to the examination of other consignments within the CFS, as required.
- vi. Upon completion of de-stuffing or upon arrival of SIIB officers, PGA officers, Chartered Engineer/valuer, or resolution of any other intervening reason, the EO shall resume the BWC recording prior to re-entering the examination area. The EO shall record a brief statement indicating the Bill of Entry number, container number, and that the examination is being resumed after completion of de-stuffing or other requisite formalities.
- vii. The BWC recording shall thereafter continue uninterrupted through all stages of examination until its completion, including upon arrival of SIIB officers, PGAs' officers, Chartered Engineer/valuer, or resolution of any other intervening reason.
- viii. Both recordings, namely (i) the pre-de-stuffing recording covering seal cutting and container opening, and (ii) the post-de-stuffing or other reasons recording covering the detailed examination, shall be stored together in the same Bill of Entry (BE) sub-folder in the designated system. These recordings shall be

treated as a single continuous examination record, clearly distinguished as Part-1 and Part-2 respectively, including the stage upon arrival of SIIB officers, PGAs' officers, Chartered Engineer/valuer, or resolution of any other intervening reason.

ix. The EO and/or the Supervisory Officer may, as and when required, verify the CCTV footage of the de-stuffing process maintained by the CFS, including the period prior to and upon arrival of SIIB officers, PGAs' officers, Chartered Engineer/valuer, or resolution of any other intervening reason.

5. Examination of Sensitive, Hazardous or Bulky Cargo:

i. It is recognised that in certain categories of cargo such as heavy machinery, over-dimensional equipment, perishable goods, reefer cargo, hazardous cargo, the complete destuffing of the container is not feasible or may cause damage to the goods or pose safety risks to personnel.

ii. In all such above cases alone, the Examining Officer shall explore option of examining the consignment inside / over the container, if access to the full cargo is feasible and available, without or minimal destuffing, by following the instructions in para II (iii) below. The examination of hazardous cargo requires a different treatment like presence of technical expert to ensure safety and regulatory compliance in terms of the guidelines issued time to time. However, in case of covered consignments and evasion prone items, examination as prescribed in RMS shall be invariably completed without causing any damage to the cargo.

iii. In all such cases, if request is received from the Importer/CB for waiver of complete de-stuffing with adequate justification, the Examining Officer shall, prior to proceeding with examination in the said manner, obtain the approval of the Additional Commissioner of Customs for relaxation of the RMS examination instruction. For this purpose, a proposal shall be put up on the e-Office file through the respective shed AC/DC and through proper channel, clearly stating the nature of the cargo, the reasons for which complete destuffing is not feasible, and the proposed method of examination. The approval so obtained shall be made verbally by the Examining Officer in the BWC recording at the commencement of examination. This instruction includes scan mismatch/not scanned examinations scenarios too, however EO shall ensure the suspected quadrant of the container is invariably examined properly in scan mismatch cases.

6. Handling of device

The BWC issued to an officer shall be used for official purposes and upon transfer of the officer shall be handed over to the incoming officer. The DC/AC in-charge shall oversee the BWC deployment roster and ensure that a BWC is assigned and operational for every examination scheduled for the shift.

7. Obligation of CFS Operators and Custodians

i. Ensure that the examination areas at their premises are equipped with adequate lighting to facilitate clear BWC recording. Examination bays must have unobstructed illumination that meets the operational requirements of BWC devices. Report any technical failure of examination area lighting or storage infrastructure

immediately to the DC/AC of the concerned Docks.

- ii. The CFS shall ensure that the video footage of the examination area securely stored and retained for minimum of 2 years.

8. Transfer and Storage of Footage at CFSs

All recordings pertaining to a particular Bill of Entry / Shipping Bill shall be stored together in a single folder in the standalone computer system in the office of DC/AC in charge of examination at CFS/Docks on daily basis. The computer will not be connected to the internet or other network. The file stored shall be password-protected to be set by Superintendent/Appraiser in charge of CFS. The BWC recordings will be securely stored and retained for 2 years. For cases involving investigation / dispute / litigation, the recordings will be preserved until final disposal of the proceedings.

9. Retention of data at Headquarters

First working day of every week, the DC/AC in charge of examination at CFS/Docks shall ensure that the recordings are transferred by his Superintendent/Appraiser to a stand-alone computer kept in the overall custody of concerned ADC Docks. The dispatch and receipt of the recordings shall be maintained in the BWC Dispatch and Receipt Register to be maintained in the Docks.

10. Technical failure/exceptional cases

If BWC cannot be used by the officer due to malfunction or other unavoidable reasons, the same shall be intimated by DC/AC to the concerned ADC, Docks. Any customs officer found conducting physical examination of import cargo without an active BWC, or deliberately failing to activate the device, shall be considered to have deviated from the Board's instructions. This will attract departmental action for negligence of duty and violation of Board Orders.

11. Existing examination procedures to continue

This Standing Order is only for mandatory use of Body Worn Cameras. All existing instructions relating to examination, sampling, reporting, ICETAB image upload, and allied procedures shall continue to apply.

Any difficulty in implementation of this Standing Order shall be brought to the notice of the Additional/Joint Commissioner in charge through proper channel. In the event of any conflict, the provisions of the Customs Act, 1962, the rules framed thereunder, and the Board's circulars and instructions shall prevail.

This issues with the approval of the Commissioner of Customs, NS-V, JNCH.

Digitally signed by
Mazid Khan
Date: 12-05-2026
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(Mazid Khan)
Addl. Commissioner of Customs
CAC, NS V, JNCH

Copy to:

- i. The Chief Commissioner of Customs, Mumbai Zone-II
- ii. All the Commissioner of Customs, Mumbai Zone-II
- iii. All Addl./Joint Commissioners of Customs, Mumbai Zone-II
- iv. All Deputy/Asstt. Commissioners of Customs, Mumbai Zone-II
- v. The DC/EDI for uploading on the JNCH website