

Country	What	Full Name	Mandatory or not?	Documentation specifications	Responsibility to provide the document	Formalities at POL ?	can the certificate be obtained at POD instead of POL?	Fine at POD if document missing	Is this certificate required in case of transit?	Import / Export	Conditions of application
Angola	CNCA / CE	Certificado de Embarque	Mandatory	CNCA number is not mandatory on BL. Consignee must have a Valid CNCA certificate before cargo arrives in Luanda and when validating the OBL in the agency in Luanda (a copy has to be kept with the file). B/L number must be included in CE. All CE must be freighted	Shipper	Yes	Only if no CNCA agent exists at POL	Yes	Yes	Import	CNCA Tax is to be paid by shipper to CNCA Agent at POL when collecting the document CE is to be paid by shipper to CNCA Agent at POL when collecting the docume
Benin	ECTN or BESC	Electronic Cargo Tracking Note	Mandatory	Not compulsory on BL and manifest	Shipper	Yes	Yes but against payment of penalties	Yes	Yes	Import	Recommended for customs clearance 1 ECTN / B/L 1 ECTN/ container 1 ECTN / vehicle 1 ECTN / 1000 MT 1 ECTN / ROR / LOLO for cars
Burkina Faso	ECTN or BESC	Electronic Cargo Tracking Note	Mandatory	ETCN nb must be stated on BL and manifest Copy of the ECTN included to shipper's documentation  Documents to be joined to ECTN : - freight invoice - cargo supplier's invoice - immatriculation certificate for any imported vehicle  Compulsory for customs clearance	Shipper	Yes	No	Yes	No but recommended	Import and Export	Missing ECTN can't be purchased through C.B.C. agent at transhipment port. ECTN drawn at POL have to be faxed to relay port (ABJ, COO, LFW, TEM) to allow re-forwarding to final destination (BLD)
Cameroun	ECTN or BESC	Electronic Cargo Tracking Note	Mandatory	Not compulsory on BL and manifest	Shipper	Yes	Yes but against payment of penalties	Yes	Yes only when unit transit to Central African Republic	Import and Export	ECTN has to be produced to our agent at POD by the shipper prior vessel's arrival  1 ECTN per B/L for containers, bulk, conventional cargo, vehicles (new or second hand)  When the ECTN has not been done at POL, cargo can be discharged but consignee will have to pay it + penalties before tacking delivery of his cargo
Congo (Brazzaville / Pointe Noire)	COTECNA	Pre-shipment cargo inspection	Mandatory	Not compulsory on BL and manifest	Receiver	Yes				Not required for T/S cargo	
Congo (Brazzaville / Pointe Noire)	TI (Import Certificate)	(Importation Certificate)	Mandatory	Not compulsory on BL and manifest	Receiver after validation of the import declaration	TI number is required to allow Shipper to perform loading formalities at POL	Yes	no			In application of circular n° 002/GUOT/DG of October 14th 2014, it is compulsory for customers to use electronic system of the Single Window Cross-Border Operations (GUOT – Guichet Unique des Operations Transfrontalières). This system generates an identifier Called TI number (Import Certificate number), once the receiver at destination has validated his importation declaration. This identifier is sent by the receiver to his shipper in order to permit him to make the boarding formalities. This identifier concerned only the shipper and the receiver; the carrier is not concerned that is why there is no obligation for the carrier to include this reference in transportation documents ( bill of lading and manifest).
Congo (Brazzaville / Pointe Noire)	ECTN or BESC	Electronic Cargo Tracking Note	Mandatory	ECTN URN (Unique Registration Number) must be stated on B/L  The ETCN must be accompanied by the freight invoice, a Commercial invoice from supplier, Pink slip/Grey card for all imported vehicles	Shipper	Yes	No	huge fine to carrier	Yes	Import & export & cargo in transit	All shippers whose cargo does not have any ECTN will be fined. However, in this case, the CCC can provide a BIC (bordereau d'identification de la cargaison) ECTN should be validated before loading ifnot carrier will be highly fined, ECTN is applicable on containers, breakbulk , conventional cargo and vehicles (new or second-hand)

DRC	ECTN or BESC	Electronic Cargo Tracking Note / FERI: Fiche de Renseignements à l'Importation	No but recommended	Not compulsory on BL and manifest but recommended (ETCN and URN) Copy of FERI / ETCN must be attached to each B/L	Shipper	Yes	Yes but against payment of penalties	Yes	No	Import	All cargo must be covered by ECTN and the Unique Registration Number (URN) : shippers have to register on OGEFREM web site (www.ogefrem.net) Freighted manifests and cargo manifest must be sent to OGEFREM by POL agent far in advance before vessels' arrival at destination, OGEFREM being part of the "Guichet Unique" process
DRC	PSI or BIVAC	Pre-shipment cargo inspection	Mandatory	BIVAC / PSI number is not compulsory to be stated on BL and manifest	Shipper	Yes	No	Yes	No	Import	Compulsory for customs clearance applicable to any goods which FOB value is equal or more than 2,500 USD
Gabon	ECTN / BESC	Electronic Cargo Tracking Note	Mandatory	ECTN / BIETC / BESC number must be stated on manifest and B/L. DRAFT OF BIETC/ECTN/BESC must be required to the customer prior loading.	Shipper	Yes	NO, only if the cargo has sailed from below countries: Nigeria, Ethiopie, Comores.	Yes	Yes	Import and Export	Mandatory for customs clearance A draft of ECTN can be provided if the original document can not be produced before vessel's departure. The draft has to be validated within appropriate time frame. The draft of ECTN must be required by CMA CGM Network in POL in order to confirm that the request was made prior loading.
Ghana	IDF or DPI	Import Declaration Form	Mandatory	Not compulsory on BL and manifest	Consignee	No	Yes	No	No	Import	Importers have to provide the IDF locally and electronically to Customs before the arrival of the goods
Ghana	CTN/ BSC	Cargo Tracking Note	Mandatory	Compulsory on BL and Manifest. Implementation postponed to October 15th 2018	Shipper	Yes	No	Yes	Yes	Import	For all shipments to Ghana (transit cargo included), Shippers/Exporters/Forwarders are required to obtain a validated CTN number using the global online platform provided, and submit same together with Shipping Instructions (SI) to their Shipping Lines. Each Bill of Lading must be covered by a valid CTN number. Shipping lines are required to insert the unique CTN number on both the Bill of Lading and Cargo Manifest. Shipments not covered by a valid CTN number will not be cleared through Customs in Ghana and fines may apply
Guinea	PSI BIVAC or FDI	Pre-shipment cargo inspection	Not mandatory								
Guinea Bissau	CTN or BSC	Cargo Tracking Note	Mandatory	Copy of the B/L has to be joined. CTN number is not compulsory on B/L and manifest	Shipper	Yes	No	Yes	Yes	Import and Export	CTN has to be filled in at latest 5 days after vessel's departure and sent per e-mail to CNCG agent ANTASER : ctnbissau@antser.com
Ivory Coast	RFCV of WFCI	Documentary control at destination	Mandatory	DAI to be replaced by FDI (Fiche de Déclaration à l'Importation) as soon as available; final commercial invoice; copy b/l; packaging list for RFCV issuance	Consignee or Forwarding agent	No	Yes	No possibility to custom clear cargo	No	Import	FDI issued by WFCI in relation with Ministry of Commerce and Customs Customs to Carriers: Cargo manifest must bear clear and accurate definition of cargo together with number of parcels, marks & numbers, place of loading as well as full style of consignee and notify. FDI compulsory for customs clearance
Ivory Coast	CTN or BSC	Cargo Tracking Note	No but recommended	Not compulsory on BL and manifest CTN has to be given for custom clearance	Shipper	Yes	Yes but against payment of penalties	Yes	Yes	Import & cargo in transit	CTN is a prerequisite from Customs to allow proper clearance of cargo. CTN procedure implies a registration process with OIC and a validation of said document on line with OIC

Ivory Coast	PSI	Pre-shipment cargo inspection	Mandatory	Not compulsory on BL and Manifest	Shipper	Yes	Yes but against payment of penalties	Yes	No	Import	Fiche de renseignement à l'Importation (FRI) issued by the Control agencies and a seal fixed on the container.  <b>POL agents</b> will make sure that FRI # as well as seal # appear on all BLs. Ivorian authorities have threatened to withhold and unstuff at cargo's expenses any cargo without the required information. Obviously, groupage cargo as well as personal effects may present a problem as seal nb will not be available when releasing documents.  <b>Customs to Carriers:</b> Cargo manifest must bear clear and accurate definition of cargo together with number of parcels, marks & numbers, place of loading as well as full style of consignee and notify. FRI compulsory for customs clearance
Ivory Coast	VoC	Verification of Conformity	Mandatory	Not compulsory on BL and Manifest	Yes	No	Yes for Importers only. If VoC is missing: penalty of 50% of CAF value + confiscation and destruction of goods	No	Import	Bureau Veritas (BIVAC BV) / COTECNA Inspection / INTERTEK international Limited / Société Générale de Surveillance (SGS) appointed by Ivorian government	
Kenya	IDF	Import Declaration Form	Mandatory	Not compulsory on BL and Manifest	Consignee	No	Yes	Yes	No	Import	All imported cargo must demonstrate conformity to Kenya standards or approved equivalents by evidence of Test Report or Certificate from an ISO/IEC 17025 accredited lab. recognized by ILAC or IFIA
Liberia	PSI or IDP	Pre-shipment cargo inspection Import Declaration Form	Mandatory	Not compulsory on BL and Manifest but recommended	Shipper / consignee	Yes	No	Yes	No	Import	prior to shipment
Madagascar	CTN or BSC	Cargo Tracking Note	Mandatory	Not compulsory on BL and Manifest	Shipper or Forwarding agent	Yes	Yes	No but cnee will not be able to pick up his cargo	No	Import	CTN applicable to any imported cargo
Mali	CTN or BSC	Cargo Tracking Note	Mandatory	Compulsory to mention the CTN n° on BL and Manifest.  It is recommended to transmit the copy of BESC/ECTN certificate to Mali agency to check if number is valid.	Shipper	Yes	Yes	Yes	Yes	Import	CTN applicable to any imported cargo
Mali	TRIE	Transport Routier Inter Etat	Mandatory	All cargo in transit must be accompanied by a valid certificate called "Ticket customs"	Consignee	No	No	No	Yes	Import	TRIE is compulsory for customs clearance for all oncarriage cargo
Mali	PSI	Pre-shipment cargo inspection	Not mandatory	Not compulsory on BL and Manifest	Shipper	Yes	No	No	No	Import	Seal fixed to the container after inspection
Mauritania	PSI	Pre-shipment cargo inspection	No but recommended	Not compulsory on BL and Manifest	Shipper	Yes	Yes	Yes	No	Import	recommended for all shipment with a value of goods over than USD 5000
Mozambique	PSI or PAF	Pre-shipment cargo inspection or: Pre-Advice Form	Mandatory	Not compulsory on BL and Manifest	Shipper	Yes	No	Yes	No	Import	required for determined list of goods so called <Positive List> such as: meat and related parts, flour, cooking oil, cement, chemical products, medicines, matches, used and new tyres, vehicles
Niger	CTN or BSC	Cargo Tracking Note	Mandatory	Compulsory to show the CTN Number on BL and manifest.  Application should be filed within 5 days after departure of the vessel	Shipper	Yes	No	Yes	Yes	Import	compulsory for all cargo toward Niger
Nigeria	Form M	Form M	Mandatory	Form M number compulsory on B/L Information is transferred electronically to the Issuing Office responsible for inspection	Consignee	Yes	No	No	Import	compulsory for customs clearance	Form M available from commercial bank, Central Bank
Nigeria	CTN or BSC	Cargo Tracking Note	Mandatory	Compulsory to mention the CTN n° on BL and manifest (but if not available continue to accept bookings and load cargo)	Shipper/Consignee	Yes		Not yet defined	Yes		Available through www.acdnigeria.com website
République Centrafricaine	CTN or BSC	Cargo Tracking Note	Mandatory	Compulsory to mention the CTN n° on BL and manifest	Shipper	Yes	No	Yes	Yes	Import	Compulsory for all import to RCA regularisation at destination at the full tariff as mentioned, increased with fines; Shipment without CTN will furthermore lead to delayed delivery of the cargo in the transit ports by the local customs

République Centrafricaine	PSI	Pre-shipment cargo inspection	Mandatory	Listing of documents to provide the clearing agent: 1. Bill of Lading or Waybill 2. Original supplier invoices showing his letterhead, and billed to the genuine importer based in CAR. 3. Transit order issued and signed by the importer which is equivalent to an order form. 4. Insurance certificate showing the due premium - Compulsory. 5. Tax identification number (said NIF in CAR), filled in by the importer - mandatory + CID (Commercial Import declaration). 6. Exemption certificate if applicable, given by CAR Finance Minister to the importer if the latter enjoys a privileged customs import regime. 7. Eventual Temporary Import Authorization, issued by the custom General Management of CAR to the benefit of the importer in case the latter enjoys a temporary import authorization. 8. Certificate of origin. 9 Customs declaration made in the exporting country	Shipper or consignee	Yes	No	Yes	Yes	Import	no forwarding should be made without BIVAC inspection (VERITAS Bureau) in the country of departure, prior to loading the goods. All importations with a FOB value equal or exceeding FCFA 500 000 are subject to BIVAC inspection before the dispatching. It is of the importer responsibility to launch the said inspection in the country of departure. Therefore he has to get in touch with BIVAC Bangui who will contact at his turn BIVAC in the country of departure. To be able to do so, the importer should establish a CDI (Commercial Declaration Import) based on a pro forma invoice from his supplier, then the importer has to submit it to BIVAC Bangui. BIVAC charges amount to 1% (+VAT19%) of the FOB value with a minimum charge of FCFA 166 000 VAT inclusive. In case the forwarding is done without inspecting the goods before their departure, the CAR Custom Authority will apply a fine of 20% to the importer on the C&F value. C. No Fax, photocopy are accepted by the Central African Customs Authority. D. The above mentioned information are communicated in order to help to the better of our knowledge, our precious customers. CDI CENTRAFRICA will not be held responsible by
Senegal	IDF	Import Declaration Form	Mandatory	IDF must be accompanied by the pre invoice	Consignee	No	Yes	Yes	No	Import	compulsory for FOB value cargo exceeding F.CFA 1 million (EUR 1.525) The control whether physical or documentary will be applied to any FCL/FCL shipment or when the cargo value exceeds F.CFA 3 millions (EUR 4.573)
Senegal	CTN or BSC	Cargo Tracking Note	Mandatory	Compulsory to mention the BSC n° on BL and manifest	Shipper	Yes	Yes	No but cnee will not be able to pick up his cargo	No	Import	Recommended for customs clearance The CTN has to be produced per each B/L for containers (when groupage, one CTN per individual B/L), per each B/L for breakbulk (with a maximum of 300 tons or cbm per BSC), per each vehicle or body nb for Roro cargo  <i>Remark : on Oct. 19th 2010, BSC / CTN can still be regularised at destination</i>
Tchad	ECTN / BESC	Electronic Cargo tracking Note	Mandatory	ECTN number must be added in the BL and Manifest	Shipper	Yes	Yes		Yes	Import & export & cargo in transit	
Togo	ECTN or BESC	Electronic Cargo Tracking Note	Mandatory	ECTN number is to be added on B/L and on cargo manifest	Shipper	Yes	Yes but against payment of penalties	Yes	Yes	Import & cargo in transit	one ECTN per BL (max 5 containers per ECTN or 1 vehicle or 1 body nb per ECTN or 300T Breakbulk per ECTN)
Uganda	PSI or PVoC	Pre-shipment cargo inspection Pre-Export verification of Conformity	Mandatory	All imported products must be accompanied by a Certificate of Conformity (CoC)	Shipper	Yes	No	Yes	Yes	Import	compulsory for customs clearance
Zimbabwe	PSI / CBCA	Pre-shipment cargo inspection Consignment Based Conformity Assessment)	Mandatory	Invoice and packing list.	Shipper	Yes	No	No, but ctr can't be discharged. As a solution container can be discharged in neighbouring country warehouse where an agent of Veritas can inspect the goods. costs for cnee's account	Yes	Import	compulsory for customs clearance