



THE CARGO

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COMMUNITY NEWS

Issue No.2 October 2015

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Dear friends of the logistics,

Welcome to this second edition of the MACCS newsletter. With the vision set out by the government in the 2015 programme, we are confident that the implementation of the Logistics Single Window will have a highly meaningful impact in the way of doing business in Mauritius and for its economic progress. The aim of this newsletter is multi fold as we would like:

- To inform the industry of the various changes occurring in the Logistics environment
- To communicate and share the benefits of stakeholders further to the deployment of CCS
- To communicate project progress plans

- Connectivity
- Visibility
- Facilitating Business



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Mr Sudhamo Lal

"YOU CANNOT CHANGE YOUR FUTURE, BUT YOU CAN CHANGE YOUR HABITS, AND SURELY YOUR HABITS WILL CHANGE YOUR FUTURE."

- Dr. A.P.J abdul Kalam

CCS

7 years at your service



SHARPENING THE COMPETITIVE EDGE OF MAURITIUS

Editorial

The development of Mauritius needs quite diversified services in order to cater with the international fierce competition, in particular for the logistic activities.

Since 2006, we, at the level of MEXA and MCCI, were considering seriously the implementation of 'Cargo Community System', with the help and advice of specialists in the field of activity, from different countries. Government and the Customs Authority showed their support and interest in such a project which at that time was considered to be unachievable and too much "avantgardist" in context of what was being done at that time.

As previously mentioned by our acting chairman, MACCS has been developed and introduced officially in 2008 for the great benefit of our country and already Imports have been benefited from enhanced visibility and reduced dwell time for both air and ocean transport mode.

We are at the verge of deploying the Ocean Export Modules and this will help Mauritius to be complaint with the recommendation of the WCO, SAFE Framework of Standards. It is to be noted that Europe has already introduced the EU ICS and the US has been applying the 24 hours rules and that soon the SOLAS as dictated by the IMO regarding weight of container will be a reality.

We believe that the CCS is also a proper tool for enhancing the supply chain security as seals number traceability could be made available at various stages of export process from factory to CHCL gates and upload on the various vessels.

The services offered by the 'Mauritius Cargo Community System' are of importance for the importers and exporters by providing visibility on the various processes on a real time basis. Improved and efficient procedures, form part of our economic activities, represent a new opportunity to develop our investments from Mauritius and from foreign (FDI) in all the sectors necessitating fast and efficient Air or Sea movement of goods information and services.

Mauritius, today, has an immense role to play in Manufacturing industry, in Trade... as mentioned by the Prime Minister, Sir Anerood Jugnauth, in his Vision 2030 Statement, on the 22nd of August 2015.

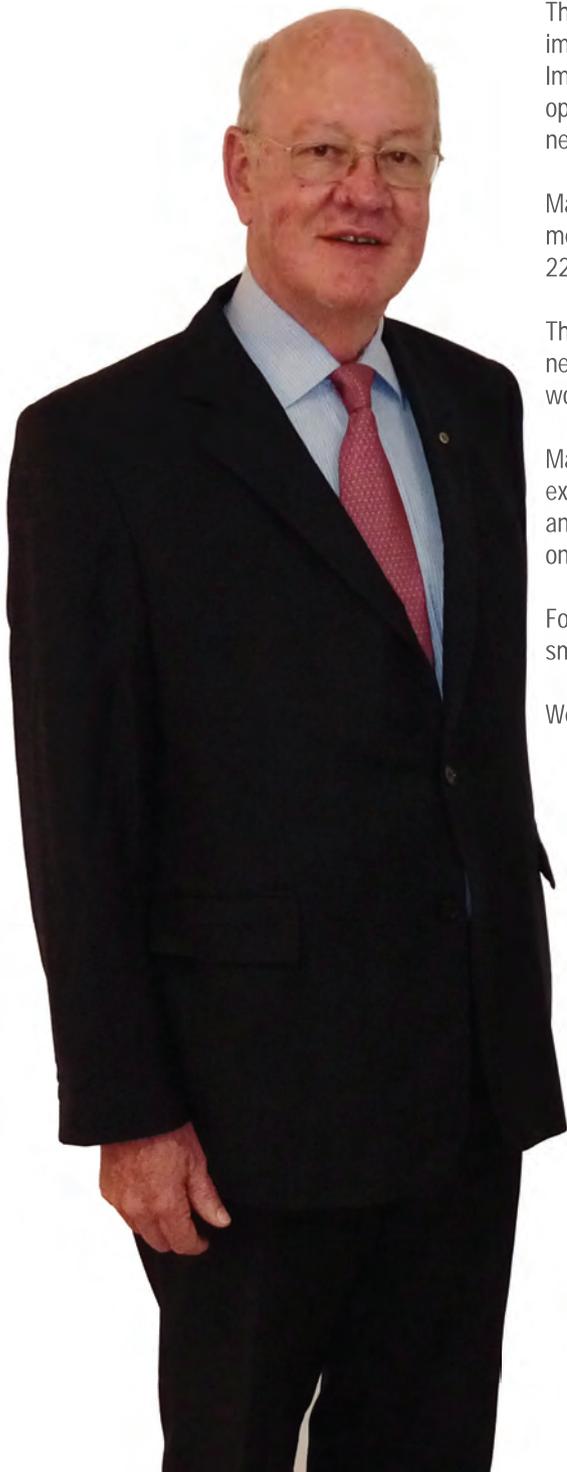
The only Way to succeed is not only to offer the best quality of services, but to act with a new synergy of the different stakeholders, either from public sector or from the private sector working in close collaboration.

Mauritius will be and should be the right country to do business with, where a real democracy exists, where a strong will for success is the motto of many of our inhabitants, where the good and improving relationship between the public servants and the private sector's operators is on the positive trend, with a proactive attitude.

For the benefit of our youngsters and next generations, we have no option but work harder and smarter with more discipline and using the latest technology available.

We are all on the same boat seeking for success and prosperity.

Francois de Grivel



Import Manifest via CCS

PREVIOUS DEPLOYMENT

The Import Ocean CCS Manifest Module has Go-Live on 15 October 2009. With this module; the Shipping Agents are able to submit their "Advance Cargo Information" by respecting the legal 24 hours rules. The Logistics Stakeholders now have full visibility and traceability on the Import Cargo Movements which provides the necessary confidence to Mauritian Importers.

Benefits of the CCS Import Manifest

- WEB Based system and can be used Anytime and Everywhere
- Automated approval of Master and House Master manifests on a 24/7 basis
- More detailed and richer data as per WCO data model transmitted to MRA Customs
- Advice on manifested cargo could be available well in advance of the current 24 hrs before arrival of vessel
- Enhanced security in itemization and use of Ocean Bill of lading details
- Jerking and checks on freight and other charges amounts now possible
- IT driven data available for MRA customs to perform Compliance duties (manifest submission and reporting)
- No Need to physically move to MRA Customs as payment and submission of supporting documents process reengineered and automated.
- Visibility on the process improved as notifications sent to each concerned at each stage of processing.

How to further improve?

Submission of manifest data from Shipping Agents/Airlines could further help in reducing dwell time for the final Importer/Broker. Who then will have enough time to answer queries and other question from Border Control agencies avoiding bottlenecks that could be happening with the 24 hours rule prior to arrival.

Same exigencies of submitting earlier data exists when Mauritius exports to Europe ,where the EU ICS has to be submitted and approved within 24 hrs of departure of vessel.



CCS - TERMINOLOGY

What is an ATP?

ATP stands for "Annonce de Transport Physique", for every vessel calling MUPLU (Port-Louis), a vessel profile should be created in the CCS by the Shipping Agents.

An ATP is a CCS identification number which is generated by the CCS at time the vessel information are validated by the Shipping Agent. ATPs are created by a Shipping Agent well before the arrival of the vessel and this information can be viewed by registered CCS User. ATP comprises of essential Information such as the Vessel details ,Port of Calls, expected date and time of arrival and departure, Freight Agents and Place of delivery etc. ... This basic information is needed by Shipping Agents or Freight Forwarders to create a manifest in the CCS.

Furthermore, the ATP is also updated by the Mauritius Ports Authority to provide the exact arrival / departure date and time of vessels. The Logistics Community is also provided with the Report Number for Import Consignments once the Sea inward Manifest is accepted by the MRA Customs, as such the Declarant can easily view this information for the processing of their Bill of Entry (BOE). In addition, Airlines also have to update the CCS with the ATA, which stands for "Annonce de Transport Aérien". The Airlines provides their schedule on a seasonal basis, which is mandatory for the integration of the Import Air CCS Manifest.

Did you know?

When Shipping Agents issued a "CCS DEOR" Freight Forwarders, Brokers and Importers (Self-Declarant) have full visibility on the Manifest for Ocean consignments. Details as manifested such as the Consignee Name, Weight, No of Packages and even the Freight Charges are available. These information will help the stakeholders to verify their manifested details before processing their Bill of Entry (BOE) and avoid unnecessary amendment Fees.

CCS Guidance: Shipping Agents for import vessel

When a vessel omit the port of Mauritius (MUPLU), the Shipping agents should ensure the vessel as created in CCS be invalidated in the system. If this action is not performed in the system, this will disrupt the proper running of the import and export operations as follows:

- Mauritius Ports Authority will not update the exact arrival date on the correct vessel;
- The records for Discharge , Loading ,Unloading, Gate-In and Gate-out will not be updated on the right vessel;
- Shipping Agents may not input or integrate their manifest on the right "ATP" on CCS;
- Operations for the clearing and delivery of import containers will be delayed.

Forthcoming deployment

Ocean CCS Export Module

As already informed in our first edition, the testing of the CCS Export Module is in progress between MRA Customs, Shipping Agents, Cargo Handling Corporation Ltd and MACCS. In this edition we will put emphasis on the required information that would be needed to Gate-In an Export Container at CHCL.

The following mandatory actions need to be adhered by Shipping Agents:

1. Create vessel/ATP in CCS before validating any booking for that particular vessel.
The same rule applies for Co-loading i.e. ensures that their Main loaders have created the corresponding Vessel in the CCS.
2. Upon Booking confirmation Shipping Agents shall provide the Booking Number as mentioned in the CCS and the Voyage Number to the Brokers/Exporters or Self-Declarant.
3. The booking requester if mentioned in the Booking and registered in the CCS will receive a corresponding notification (Notif-CBK) generated by the CCS.

Brokers, Exporters or Self Declarant:

1. Should ensure that their booking is validated in the CCS and thus they will be able to:
 - a. Validate their Export Bill of Entry at Customs
 - b. Be granted access to Gate-In container(s) at the CHCL.
2. The following information will be required for the processing of the Bill of Entry:
 - a. Booking Reference in BL number field.
 - b. The Voyage Number in the Report Number Field
 - c. The place of shipment in box 18 in their declarations.
3. CCS will generate a document the 'Export Gate-In Notice' towards the corresponding Broker, Freight Forwarder/Exporter, if the following conditions are met:
 - a. Confirmation of Booking in the CCS.
 - b. BOE validated at Customs.
4. Exporters /Brokers (Self-Declarant) has to submit the 'Export Gate-In Notice' to the appointed Haulier /Transport Company so as to receive the corresponding gate Pass and grant access at CHCL gate.



International Legal Trade Terms

Commercial Trade Terms for sale of goods

What are Incoterms?

INCOTERMS are a set of three-letter standard trade terms most commonly used in international contracts for the sale of goods. It is essential that you are aware of your terms of trade prior to shipment. Incoterms give us the advantage of predictability and as they are recognized around the world, they constitute a common language for international traders and are used to minimize misunderstanding as to the various responsibilities and duties accruing to importer and exporter.

What is EXW – EX WORKS?

EXW is an international legal trade term specifying that the seller is responsible to make his goods ready for pick-up at his place of business. EXW means that a buyer incurs the risks for bringing the goods to their final destination. The seller does not load the goods on collecting vehicles and does not clear them for export, or if the seller does load the goods, he does so at buyer's risk and cost. The buyer arranges the pickup of the freight from the supplier's designated ship site, owns the in-transit freight, and is responsible for clearing the goods through Customs. The buyer is also responsible for completing all the export documentation.

So Buyers need to be aware of these restrictions and responsibilities.

INFO ZONE

Did you know you don't have to be a registered client with MACCS to track your consignment, in July 2015 MACCS has introduced a new tracking service –MACCSTrax.



What is MACCSTrax?

It is a new tracking service which has been developed by MACCS, which helps to track your consignment without having to connect or register on different websites. This friendly Tracking Service allows you to make your search using minimum information to generate useful data at real time.

MACCSTrax is free of cost and is available on a 24/7 basis via our MACCS website:

<https://www.maccs.mu>

MACCSTRAX BENEFITS

MACCSTRAX-NEW TRACK & TRACE SERVICE - (OCEAN, AIR)

Before MACCSTrax

- No total end to end visibility on logistic chain.
- The exact date, time and movement of goods are not properly displayed on operator website.
- Importer has to connect on each operator proprietary Tracking System to track his/her consignment.
- Not all carriers operate a tracking system.
- Domestic and International Tracking are on separate systems

After MACCSTrax

- WEB Based system and can be used anytime and everywhere – 24/7 basis
- One access point to track for almost all operators (operators who collaborate to the project).
- Track & Trace for both International and Domestic consignment.
- Information is available at real time and as submitted by the stakeholders.
- One of the dimensions used for establishing Logistics Performance Index- LPI.



CCS also provides for a MACCSTrax Web Service for client through:

- The web service is accessible by customers through a standard web browser simply by accessing a URL provided by MACCS Ltd.
- The web service (asmx) is also accessible by Client SW applications via an API or as a Web Service Reference .
- The result of the Web Service call is given in XML format which can be used to interface with the proprietary system of the Client.

Interview of the Director General, MRA

Mr. Sudhamo Lal



IN YOUR VIEW HOW THE CCS HAS FACILITATED MRA CUSTOMS IN THE DAY TO DAY JOB DELIVERY OF CUSTOMS OFFICERS?

MRA Customs stakeholders with respect to the CCS project are mainly airlines, shipping agents, freight forwarding Agents, courier services, etc. and come from different sectors. They are brought together for seamless process for cargo information.

CCS has provided a logistics platform, connectivity and transparency to stakeholders in the supply chain. There is more visibility in terms of container and cargo movement which facilitates the clearance process.

This electronic network system, used mainly for the submission, treatment and processing of information related to imported, exported and in transit by any mode of transport, is a value addition to the stakeholders concerned during their clearance process. It definitely helps in gathering information in advance for the preparation and processing of declarations for submission of declarations to customs and taking more informed decisions.

THE CCS HAS HELPED THE BUSINESS COMMUNITY IN VARIOUS WAYS SUCH AS TO IDENTIFY AND ELIMINATE NUMEROUS HIDDEN OPERATION COSTS, IMPROVE THE CARGO DWELL TIME, ENHANCING

TRANSPARENCY AND PREDICTABILITY FOR TRADE. WHAT HAS BEEN THE IMPACT OF CCS ON RISK MANAGEMENT AT CUSTOMS?

Most Customs administrations worldwide are today facing the difficult task of targeting high risks consignments while expediting legitimate cargo. MRA Customs has to ensure that information submitted by economic operators is correct and complete. Therefore advance cargo information has become vital for proactive decision making regarding risk management in customs administrations.

The CCS also positively impacts on cargo dwell time as it operates 24/7 and is in line with the customs management system which also operates on a 24/7 basis in a paperless environment.

CCS while submitting advance information to customs, allows the latter to assess risk related to the consignments by any mode of transport well in advance. This reduces the declaration processing time and expedites the clearance process of the goods upon their arrival by selecting the right consignments for controls.

WHAT HAS BEEN THE CONTRIBUTION OF THE CCS IN TERMS OF COMPLIANCE WITH INTERNATIONAL STANDARDS/BENCHMARKS AND WHAT IS THE FUTURE STRATEGY IN THIS RESPECT?

MRA Customs as signatory of the RKC has always been striving hard to meet international standards and the CCS has facilitated the MRA Customs to align themselves with some international requirements regarding Trade Facilitation and Border Security. It has also contributed towards meeting international standards concerning World Customs Organisation Safe Framework of Standards by providing better customs to customs and customs to business connectivity and cooperation. With the CCS, the interfacing with stakeholders has also been enhanced in order to further facilitate trade. The strategy is to move stepwise in consultation with all business partners.

CAN YOU UPDATE IS ON CERTAIN FUNCTIONALITIES OF THE CCS WHICH HAVE UNTIL RECENTLY NOT BEEN ENFORCED BY CUSTOMS ON THE COMMUNITY. WOULD MRA CUSTOMS BE READY TO TIE UP THESE SMALL LOOPS FOR THE BENEFIT OF THE OVERALL COMMUNITY AND FURTHER IMPROVE VISIBILITY AND LPI SCORE?

First of all, I would like to mention that MRA Customs is at the forefront of modernization of Customs procedures with the automation of processes. However, we need to proceed in a phase wise manner. Let me mention some of the functionalities and update you on their status:

Submission of Consolidated Air Import House Manifest prior to flight arrival. (Risk Management): This has already been implemented and is being enhanced continuously with the change in global trade.

Unstuffing status and gate out of goods on Consolidated Ocean Import Manifest for better risk management, greater visibility on clearing process, status of goods for each freight Forwarder at various warehouses: It is already in the process of implementation for sea cargo and we are even envisaging having the status updated against each declaration in CMS.

Unloading status of cargo from flight. (Regulation 20 of Customs Regulations & Section 28 of Customs Act of 1989: All economic operators responsible for the submission of returns as per Sections 57 and 58 of the Customs Act are compliant.

MRA Customs is aware that final operator/ importer would greatly benefit from implementation of these functionalities and they would help in improving LPI Score on the quality of trade and transport related infrastructure (e.g. Port, Roads, Information Technology) and the ability to track and trace consignment. Our stakeholders may rest assured of our commitment to assist in facilitating trade and businesses.

THE CCS HAS BEEN CRITICISED BY THE AIRLINE COMMUNITY AS ONE OF THE PROCEDURES AS REQUESTED BY MRA CUSTOMS (BRN FOR FREIGHT FORWARDERS AT AIR IMPORTS) IS CAUSING THEM ADDITIONAL COSTS THROUGH PAYMENT OF MUR 300 AS PER REGULATION 22 OF THE CUSTOMS REGULATIONS 1989.

THE ISSUE IS THAT DESPITE ALL COMMUNICATIONS DONE, IT IS NEARLY IMPOSSIBLE TO ALL FREIGHT FORWARDERS AND AIRLINES OPERATING ON WORLDWIDE BASIS TO ABIDE BY SUCH DIRECTIVE FROM MRA CUSTOMS.

THIS PAYMENT OF THE AMENDMENT FEE TO MRA CUSTOMS AT FREIGHT FORWARDER LEVEL ALSO PREVENTS MRA CUSTOMS TO GET ADVANCE CARGO INFORMATION ON CONSOLIDATED SHIPMENTS AS FREIGHT FORWARDERS WANT TO WAIT FOR ARRIVAL OF AIRCRAFT TO SUBMIT THEIR MANIFEST.

WOULD MRA CONSIDER AMENDING THE PAYMENT OF MUR 300 IN THOSE PARTICULAR CASES?

The project relating to BRN was discussed with all economic operators including the MACCS. This is an important process for the itemization of a Master Airway Bill in a secured manner and Regulation 20 is being applied.

THE CCS HAS BEEN ISSUING STATISTICS TO THE MRA, REGARDING THE TIME ANALYSIS BETWEEN DISCHARGE TIME AND GATE OUT TIME, TIME ANALYSIS OF BILL OF ENTRY (SUBMISSION & APPROVAL TIME), TIME ANALYSIS BETWEEN SCAN RELEASE TIME AND GATE OUT TIME .IT HAS BEEN NOTED THAT EVEN TODAY IMPORTERS ARE FACING MUCH CONSTRAINT IN HAVING THEIR DELIVERY. MRA CUSTOMS IS SUBJECT TO MANY CRITICISMS FROM THE LOGISTICS COMMUNITY IN RESPECT TO DELAYS ETC....

ONE OF THE AREAS THAT COULD BE THE SOURCE OF THE PROBLEM IS THAT THE SUBMISSION OF OCEAN INWARD MANIFEST IS DONE 24 HOURS PRIOR TO ARRIVAL OF VESSEL (AS PER SECTION 49 OF THE CUSTOMS ACT 1989) AND THIS CREATES BOTTLENECKS WHEN THE STAKEHOLDERS WANT TO GET THEIR GOODS ALL AT THE SAME TIME.

THE LPI SCORE ON THIS PARTICULAR DIMENSION "QUALITY OF TRADE AND TRANSPORT RELATED INFRASTRUCTURE AND ABILITY TO TRACK AND TRACE CONSIGNMENT " COULD BE MATERIALLY IMPROVED BY ADOPTING THE FOLLOWING MEASURES:

I. APPLYING SAME ADVANCE CARGO INFORMATION RULES REGARDING SUBMISSION OF THIS INFORMATION WHEN AVAILABLE I.E. AS SOON AS VESSEL LEAVES THE ORIGINAL PORT.

As per section 49 of the Customs Act, advance cargo information is being submitted.

Customs is receiving manifests from original port of loading whenever submitted by the Shipping Agents and the law allows submission of full and complete manifests provided same is done within the statutory period.

Accordingly, the law does not prohibit shipping agents to submit manifests as soon as a vessel leaves the original port of loading.

II. WOULD YOU BELIEVE THAT RISK MANAGEMENT AND EVENTUAL PROCESSING OF BOE AT THOSE EARLIER TIME, WOULD ELIMINATE URGE FOR DELIVERY, PROVIDE AMPLE TIME TO GET ALL QUERIES CLEARED PRIOR TO ARRIVAL OF VESSEL IN MAURITIUS.

ii. Risk assessment based on advance cargo manifest and processing of BOE prior to arrival of vessels is already a reality at MRA Customs.

III. COULD ALL OTHER GOVERNMENTAL AGENCIES BE INCLUDED IN THE PRE-CLEARING PROCESS AND WOULD HELP IN IMPROVING OUR LPI SCORE ON THAT PARTICULAR DIMENSION?

iii. LPI would definitely improve with pre-arrival processing.

Mr. Sudhano Lal



Trade facilitations between Mauritius and Reunion Island

On a visit to Réunion Island from 31 May to 3 June 2015, the Minister of Finance and Economic Development, Honourable Seetannah Vishnu Lutchmeenaraidoo, announced the complete removal of Customs Duties on merchandise imports from the French Island. The products must have a minimal local value addition to qualify for the duty-free access.

The decision was gazetted on 8 June 2015 (Government Gazette of Mauritius No 124 of June 2015)

Extract:

Taking into account article 60 10A of the Interim Economic Partnership Agreement, the rate of duty applicable to goods imported from Reunion Island shall be Zero, provided that -

- (a) the goods originate from Reunion Island;
- (b) the goods, in respect of which the HS Codes are specified in the Exclusion List relating to Mauritius set out in Annex II of the Interim Economic Partnership Agreement, have undergone sufficient working or processing in Reunion Island in accordance with Annex II to protocol I of the Interim Economic Partnership Agreement.

These regulations shall come into operation on 1 July 2015.

Source: The Customs Tariff Act & MBC JT

Port News

WOMESA Mauritius Conference: Ocean Economy

Emerging Issues and Challenges on the Occasion of World Maritime Day – 28 September 2015



The Association of Women Managers in the Maritime Sector in the Eastern and Southern Africa (WOMESA) was established under the auspices of the IMO to help women climb the ladder in their careers in the maritime field. The main objectives of the Association are the integration of women into the mainstream maritime activities, promote women's access to quality jobs in the maritime sector through opportunities for education and training.

WOMESA Mauritius National Chapter was successfully registered at the Registrar of Association in 2013 and since then it has been organising various events for its members and women employed in the Maritime Sector. WOMESA Mauritius National Chapter organised a Conference, entitled Ocean Economy: Emerging Issues and Challenges at the Zilwa Attitude Hotel. This event was held to mark the World Maritime Day, celebrated every year by the International Maritime

Organisation (IMO). The World Maritime Day theme for 2015 is "Maritime education and training

Mrs. Nancy KARIGITHU from KENYA, former Director General of the Kenya Maritime Authority and founder member of WOMESA Regional Association, has been invited to intervene at this event. The latter is an eminent speaker at various regional and international levels.

Hon. P. KOONJOO, Minister of Ocean Economy, Marine Resources, Fisheries, Shipping and Outer Islands opened the conference and at the end of the day, participants from various stakeholders in the port area, maritime-related service providers, private institutions and public bodies came up with some recommendations "Poverty Alleviation & Women in the Maritime Sector", "Employment Opportunities for Women in the Maritime Sector" and "Economic Empowerment in the Maritime Sector".

For any query regarding system assistance, training and refresher courses, please send your request via <https://services.maccs.mu/onlineservicedesk/>

If you wish to advert in our Cargo Community News, Kindly contact us:

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