



Dear Friends /Colleagues of the Logistics Industry

2016, is a year of challenge both at macroeconomic level and for our organisation. With the rolling out of major projects at country and regional levels. It is expected that trade flows to and via Mauritius will increase. There is thus a need to further equip the logistics chain community with the necessary tools that enable them to thrive and at the same time reconcile trade facilitation and security issues. The Focus of this issue will therefore be on how CCS functionalities:

- i. Enhances security in the logistics chain
- ii. Deals with transmission of the Verified Gross Mass as required by the International Maritime Organisation in their SOLAS initiative.

We wish you a pleasant reading !



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- Enhancements to existing functionalities
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CCS Objectives and Security

The CCS is above all a capacity building project supporting our National Objectives of making Mauritius a safe and reliable Trade Platform. By connecting all stakeholders and by providing real time data, visibility and management of the various processes is enhanced. The CCS is also about synchronising and reconciling events and data coming from the various stakeholders, which enables in securing the delivery of goods at both terminal and CFS levels.

Proper communication of Advanced Cargo information also enables better and faster risk management as well as faster clearance of goods. In the Ease of Doing Business 2016, Mauritius is ranked 66 on the Trade across Borders dimension and this is far from the ambition of the Authorities. There is much room for improvement on this dimension more so that we are armed with the same Technological Platform as the country ranked number 1 (i.e. France) in that respect.

“WHEN PEOPLE ARE DETERMINED, THEY CAN OVERCOME EVERYTHING”
– NELSON MANDELA



SHARPENING THE
COMPETITIVE EDGE OF
MAURITIUS

SECURITY v/s FACILITATING BUSINESS



As per the IMF and World Bank Studies, economic growth is driven by an increase in trade levels and in that respect the Government of Mauritius has been supporting measures in respect of trade facilitation.

Increased trade however poses another dilemma as there is also the emergence of a conflicting need to protect our frontiers. This need has been exacerbated with the threats ranging from and includes imports of contrabands goods, drugs, arms and terrorist activities.

In this context and with increased trade volumes it is nearly impossible to physically inspect containers destined to or transiting via a particular port. Businesses are becoming more and more globalised where each activity in the supply chain is located to where there is more value added services to the final process. This ultimately leads to increased transportation and more complex logistics solutions.

During the past two decades, the logistics industry has also witnessed the evolution of the most important trends in the history of Port Community - an increasingly sophisticated use of computers to facilitate the exchange of information across the logistics supply chain, in an attempt to reconcile the diverging objectives of promoting trade as well as protecting our borders.

An evolution in communication and rapid exchange of information in the movement of cargo is one of the most important factors. The vision of the public/private sector to implement the Cargo Community System so as to bridge this gap and since 2006 work has started on this mega project.

The CCS logistics platform provides information on track and trace, reliable and real time information on the logistics supply chain for each transaction. The data collection and information processing is done in seamless way. The availability of CCS notifications at manifest (Ocean and Air) and delivery of container levels can further help the stakeholders in their clearing operations.

Given the complexity of the supply chain with multiple participants, the Cargo Community System is an opportunity to increase efficiency while reducing costs, which enables the integration of tighter links in the supply chain.

Given its strategic position in this part of the Indian Ocean, Port-Louis can be the regional trade and transshipment hub by excellence and we believe that such tools like CCS is one of the key ingredients for a new dynamism for boosting its trade and port growth.

Chairman
Port Users' Council.



Forthcoming Deployment of CCS Modules!

Ocean Export Module

With the forthcoming deployment of the Ocean Export Module, the export stakeholders should be in line with the following pre-requisites:

- The Exporter must be registered prior with MRA Customs in order to use the Cargo Community system (CCS).
- According to the Customs Act and Regulation, the Exporter should also be registered with MACCS to use the CCS.

Extract:

“Regulation 4 (1) of the Regulation provides that “No economic operator shall ,for the purposes of section 16A(b) of the ACT , import into ,or export from ,Mauritius any cargo, as from such date as may be determined by the Director- General ,unless he submits advance information relating to cargo, through the cargo community system.”

The Export Process Description for COPARN Message:

Booking Request

- After completion of all Commercial deals between the Shipper and the Shipping Agent, the Shipper requests a Booking with the Shipping Agents.

Booking

Booking Reference: 566078934

Carrier / Merchant: Carrier MERCHANT

COF CCS Id: OTC00043656 SELETA (20/03) Date of Call: 20/03/2016

Service CCS Id: []

Voyage Number: 1626

VOY CCS Id: ATP00082502 SELETAR ETD: 20/03/2016

Final Destination: [X] ABS UNKNOWN COUNTRY UNKNOWN PORT

1st Port Of Discharge: [X] ABS UNKNOWN COUNTRY UNKNOWN PORT

Port of Destination: []

Booking Confirmation

Notification create: Mar. 17, 2016 13:33

MAURITIUS - Test Id number 1488207262104 To: SHIPPER SHIPPER Page(s) 1 / 1

General Data

Booking Reference: 566078934 BOCO CCS Id: CBK00004616

Shipping Agent: []

Creator: []

Status: Local Freight Forwarder Validated Date: 17/03/2016 13:33

Complainant: FARIV

Folder Reference: [] Folder CCS Id: []

Exporter: []

Booking Confirmation

COF Reference: 1626 COF CCS id: OTC00043656

Shipowner Reference: [] ETD: 20/03/2016 23:00

Service Reference: [] Service CCS Id: []

VOY CCS Id: ATP00082502 SELETAR

Shipowner: AAFM COPENHAGUE ETD: 20/03/2016 23:00

Final Destination: ZADUR DURBAN/AFRIQUE SUD

1st Port Of Discharge: ZADUR DURBAN/AFRIQUE SUD

Port of Destination: []

Local Freight Forwarder

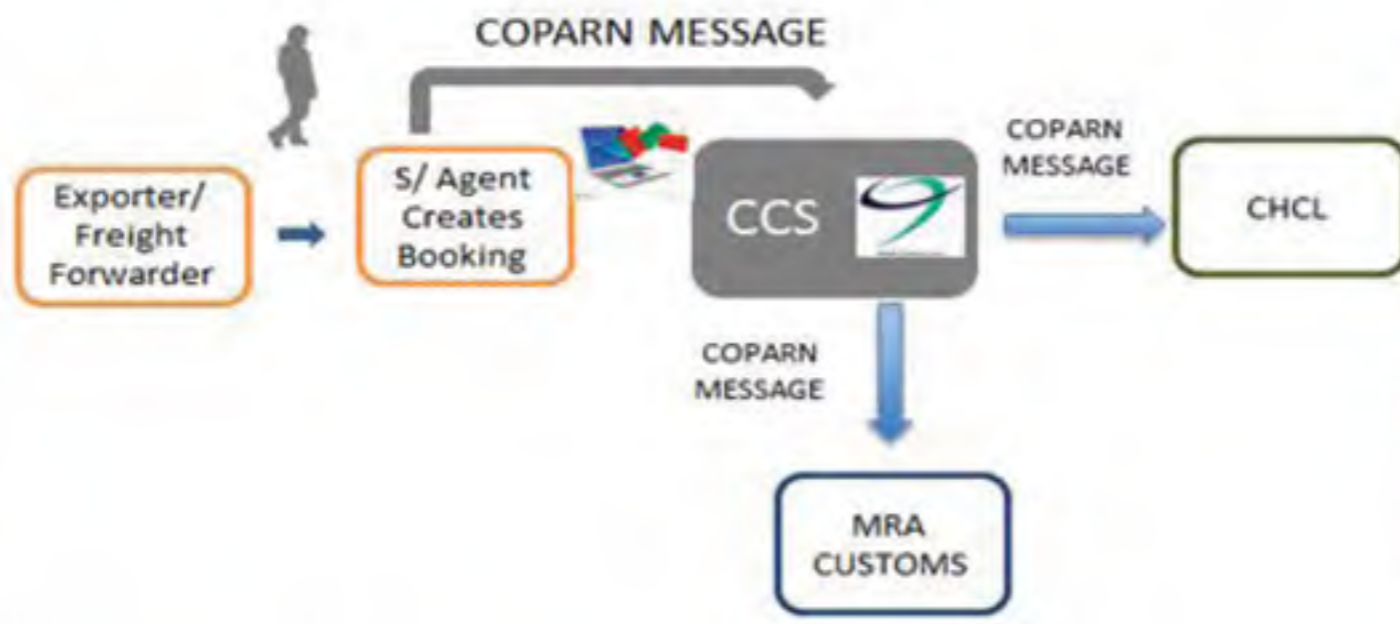
Forwarder: []

Generation of a unique Booking Reference

- The Shipping Agent creates a Booking or sends a COPARN file to integrate in CCS.
- At the same time a PDF Notification enclosing a Booking Confirmation will be generated and forwarded via mail to the Exporter, Shipping Agent or Freight Forwarder. This Booking Confirmation contains information like Booking Reference, Voyage number, etc. In case the Declarant is known in the Booking, he/she will get the Booking Reference to process the BOE; else this information will have to be requested from the Shipping Agent/ Freight Forwarder.

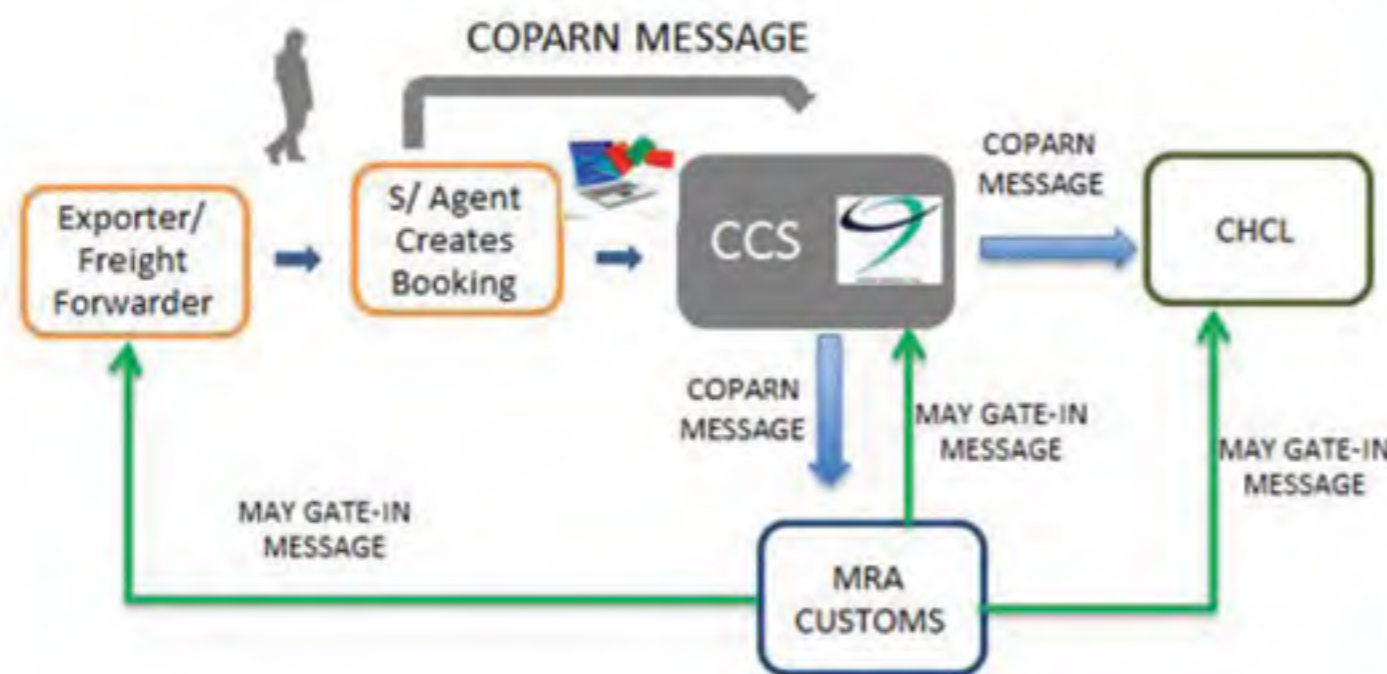
COPARN Message sends to CHCL and MRA Custom

- When a COPARN is received for a container with regards to a particular Booking, CCS generates a COPARN Message towards CHCL and MRA Customs.



The Gate-In of Export container at CHCL

- Before the container is allowed to enter CHCL, the Broker has to process the Export Bill of Entry via TradeNet and send to MRA Customs. Afterward the MRA Customs will then send a message "May Gate-In" to the CCS, Broker and CHCL. Following which the Exporter/Broker/Freight Forwarder will submit the "Export Gate-In Notice" to the Haulier in order for the later to deliver the Export container at CHCL.



Expected benefits with the Ocean Export Module;

Providing Booking and Container Information to the CHCL

- Elimination of double data capture for CHCL System.
- Data from varied shipping lines (and IT Systems) would be standardized and transmitted to CHCL for use in NAVIS.
- CHCL would be able to perform security checks when Containers are gated in and would also be in a position to manage the entry of trucks in the terminal.
- No COPARN ,No Acceptance in the CHCL yard

Transmitting Shipping Agents' data to MRA Customs

- Advanced Cargo information submitted well in advance and visibility on exports are improved.
- MRA Customs would be in a position to request for Scanning and examination for a better Risk Management.

Improving the Efficiency via Visibility

- This Module will link all stakeholders in an orderly and synchronised manner.
- Provide information to stakeholders as and when milestones are reached and these are:

Export Tracing

Cont/Book Ref.	Packing type	CCS Id. TU	Ver	Place of Delivery	Small Weight (kg)	Booking	VOY CCS Id.	CT Proc.	Gate In	Rec	SASA	MISA	Decl.	CUCL	RENO	RENO CT	LOAD	TRAIL	DRG	STATUS	
1000	2000	ECT00067541	PLU	TMCT	1000	2000	2000	2000	12/06/2010	09:24	Reserves			12/06/2010	09:48	RENO	12/06/2010	09:48			

- When an Exporter perform a tracing on CCS, he can view the date and time of his transactions as follows:

- When the container was Gated-In
- When the BoE has been approved by Customs;
- When Export container is loaded on vessel.

Container: MSKU1960717 TU CCS.Id: ECT00067541 Ver: ...

Carrier / Merchant: Carrier MERCHANT

Transmitted to the Handler: ...

Book Cargo Reference: ... F D P S

Place of Delivery: PLU TMCT PORT LOUIS MAURITIUS CONTAIN

Gate IN: 12/06/2010 09:24 Reserves

Recognition test: ... Explicit

FFSA: 12/06/2010 09:48 Implicit

SASA: 12/06/2010 09:24 Implicit

CUCL: 12/06/2010 09:48 RENO: 12/06/2010 09:48

Customs Visa: ...

Request for Transfer: ... Towards place: ...

Transshipment: ...

Selection: ... the ... Cleared o

LOAD: 12/06/2010 09:50 Reserves

Useful CCS Export Module Notifications:

As for previous CCS Import modules, there are useful notifications which are generated when the user performs his transactions on the system or when CCS receives electronic messages for status updates from MRA Customs or CHCL. For the CCS Export Module, notifications such as Booking Confirmation, Export Gate-In Notice, Gate-In Record and the Loading Record are available. In order for the user to receive these notifications from CCS, he should provide an e-Mail Address at time his company is being registered with MACCS. In case the user has omitted same and if he wishes to receive these notifications, it is possible to send a mail to our Customer Support Department on <https://services.maccs.mu/onlineservicedesk/>.

The CCS Export Notifications are as followed:

Booking Confirmation Sample:

Booking Confirmation
566078934

Notification create: Mar 17, 2016 13:54

MAURITIUS - Test Id number 1458207262104 To SIGSEK SIGSEK Page(s) 1 / 1

General Data

Booking Reference: 566078934 BOCO CCS Id: CBK00004616

Shipping Agent: ...

Creator: ...

Status: Local Freight Forwarder Validated Date: 17/02/2016 12:33

Compliment: FARIV

Folder Reference: ... Folder CCS Id: ...

Exporter: ...

Booking Confirmation

COF Reference: 1626 COF CCS id: OFC00043656

Shipowner Reference: ... ETD: 20/02/2016 22:00

Service Reference: ... Service CCS Id: ...

VOY CCS Id: ATP00062502 SELETAR

Shipowner: AAPN COPENHAGUE ETD: 20/02/2016 22:00

Export Gate-In Notice Sample:

EXPORT GATE-IN NOTICE FCU		Print
MAURITIUS	M number 1450276020	Page(s) 1 / 1
General Data		
BOCO Reference	67676787	Rank 001
Status	Validated	Version 1
COF Reference	OWPE21703	Doc CCS M
Vessel	ROCKE	VOY CCS M
Shipper	AAH	COG
Place of Delivery	PLD/TMCT	MAURITIUS CONTAIN./PORT LOUIS
Container		
Container Ref	PCDP	CCS M
Packing Size Type	40HQ	40' 8" HIGHER
Gross weight	2200	Net weight
Seal(s)	MU0055971	SHIPPER
Goods		
Bulk Cargo Ref		CCS M
Packing Size Type	CT	CARTON
Weight	115	Net weight
Temp		
Make and Number		
MIRA Customs		
Type	Number	Date/Time
LC	1201478	20/02/2016 02:30

Gate-In Record Sample:

Gate In Record		Print
MAURITIUS	M number 1450276020	Page(s) 1 / 1
General Data		
Reference		CCS M
Status	Validated	Version 1
Ref AMQ	HWJLQWBYOIB	TU CCS M
Ref Dossier		CCS M
Booking ref	569147583	Doc CCS M
Date Control	19/02/2016 12:20	1787659-1016225
Voyage		
Vessel	ORLEANS	VOY CCS M
COF CCS M	OTC000881	ETD
Lieu R.L. de Réception		
Place of Delivery	PLD/TMCT	MAUR. CONT. TERM./PORT LOUIS
Party		
Shipping Agent	SHSC	
In charge	BTMCL	
Container		
Packing Size Type	40HQ	40' 8" HIGHER
Weight	1150	Net weight
Length	1218	Width
Custom Validation of Seal	30	Height
Seal(s)	MU0055971	CARRIER
Time	19/02/2016 12:18	19/02/2016 12:20

Loading Record Sample:

Loading Record		Print
MAURITIUS	M number 1450276020	Page(s) 1 / 1
General Data		
Reference		CCS M
TU Reference	134170220YV30	TU CCS M
Status	Validated	Version 1
EDI	1787659-1016225	Doc CCS M
Shipping Agent Ref	768388534	Doc CCS M
Voyage		
Vessel	CAFR ROCKE	VOY CCS M
ETA	21/02/2016 07:00	ETD
Arrival		Departure
COF CCS M	OTC000881	
Place of Delivery		
Place of Delivery	PLD/TMCT	MAUR. CONT. TERM./PORT LOUIS
Party		
Shipping Agent	SHSC	
In charge	BTMCL	
Container		
Packing Size Type	22U	20' 8" U-BOX
Weight	6000	Net weight
Length	607	Width
Over Size		Height
Custom Validation of Seal	30	
Seal(s)	MU0055971	SHIPPER
Handlings	Open	CCS
	19/02/2016 08:08	19/02/2016 08:10

Enhancements to existing functionalities

The CCS operates in a dynamic logistics environment where enhancement of the system is inevitable. Since the implementation of the CCS Ocean Import Module, some Freight Forwarder and Importer have pointed out that they are having some issues in cases where the consignee as shown on the manifest has transferred ownership of goods prior to the processing of the Bill of Entry (BOE)

In April 2016, there will be new deployment of additional BOE details of the Consignee and Importer on the Import Release Notice (IRN) and the Temporary Access for Scanning (TAS).

Please refer to below sample:

IRN

Imp. Release Notice GLDU942		Print
MAURITIUS	M number 14241085139	Page(s) 1 / 1
Pin Code 228763756		
Handler	BHCH1	CARGO HANDLING (GESTIONNAIRE D
Doc CCS M	DOC01033132	
BL/AWB N°	MSCUAB132	DEOR CCS M
		BAD00174738
		TU CCS M
		ICT01696722
Status	Release Notice	Version 1
	20/02/2015 09:40	
Manifest Details		
Shipping Agent	SHSC	SHIPPING CO
FFWD/Brok/Imp	BSACLD	SCOTT AND COMPANY LIMITED
Customs Broker	BSACLD	SCOTT AND COMPANY LIMITED
Consignee	SC	CO. LTD
	Industrial Park 1 Riche-Terre RICH	
	E TERRE	
Notify One	SC	& CO. LTD
	Industrial Park 1 Riche-Terre RICH	
	E TERRE	
Bill Of Entry Details		
Importer	SC	& CO. LTD
	Industrial Park 1 Riche-Terre RICH	
	E TERRE	
Consignee	SE	LTD
	ROGERS INDUSTRIAL COMPLEX	
	RICHE TERRE	

TAS

Temporary Access Request for Scanning of Container (TAS)		Print
MAURITIUS	M number 1456074902251	Page(s) 1 / 1
Pin Code 207336124		
Handler	BHCH1	CARGO HANDLING (GESTIONNAIRE D
Doc CCS M	DOC01806491	
BL / AWB N°	EPUI0221	DEOR CCS M
		BAD00241790
		TU CCS M
		ICT02596366
Agent Reference	A85B41602	
Vessel	MS DEUSSY	VOY CCS M
Shipowner	AVOLT	TRANSH
Origin Port	DADUR	DURBAN/SOUTH AFRICA
ETA	23/02/2016 20:00	ETD
		24/02/2016 10:00
Last Port of Loading	DADUR	DURBAN/SOUTH AFRICA
Origin Place		
Place of Delivery	PLD/TMCT	MAUR. CONT. TERM./PORT LOUIS
Shipping Agent		
Shipping Agent	SHSC	(MAURITIUS) LIMITED
FFWD / Brok / Imp	MFL	MAURITIUS FREE
Customs Broker	MFL	MAURITIUS FREE
Consignee	SE	LTD
Bill Of Entry Details		
Importer	SC	& CO. LTD
	Industrial Park 1 Riche-Terre RICH	
	E TERRE	
Consignee	SE	LTD
	ROGERS INDUSTRIAL COMPLEX	
	RICHE TERRE	

Security via CCS

Seal Number

Guidance in CCS for Seal Number:

Seal Number is provided in CCS by a Shipping Agent when submitting the Master Manifest and it is the same seal number which appears in the House Manifest of the Freight Forwarder.



In case the seal number does not match in the Bill of Lading, the Consignee has to proceed with an amendment either before the approval of BOE or after.

Any amendment made before the approval of a BOE by Shipping Agents or Freight Forwarders, must be done on the CCS. However, if same is done after the approval of BOE, a manual amendment must be done by the Shipping Line at Customs as the Bill of Lading is already jerked at Customs Level.

Seal Number Control at CHCL Gate:

As soon as an Import container passes the Gate of CHCL, a control is made on seal number by a Customs Officer. If any inconsistency is

Seal	Origin
MU0055971	SH SHIPPER

perceived, the appointed freight forwarding agent must amend the seal number on the Bill of Entry.



How CCS has helped further secure the Port:

With CCS, a secured process to deliver import containers has been implemented at Cargo Handling Corporation Ltd (CHCL). Since February 2013; mandatory logistics information should be present in CCS to meet the entire required criterion for an import container delivery.

Some CCS security measures are:

1) CCS control for Manifest information

- Control for number of packages and weight

When Customs Response (CUSRES) with the status "Delivery Allowed" is integrated in CCS, a control for the number of packages and gross weight is done between the Manifested information and the declaration as done on the Bill of Entry of the Broker.

Manifest	Manifest No.	Manifest Date	To CCS	Origin	Place of Origin	Routing Type	Goods Description	Sum Weight	Goods Weight	CCP CCS	COM	COM/CCP/CCS	CCS	IMP/CCS	Sum Wt	Manifest
1	1000000000	2016-03-24	IN	INDIA	SEA	SEA	INDIA	1000000000	1000000000	CCP	COM	CCP/COM	CCS	IMP/CCS	1000000000	1000000000

Declarations on B/E	Declaration No.	Office	Type	Reference	Version	Cost Order	PK Number	PKs	Gross Weight	Unit	Unit	Date	Smart Agreement	Time before Agreement	Unit Status	Ear
1	1000000000	IND	IMP	1000000000	1.0	1000000000	1000000000	1000000000	1000000000	KG	KG	2016-03-24 10:00	IMP	1000000000	1000000000	1000000000

- Dangerous Cargo

The Dangerous Cargo Information is also provided on CCS at time a Shipping Agent or a Freight Forwarder submit its Master Manifest or House Manifest. This will allow the Cargo Handling Corporation Ltd to organise the storage of these dangerous containers according to its respective IMO Class or UN Code.

Dangereux	
IMO Class	ONU
2.2	UN1956

- Port of Origin

The Port of Origin and Port of Discharge are also updated upon creation of the Manifest in CCS. This information will enable MRA Customs to anticipate for the Risk Management.

Coming From and Destinations	
Coming From	
Origin Place	IN NSA INDIA JAWAHARLAL NEHRU
Last Loading on Board	ZA DUR SOUTH AFRICA DURBAN

2) Secured access to Port by registered Transporters/Hauliers, since 2013, the Freight Forwarders, Brokers, and Importer (Self-Declarant) need to update the CCS with Transporter /Haulier Information as registered at MRA Customs, MACCS, and CHCL in CCS.

3) Secured document generated by CCS to remove Gate-Pass and collect Containers at CHCL.

i. IRN stands for "Import Release Notice", this document is generated when the Freight Forwarder/Broker or Importer (Self-Declarant) feed the logistics information on CCS. When MRA Customs release a container on "Delivery Allowed" (Without Scan or Exam Request) the IRN is used to take delivery of import container at CHCL.

ii. TAS stands for "Temporary Access for Scanning" This document is generated when Customs sends an electronic message request for scan and the Freight Forwarder/Broker or Importer (Self-Declarant) update the logistics information on CCS. The TAS is printed and handed over to the Haulier to access the CHCL yard. This document will authorise the Haulier/Transporter to move the selected container to the Scanning Unit of MRA Customs and secure the delivery of the container after scanning.

iii. Request for Exam, when a container has been selected by MRA Customs for Examination, the Freight Forwarder/Broker/Importer (self-Declarant) will view the Customs status either on CCS or on the TradeNet system. The latter will make the necessary arrangement in order for Customs to examine the container.

iv. The TAS and IRN comprise of reliable details which have reduced drastically the use of paper at the stakeholder end and they are as follows:

- Manifest details
- BOE Details, like Consignee and Importer names
- Pin Code for each container that will be used by CHCL
- Details on container numbers, type etc....
- Container Discharged date
- Shipping Agents, Freight Forwarder and Broker names
- Customs declaration number
- Latest details of Logistics provider taking delivery of container

4) Full Logistics Traceability –Visibility and real time information are available from the time an import container is manifested by shipping line until it is gated out of the CHCL.

SOLAS:



IMO WORLD MARITIME DAY 2016
SHIPPING
 INDISPENSABLE TO
 THE WORLD

What is Safety of Life at Sea (SOLAS)?

The International Convention for the Safety of Life at Sea (SOLAS) in its successive forms is regarded as the most important of all international treaties concerning the safety of merchant ships.

Main objective:

To ensure the safety of the ship, the safety of workers both aboard ships and ashore, the safety of cargo and overall safety at sea, the International Convention for the Safety of Life at Sea (SOLAS), as amended requires that packed container's gross mass are verified prior to stowage aboard ship.

Who is responsible for providing the VGM?

- The responsibility for obtaining and documenting the verified gross weight of a packed container lies with the shipper.

- A container packed with packages and cargo items should not be loaded onto a ship to which the SOLAS regulations apply unless the master or his representative and the terminal representative have obtained, in advance of vessel loading, the verified actual gross mass of the container.

The SOLAS regulations prescribe two methods by which the shipper may obtain the verified gross mass of a packed container:

Method No. 1:

- Upon the conclusion of packing and sealing a container and using calibrated and certified equipment, the shipper may weigh, or have arranged that a third party weigh the packed container.

Method No. 2:

- The shipper (or, by arrangement of the shipper, a third party) may weigh all packages and cargo items, including the mass of pallets, dunnage and other packing and securing material to be packed in the container, and add the tare mass of the container to the sum of the single masses using a certified method.
- Any third party that has performed some or all of the packing of the container should inform the shipper of the mass of the cargo items and packing and securing material that the party has packed into the container in order to facilitate the shipper's verification of the gross mass of the packed container under Method No.2.
- As required by SOLAS, the shipper should ensure that the verified gross mass of the container is provided sufficiently in advance of vessel loading.
- Individual, original sealed packages that have the accurate mass of the packages and cargo items (including any other material such as packing material and refrigerants inside the packages) clearly and permanently marked on their surfaces; do not need to be weighed again when they are packed into the container.
- Certain types of cargo items (e.g. scrap metal, unbagged grain and other cargo in bulk) do not easily lend themselves to individual weighing of the items to be packed in the container. In such cases, usage of method No.2 would be inappropriate and impractical, and Method No.1 should be used instead.
- The method used for weighing the container's content under Method No.2 is subject to certification and approval as determined by the competent authority of the State in which the packing and sealing of the container was completed.
- How the certification is to be done will be up to the State concerned, and could pertain to either the procedure for the weighing or to the party performing the weighing or both.
- If a container is packed by multiple parties or contains cargo from multiple parties, the shipper is responsible for obtaining and documenting the verified gross mass of the packed container. If the shipper chooses Method No.2 to obtain the verified gross mass, the shipper is then subject to all the conditions mentioned above.

Communication and Documentation of this Convention:

- The SOLAS regulations require the shipper to verify the gross mass of the packed container using Method No.1 and Method No.2 and to communicate the verified gross mass in a shipping document. This document can be part of the shipping instructions to the shipping company or a separate communication.
- Irrespective of its form, the document declaring the verified gross mass of the packed container should be signed by a person duly authorized by the shipper.
- It is a condition for loading onto a ship to which the SOLAS

regulations apply that the verified gross mass of a packed container be provided, preferably by electronic means such as Electronic Data Interchange (EDI) or Electronic Data Processing (EDP), to the ship's master or his representative and to the terminal representative sufficiently in advance of ship loading to be used in the preparation and implementation of the ship stowage plan.

Equipment to be used:

- The scale, weighbridge, lifting equipment or other devices used to verify the gross mass of the container, in accordance with either Method No.1 or Method No.2, should meet the applicable accuracy standards and requirements of the State in which the equipment is being used.

Discrepancies in gross mass:

- Any discrepancy between a packed container's gross mass declared prior to the verification of its gross mass and its verified gross mass should be resolved by use of the verified gross mass.

Contingencies for containers received without a verified:

- Notwithstanding that the shipper is responsible for obtaining and documenting the verified gross mass of a packed container, situation may occur where a packed container is delivered to a port terminal facility without the shipper having provided the required verified gross mass of the container. Such a container should not be loaded onto the ship until its VGM has been obtained.

CCS position on the implementation of SOLAS:

From an MACCS perspective, the CCS can be the electronic means to provide the VGM to the terminal operator. This system can be used as an official system for the transmission of the VGM once it is approved and proclaimed live by the Director General of MRA Customs.

On the other hand, there should be an agreement between the shipper and the carrier to use the CCS to transmit the VGM to the shipping Agents and to the Terminal operator.

So far, CCS has been tested with CHCL System (NAVIS) and the Shipping Agents electronic COPARN. With the forthcoming deployment of the CCS Export Module the following facilities will be available via the system:

- CCS will allow the Shipping Agent to input the VGM information on the system.
- It has the possibility to send an updated COPARN containing the VGM to the Terminal operator and MRA Customs.
- In view to render a smooth operation, CCS can help in reducing the use of paper as it has the ability to simultaneously send a notification containing the updated VGM towards the Shipping line.

The SOLAS Project in Mauritius:

The Ministry of Ocean Economy, Marine Resources, Fisheries, Shipping and Outer Island is the regulatory body driving this project in Mauritius. Meetings are being organised with the respective Authorities and Institutions to finalise the formal procedures for the VGM. In that perspective, a "Notice" will be circulated to the Shippers, Ship Owners, Shipping Agents, Port Authority, Terminal Operators, Masters and Officers of ships under the Mauritian Flag, in order to inform these stakeholders about procedures that will be in force in Mauritius for the SOLAS initiative.

CFS Security and Operations

Ocean Imports Module - CCS functionalities for Container Freight Station

As per MRA Customs requirements, the freight forwarders are electronically submitting their house manifest via the CCS to Customs Management System (CMSII). The CCS Ocean Import Manifest Module as being used for the management of deliveries of containers by CHCL comprises of interesting functionalities to cater for the consolidated shipments also but these are not being fully utilised. Adoption of such functionalities will help the Community to further gain from improved productivity, increase visibility and security in the management and delivery of groupage shipments. These are as follows:

- Consolidated Manifest data as submitted by freight forwarder and already in CCS can be transmitted electronically to CFS operators. This will drastically eliminate the recapturing data with all associated risks. For this to happen, the CFS Operational IT systems should be able to receive and integrate an interface file from CCS in XML format.
- Status on the delivery of groupage containers .i.e. Gate-Out time at CHCL and the actual Gate-In time at CFS can be made available to Freight forwarders and Customs. For this purpose it is mandatory that the CFS operators perform the Gate-In in CCS.
- Status of unstuffing, any short shipments or over shipments (list of discrepancies) as well as delivery of groupage shipments would also be available to Customs. It would thus be possible to electronically comply with "Regulation 19 of the Customs Regulations 1989" and to abide with the communique as circulated on 02nd July 2015 for the Submission of Monthly Return of Goods delivered by FFA/CFS through CCS.

The simple inclusion of the status of the unstuffing record in CCS and adoption of appropriate Internal Control procedures at freight forwarders (FFWD), CFS operators, Brokers and other levels, would eliminate

paper in the process and further secure the delivery of goods as well as providing visibility and transparency on the delivery of consolidated shipments. These are as follows:

- a. Electronic integration of FFWD's Delivery Order, to indicate to CFS that such delivery has been approved by them,
- b. Inclusion of the nominated broker on the FFWD CCS Delivery Order will allow the latter to view the status of the unstuffing of the container and also provide the important details such as freight and no of packages needed for preparation of BoE's, receive CCS notifications as and when the BoE are being approved for delivery by Customs.
- c. Inclusion of logistics information by the broker would provide more visibility on who is taking delivery of goods and Inclusion of the gate out would provide real time information on when the shipment leave the CFS.
- d. Introduction of the CCS Import Release Notice at CFS level would reduce the use of paper; i.e. only one CCS generated document will replace the freight forwarder Delivery Order and the copy of BOE.

Adoption of the consolidated ocean import module will enable Mauritius to have the track and trace system at House level (one element used to measure our Logistics Performance Index- LPI), providing visibility on the various processes and provides valuable statistics on the performance of the various stakeholders involved in the process.

A detailed manual on how to use the functionalities has been forwarded to all freight forwarders and CFS operators and same is also available on www.maccs.mu



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

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