

# COMMUNITY NEWS

Issue No. 4 October 2016

## MESSAGE TO THE COMMUNITY:

The 2016 Budget aimed at improving efficiency and emphasising on the competitive advantage of Mauritius. In the same swing of facilitating business, MACCS will continue to play its part not only for providing the advance cargo information to the MRA Customs but also in providing the electronics platform to streamlining the processes for the Export Operations and the E-Bunkering services.

We wish you a pleasant reading!

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The Cargo Community System (CCS), a Logistics Single Window trade facilitation project which ensures the management and transmission of synchronised electronic data and real time information and enforcing security in the logistics supply chain whilst facilitating business in Mauritius. Functionalities also cover provision of information on the logistics chain for risk management purposes and trade facilities. The CCS is a major enabler for making Mauritius a true and transshipment hub.

MACCS Ltd is also engaged in providing other non core CCS Services as used by the Shipping and Cargo Community including e-Bunkering Platform, e-AWB/e-Freight Services as well as GHA Operations Software.



**SHARPENING THE  
COMPETITIVE EDGE OF  
MAURITIUS**

# INTERVIEW

## INTERVIEW OF DIRECTOR GENERAL, MRA CUSTOMS, MR RAMBURUN VIVEKANAND



I feel deeply privileged to have been given the opportunity to write a few words on the occasion of the 4th Edition of the Cargo Community News and wish to extend my sincere gratitude to the Mauritius Cargo Community Services (MACCS).

Given its unique position at the border, MRA Customs just as any other Customs administrations around the world, has a predominant role in the facilitation of business and trade, while concurrently carrying out the control function in order to collect revenue and protect society. The mission, vision and core values of the MRA have been the guiding philosophy in striving to provide a quality and value-added service to our valued stakeholders and fulfil our roles responsibly. We have over the past years been continuously reforming and modernizing customs clearance processes and procedures in line with international best practices based on international instruments and tools, such the Revised Kyoto Convention, WTO Trade Facilitation Agreement, WCO SAFE Framework of Standards and the Arusha Declaration. Today, the MRA Customs is at the fore-front as concerns automation of our services and business processes with the implementation of the paperless Customs Project since January 2012 and the use of non-intrusive inspection technology such as X-ray scanners, drug detection equipment, coupled with risk-based control and post clearance control to facilitate legitimate trade and increase our enforcement capabilities.

The implementation of the Single Window System, the Mauritius Trade Link in January 2016 is very in line with this year's WCO's slogan "Digital Customs: Progressive Engagement", aimed at, making life easier for the trading community, other border agencies and Customs officers.

MACCS which is managing an e-platform for the capture of cargo related data has become an essential cog in the supply chain. It is contributing in the enhancement of the environment

conducive to attracting trade and investment, and is a source of critical information for enforcement agencies in facilitating trade and securing the supply chain. Trade facilitation goes in tandem with control function. Information available on the MACCS platform enables the tracing and tracking of cargo in real time and assists in the pre arrival processing of cargo, and reinforcing the Coordinated Border Management (CBM) concept aimed at ensuring close coordination and interaction with border controlling agencies. The World Bank Ease of Doing Business indicator which is important in attracting trade and investment is highly dependent on the performance of all operators engaged in the supply logistics chain. The ranking of Mauritius is a clear indication of our combined efforts in continuously striving to improve our business processes and procedures in reducing costs and dwell time of cargo. Undoubtedly, this partnership approach has become one of the fundamental prerequisites for achieving progress in this very dynamic era. Conscious of the challenges ahead with the forthcoming massive infrastructural developments in the Port Louis Harbour, there is need for all players in the logistics supply chain to adopt a proactive approach in sustaining an effective and efficient delivery services.

I seize this opportunity to express our full appreciation for the initiatives undertaken by MACCS in continuously enhancing its services, thereby contributing in creating the environment conducive to attracting trade and investment for the betterment of our citizens.

Thank you.

**Vivekanand Ramburun**  
*Director, Customs*

Mauritius Revenue Authority

# Forthcoming CCS Modules!

## ➤ CCS Air Transhipment

After the successful implementation of the Air Import Manifest Module and on other urgent tasks such as the SOLAS, the CCS will be further be enhanced to cater for the CCS Air Transhipment Module to assist in a smoothness processing of cargo in line with the vision of developing the Asia/Africa Air Corridor .

A simplified procedure will be implemented for the submission of a single declaration for all goods transhipped towards a particular

destination for a particular flight. Airlines/ GHAs will be required to submit transhipment declarations with CPC 38TSH from CCS to CMS through TradeNet.

This Air Transhipment will help the concerned stakeholders in having a wide and good visibility on the transhipment operations and enable the MRA Customs to be in a better position to proceed with their risk management.

# MACCS Value Added Services!

## ➤ Enhancing the E-Bunkering System

Following Engen, Indian Oil, Total and Vivo Energy, other operators are joining the bunker trade in Mauritius. Bomin (Mauritius) Ltd a Bunker Trader has recently been registered at MACCS Ltd so as to operate the E-Bunkering System. MACCS is presently engaged in further enhancements to the existing E-Bunkering platform, which is used for the processing of Bunkering Requests. Provisions are accordingly also being made to cater for Import Cargo Loadings and the Fuel Stock Management for concerned vessels calling in the Harbour of Port-Louis for bunker deliveries, whilst ensuring compliance with prevailing Customs legislations and the administrative requirements such as those pursuant to the Section 105A of the Customs Act. The objective is also to enhance the transparency and accountability level all through.

So as to have a total visibility on this trade, the State Trading Corporation and the Ministry of Industry, Commerce and Consumer Protection (MICCP) have also requested to be hooked to the e-bunkering system and information will be exchanged between the Mauritius Ports Authority, MRA Customs, MICCP, and STC via the e-Bunkering Platform.

In that respect:

(1) The Agent will be required to upload their

Valid Trade License and the corresponding Import Permit, which will be verified by the MRA Customs.

(2) The MRA Customs Form 1 Part A as uploaded by the Agent will be amended as per below:

MRA/CUSEXBT/Form1 PartA  
MRA-APP-2016-7-OCT-3

 MAURITIUS  
REVENUE  
AUTHORITY

Application Form For Ship to Ship Bunkering Part A Ref No IND-2016-10-10-0067

Part 1: Particulars of Applicant/Vessel/Bunker				
Applicant: Test Company	Name of Vessel: TEST BA	IMO Number: 12541	Report No & Date: 12333	
IBSN: 458882			Place of Birth: QUAY2	
Name of Agent: Agent 1 Bunkering			Next port of call: REUNION	
	Bunker Tank Capacity: Litres: 54	Metric Ton: 52		

Type of Bunker Fuel	Remaining volume at time of boarding (if available) <sup>1</sup>		Requested volume	
	Litres	Metric Ton	Litres	Metric Ton
GAS OIL 0.25% sulphur	410	440	420	450

Name of Supplier: INDIAN OIL      Expected Date & Time of Delivery: 26-Oct-2016 @ 12:00

**Part 2: Declaration by Master or Agent of Bunker eligible vessel**

1. Pursuant to Section 105(A) of the Customs Act, 1994, I, the undersigned undertake not to unload any such bunker fuel in the Mauritian waters or in any manner without the prior written authorization of the Director-General.  
 2. I, the undersigned undertake to show the present bunker request by submitting a scanned copy of the hereunder mentioned duly filled original documents immediately upon receipt of same:  
     i. Acknowledgment receipt of the bunker loading onboard the requesting Vessel.  
     ii. Departure Customs Certificate of the outgoing Vessel obtained from the Director of Shipping or the Ministry of Fisheries as applicable.  
 3. I, herewith declare that the particulars given in this application is true and correct.

Name of the Master or Agent: CAPTAIN Louis      Date: 10/10/2016 11:49:00

**Part 4: Official Use**

Part A - Online Approval  
 Request Approved       Not Approved

Name: MRA1 Bunker      Grade: F1412784544540  
 Date: 10-Oct-2016 11:52

Custom House, Mer Rouge, Port Louis, Mauritius  
Website: <http://www.mra.mt>

(3) The new version of the e-Bunkering system will be available by end of October 2016.

# SOLAS convention in Mauritius since 01 June 2016.

## ❖ Amendments to Regulation 2, Part A, Chapter V1 of the International Convention of the Safety of Life at Sea (SOLAS) entered into force on 01 July 2016.

Mauritius is a party to the International Maritime Organization (IMO) International Convention for the Safety of Life at Sea (SOLAS) which has been amended in December 2014 to require, as a condition for loading a packed container onto a ship for export, that the container has a Verified Gross Mass.

With a view of implementing the amendments to Regulation 2, Part A, Chapter V1 of the SOLAS Convention, the Shipping Division of the Ministry of Ocean Economy, Marine Resources, Fisheries, Shipping and Outer Islands has worked in collaboration with all concerned stakeholders to put in place measures for compliance with the SOLAS amendments.

The objective of this exercise is to ensure safety of the ship, safety of workers both on board ships and ashore, the safety of cargo and overall safety at sea, in line with the new amendments to the SOLAS Convention.

### 1. The implemented measures provide for two permissible methods for weighing of a packed container under the SOLAS Convention namely:

I. **Method 1- Weighing Method:** This requires shippers to weigh the packed container using a weighing instrument which is duly assized in accordance with the Legal Metrology Act.

II. **Method 2 - Calculation Method:** This requires the weighing of all the cargo, including the weight of the pallets, dunnage, packaging and other securing materials to be packed in the container and adding those weights obtained using a weighing equipment duly calibrated or assized to the containers' tare weight as

indicated on the door end of the container to arrive at a verified gross container weight.

a. Where a Shipper operates in accordance with a quality management system standards namely, ISO 9001, ISO 28000 or such updated standards that are applicable from time to time, which include documented procedures to satisfy the weighing requirement, it will be deemed to have demonstrated its competence to use "Method 2 - Calculation method.

b. The shipping document can be part of the shipping instructions to the shipping company or a separate communication.

c. The shipping document could be provided by electronic means such as Electronic Data Interchange (EDI).

d. The shipping document should clearly highlight that the gross mass provided is the "Verified Gross Mass" as defined in SOLAS VI/2.4.

### 2. Transshipment

In case of transshipment of containers, the verified gross mass of a packed container shall be provided to the next party taking custody of the container.

### 3. Verification of gross mass of a packed container carried on goods vehicle or on a trailer

a. If, for the purpose of verification of the gross mass of a packed container carried on a goods vehicle/trailer, a container is weighed



together with a goods vehicle/trailer, then the unladen weight of the goods vehicle/trailer must be subtracted from the weighing result to obtain the value of the verified gross mass of the container. The gross mass of the packed container and the goods vehicle/trailer shall be obtained using a weighing instrument which is duly assized or calibrated in accordance with the Legal Metrology Act.

b. It is recommended to disconnect the truck from the trailer, otherwise the tare mass of the truck including fuel in its tank must also be subtracted.

c. If two packed containers are carried on a road vehicle then their gross masses shall be verified by weighing each container separately with or without the trailers on which they are carried.

d. The load, tare and gross weight of every goods vehicle and trailer appear in the carrier's license and in the registration book (Horse power certificate)

e. For ease of reference a list of Load, Tare and Maximum Gross weight of registered lorries, trucks and trailers at the National Transport Authority on the website of the Shipping Division of the Ministry of Ocean Economy, Marine Resources, Fisheries, Shipping and Outer Islands Website via <http://fisheries.govmu.org>

#### 4. Container without Verified Gross Mass

a. A packed container shall not be loaded onto the ship until the master or his representative and the terminal representative have received

the shipping document containing the verified gross mass of the container.

b. The shipping document containing the verified gross mass of a packed container sufficiently in advance to be used in preparation of the ship's stowage plan is a prerequisite for the container to be loaded onto a ship but it does not constitute an entitlement for loading.

c. The master retains ultimate discretion in deciding whether to accept a packed container for loading onto the ship

**5. Threshold for compliance with Verified Gross Mass.** A maximum  $\leq 5\%$  variation in gross mass of a loaded container is applied as a threshold for compliance and enforcement purposes.

#### 6. List of Registered Service Providers and Shippers

The list of Service Providers and Shippers as registered by the Ministry is available on its website <http://fisheries.govmu.org> .

This list can also be consulted on the website of MACCS via [www.maccs.mu](http://www.maccs.mu) in the export download section.

#### 7. Additional Information

Additional Information on verified gross mass of a packed container is available on the on the website of the Shipping Division of the Ministry of Ocean Economy, Marine Resources, Fisheries, Shipping and Outer Islands Website via <http://fisheries.govmu.org>

# CCS Guidance

## Common Mistakes to be avoided for CCS Ocean Export Module

No	SCENARIO	ACTUAL PROCESS	CONSEQUENCES	PROPER PROCESS
1	Container Short Shipped	Creation of New booking on New Vessel without cancellation of previous booking on initial vessel	<ol style="list-style-type: none"> <li>1.At BOE/Custom Level,the containers in previous COPARN is still active.</li> <li>2.Post Entry for new vessel not possible.</li> <li>3.Delay as manual deletion container on previous booking has not been done</li> </ol>	<ol style="list-style-type: none"> <li>1.Deletion of container in CCS on initial skipped vessel.</li> <li>2.Deletion of Booking on CCS if necessary</li> <li>3.Creation of New Booking (same Reference Booking) on CCS on New vessel</li> <li>4.Add container on new vessel</li> </ol>
2	Change of Vessel	Broker cannot process BOE on New Vessel	<ol style="list-style-type: none"> <li>1.At BOE /Customs Level,the containers in previous COPARN is still active.</li> <li>2.Delays as manual deletion container on previous booking has not been done.</li> </ol>	<ol style="list-style-type: none"> <li>1.Shipping Line has to delete previous Booking on initial vessel</li> <li>2.Create new Booking on new vessel</li> <li>3.Broker needs to process with Post Entry if a Declaration is present or process new BOE</li> </ol>
3	Cannot integrate BOE at CCS Level	<ol style="list-style-type: none"> <li>1.No container Details on CCS</li> <li>No Folder created in CCS or Created with error</li> </ol>	<ol style="list-style-type: none"> <li>1.No EGIN generated</li> <li>2.Container No Gate-In at CHCL</li> <li>3.Container Skipped Vessel</li> </ol>	<ol style="list-style-type: none"> <li>1.Shipping Line to be contacted to include container details</li> <li>2.Reset of Bill of Entry for integration and generation of EGIN</li> <li>1.Creation of Folder</li> <li>2.Insert Declarant Code Insert CCS Booking ID in corresponding field</li> </ol>
4	Update of Seal Number after BOE	Seal Number cannot be updated after BOE	<ol style="list-style-type: none"> <li>1.EGIN generated without Seal Number</li> <li>2.CHCL will not accept Container for Gate-In</li> <li>3.Lengthy process</li> </ol>	<ol style="list-style-type: none"> <li>1.Bill of Entry to be cancelled</li> <li>2.Seal Updated on CCS</li> <li>3.Creation of New BOE</li> <li>4.Print EGIN</li> </ol>
5	No update of VGM on CCS	VGM information not updated on the system	<ol style="list-style-type: none"> <li>1.No VGM will be sent to CHCL and Shipping Line</li> <li>2.Container Not gate-In</li> <li>3.Container Skipped Vessel</li> </ol>	<ol style="list-style-type: none"> <li>1.VGM needs to be updated on CCS</li> </ol>
6	Client not receiving EGIN by mail	<ol style="list-style-type: none"> <li>1.Client cannot print EGIN to handover to haulier</li> <li>2.Cleint Mail Server located outside Mauritius</li> </ol>	No EGIN thus cannot Gate-In at CHCL	<ol style="list-style-type: none"> <li>1.Access Printable Document on CCS</li> <li>2.Not to wait last minutes to print EGIN</li> <li>3.An External mail address to be used (e.g. Gmail/Hotmail etc..)</li> </ol>

# CCS Guidance

## ➤ Enhancement to existing functionalities:

### 1. Update of Seal Number on CCS

In order to simplify the work of the shipper/freight forwarder, a new functionality has been introduced for the update of Seal Number on CCS via Folder through the menu Link TU by the Freight Forwarders/Brokers/Shippers. This functionality will help the user to update the Seal Number more rapidly on CCS in cases where there is more than one container on the CCS Booking.

### 2. The Export Gate-In Notice/Shipping Order has been enhanced to include the Verified Gross Mass field (as per below sample):

9 MAURITIUS - Test		EXPORT GATE IN NOTICE /SHIPPING ORDER FCIU78211			Print Jan. 20, 2016 11H01		
Id number 1453273282023		To FFTL	FFTL	Page(s) 1 / 1			
<b>General Data</b>							
BOCO Reference	67676787	Rank 001	BOCO CCS Id. CBK00004502				
Status	Validated		TU CCS Id. ECT00337872				
COF Reference	OWTT21	Date	Version 1				
Vessel	ROC	ETD 21/01/2016 15:00		COD CCS Id. OTC00043503			
Shipowner	AAPM	COPENHAGUE		VOY CCS Id. ATP0008242			
Final destination	RERUN SAINT-DENIS DE LA/REUNION						
1st port discharg.	RERUN SAINT-DENIS DE LA/REUNION						
Port of destination	RERUN SAINT-DENIS DE LA/REUNION						
Ship Agent	SMR	Folder					
TU's creator	SMR						
Forwarder	FFTL	DOS0000221					
Delivery place	PLU/TMCT MAURITIUS CONTAIN/PORT LOUIS	FOL345					
Container Ref.	FCIU78211						
Packing/Size type	40G1 GP AERE						
Gross weight	7200	Tare	2200	Length	1219		
Seal(s)	Number			Origine			
	R45			CUSTOMS			
<b>Container</b>							
Container Ref.	FCIU7821141						
Packing/Size type	40G1 GP AERE						
Gross weight	7200	Tare	2200	Length	1219		
Seal(s)	Number			Origine			
	R45			CUSTOMS			
Verified Gross Mass	XXXXXXXXXX						
<b>Goods</b>							
Bulk Cargo Ref.						CCS Id.	COV00592835
Packing/Size type	CT CARTON						
Pack. qty	115	Gross weight	5000	Net weight			
Temp.	min.	max.					
Marks and Numbers	Good Description						
NM	BOT						
<b>Bill of Entry Details</b>							
MRA Customs							
Type	Number	Date Time					
10	12016	20/01/2016 02:30					
To the Director Mauritius Ports Authority							
We, Shipping Line/ Agent/ Duly Authorized Shipper hereby confirm that the Gross Weight as shown above is the Verified Gross Mass as declared the latest version of COPARN sent to CHCL at time of printing of this document and is same to the weight as appearing in the weighing certificate, copy of which is available on request to the Shipper							
Business Registration No.: C08077158 - VAT No.: VAT20427044				Powered by SOGET Jan. 20, 2016 11H01			
First Floor, Trade & Marketing Centre, Mer Rouge, Port Louis, Mauritius							

# Port Events - visit of FCFASA

**Workshop in Mauritius to promote and share information on how stakeholders are adapting to the digital environment in the region.**

FCFASA is the Regional apex body for the National Clearing and Forwarding Associations in southern Africa. Launched at its first Annual General Meeting (AGM) on 29th April 2010 in Zambia, FCFASA is domiciled in Zimbabwe as a non-profit membership organization. FCFASA members cover the key transit routes of the Southern African Development Community (SADC) and the Common Market for East and Southern Africa (COMESA). It provides support to its members to meet industry challenges, to ensure effective advocacy and to be the dialogue partner of its identified stakeholders in the southern African supply chain, including the Committees of Heads of Customs administrations and such multilateral bodies as COMESA and SADC.

During the celebrations of the Customs International Day of 2016, Kunio Mikuriya, the Secretary General of World Customs Organisation [WCO] invited all WCO Members to promote and share information on how they are adapting to the digital environment, how they are leveraging the potential of IT, and how they are implementing and using digital technologies to advance and achieve their objectives and respond to the expectations of traders, transport and logistics operators, and governments.

The Federation of Clearing and Forwarding Associations of Southern Africa [FCFASA] in collaboration with its member, CHBA, is responding to the invitation by organizing a workshop in Mauritius to promote and share information on how stakeholders are adapting to the digital environment in the region.

Mauritius was chosen as the ideal venue because it has implemented a number of ICT initiatives and it will provide participants with an opportunity to tour Mauritian ports and experience the practical aspects of customs and shipping digitalization in use.

The workshop will further provide an opportunity for freight forwarders and customs officials to have a progressive engagement and dialogue in a relaxed environment away from their offices tension environment.



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:

☎ 206 2971/80  
✉ [sambiah\\_ashuina@maccs.mu](mailto:sambiah_ashuina@maccs.mu)