High-level overview of Reporting of Conveyances and Goods (RCG) project
Customs Control Act, 2014 (Act No 31 of 2014)

- **Title**: To provide for customs control of all vessels, aircraft, trains, vehicles, goods and persons entering or leaving the Republic; to facilitate the implementation of certain laws levying taxes on goods and of other legislation applicable to such goods and persons; and for matters incidental thereto.

- **Chapter 3**: Reporting Requirements for inbound and outbound vessels, aircraft, trains, buses, trucks, persons and cargo.

- **Rules to Chapter 3**: The third draft of the rules published on 24 March 2017 for sight. This draft has been "frozen" for purposes of SARS systems development.

- **Scope**: Automate and operationalise provisions of Chapter 3 and its rules.
Data Collection Throughout Supply Chain

- **Advance cargo loading notice** (CUSCAR → SARS)
- **Advance vessel schedule** (CALINF → SARS)
- **Vessel arrival report** (CALINF → SARS)
- **Container discharge / loading report** at sea cargo terminals (COARRI → SARS)
- **Container gate-in/gate-out reports** on containers removed from sea cargo terminals (CODECO → SARS)
- **Gate In / Out at container depots** (GOVGIO → SARS)
- **Notification to depot** (SARS → CUSCAR)
- **Outturn reports on cargo unpacked from containers at container depots** (COSTCO → SARS)
Goods Accounting

**Fiscal Assurance**
- C3P corroborative data
- Automated case workflow

**Supply Chain Security**
- Supply chain reports
- Compliance enforcement
- Automated discrepancy management
STAKEHOLDERS IMPACTED

- Carriers
  - Sea Carriers
  - Air Carriers
  - Road Carriers
  - Rail Carrier

- Brokers
  - Clearing Agents
  - Freight Forwarding Agents

- Cargo and Conveyance Reporting

- Agents
  - Vessels Agent
  - Ground Handlers

- Depots
  - Sea Depots
  - Air Depots

- Terminals
  - Sea Terminals
  - Air Terminals

- Port / Airport Authority
  - Port Authority
  - Airport Authority
Key differences between current Manifest Processing (MPR) System and Future Cargo Processing System (CPS)
## Key Differences

<table>
<thead>
<tr>
<th></th>
<th>MPR</th>
<th>RCG</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Imports only</td>
<td>Imports and Exports</td>
</tr>
<tr>
<td>2</td>
<td>Not SAFE Framework of Standards Compliant</td>
<td>SAFE Framework of Standards Compliant</td>
</tr>
<tr>
<td>3</td>
<td>No Pre-Loading Notices</td>
<td>Pre-Loading Notices for Containerised Cargo</td>
</tr>
<tr>
<td>4</td>
<td>Arrival Report by Carrier</td>
<td>Arrival Report by Port / Airport Authority</td>
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<td>5</td>
<td>No Notifications</td>
<td>Notifications to Terminal and Depots</td>
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<tr>
<td>6</td>
<td>Transhipment Manifest Reports</td>
<td>Transhipment Administration</td>
</tr>
<tr>
<td>7</td>
<td>Limited Goods Accounting</td>
<td>Full Goods Accounting</td>
</tr>
<tr>
<td></td>
<td>• Import only</td>
<td>• Import, Export, Transit and Transhipment</td>
</tr>
<tr>
<td></td>
<td>• Master level only</td>
<td>• Master and House level</td>
</tr>
<tr>
<td>8</td>
<td>Limited Gate information</td>
<td>Full set of Gate information</td>
</tr>
<tr>
<td></td>
<td>• Terminal only</td>
<td>• Terminal and Depot</td>
</tr>
</tbody>
</table>
## Key Differences: Messaging

<table>
<thead>
<tr>
<th>EDI Message</th>
<th>MPR – Document Types</th>
<th>RCG – Document Types</th>
</tr>
</thead>
</table>
| 1 CUSCAR    | • COM = Container Master  
• COH = Container House  
• BBB = Break bulk / bulk  
• ECL = Empty Container List  
• FFM - Airline Flight Manifest  
• FWB = Master Air waybill  
• HAB = House Air Waybill  
• RFM = Road Freight Manifest  
• RMA = Rail Manifest  
• AQM = Acquittal Manifest | • ALM = Advance Load Master  
• ALH = Advance Load House*  
• COM = Container Master **  
• COH = Container House ***  
• BBB = Break bulk / bulk  
• ECL = Empty Container List  
• FFM - Airline Flight Manifest  
• FWB - Master Air waybill  
• HAB = House Air Waybill  
• RFM = Road Freight Manifest  
• RMA = Rail Manifest  
• AQM = Acquittal Manifest |
| 2 CALINF    | • 96 = Impending arrival  
• 98 = Arrival Information                                                                                                                                                                                             | • SCH = Sea Schedule  
• ARR = Sea Arrival  
• ASC = Air Schedule  
• ARR = Air Arrival |
| 3 COARRI    | • 98 = Arrival information  
• 270 = Loading report                                                                                                                                             | • 98 = Arrival information  
• 270 = Loading report |
| 4 CODECO    | • 36 = Gate out report  
• 34 = Gate in report                                                                                                                                                | • 36 = Gate out report  
• 34 = Gate in report |

* First level broker  
** Export only  
*** Second level house and below
<table>
<thead>
<tr>
<th>EDI Message</th>
<th>MPR – Document Types</th>
<th>RCG – Document Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 GOVGIO</td>
<td>• N/A</td>
<td>• TGO = Sea Gate Out Terminal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• TGI = Sea Gate In Terminal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• DGO = Sea Gate Out Depot</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• DGI = Sea Gate In Depot</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• DCI = Sea Depot Consignment Gate In</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ATI = Air Terminal Gate In</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ADI = Air Depot Gate In</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• DCI = Sea Depot Consignment Gate In</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ATI = Air Terminal Gate In</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ADI = Air Depot Gate In</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• BGI = Sea Break / Bulk Terminal In</td>
</tr>
<tr>
<td>6 COSTCO</td>
<td>• DOR = Depot Cargo Outturn</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• BBB = Bulk/Break Bulk/Cargo Outturn</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• VOR = Un-manifested excess</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• DCR = Discrepant Package Content*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• AOR = Air Cargo Outturn</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• EOR = Air Excess Outturn</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• ADP = Air Discrepant Package Content **</td>
<td></td>
</tr>
<tr>
<td>7 CUSCAR - Outbound</td>
<td>• N/A</td>
<td>• DOR = Depot Cargo Outturn</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• BBB = Bulk/Break Bulk/Cargo Outturn</td>
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<td></td>
<td>• AOR = Air Cargo Outturn</td>
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<td></td>
<td></td>
<td>• EOR = Air Excess Outturn</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ALD = Air Terminal Load / Discharge Report</td>
</tr>
</tbody>
</table>

* Merged with DOR
** Merged with AOR
Sections:
82 Disclosure of advance cargo arrival notice information to licensees of cargo terminals and depots
83 Unpacking of cargo

Rules:
3.1 Manner of submission of reporting documents
3.2 Transport document number not to be duplicated on more than one transport document
3.3 Advance containerised cargo loading notices
3.4 Advance vessel, crew and sea travellers arrival notices
3.5 Advance sea cargo arrival notices
3.6 Vessel arrival reports
3.10 Vessel departure reports
3.11 Sea cargo departure notices
3.12 Advance aircraft, crew and air travellers arrival notices
3.13 Advance air cargo arrival notices
3.14 Aircraft arrival reports
3.17 Aircraft departure reports
3.18 Air cargo departure notice
3.19 Advance train, crew, rail travellers and rail cargo arrival notices
3.22 Updates of advance train and crew, rail travellers and rail cargo departure notices
3.24 Rail cargo departure notice
3.29 Advance truck, crew and cargo arrival notices
3.30 Reporting of arrival of truck, crew and cargo
3.31 Advance truck, crew and cargo departure notices
3.32 Reporting of departure of trucks, crew and cargo
3.33 Outturn reports on containers off-loaded from or loaded on board vessels at sea cargo terminals
3.34 Outturn reports on break bulk cargo and bulk cargo off-loaded from or loaded on board vessels at sea cargo terminals
3.35 Outturn reports on break bulk cargo and bulk cargo received at sea cargo terminals for export
3.36 Outturn reports on containers removed from or received at sea cargo terminals
3.38 Outturn reports on containers received at or removed from container depots
3.39 Outturn reports on cargo received at container depots for packing for export
3.40 Outturn reports on cargo unpacked from or packed into containers at container depots
3.42 Outturn reports on cargo off-loaded from or loaded on board aircraft at air cargo terminals
3.43 Outturn reports on cargo received at air cargo terminals for loading on board aircraft
3.45 Outturn reports on cargo received at air cargo depots for packing or consolidation
3.46 Outturn reports on cargo unpacked or packed at air cargo depots
3.50 Outturn reports on cargo with no transport documents, excluding rail outturns
3.51 Reports of shortlanded, shortshipped, shortpacked or excess cargo, excluding rail outturns
3.52 Sea and air carriers exempted from submitting arrival and departure reports
3.53 Military buses and trucks excluded from application of Chapter 3
3.54 Submission of amended reporting documents
Key Technical Changes

Carl Wilbers
• Move from UN/EDIFACT directory D95B to D16B

• **Reasons:**
  • Increased **seal number** size from 10 to 35 characters
  • Increased loop repeats for e.g. Crew / Passenger
  • Newer / updated version of standard (1995 → 2016)

• **Impact:**
  • UNH changes to reflect D16B and RCG001 as sub version.
  • GIS segment renamed to GEI
  • Qualifiers aligned to D16B
Header Details:

1. ESTIMATED DATE/TIME OF LOADING
2. PRINCIPAL CARRIER CODE
3. PRINCIPAL CARRIER NAME
4. CALL PURPOSE (Unloading Cargo / Loading Cargo)
5. PLACE / PORT OF LOADING
6. TRANSHIPMENT INDICATOR (Transhipment Manifest as declaration)
7. TRANSHIP CONVEYANCE NUMBER
8. TRANSHIP CARRIER CODE
9. TRANSHIP TRANSPORT ID
10. TRANSHIP ESTIMATED DATE OF DEPARTURE
11. PRINCIPAL CARRIER CONVEYANCE NUMBER

Crew / Passenger (Including Driver(s)) Details:

1. Repeats increased from 5 to 10

Container Details:

1. SEAL NUMBER – **Size** increased from 10 to 35 characters
2. VERIFIED GROSS MASS
3. VERIFIED GROSS MASS UNIT
Master Bill of Lading Details:
1. PRINCIPAL CARRIER MTDN

Bill of Lading Details:
1. DEPOT OF UNPACK
2. TERMINAL OF DISCHARGE
3. CONSIGNOR POSTAL ADDRESS
4. CONSIGNEE POSTAL ADDRESS

Note: Changes to Document Type specific mandatory requirements have also been made
Header Details:
1. MANIFEST TYPE
2. IMPORT/EXPORT/ TRANSHIPMENT INDICATOR
3. ESTIMATED DATE OF DEPARTURE
4. DATE / TIME FULLY UNLOADED / LOADED
5. PRINCIPAL CARRIER CONVEYANCE NUMBER

Container Details:
1. SEAL NUMBER – Size increased from 10 to 35 characters
2. DATE / TIME FULLY UNLOADED
Bill of Lading Details:
1. CONSIGNOR NAME
2. CONSIGNOR PHYSICAL ADDRESS
3. CONSIGNOR POSTAL ADDRESS
4. CONSIGNEE NAME
5. CONSIGNEE PHYSICAL ADDRESS
6. CONSIGNEE POSTAL ADDRESS
7. LRN EXIT
8. EXPORT PROCEDURE

Bill of Lading Line Details:
1. DESCRIPTION OF GOODS
2. DANGEROUS GOODS CODE/CLASS
3. UNDG NUMBER

Note: Changes to Document Type specific mandatory requirements have also been made
Header Details:

1. MESSAGE SENDER
2. TRANSPORT NAME
3. ESTIMATED DATE OF ARRIVAL
4. MANIFEST TYPE
5. OUTTURN PROVIDER CODE
6. ESTIMATED DATE OF DEPARTURE
7. CALL PURPOSE
8. PRINCIPAL CARRIER CONVEYANCE NUMBER

Consignment Details:

1. CARGO TYPE INDICATOR
2. BOOKING NUMBER
3. EXTERNAL REFERENCE
4. GATE IN/OUT DATE/TIME
5. MASTER TRANSPORT DOCUMENT NUMBER
6. TRANSPORT DOCUMENT NUMBER
7. MASTER CARGO CARRIER CODE
8. CARGO CARRIER CODE

Declaration Details:

1. MRN

Note: Changes to Document Type specific mandatory requirements have also been made
Header Details:

1. PRINCIPAL CARRIER CONVEYANCE NUMBER
Header Details:

1. PRINCIPAL CARRIER CONVEYANCE NUMBER
None
Header Details:
1. DOCUMENT TYPE
2. DOCUMENT NUMBER
3. MESSAGE FUNCTION
4. DOCUMENT / MESSAGE DATE
5. CONVEYANCE NUMBER
6. CARRIER CODE
7. TRANSPORT ID

Container Details:
1. CONTAINER NUMBER/WAGON NUMBER / Transport Equipment Number
2. UNIT OF MEASURE
3. GROSS MASS / WEIGHT
4. SEAL NUMBER - 1
5. SEAL NUMBER - 2
6. SEAL NUMBER - 3
7. SEAL NUMBER - 4
8. VERIFIED GROSS MASS
9. VERIFIED GROSS MASS UNIT
Master Bill Details:
1. MASTER TRANSPORT DOCUMENT NUMBER
2. TOTAL NUMBER OF CONTAINERS/CONSIGNMENT
3. MASTER TRANSPORT DOCUMENT DATE

Bill of Lading Details:
1. TRANSPORT DOCUMENT NUMBER
2. DEPOT OF UNPACK
3. TERMINAL OF DISCHARGE

Bill of Lading Line Details:
1. GOODS LINE NUMBER
2. NUMBER OF PACKAGES
3. TYPE OF PACKAGES
4. UNIT OF MEASURE (MASS / WEIGHT)
5. GROSS MASS / WEIGHT
6. MARKS AND NUMBERS
7. COMMODITY CODE NUMBER

Consignment Container Details:
1. CONTAINER NUMBER/WAGON NUMBER
Implementation
Time-lines

Anton Laubscher
Release 1: Key Project Dates

- **November 2017**: Integration Testing
- **November**: Quality Assurance Testing
- **December 2017**: Trade Testing
- **February 2018**: Planned Implementation
- **March 2018**: Implementation