

*Government Notice No. 254 of 2017*

**THE CONSUMER PROTECTION (PRICE AND  
SUPPLIES CONTROL) ACT**

**Regulations made by the Minister under section 35 of the  
Consumer Protection (Price and Supplies Control) Act**

1. These regulations may be cited as the Consumer Protection (Control of Imports) (Amendment No. 2) Regulations 2017.

2. In these regulations –

“principal regulations” means the Consumer Protection (Control of Imports) Regulations 2017.

3. Regulation 2 of the principal regulations is amended, in the definition of “bunker fuels”, by deleting the figure “IV” and replacing it by “VI”.

4. Regulation 5 of the principal regulations is amended by revoking paragraph (6) and replacing it by the following paragraph –

(6) (a) Subject to subparagraph (b), the Permanent Secretary shall, in relation to the restricted goods specified in the first column of the Seventh Schedule, issue an import permit, subject to the conditions specified in the second column of that Schedule.

(b) Every document submitted to the Permanent Secretary shall, in relation to the goods specified in items 5 and 6 of the Seventh Schedule, bear the chassis number of the vehicle.

5. Regulation 8 of the principal regulations is amended, in paragraph (3), by revoking subparagraph (b) and replacing it by the following subparagraph –

- (b) the importer submits a certificate issued by an inspection body referred to in subparagraph (a), which indicates compliance of the bunker fuels with the specifications set out in Parts II to VI of the First Schedule, as the case may be.

6. Regulation 9 of the principal regulations is amended by revoking paragraph (3) and replacing it by the following paragraph –

(3) (a) Any vehicle imported under item 5(a), (b), (c), (d) or (e) of the Seventh Schedule shall, except where the vehicle is imported by an individual importer, be covered by an inspection certificate in the form set out in the Eighth Schedule.

(b) The inspection certificate shall emanate from a competent authority recognised by the Permanent Secretary and shall certify –

- (i) that the vehicle has been inspected not earlier than 2 months before the date of shipment;
- (ii) that the vehicle is not stolen;
- (iii) the roadworthiness and usability of the vehicle; and
- (iv) where the vehicle is imported from Japan, the auction grade of that vehicle.

(c) Any person who submits an inspection certificate containing false or misleading information shall commit an offence and shall, on conviction, be liable to a fine not exceeding 100,000 rupees and to imprisonment for a term not exceeding 3 years.

(d) The Permanent Secretary may cease to recognise an authority as a competent authority where that authority has issued an inspection certificate containing false and misleading information.

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(e) Where the holder of an import permit fails to furnish an inspection certificate referred to in subparagraph (a), the Permanent Secretary shall grant clearance subject to –

- (i) the payment of a fee of 20,000 rupees to the Director-General;
- (ii) the vehicle being inspected by the local branch of *Bureau Veritas* or *Société Générale de Surveillance*, or by any local inspection body acceptable to the Permanent Secretary; and
- (iii) the submission of an inspection certificate in the form set out in the Eighth Schedule.

(f) In this paragraph –

“competent authority” means –

- (a) an overseas branch of *Bureau Veritas* or *Société Générale de Surveillance*;
- (b) an authority in the exporting country recognised by the Permanent Secretary; or
- (c) with regard to Japan, South Africa and the United Kingdom, an authority specified in the Ninth Schedule,

which –

- (i) submits a yearly bank guarantee of USD 100,000, in favour of the Government of Mauritius, which shall have to be renewed one month prior to its expiry date, to the Permanent Secretary;

- (ii) gives an undertaking to the Permanent Secretary that it will only issue inspection certificates which contain true and correct information; and
  - (iii) abides by such conditions as the Permanent Secretary may determine.
- 7.** The principal regulations are amended by revoking the First Schedule and replacing it by the First Schedule set out in the First Schedule to these regulations.
- 8.** The Third Schedule to the principal regulations is amended by deleting item 28 and replacing it by item 28 set out in the Second Schedule to these regulations.
- 9.** The Seventh Schedule to the principal regulations is amended by deleting items 5 and 6 and replacing them by items 5 and 6 set out in the Third Schedule to these regulations.
- 10.** The principal regulations are amended by revoking the Eighth Schedule and replacing it by the Eighth Schedule set out in the Fourth Schedule to these regulations.
- 11.** The principal regulations are amended by revoking the Ninth Schedule and replacing it by the Ninth Schedule set out in the Fifth Schedule to these regulations.
- 12.** Subject to regulation 13, these regulations shall come into operation on 1 January 2018.
- 13.** Regulation 11 shall come into operation on 1 March 2018.

Made by the Minister on 29 December 2017.

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**FIRST SCHEDULE**

[Regulation 7]

**FIRST SCHEDULE**

[Regulations 2 and 8(3)(b)]

**BUNKER FUELS****PART I**

High speed diesel (GAS OIL) 0.25% sulphur

Fuel oil HSFO 180 CST catalytic cracked product

Fuel oil HSFO 380 CST

Distillate Marine Fuels

Residual Marine Fuels

**PART II – HIGH SPEED DIESEL (GAS OIL) 0.25% SULPHUR**

Characteristics	Units	Limits	Test Methods
Visual appearance **	mg KOH/g	Clear + bright	
CETANE NUMBER		Min. 49	ASTM D 613-08
Acid number, strong	mg KOH/g	Max. NIL	ASTM D 974-08
Acid number, total	mg KOH/g	Max. 0.25	ASTM D 974-08
Ash	%W	Max. 0.01	ASTM D 482-07
Carbon residue, ramsbottom on 10% residue	%W	Max. 0.20	ASTM D 524-04
Cloud point	°C	Max. 15.5	ASTM D 2500-05 / D5771-05
Colour, ASTM		Max. 2.50	ASTM D 1500-07 / ASTM D 6045-04
Corrosion, copper strip 3h at 100°C		Max. No. 1	ASTM D 130-04
Distillation 50% recovered at	°C	To report	ASTM D 86-07b

Characteristics	Units	Limits	Test Methods
Distillation 90% recovered at	°C	Max. 366	
Distillation 95% recovered at	°C	Max. 385	
Flash point, PMC**	°C	Min. 66	ASTM D 93-08
Pour point	°C	Max. 6	ASTM D 97-08/D 5949-01
Density at 15°C**	Kg/L	Min. 0.82 Max. 0.860	ASTM D 1298-99 (2005) / D4052-96 (2002)
Sediment**	%W	Max. 0.01	ASTM D 473-07
Sulphur	%W	Max. 0.25	ASTM D - 4294-03
Viscosity, kinematic at 40°C	CST	Min. 2 Max. 4.5	ASTM D 445-06
Water	%V	Max. 0.05	ASTM D 4377-00(11)
Conductivity at 20°	Ps/m	Min. 75 Max. 350	D2624-07a
CFPP**	°C	Max. 0°C	IP309-99

**PART III – FUEL OIL HSFO 180 CST CATALYTIC  
CRACKED PRODUCT**

Characteristics	Units	ISO/IP Methods	Min	Max
Density at 15°C**	Kg/L	IP 160-99		0.990
Kinematic viscosity at 50°C	CST	ISO 3104-1994		172.1
Sulphur content**	% (m /m)	ISO 8754-2003E		3.5
Pour point	°C	ISO 3016-1994E		15
Flash point (PMCC)**	°C	ISO 2719-2002E	64	
Water	% (v/v)	ISO 3733-1999		0.38

<b>Characteristics</b>	<b>Units</b>	<b>ISO/IP Methods</b>	<b>Min</b>	<b>Max</b>
Carbon residue	% (m/m)	ISO 10370-1993E		14.1
Ash	% (m/m)	ISO 6245-200IE		0.08
Vanadium	mg/kg	XTD ISO 10478-1994		194
Aluminium plus silicon	mg/kg	ISO 10478-1994		56
Total sediment, potential	% (m/m)	ISO 10307-2-1993E Procedure B		0.08
Total sediment, existent	% (m/m)	ISO 10307-1-1993		0.08
Total sediment, differential	% (m/m)	Calculations		0.05
Strong acid number	mg/KOH/g	ISO 6618-1997/IP139-98(2004)		NIL
Total acid number	mg/KOH/g	ISO 6619-1988/IP177-96(2004)		2.7
Zinc	mg/kg	IP 501-05 / ICP-MS		12
Phosphorous	mg/kg	IP 501-05 / ICP-MS		12
Calcium	mg/kg	IP 501-05 / ICP-MS		26
CCAI		Calculations		859
H2S (liquid phase)	PPM	ASTM D 7621-2010 or IP 570-2011		2

**PART IV – FUEL OIL HSFO 380 CST**

<b>Characteristics</b>	<b>Units/ASTM test method</b>	<b>Typical values</b>	<b>Maximum values</b>
Kinematic viscosity	mm <sup>2</sup> /s at 50°C - D 445-06	225 to 380	380
Density**	Kg/L at 15°C - D 1298-99(2005) / D 4052-96 (2002)	0.98	0.99
Ash	% mass - D 482-07	0.05	0.1
Micro carbon residue	% mass - D 4530-07	16	19
Total sediment potential (TSP)	% mass - IP390-94 (2004) (Procedure B)	100	200
Vanadium	mg/kg (PPM) - AAS GF / IP 433-2000 (2010)	50	100
Sodium	mg/kg (PPM) ASTM D 1318-00 (2011)	3%	4%
Sulphur**	% mass - D 4294-03	3%	4%
Water content	% Volume - D 95-05	0.5	1
Flash point**	°C - D 93-08	66 (Min.)	-
Pour point*	°C-ASTM-D 5950-02 (2007)	9	21
Asphaltenes	% mass - IP 143- 04	-	14
Gross calorific value	KJ/kg - ASTM 4868-00 (2005)	42 000	-
CCAI		830	850
Al + Si	mg/kg - AAS GF	<10	30

\* Pour point value preferably in multiples of 3



**PART V – DISTILLATE MARINE FUELS**

Characteristic	Unit	Limit	Category ISO-F-				Test method reference
			DMX	DMA	DMZ	DMB	
Kinematic viscosity at 40°C <sup>a</sup>	mm <sup>2</sup> /s	max.	5,500	6,000	6,000	11,00	ISO 3104
		min.	1,400	2,000	3,000	2,000	
Density at 15C <sup>0**</sup>	kg/m <sup>3</sup>	max.	-	890,0	890,0	900,0	see 7.1 ISO 3675 or ISO 12185
Cetane index	-	min.	45	40	40	35	ISO 4264
Sulphur <sup>b**</sup>	mass %	max.	1,00	1,50	1,50	2,00	see 7.2 ISO 8754 ISO 14596
Flash point <sup>**</sup>	°C	min.	43,0	60,0	60,0	60,0	see 7.3 ISO 2719
Hydrogen Sulfide	mg/kg	max.	2,00	2,00	2,00	2,00	see 7.11 IP 570
Acid number	mg KOH/g	max.	0,5	0,5	0,5	0,5	ASTM D664
Total sediment by hot filtration	mass %	max.	-	-	-	0,10 <sup>d</sup>	see 7.4 ISO 10307-1
Oxidation stability	g/m <sup>3</sup>	max.	25	25	25	25 <sup>e</sup>	ISO 12205
Carbon residue: micro method on the 10% volume distillation residue	mass %	max.	0,30	0,30	0,30	-	ISO 10370
Carbon residue: micro method	mass %	max.	-	-	-	0,30	ISO 10370
Cloud point	°C	max.	-16	-	-	-	ISO 3015

Characteristic		Unit	Limit	Category ISO-F-				Test method reference
				DMX	DMA	DMZ	DMB	
Pour point (upper) <sup>c</sup>	winter quality	°C	max.	-	-6	-6	0	ISO 3016
	summer quality	°C	max.	-	0	0	6	ISO 3016
Appearance		-	-	Clear and bright <sup>h</sup>			d, e, f	see 7.6
Water		volume %	max.	-	-	-	0,30 <sup>d</sup>	ISO 3733
Ash		mass %	max.	0,010	0,010	0,010	0,010	ISO 6245
Lubricity, corrected wear scar diameter (wsd 1,4) at 60°C <sup>h</sup>		µm	max.	520	520	520	520 <sup>g</sup>	ISO 12156-1

a 1 mm<sup>2</sup>/s = 1 cSt.

b Notwithstanding the limits given, the purchaser shall define the maximum sulphur content in accordance with relevant statutory limitations. See Annex C.

c Purchasers should ensure that this pour point is suitable for the equipment on board, especially if the ship operates in cold climates.

d If the sample is not clear and bright, the total sediment by hot filtration and water tests shall be required, see 7.4 and 7.6.

e If the sample is not clear and bright, the test cannot be undertaken and hence the oxidation stability limit shall not apply.

f If the sample is not clear and bright, the test cannot be undertaken and hence the lubricity limit shall not apply.

g This requirement is applicable to fuels with a sulphur content below 500 mg/kg (0,050 mass %).

h If the sample is dyed and not transparent, then the water limit and test method as given in 7.6 shall apply.



Characteristic	Unit	Limit	Category ISO-F-												Test method reference		
			RMA		RMB		RMD		RME		RMG					RMK	
			10 <sup>a</sup>	30	80	180	380	500	700	180	380	500	700	380		500	700
Total sediment aged	mass %	max.	0,10	0,10	0,10	0,10	0,10	0,10	0,10	0,10	0,10	0,10	0,10	0,10	0,10	0,10	see 7.5 ISO 10307-2
Carbon residue: micro method	mass %	max.	2,50	10,00	14,00	15,00	15,00	15,00	15,00	18,00	18,00	18,00	18,00	20,00	20,00	20,00	ISO 10370
Pour point (upper) <sup>e</sup>	winter quality	max.	0	0	30	30	30	30	30	30	30	30	30	30	30	30	ISO 3016
	summer quality	max.	6	6	30	30	30	30	30	30	30	30	30	30	30	30	ISO 3016
Water	volume %	max.	0,30	0,50	0,50	0,50	0,50	0,50	0,50	0,50	0,50	0,50	0,50	0,50	0,50	0,50	ISO 3733
Ash	mass %	max.	0,040	0,070	0,070	0,070	0,070	0,070	0,070	0,100	0,100	0,100	0,100	0,150	0,150	0,150	ISO 6245
Vanadium	mg/kg	max.	50	150	150	150	150	150	150	350	350	350	350	450	450	450	see 7.7 IP 501, IP 470 or ISO 14597
Sodium	mg/kg	max.	50	100	100	100	100	100	100	100	100	100	100	100	100	100	see 7.8 IP 501 IP 470

Characteristic	Unit	Limit	Category ISO-F-								Test method reference			
			RMA	RMB	RMD	RME	RMG			RMK				
			10*	30	80	180	180	380	500	700		380	500	700
Aluminium plus silicon	mg/kg	max.	25	40	40	50		60						see 7.9 IP 501, IP 470 or ISO 10478
Used lubricating oils (ULO): -calcium and zinc; or -calcium and phosphorus	mg/kg	-	The fuel shall be free from ULO. A fuel shall be considered to contain ULO when either one of the following conditions is met: - calcium>30 and zinc>15; or - calcium>30 and phosphorus>15								see 7.10 IP 501 or IP 470 IP 500			

a This category is based on a previously defined distillate DMC category that was described in ISO 8217:2005, Table 1. ISO 8217:2005 has been withdrawn.

b 1 mm<sup>2</sup>/s = 1cSt.

c The purchaser shall define the maximum sulphur content in accordance with relevant statutory limitations. See 0.3 and Annex C.

d See Annex H

e Purchasers shall ensure that this pour point is suitable for the equipment on board, especially if the ship operates in cold climates.

\*\* The results of tests for these characteristics should be submitted to the Director General before clearance is granted.

**SECOND SCHEDULE**

[Regulation 8]

**28. Second-hand motor vehicles as follows –**

- |   |   |
|---|---|
| (a) Motorcars, including sports vehicles, crossover and jeep-type motor vehicles  | Below 18 months and above 4 years from the date of first registration, at the date of shipment, except for the first vehicle imported by an individual importer |
| (b) Dual purpose vehicles, including 2x4 and 4x4 double-cab truck but excluding van and double-cab heavy duty lorry       | Below 18 months and above 3 years from the date of first registration, at the date of shipment, except for the first vehicle imported by an individual importer |
| (c) Goods vehicles (lorries, including double-cab heavy duty lorries and trucks other than 2x4 and 4x4 double-cab trucks) | Above 6 years from the date of first registration, at the date of shipment, except for the first vehicle imported by an individual importer                     |
| (d) Vans, other than motor buses, designed to carry goods and/or to carry not more than 7 persons including the driver    | Above 4 years from the date of first registration, at the date of shipment, except for the first vehicle imported by an individual importer                     |
| (e) Motor buses   | Above 3 years from the date of first registration, at the date of shipment, except for the first vehicle imported by an individual importer                     |
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**THIRD SCHEDULE**  
[Regulation 9]

<b>5.</b>	Second-hand motor vehicles as follows –	
	(a) motorcars (including sports vehicles, crossovers and jeep-type motor vehicles)	The motorcars (including sports vehicles, crossovers and jeep-type motor vehicles) shall –
		(1) be between 18 months and 4 years from the date of first registration, at the date of shipment, except for the first vehicle imported by an individual importer;
		(2) be consigned to the applicant whose name shall appear on the Bill of Lading and the manifest as the consignee;
		(3) be registered with the National Transport Authority in the name of the importer except where the vehicle is imported by an authorised dealer;
		(4) be a right-hand drive;
		(5) be in good running condition and not damaged;
		(6) have its original chassis;
		(7) be covered by a document issued by the appropriate authority in the exporting country or the country of origin, acceptable by the Permanent Secretary as an evidence that the vehicle is not a stolen vehicle;
		(8) have been first registered not later than in the year following the year of its manufacture;
		(9) not be fitted with any bull bar;
		(10) be accompanied by a deregistration certificate and an export certificate or permit issued by the official vehicle registration body in the exporting country;

(b) dual purpose vehicles (including 2x4 and 4x4 double-cab truck but excluding van and double-cab heavy duty lorry)	The dual purpose vehicle (including 2x4 and 4x4 double-cab truck but excluding van and double-cab heavy duty lorry) shall –	
	(1)	be between 18 months and 3 years from the date of first registration, at the date of shipment, except for the first vehicle imported by an individual importer;
	(2)	be consigned to the applicant whose name shall appear on the Bill of Lading and the manifest as the consignee;
	(3)	be registered with the National Transport Authority in the name of the importer except where the vehicle is imported by an authorised dealer;
	(4)	be a right-hand drive;
	(5)	be in good running condition and not damaged;
	(6)	have its original chassis;
	(7)	be covered by a document issued by the appropriate authority in the exporting country or the country of origin, acceptable by the Permanent Secretary as an evidence that the vehicle is not a stolen vehicle;
	(8)	have been first registered not later than in the year following the year of its manufacture;
	(9)	not be fitted with any bull bar;
	(10)	be accompanied by a deregistration certificate and an export certificate or permit issued by the official vehicle registration body in the exporting country;



	(c) goods vehicles (lorries, including double-cab heavy duty lorries and trucks other than 2x4 and 4x4 double-cab trucks)	The goods vehicle (lorry, including double-cab heavy duty lorry and truck other than 2x4 and 4x4 double-cab truck) shall –
		(1) be of not more than 6 years from the date of first registration, at the date of shipment, except for a vehicle imported by an individual importer;
		(2) be consigned to the applicant whose name shall appear on the Bill of Lading and the manifest as the consignee;
		(3) be registered with the National Transport Authority in the name of the importer except where the vehicle is imported by an authorised dealer;
		(4) be a right-hand drive;
		(5) be in good running condition and not damaged;
		(6) have its original chassis;
		(7) be covered by a document issued by the appropriate authority in the exporting country or the country of origin, acceptable by the Permanent Secretary as an evidence that the vehicle is not a stolen vehicle;
		(8) have been first registered not later than in the year following the year of its manufacture except for special purpose motor vehicles;
		(9) not be fitted with any bull bar;
		(10) be accompanied by a deregistration certificate and an export certificate or permit issued by the official vehicle registration body in the exporting country;

(d) vans (other than motor buses, designed to carry goods or to carry not more than 7 persons including the driver)	The van (other than motor bus, designed to carry goods or to carry not more than 7 persons including the driver) shall –	
	(1)	be of not more than 4 years from the date of first registration, except for a vehicle imported by an individual importer;
	(2)	be consigned to the applicant whose name shall appear on the Bill of Lading and the manifest as the consignee;
	(3)	be registered with the National Transport Authority in the name of the importer except where the vehicle is imported by an authorised dealer;
	(4)	be a right-hand drive;
	(5)	have its original chassis;
	(6)	be covered by a document issued by the appropriate authority in the exporting country or the country of origin, acceptable by the Permanent Secretary as an evidence that the vehicle is not a stolen vehicle;
	(7)	have been first registered not later than in the year following the year of its manufacture;
	(8)	not be fitted with any bull bar;
	(9)	be accompanied by a deregistration certificate and an export certificate or permit issued by the official vehicle registration body in the exporting country;
(e) motor buses	The motor bus shall –	
	(1)	be not more than 3 years from the date of first registration, at the date of shipment, except for buses imported by the categories of importers specified in Part III of the Second Schedule;

	(2)	be consigned to the applicant whose name shall appear on the Bill of Lading and the manifest as the consignee;
	(3)	be registered with the National Transport Authority in the name of the importer except where the vehicle is imported by an authorised dealer;
	(4)	be a right-hand drive;
	(5)	be in good running condition and not damaged;
	(6)	have its original chassis;
	(7)	be covered by a document issued by the appropriate authority in the exporting country or the country of origin, acceptable by the Permanent Secretary as an evidence that the vehicle is not a stolen vehicle;
	(8)	have been first registered not later than in the year following the year of its manufacture;
	(9)	not be fitted with any bull bar;
	(10)	be accompanied by a deregistration certificate and an export certificate or permit issued by the official vehicle registration body in the exporting country;
	(11)	be fitted with a motor vehicle air conditioner when imported by public transport operators;
	(12)	have been designed for the transport of not less than 8 persons, including the driver, and not more than 32 persons, including the driver.
(f) motorcycle		The motorcycle shall be less than one year old at the date of shipment.

	(g) specialised motor vehicle designed for passengers in need of special support for embarkation and disembarkation at Sir Seewoosagur Ramgoolam International Airport	The specialised motor vehicle shall be –	
		(1)	covered by an inspection certificate issued by a registered mechanical engineer before its shipment, certifying the suitability of the vehicle for embarkation and disembarkation of passengers in need of special support;
		(2)	examined, on arrival, by a registered machinery inspector in conformity with the Occupational Safety and Health Act.
	(h) classic or vintage motor cars	The classic or vintage motor car shall be –	
		(1)	aged 40 years or more from the date of its original registration in or outside Mauritius;
		(2)	consigned to the applicant whose name shall appear on the Bill of Lading and the manifest as the consignee;
		(3)	registered with the National Transport Authority in the name of the importer except where the vehicle is imported by an authorised dealer;
		(4)	in running condition.
6.	Second-hand motor vehicles originating from Japan	Every second-hand motor vehicle originating from Japan shall, in addition to the conditions specified for the types of motor vehicles referred to in item 5(a) to (h), be covered by a certified true copy of the original auction sheet, in English, specifying –	

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		(1)	the grade of the vehicle which shall not be below the grade of 3.5 on a scale of 1 to 5;
		(2)	the Auction House Number;
		(3)	the Auction House Name;
		(4)	the Auction Date; and
		(5)	the lot number of the vehicle.

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**FOURTH SCHEDULE**

[Regulation 10]

**EIGHTH SCHEDULE**

[Regulation 9(3)(a) and (e)(iii)]

**INSPECTION CERTIFICATE**

1. We hereby declare that the second-hand motor vehicle described hereunder, to be exported to Mauritius/already imported into Mauritius,\* has been inspected by our organisation. The particulars of the inspection are specified hereunder and this Pre-shipment Inspection Certificate/Inspection Certificate\* has been issued to the under-mentioned applicant.

**1. Particulars of organisation**

Name of inspection organisation .....

Address .....

Telephone no. ....

Fax no. ....

Email address .....

Place of inspection .....

Date of inspection .....

**2. Particulars of applicant**

Name .....

Address .....

Telephone no. ....

Fax no. ....

Email address .....

**3. Particulars of second-hand motor vehicle**

Type of vehicle .....

Make .....

Model .....

Commonly called (emblem reading) .....

Auction grade .....

Body colour .....

Fuel type .....

Year of manufacture .....

Year/month of first registration .....

- Inspection mileage (odometer reading) .....
- Engine capacity .....
- Chassis number .....
- Engine number .....
- Unladen weight .....
- Gross vehicle mass .....
- Fuel consumption\*\* .....
- Actual CO<sub>2</sub> emission\*\*\* .....

4. We hereby certify and confirm –

- (a) having cross-checked with the Vehicle Registration Authority the original of the last document emanating thereof and having inserted our seal as hereunder on both sides of the document;
- (b) that the vehicle as described above is roadworthy and usable;
- (c) that the vehicle has not been stolen;
- (d) that the actual CO<sub>2</sub> emission in grammes per kilometre of the vehicle is correct;
- (e) the findings as set out in the Vehicle Inspection Sheets 1 and 2 annexed; and
- (f) we have cross checked this vehicle auctioned from (“auction house name”), (“auction house number”) of (“lot number”) on (“auction date”) and sold to (“supplier”).

..... Certification number	..... Date of issue
..... Seal of Organisation	..... Signature
..... Name	..... Designation

*\*Delete as appropriate*

*\*\*Expressed in litres per 100 kilometres (under Combined Test), rounded to the first decimal place, in the case of motor cars running on petrol, diesel or hybrid electric motor cars running on petrol or diesel as per country of origin*

*\*\*\*Expressed in grammes per kilometre (applicable only in respect of motor car specified in Sub-part A of Part III of the First Schedule to the Excise Act).*

**VEHICLE INSPECTION SHEET 1**

Type of vehicle		Driving system		Weather condition	
Sedan car	.....	FF	.....	Good	.....
Station wagon	.....	FR	.....	Darkness	.....
Van	.....	2WD	.....	Rainy	.....
Truck	.....	4WD	.....		
Jeep style	.....	Full-time/part-time			
Double cab truck	.....				
Bus (..... seaters)	.....				

Whether body accidented*	Alteration of vehicle*	Crack of windscreen
Yes/No .....	Yes/No .....	Yes/No .....

*\*To confirm whether the vehicle was reconditioned after having been damaged by accident or by natural calamities including flood.*

.....  
 .....  
 .....

Body colour .....	Normal/metallic/2-tone colour .....
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Transmission		Number of doors	Type of roof	
Floor column	x x	A/T M/T 3/4/5/6 .....	2/3/4/5/6 .....	H: High M: Medium S: Standard
				..... ..... .....



<b>Shape and body of truck</b>
Wide, cab, bonnet, standard, long, super low deck, low deck, high deck, opening 3 parts, opening one part, wood floor, steel floor** **Tick as appropriate

<b>Explanation of marking</b>		<b>Size of scratch and dent</b>			
A: Scratch	.....	1: Slight		.....	
U: Dent	.....	2: Small		.....	
B: Bend	.....	3: Medium		.....	
W: Wave	.....	4: Large		x	
S: Rust	.....	5: Heavy		x	
C: Corrode	.....				
T: Tear	.....	<b>DAMAGE TO CHASSIS</b>			
H: Hole	.....	Yes	.....	No	.....
XX: Replaced	.....	Severe	.....		
P: Painted	.....	Moderate	.....		
M: Marking of letter of make removed	.....	Light	.....		
L: Letter of make remaining	.....				

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Name

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Date of issue

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Signature

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Designation

## VEHICLE INSPECTION SHEET 2

Tyres		Condition of interior and seats	
Steel wheel	.....	1. Smell of tobacco	.....
Alloy wheel	.....	2. Smell of pet	.....
Size of tyre	.....	3. Presence of nicotine	.....
		4. Presence of hair	.....

Condition of			Condition of room cleaning	
1. Engine			1. Clean	.....
(a) Smoke emission*	Good/bad	.....	2. Medium	.....
(b) Other functions	Good/bad	.....	3. Dirty	.....
2. Muffler	Good/bad	.....		
3. Transmission	Good/bad	.....		
4. Battery	Good/bad	.....		
5. Electrical Instruments	Good/bad	.....		

*\*To confirm whether the smoke emission of the vehicle is in conformity with the appropriate Japanese/European Standards, or in the case of a diesel driven motor vehicle, it has a maximum opacity of 50 per cent*

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 .....  
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<b>Condition of accessories</b>					
Air-conditioner (single, dual)	Good/bad	.....	Sliding roof (power, manual)	Fixed/none	.....
Power steering	Good/bad	.....	Jack	Fixed/none	.....
Power window (1,2,3,4)	Good/bad	.....	Wrench	Fixed/none	.....
Electrical central door locking	Good/bad	.....	ABS	Fixed/none	.....
Power mirrors (door, fender)	Fixed/none	.....	Rear wiper	Fixed/none	.....
Cigarette lighter plug	Fixed/none	.....	Rear spoiler	Fixed/none	.....
AM radio	Fixed/none	.....	High mount rear stop lamp	Fixed/none	.....
AM/FM radio	Fixed/none	.....	Bumpers (coloured, black)	Fixed/none	.....
Cassette	Fixed/none	.....	Door visor (1, 2, 3, 4)	Fixed/none	.....
CD player	Fixed/none	.....	Mud guard (coloured, black)	Fixed/none	.....
TV	Fixed/none	.....	Wheel Cover (1, 2, 3, 4)	Fixed/none	.....
GPS navigation system	Fixed/none	.....	Side slide glass (cut glass)	Fixed/none	.....
SRS airbag (single, dual)	Fixed/none	.....	Roof rails	Fixed/none	.....
Air pure filter	Fixed/none	.....	Front grill guard (large, small)	Fixed/none	.....
Rear speaker (single, dual)	Fixed/none	.....	Side Steps	Fixed/none	.....

Floor mat (1,2,3,4,5)	Fixed/none	.....	Roller bar	Fixed/none	.....
Leather seats	Fixed/none	.....	Rear cargo bed cover	Fixed/none	.....
Radio antenna (power, manual)	Good/Bad	.....	Rear protect bar	Fixed/none	.....
Front fog lamp (single, dual)	Fixed/none	.....	Rear spare tyre cover	Fixed/none	.....

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Name

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Date of issue

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Signature

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Designation

**FIFTH SCHEDULE**

[Regulation 11]

**NINTH SCHEDULE**

[Regulation 9(3)(f)]

1.	Japan	(1) Japan Auto Appraisal Institute 2-34-4, NISHI-SHINBASHI, MINATO-KU, Tokyo Japan (2) JEVIC - 15, Daikoku Futo, Tsurumi-ku, Yokohama, 230-0054, Japan
2.	Singapore	JEVIC SG PTE UEN:200515039M #02-60 Holiday Inn Hotel Shopping Center 317 Outram Road, 169075, Singapore
3.	United Kingdom	JEVIC UK LTD Compnay No.: 06753516 UNIT 6D, Lineside Industrial Estate Arndale Road, Littlehampton, West Sussex, BN17 7HD, United Kingdom

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