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NEW **CUSTOMS ACTS** PROGRAMME



Reporting of Conveyances and Goods (RCG)

SAAFF -JHB

12 April 2018

Centre of Excellence (COE)



Presentation Structure

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NEW CUSTOMS ACTS PROGRAMME

1. NCAP Contextualisation
2. Manifest Processing (MPR) system
3. Reporting of Conveyances and Goods
4. Registration, CSK and Licensing
5. Clearance and Release
6. Communications



Business Magnitude of “Key shifts”

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50 years of operation in a radically changing global trade and security landscape



- **76 x Registrants and Licensees.**
- **6 x Cargo Reports.**
- **1 x Declaration type.**
- **56 x existing policies impacted.**

Next 50 years and beyond ... a robust framework for adaptation to changing needs



- **130 x Registrants and Licensees.**
- **60 x Cargo Reports.**
- **6 x Declarations types.**
- **79 x new policies to be developed.**
- Possible **382** additional documents (Standard operating procedures, guides, manuals, annexures templates such as letters and forms and terms of reference.
- **350 +** Customs electronic messages to support transactional and post clearance compliance.

...this informs SARS' approach to NCAP



NCAP Context - RLA, RCG and DPS

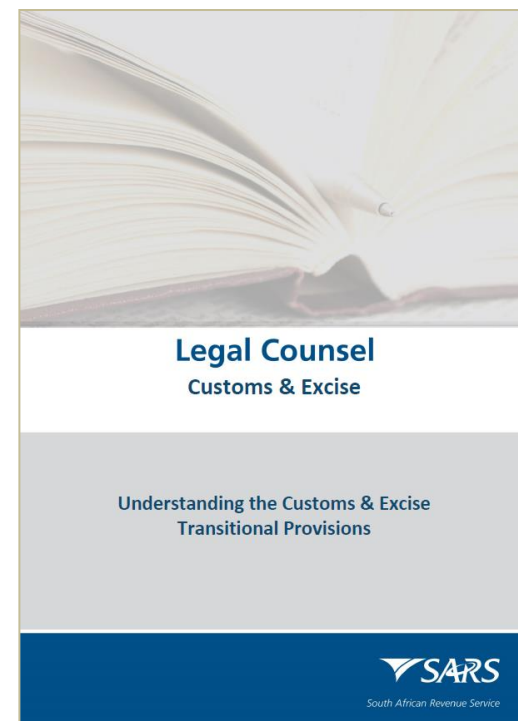
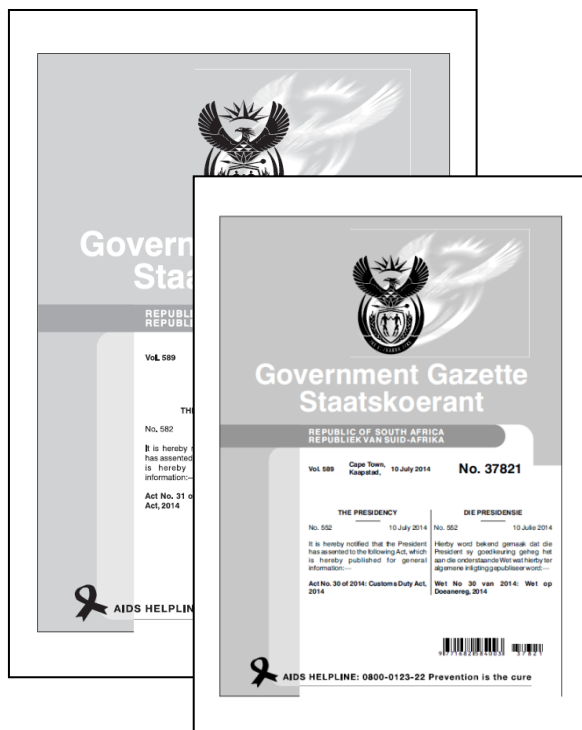
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Publications

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- [SARS Webpage](#) CCA
- [SARS Webpage](#) CDA
- [SARS Webpage](#) CCA Rules

- New Legislation overview available on the [SARS Webpage](#)

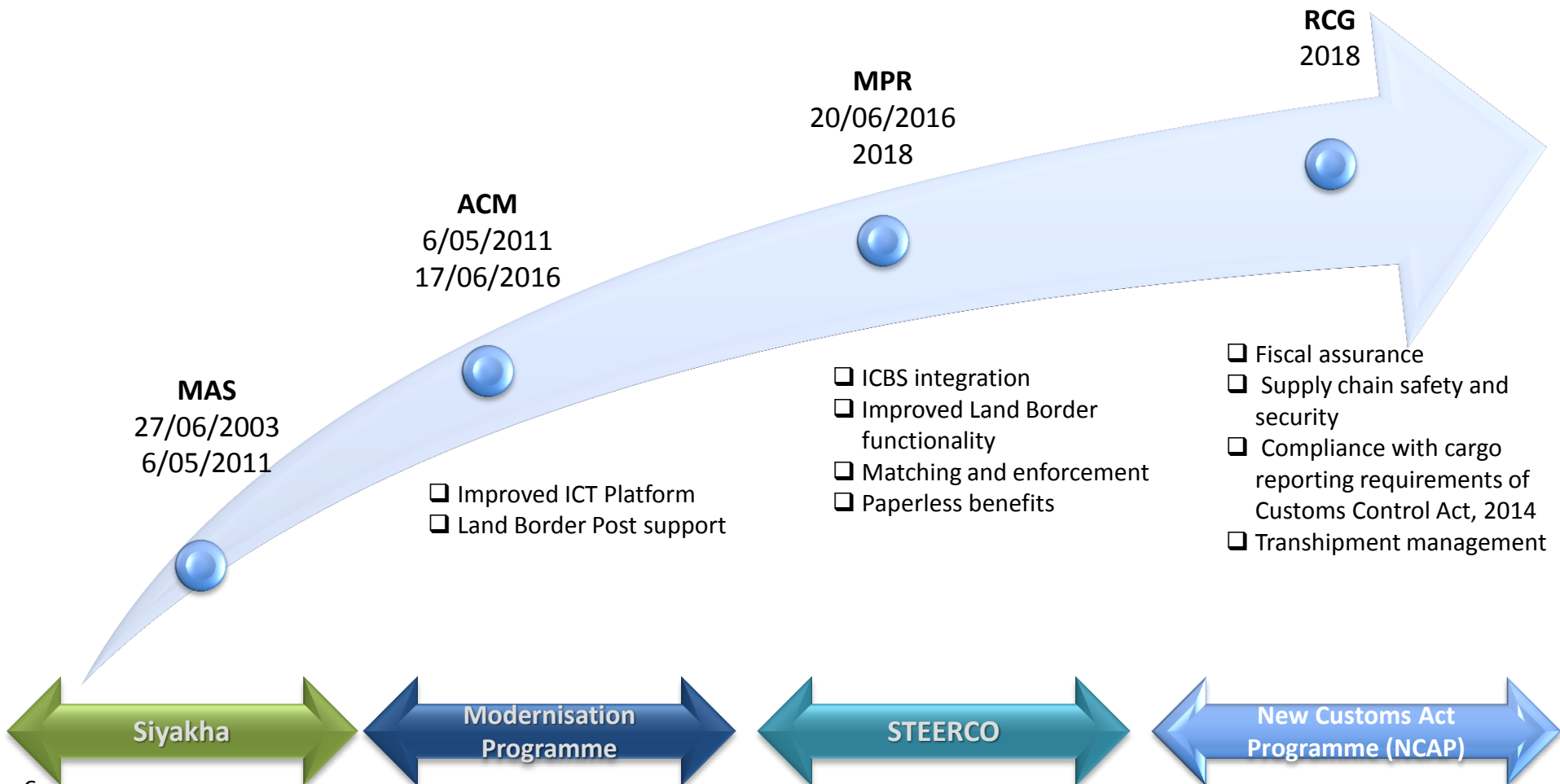
- Understanding the Transitional Provisions [SARS Webpage](#)



Journey

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Manifest Processing (MPR) System

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Where we are today:-

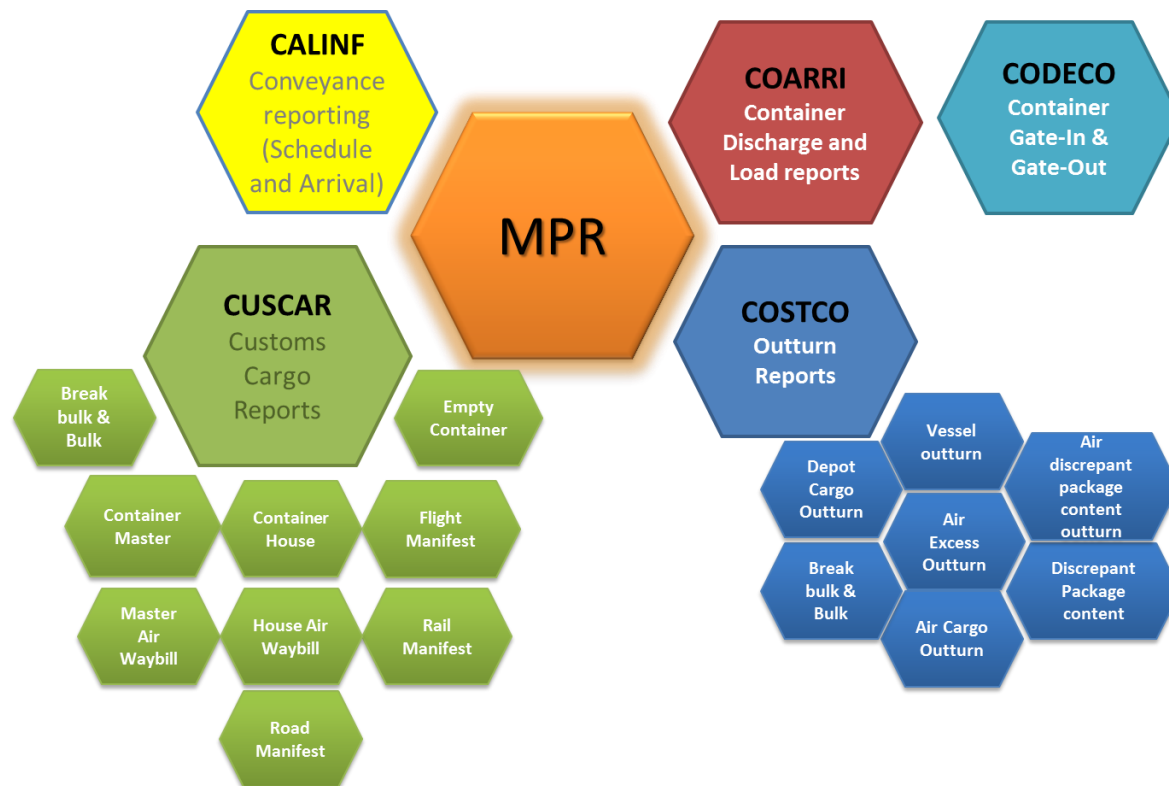
- MPR is SARS's current cargo and conveyance processing system.
- Uses UN/ EDIFACT (EDI) messaging.
- All modalities, import only (except for road freight).
- Implemented on 17 June 2016.
- Improvements in cross-border land movements (Standardised Road Freight Manifest, CARN, Barcode, Arrival and Exit messaging).
- Paperless benefits – compliant shipping lines.
- Identification of reporting non-compliance through matching clearances (CUSDEC) to cargo reports CUSCAR.



Manifest Processing (MPR) System

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Message Processing Scope:-





Manifest Processing (MPR) System

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Road Improvements:-

- MPR introduced main components (June 2016)
- RCG introduces new LBG reports, more data,
- and Manual Case Creation Workflow

ROAD FREIGHT MANIFEST Version No:

QR Code

CARN No: Road hauler Name:

Manifest No: Road hauler code:

Electronic Document No:

Date: Ref No: Permit No:

Truck: Trailer 1: Trailer 2:

Registration No:

Container No:

Seal No:

Driver: Name: Surname: Passport No: Identity No. (RSA Citizens):

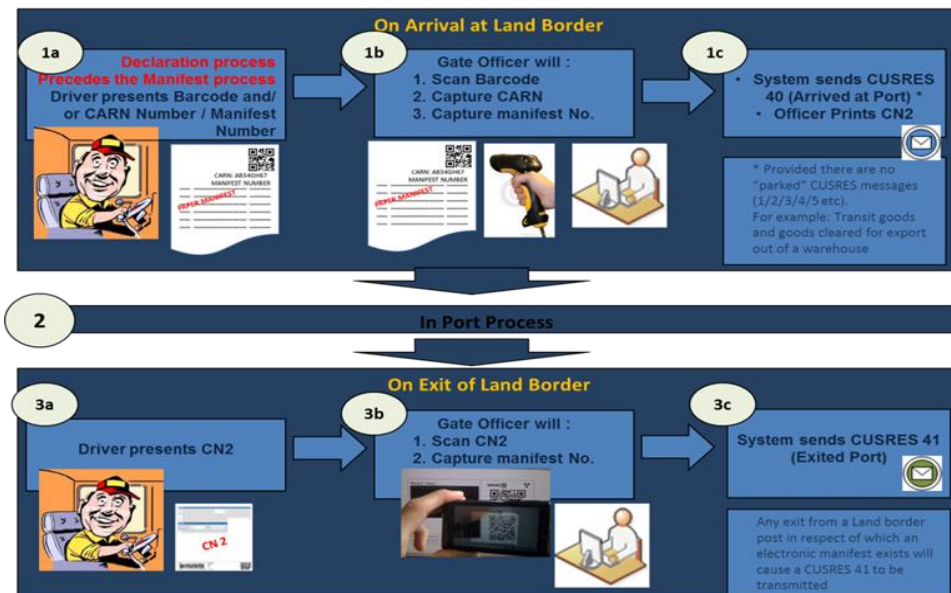
Crew/Passenger 1:

Crew/Passenger 2:

Crew/Passenger 3:

Line No.	Waybill No.	LTN Number	CPC	Agent code	Description of Goods	No. of Packages	Gross Mass

Instructions / Comments / Notes:



New Land Border Gate Reports

Manual Case Creation Workflow

Quick Reference Code (QRC)



2D BARCODE



CUSRES 40
Gate-in



CUSRES 41
Gate-out

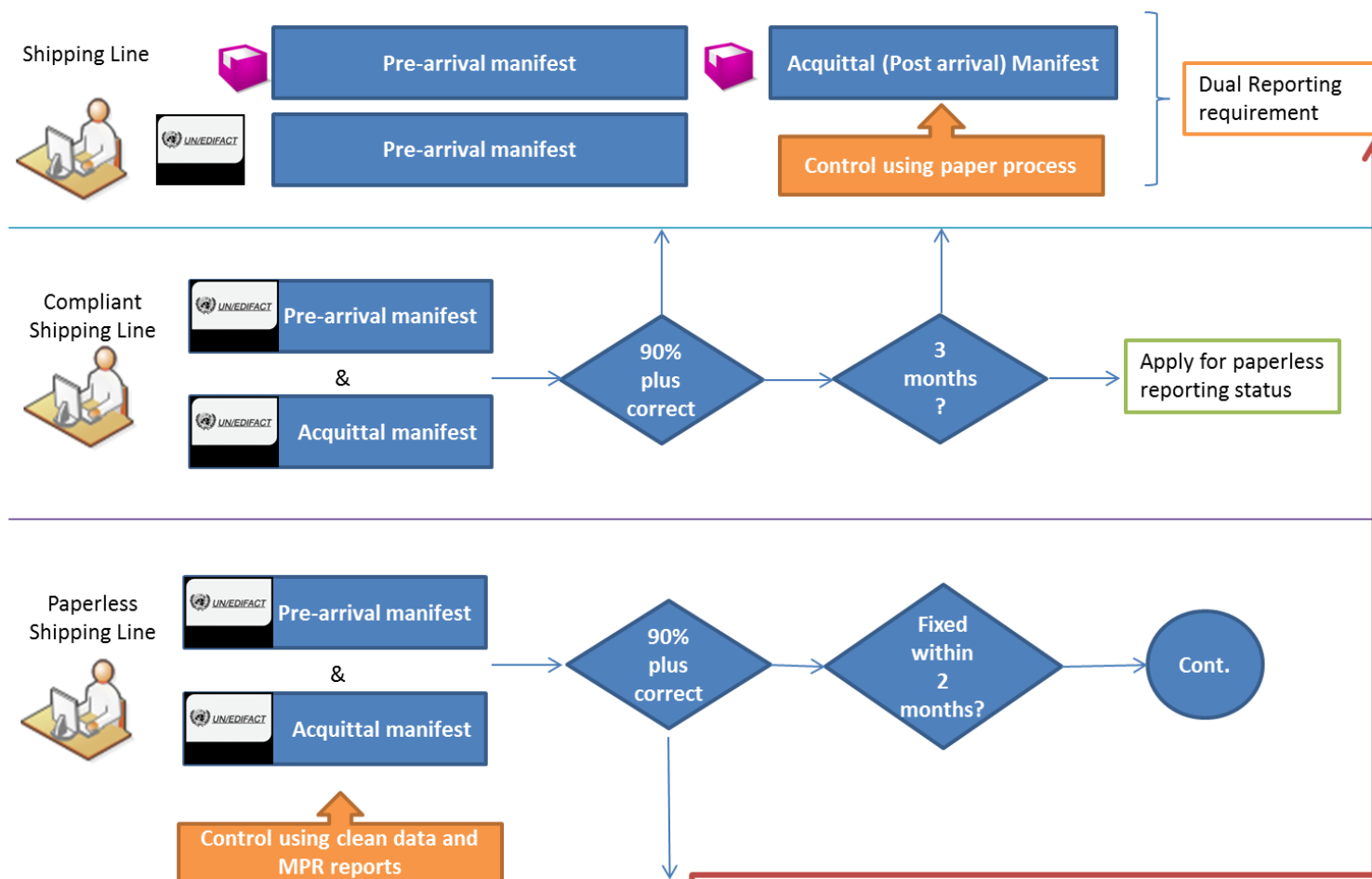




Manifest Processing (MPR) System

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Paperless Benefits:-





MPR Reporting

Sea and Air

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Success Rate Summary ▾

Success Rate Summary

Search Criteria

From Date:

2017-12-01

To Date:

2017-12-31

Search

Reset

Search Results (2017-12-01 to 2017-12-31)

Match Status	Match Reason	Sea	Air
Direct Match		11115	5017
Unmanifested		233	1848
Uncleared		243	2351
Total Eligible Declarations		11348	6865
Total Eligible CUSCARS		11358	7368
Percentages			
% Direct Match Declarations		53.42%	24.11%
% Matched Cuscars		97.86%	68.09%



MPR Reporting Road

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[Home](#) > [Customs Reports](#) > [Land Border Reports](#) > LBG Report (Manifest Type)

From Date To Date

	Electronic	Manual	Total	ACM %	Electronic	Manual	Total	ACM %		Electronic (ACM)	
Customs Beitbridge	26,677	17	26,694	99.94 %	5,762	5	5,767	99.91 %	32,461	32439	99.93 %
Customs Calendonspoor	723	1,592	2,315	31.23 %	63	79	142	44.37 %	2,457	786	31.99 %
Customs Ficksburg Bridge	2,076	2,037	4,113	50.47 %	333	232	565	58.94 %	4,678	2409	51.50 %
Customs Golela	6,378		6,378	100.00 %	1,198		1,198	100.00 %	7,576	7576	100.00 %
Customs Groblersbrug	11,343	61	11,404	99.47 %	2,741	3	2,744	99.89 %	14,148	14084	99.55 %
Customs Jeppes Reef	1,129	27	1,156	97.66 %	453		453	100.00 %	1,609	1582	98.32 %
Customs Kopfontein	27,738	9,762	37,500	73.97 %	976	686	1,662	58.72 %	39,162	28714	73.32 %
Customs Lebombo (Komatipoort)	29,560	577	30,137	98.09 %	3,419	26	3,445	99.25 %	33,582	32979	98.20 %
Customs Mahamba	1,388	9	1,397	99.36 %	985		985	100.00 %	2,382	2373	99.62 %
Customs Mananga	1,015	17	1,032	98.35 %	151	2	153	98.69 %	1,185	1166	98.40 %
Customs Maseru Bridge	11,228	7,470	18,698	60.05 %	943	706	1,649	57.19 %	20,347	12171	59.82 %
Customs Nakop	20,925	215	21,140	98.98 %	1,436	142	1,578	91.00 %	22,718	22361	98.43 %
Customs Nerston	133		133	100.00 %	606		606	100.00 %	739	739	100.00 %
Customs Oshoek	21,324	18	21,342	99.92 %	3,184	22	3,206	99.31 %	24,548	24508	99.84 %
Customs Qachasnek		430	430	0.00 %		30	30	0.00 %	460	0	0.00 %
Customs Ramatlabama	5,373	65	5,438	98.80 %	717	15	732	97.95 %	6,170	6090	98.70 %
Customs Skilpadshok	22,982	1,806	24,788	92.71 %	1,323	101	1,424	92.91 %	26,212	24305	92.72 %
Customs Van Rooyenshek	697	936	1,633	42.68 %	95	39	134	70.90 %	1,767	792	44.82 %
Customs Violsdrif	22,755	353	23,108	98.47 %	980	113	1,093	89.66 %	24,201	23735	98.07 %
TOTAL	213,444	25,392	238,836	89.37 %	25,365	2,201	27,566	92.02 %	266,402	238809	89.64 %



RCG Mandate and Scope

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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.
- ☐ **Rules to Chapter 8 of Customs and Excise Act, 1964:** Chapter 3 CCA rules to be incorporated into current legislation to cater for RCG first implementation.



Stakeholders impacted

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Stakeholders impacted Shipping Lines



Rules Impacting Shipping Lines

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Manner of submission of reporting documents

- Electronic Data Interchange (EDI) for any report by carrier, cargo reporter, registered agent of a carrier, licensee, or port authority.

Transport document number not to be duplicated on more than one transport document

- Unique for 12 month period or as determined by Commissioner in specific case.

Advance containerised cargo loading notices

- At least 24 hours before the first container is loaded on board the vessel that will transport the cargo to the Republic.
- Submitted by carrier for FCL and LCL (Advance Loading Master – ALM)



Rules Impacting Shipping Lines



Advance containerised cargo loading notices

- Submitted by a customs broker or carrier in case of FCL Groupage cargo - Advance Loading House (ALH).
- Persons who arranged the transport have two options:-
 - provide the house bill information to the carrier to report, or
 - report this information on their own in a separate notice.
- Reporting permissions to be managed in Relationship Management Module (RMM) – future validation.

Advance vessel, crew and sea travellers arrival notices

- First implementation will require the reporting by the principal carrier of the vessel and voyage information only.
- 96 hours before the scheduled arrival of the vessel at the first customs seaport where the vessel is scheduled to call after entering the Republic.
- 6 hours before the arrival of the vessel at that customs seaport, if the duration of that voyage is likely to be less than 96 hours.



Rules Impacting Shipping Lines

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Advance sea cargo arrival notices

- No later than the timeframe prescribed for the submission of an advance vessel and crew arrival notice and an advance sea travellers arrival notice.

Advance vessel, crew and sea travellers departure notices

- Temporarily suspended.

Advance sea cargo departure notices

- Temporarily suspended.



Rules Impacting Shipping Lines

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Sea cargo departure notices

- Each cargo reporter responsible for cargo loaded on board a foreign-going vessel for export must, within three working days after the departure of the vessel from a customs seaport to a destination outside the Republic, submit to the customs authority a sea cargo departure notice in respect of the cargo for which that cargo reporter is responsible.



Rules for cargo reports

Terminals and Depots

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- ☐ **Manner of submission of reporting documents**
 - Electronic Data Interchange (EDI) for any report by carrier, cargo reporter, registered agent of a carrier, licensee, or port authority.
- ☐ **Outturn reports on containers off-loaded from or loaded on board vessels**
 - Must be submitted to SARS:-
 - at no later than 24 hours after the last container has been off-loaded from the vessel.
 - by the terminal operator and wharf operator.
- ☐ **Outturn reports on break bulk cargo and bulk cargo off-loaded from or loaded on board vessels at terminals**
 - Must be submitted to SARS:-
 - at no later than seven calendar days after the break bulk or bulk cargo has been fully off-loaded from the vessel.
 - by the wharf operator.



Rules for cargo reports

Terminals and Depots

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- ☐ **Outturn reports on break bulk cargo and bulk cargo received at terminals for export**
 - Must be submitted to SARS:-
 - at hourly intervals.
 - by the wharf operator.

- ☐ **Outturn reports of containers removed from or received at terminals**
 - Must be submitted to SARS:-
 - at hourly intervals.
 - by the terminal operator and wharf operator.

- ☐ **Outturn reports on containers received at or removed from container depots**
 - Must be submitted to SARS:-
 - at hourly intervals.
 - by the licensee of a container depot.



Rules for cargo reports

Terminals and Depots

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- ☐ **Outturn reports on cargo received at container depots for packing for export**
 - Must be submitted to SARS:-
 - At hourly intervals.
 - by the licensee of a container depot.

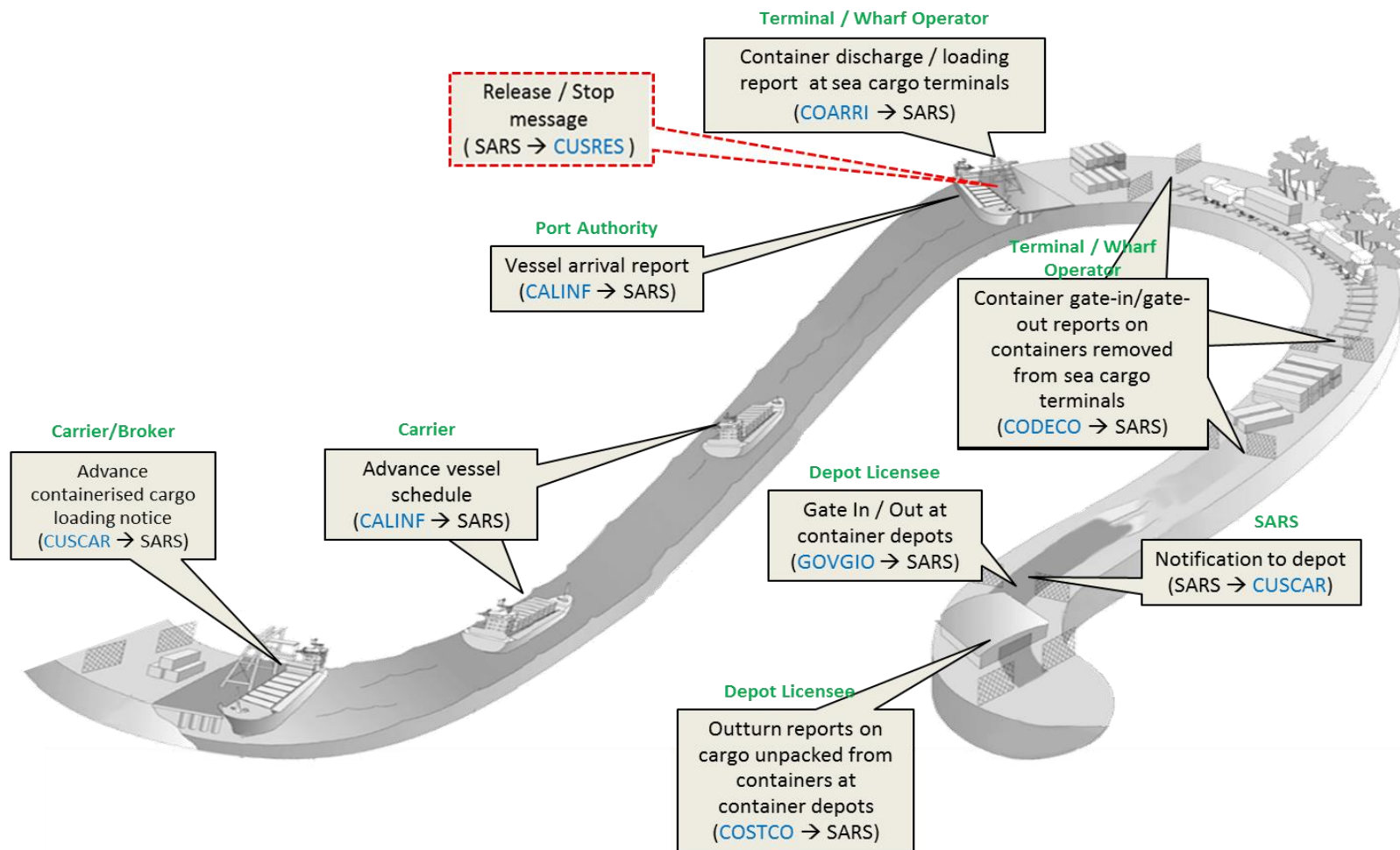
- ☐ **Outturn reports of cargo unpacked from or packed into containers at container depots**
 - Must be submitted to SARS:-
 - At 24 hourly intervals.
 - by the licensee of a container depot.



Data collection throughout supply chain – container imports

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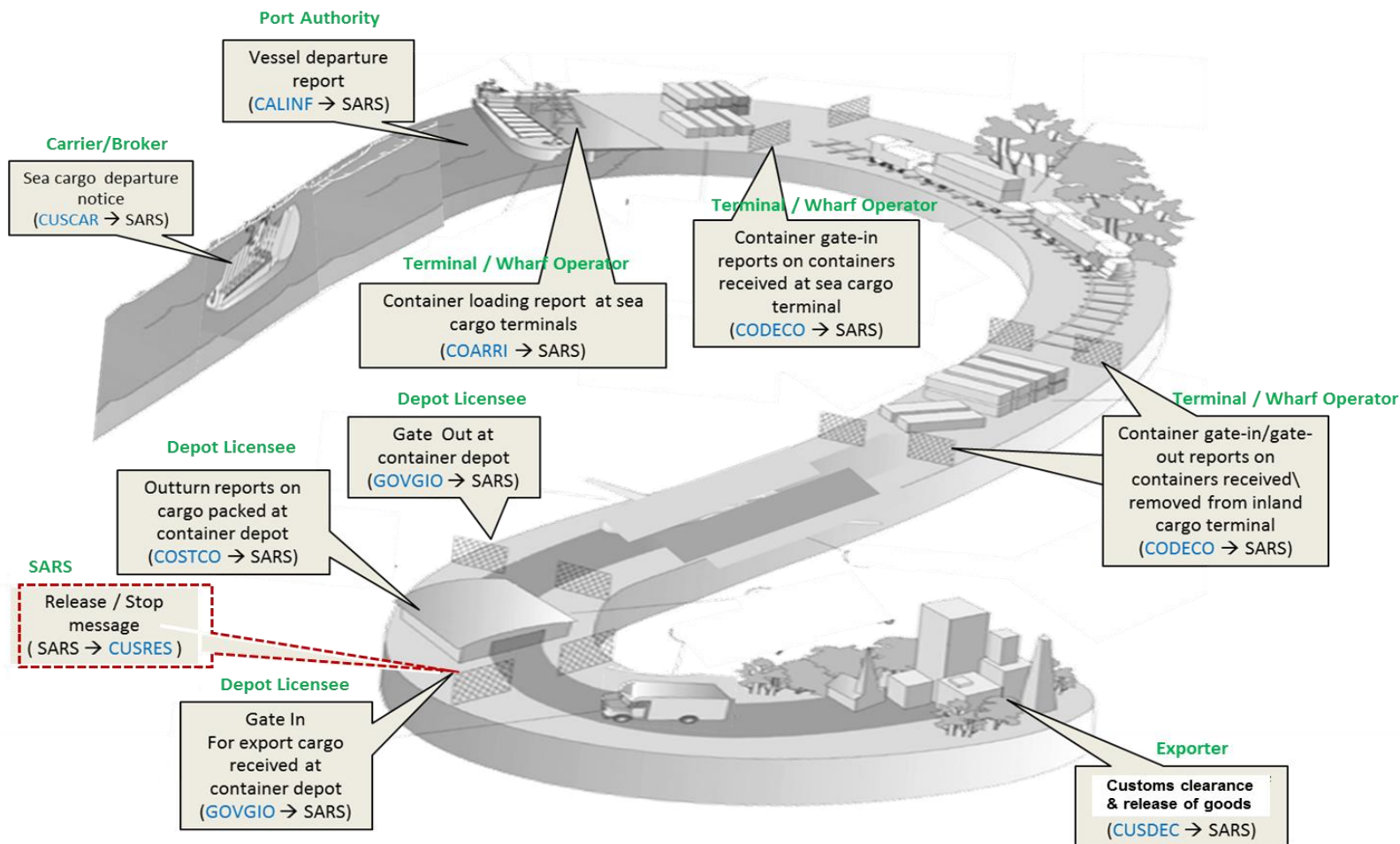
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Data collection throughout supply chain – container exports

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Stakeholders impacted Air Modality



Message Implementation Guidelines

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Broker



Advance aircraft arrival notice

1 CALINF (ASC) → SARS



Advance air cargo arrival notice

2 CUSCAR (FFM / FWB) → SARS

Advance air cargo arrival notice

3 CUSCAR (HAB) → SARS



Aircraft arrival report

4 CALINF (ARR) → SARS

Notifications to terminals and depots

5 (SARS → CUSCAR)

Air Cargo Terminal



Outturn Report of cargo unloaded at air cargo terminals

6 COSTCO (ALD) → SARS

Air Cargo Depot



Outturn report on cargo unpacked at air cargo depot

7 COSTCO (AOR/ EOR) → SARS



Message Implementation Guidelines

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Air Cargo Depot



Outturn report on cargo received at air cargo depot for packing or consolidation

1 GOVGIO (ADI) → SARS



Outturn report on cargo packed at air cargo depots

2 COSTCO (AOR/ EOR) → SARS

Airport Authority

Aircraft departure report

5 CALINF (ARR) → SARS



Broker



Advance air cargo departure notice

6 CUSCAR (HAB) → SARS

Carrier



Air cargo departure notice

7 CUSCAR (FFM/FWB) → SARS

Air Cargo Terminal



Outturn Report of cargo received at air cargo terminals for loading on board aircraft

3 GOVGIO (ATI) → SARS



Outturn report on cargo loaded on board aircraft at air cargo terminals

4 COSTCO (ALD) → SARS



“air cargo terminal” means premises within a customs airport where air cargo is—

- (a) off-loaded from, or loaded on board, foreign-going aircraft; and
- (b) temporarily stored after being off-loaded or before being loaded;

“air cargo depot”³ means premises whether within a customs airport or elsewhere—

- (a) where air cargo is—
 - (i) received, packed or unpacked, or consolidated for export, or deconsolidated for delivery; and
 - (ii) temporarily stored; and
- (b) from where air cargo is—
 - (i) released for home use or a customs procedure; or
 - (ii) removed to an air cargo terminal;



IMPORTS

CALINF (ASC)	2hrs to 30min prior to arrival depending on flight time
CUSCAR (FFM / FWB / HAB)	2hrs to 30min prior to arrival depending on flight time
CALINF (ARR)	Within 30 minutes after arrival
COSTCO (ALD)	No later than 24 hours after aircraft fully unloaded
COSTCO (AOR/ EOR)	No later than 24 hours after cargo deconsolidation / unpacking

EXPORTS

GOVGIO (ADI)	Hourly intervals
COSTCO (AOR/ EOR)	No later than 24 hours after cargo consolidation / packing
GOVGIO (ATI)	Hourly intervals
COSTCO (ALD)	No later than 24 hours after cargo loaded on aircraft
CALINF (ARR)	Within 30 minutes after departure of aircraft
CUSCAR (FFM / FWB / HAB)	Within one working day after departure



CUSCAR

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Document Types

Sub-Type	Name	Shipping Line / Agent	Airline / Agent	Road Carrier / Haulier Transporter	Rail Carrier	Broker	Terminal / Transit Shed	Depot / De-grouping	Port Authority	Airport Authority
Cuscar_alm	Advance Loading Master (container)	X								
Cuscar_alh	Advance Loading House (container)	X				X				
Cuscar_com	Container Master	X								
Cuscar_coh	Container House					X				
Cuscar_bbb	Bulk / Breakbulk	X								
Cuscar_ecl	Empty Container List	X								
Cuscar_ffm	Flight Forwarding Manifest		X							
Cuscar_fwb	Air cargo reported on a Master Air Waybill		X							
Cuscar_hab	Air cargo reported on a House Air Waybill					X				



CUSCAR

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Document Types

Sub-Type	Name	Shipping Line / Agent	Airline / Agent	Road Carrier / Haulier Transporter	Rail Carrier	Broker	Terminal / Transit Shed	Depot / De- grouping	Port Authority	Airport Authority
Cuscar_rma	Rail Manifest (Rail Consignment Note)				X					
Cuscar_rfm	Road Freight Manifest			X						
Cuscar_aqm	Acquittal Manifest	X	X							
Cuscar_ANT	Advance Notice - Terminals						X			
Cuscar_AND	Advance Notice - Depots							X		



COSTCO

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Document Types

Sub-Type	Name	Shipping Line / Agent	Airline / Agent	Road Carrier / Haulier Transporter	Rail Carrier	Broker	Terminal / Transit Shed	Depot / De-grouping	Port Authority	Airport Authority
Costco_dor	Depot Cargo Outturn Report							X		
Costco_bbb	Bulk/Break Bulk/Cargo Outturn Report						X			
Costco_vor	Vessel Outturn Report							X		
Costco_aor	Air Cargo Outturn Report						X	X		
Costco_eor	Air Excess Outturn Report						X	X		
Costco_ALD	Air Terminal Load / Discharge Report						X			



GOVGIO

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Document Types

Sub-Type	Name	Shipping Line / Agent	Airline / Agent	Road Carrier / Haulier Transporter	Rail Carrier	Broker	Terminal / Transit Shed	Depot / De-grouping	Port Authority	Airport Authority
GIO_TGO	Sea Gate Out Terminal	} Alternative Message CODECO					X			
GIO_TGI	Sea Gate In Terminal						X			
GIO_DGI	Sea Gate Out Depot							X		
GIO_DGO	Sea Gate In Depot							X		
GIO_DCI	Sea Depot Consignment Gate In							X		
GIO_ATI	Air Terminal Gate In						X			
GIO_ADI	Air Depot Gate In							X		
GIO_BGI	Sea Break / Bulk Terminal In						X			
GIO_STO	Rail Terminal Container Gate Out						X			
GIO_STI	Rail Terminal Container Gate In						X			
GIO_SBI	Rail Break Bulk Gate In						X			



Transshipment Control

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Transshipment is a customs procedure that allows imported goods-

- a) to be transferred at a customs seaport or airport from the foreign-going vessel or aircraft on which those goods were imported to another foreign-going vessel or aircraft at that seaport or airport on which those goods are to be exported from the Republic; and
- b) to be exported from the Republic without complying with any export clearing formalities.





Transshipment Control

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Places where goods may be transhipped:-



Sea ports

- Cape Town;
- Durban;
- East London;
- Port Elizabeth;
- Port of Ngqura (Coega); and
- Richards Bay.



Air ports

- Cape Town International Airport;
- King Shaka International Airport;
- OR Tambo International Airport;
- and
- Port Elizabeth International Airport.



Transshipment goods must be cleared and released by means of :-

- a) Transshipment clearance declaration; or
- b) Other documents as transshipment clearance declarations :-
 - i. An advance loading notice of containerised cargo submitted in the case of containerised cargo to be cleared for transshipment;
 - ii. an advance sea cargo arrival notice submitted in the case of bulk or break bulk cargo to be cleared for transshipment; or
 - iii. an advance air cargo arrival notice submitted in the case of air cargo to be cleared for transshipment.



Transshipment Control

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An advance notice may serve as a transshipment clearance declaration if the person submitting the notice is—

- a) a licensed carrier or customs broker that has indicated in his /her licence details that such notices will be used as transshipment clearance declarations;
- b) the registered agent of a non-local carrier that has indicated in his/her registration details that such notices will be used as transshipment clearance declarations;
- c) a non-local carrier who has a registered agent authorised
- d) an accredited client

An advance notice must indicate that it will serve as a transshipment clearance declaration.

Only clearance declarations to be used for transshipment between customs seaports served by same Customs Office, e.g.:-

- ☐ Port of Ngqura (Coega)
- ☐ Port Elizabeth



Transshipment Control

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Pier 1 : Ship A



Sailing schedule

CALINF



Arrival

CALINF



Discharge

COARRI



Gate-out

CODECO

Pier 2 – Ship B



Sailing schedule



Departure



Load



Gate-in

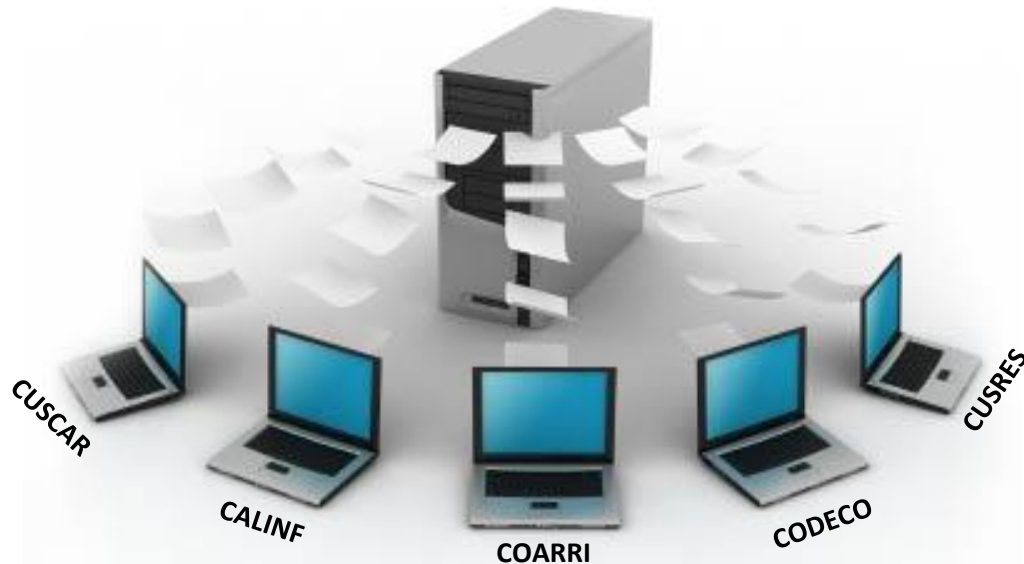


Transshipment Control

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Control Centre





Goods Accounting

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CUSCAR

CUSDEC

COSTCO

CALINF

COARRI

CODECO

GOVGIO

Fiscal Assurance

- C3P corroborative data
- Automated case workflow

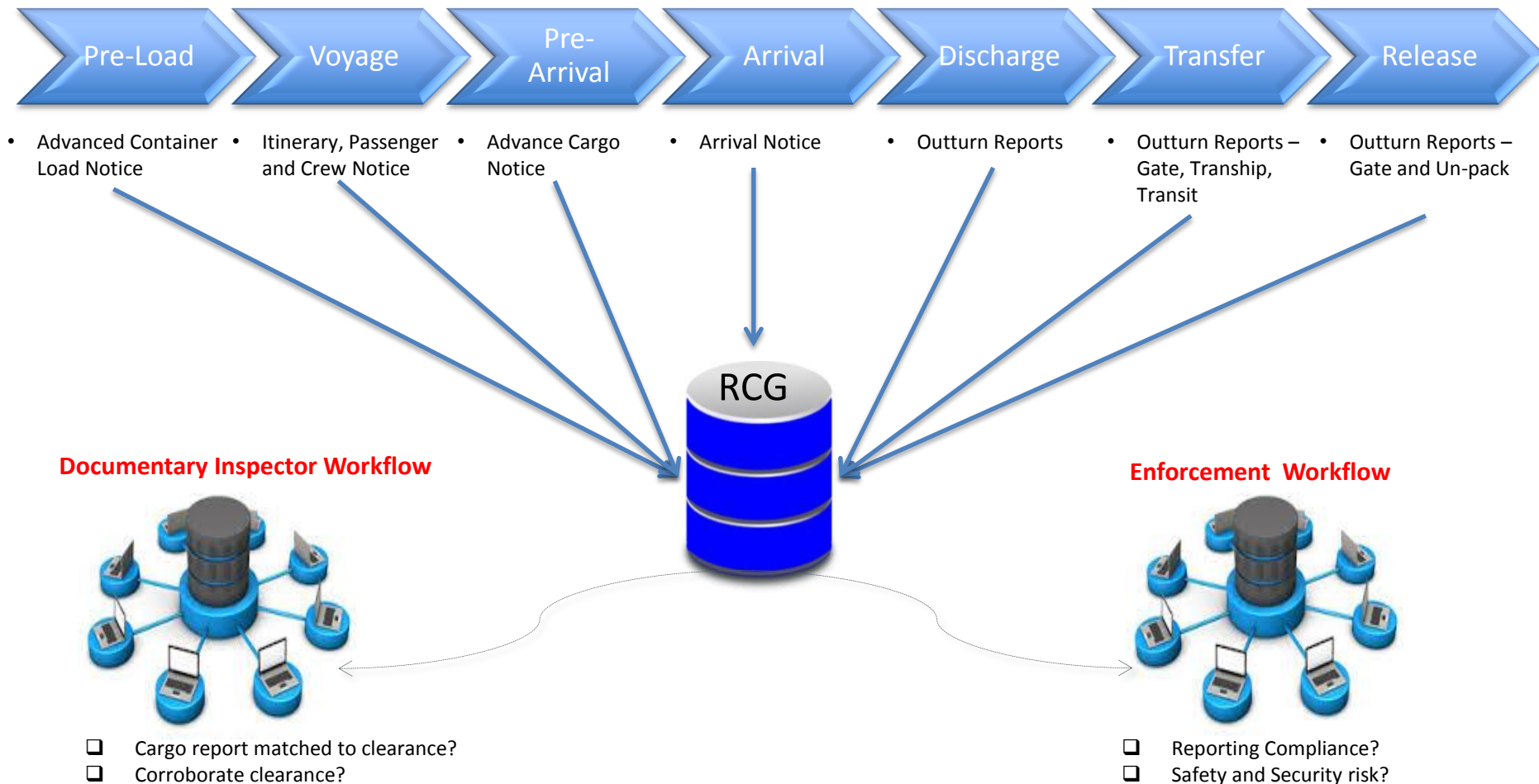
Supply Chain Security

- Supply chain reports
- Compliance enforcement
- Automated discrepancy management



RCG Use Of Supply Chain Data

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Benefits

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Automated reporting of conveyances and goods in an internationally standardised manner (UN/EDIFACT) and accordance to WCO Data Model.

Compliance with Revised Kyoto Convention on the Simplification and Harmonization of Customs procedures, WCO SAFE Framework of Standards to Secure and Facilitate Global Trade, etc.

Facilitation of legitimate trade.

Secure supply chain paves the way for the Preferred Trade / Authorised Economic Operator (AEO).



Information

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[Individuals ▾](#)[Businesses and Employers ▾](#)[Tax Practitioners ▾](#)[Customs and Excise ▾](#)

[SARS Home](#) > [Client Segments](#) > [Customs and Excise](#) > [About Customs](#) > [Reporting of Conveyances and Goods](#)

- What do we do ■ People in Customs ■ Border Posts ■ Imports ■ Exports ■ Registration
- Special Economic Zones (SEZ) ■ Modernisation ■ Rates of Exchange ■ Documentation
- New Customs Legislation update ■ New Customs Legislation FAQs ■ Detector Dog Unit
- Reporting of Conveyances and Goods ■ Customs Sufficient Knowledge

REPORTING OF CONVEYANCES AND GOODS (RCG)

What's new?

- 26 February 2018
Mandatory submission of electronic cargo reports
- 23 February 2018 – Frequently Asked Questions
See a list of RCG FAQs which has been published.
- 08 December 2017 – Draft Rule Amendments
Draft rules under section 8 for the reporting of conveyances and goods ("RCG") have been published for external comments until 19 January 2018.
- 09 November 2017 – NCAP Roadshow Presentation for RCG
- 09 November 2017 – Update on impending implementation of new Reporting Requirements under Customs and Excise Act, 1964, for purposes of the New Customs Acts Programme (NCAP)
- [Click here](#) for an RCG presentation delivered to stakeholders in September 2017.

What is it?

Building on the foundations laid by SARS's current Manifest Processing (MPR) system, RCG will be the first component to be delivered under NCAP.

Currently MPR enables shipping lines and airlines to report both pre-arrival and acquittal (post-arrival) manifest information to SARS electronically, thus reducing their reporting cost of compliance considerably. MPR is also able to match cargo reports to their corresponding customs clearances to identify instances of reporting non-compliance. The new Cargo Processing System (CPS) to be implemented under the RCG project reflects the new legislative framework in respect of cargo reporting, as set out in the Customs Control Act, 2014, and significantly improves cargo management and supply chain security. CPS, which includes both import and export reporting as well as transshipment reporting, introduces a number of new supply chain reports, including outturn reports, gate reports and pre-loading notices for containerised cargo.

When is the implementation?

In order to facilitate the transition to the new dispensation of the Customs Control Act, 2014, the decision was taken to implement the first phase of RCG under the Customs and Excise Act, 1964. To achieve this, the rules under section 8 of the 1964 Act will be replaced by rules adopted for the 1964 Act, incorporating certain requirements of the reporting provisions contained in Chapter 3 of the Customs Control Act, 2014, and the rules to that Chapter.

This first phase of RCG under the 1964 Act is expected to be implemented in the first half of 2018.

Who is impacted and what steps must I take?

Under RCG, it will be mandatory for all cargo reporters in the air, sea and road industries to submit reports to SARS electronically. Customs clients impacted by RCG include carriers, customs brokers, Port/Airport authorities, terminals, depots and registered agents. [Click here](#) for more information on who should submit cargo reports.

Clients who have never submitted electronic reports must find out more about the legislative and system requirements relating to electronic reporting in order to become fully compliant before RCG is implemented. If you have any questions about RCG, feel free to mail them to NewCustomsActs@sars.gov.za.

What are the RCG Message Implementation Guidelines (MIGs)?

Sent to SARS:

- CUSCAR – Cargo Report (Manifest)
- COSTCO – Outturn report
- GOVGIO – Gate-in/ gate-Out report
- COADRI – Container dispatch / loading report

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Top FAQs

Must I register to submit cargo reports to SARS?

Yes, any person required in terms of the rules to section 8 of the Customs and Excise Act, 1964 to submit a reporting document must, notwithstanding being registered or licensed under any other provision of the Act,

[read more](#)

What happens if I am already registered for cargo reporting under the current Manifest Processing (MPR) system?

Your current registration will automatically be carried forward to the new Cargo Processing System (CPS) to be implemented under the RCG project on 20 April 2018.

[read more](#)

I am a new cargo reporter and the RCG system has not yet been implemented – must I register on MPR or wait for the RCG implementation?

[With the exception of Post Authorities](#)





Information

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ALL FAQs

Must I register to submit cargo reports to SARS?

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What happens if I am already registered for cargo reporting under the current Manifest Processing (MPR) system?

Your current registration will automatically be carried forward to the new Cargo Processing System (CPS) to be implemented under the RCG project on 20 April 2018. [read more](#)

I am a new cargo reporter and the RCG system has not yet been implemented – must I register on MPR or wait for the RCG implementation?

With the exception of Port Authorities, cargo reporters are encouraged not to wait, but to already register as a cargo reporter on SARS's current cargo MPR (Manifest Processing) System [read more](#)

Where can I view the new application forms to be used once the RCG implementation goes live on 20 April 2018?

The draft application forms have been published for comment by 13 March 2018 on the SARS: Legal Counsel Webpage (Draft Documents for Public Comment). [read more](#)

Where can I download the new registration forms for RCG?

Once the use of the new forms becomes effective they will be placed on the RCG webpage for download.

Who must use which forms for registration?

The new RCG registration forms are divided into modality and reporter type. Forms DAB, DABA, DAB8 and DAB8C must be completed by applicant together with the applicable Annexure. [read more](#)

How do I register and submit reports if I am a foreign carrier not located in the Republic?

You must appoint a Registered Agent and provide him or her with a letter of appointment. That Registered Agent must then furnish that letter of appointment and register on the applicable forms DA 8 in order to be able to submit reports on your behalf. [read more](#)

How must I submit reports to SARS?

All reports must be submitted using Electronic Data Interchange (EDI). SARS currently uses UN/EDIFACT version D16B for the communication of such messages. [read more](#)

Must I register for purposes of electronic communication?

Yes, registration is required to set up a user profile, to conclude an electronic user agreement and to create a digital signature. [read more](#)

What does RCG stand for and where does it fit in?

RCG is an acronym for Reporting of Conveyances and Goods and it is one of the three major projects (the other two being Registration, [read more](#)

What does CPS stand for?

CPS is an acronym for the "Cargo Processing System" that will be implemented under the RCG project.

Under what legislation will the first phase of the RCG implementation take place?

The rules to section 8 of the Customs and Excise Act No.91 of 1964 will be amended to form the legislative basis for the implementation of RCG. [read more](#)

What is the rationale for implementing RCG before the registration, licensing and accreditation (RLA) component of the New Customs Acts Programme (NCAP)?

SARS has reconsidered its initial approach of introducing Registration, Licensing and Accreditation (RLA) as a first step and will instead be focusing on Reporting of Conveyancing and Goods (RCG). [read more](#)



Message Implementation Guideline

CUSCAR

based on

CUSCAR
Customs cargo report message

UN D.16A \$4

Version: 1
Variant: 5
Issue date: 2017/11/23
Author: SARS EDI TEAM

Change Log:

- 1.3.a - All country codes for road changed from 3 to 2 characters (Country Of Residence, Nationality, Travel Document Country Of Issue)
- 1.3.b - Qualifier for Place of Despatch changed to from 76 to 80
- 1.4.a - UNH change EDIFACT directory from D.16B to D.16A
- 1.4.b - RFF+FW (Freight Forwarder) Name & Address Line 1 "C" for ALM changed to "O"
- 1.4.c - TDT 1131 changed qualifier from 130 to 103
- 1.4.d - TMP 6246 changed format from "an..3" to "n..3"
- 1.4.e - NAD RL.FZ.MS 3055 missing qualifiers added 20,166,ZZZ,3
- 1.5.a - DEPOT OF UNPACK format changed from "an..35" to "an..17"
- 1.5.b - PRINCIPAL CARRIER CONVEYANCE NUMBER format changed from "an..35" to "an..17"
- 1.5.c - TRANSPORT CODE NUMBER RFM changed from "an..2" to "an..3"
- 1.5.d - COMMODITY CODE NUMBER RFM changed from "O" to "C"
- 1.5.e - DESCRIPTION OF GOODS - 1 RFM changed from "M" to "C"





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NEW CUSTOMS ACTS PROGRAMME

Licensing of RCG Clients including Customs Sufficient Knowledge (CSK) and Relationship Management



CSK Conceptual Design

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External

Trader (Employer)

Register for CSK via eFiling

1

Nominate Employees

2

View results

10

Trader's Employee

Register for CSK via eFiling

3

Book/ Amend/ Cancel test date

4

Notification on test details

5

View results

10

SARS Venue



Invidulator

Authenticate Employee

6

Open session

7

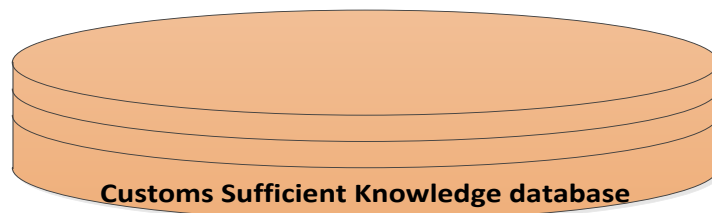
Employee Perform test

8

Close session

9

Registration,
Licencing and
Accreditation (RLA)



Customs Sufficient Knowledge database



RCG Registration and CSK Implementation Plan

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NEW CUSTOMS ACTS PROGRAMME

2017/2018

2018

2019

2017/2018

CSK Stress Test

- A select group of clients will be invited to write the CSK tests once systems stability has been achieved.
- The Customs Control Act No 31 of 2014 requires in Chapter 28, Chapter 29 and Chapter 30 for certain Customs clients to undertake the “Customs Sufficient Knowledge test”.
- CCA requires for Traders to provide proof of customs sufficient knowledge.

CSK Assessment

- The CSK test for trade is per client type required to write the CSK test, e.g. Registered Agent: Importer (non-local) will write a test specifically focused on the chapters applicable to the client type.
- RCG clients will then be invited to write the test first, after which the test will be open for all other client types required to write the test.
- RCG clients registering as persons submitting reports on form DA8.

Registration, Licensing and Accreditation (RLA) Implementation

- RCG clients register or license (as applicable) as SARS client type.
- RLA focuses on chapters 12, 17, 28 – 30 and 41 of the Customs Control Act.
- Systems implementation and the new registration process will precede the CCA “switch-on”.

RLA Go-Live



RCG Client Types

1964 Act vs CCA

CLIENT TYPE – CURRENT ACT	CLIENT TYPE – 2016 RULES	CSK Y/N
Transit shed	Air Cargo Terminal	Y
General Sea Cargo Terminal	General Sea Cargo Terminal	Y
Special Sea Cargo Terminal	Special Sea Cargo Terminal	Y
Bulk Sea Cargo Terminal	Bulk Sea Cargo Terminal	Y
Container Terminal	Container Terminal	Y
Combination Sea Cargo Terminal	Combination Sea Cargo Terminal	Y
Multi-purpose Sea Cargo Terminal	Multi-purpose Sea Cargo Terminal	Y
Rail Cargo Terminal	Rail Cargo Terminal	Y
	Transshipment air cargo depot	N
	Transshipment Sea Cargo Depot	N
Transit shed (Courier)	Courier air cargo Depot	Y
Degrouping Depot	Air cargo depot	Y
Container depot	Container depot	Y



RCG Client Types

1964 Act vs CCA

CLIENT TYPE – CURRENT ACT	CLIENT TYPE – 2016 RULES	CSK Y/N
	Air Carrier (local)	Y
	Air Carrier (non-local)	N
	Rail Carrier (local)	Y
	Rail Carrier (non-local)	N
Remover of goods in bond by road	Road Carrier (local)	Y
Remover of goods in bond by road	Road Carrier (non-local)	N
	Own Goods Carrier: Air	Y
	Own Goods Carrier: Rail	Y
	Own Goods Carrier: Road	Y
	Own Goods Carrier: Sea	Y
	Sea Carrier (local)	Y
	Sea Carrier (non-local)	N



RCG Client Types

1964 Act vs CCA

N | C | A | P
NEW CUSTOMS ACTS PROGRAMME

CLIENT TYPE – CURRENT ACT	CLIENT TYPE – 2016 RULES	CSK Y/N
	Courier (AIR)	Y
	Courier (ROAD)	Y
Clearing Agent	General customs broker	Y
	Courier customs broker	Y
Registered Agent who could act on behalf of non-local Importers, Exporters and Remover of goods in bond by road	Registered agent: Carriers (non-local)	Y
Electronic user (EDI)	Electronic user (EDI - Local)	N
Electronic user (EDI)	Electronic user (EDI - Non-local)	N



RMM Conceptual Design

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❑ Functionality offering :

- Provide capability for Trade to allow the management of relationships between parties with minimal intervention by SARS (in most cases no intervention by SARS is required)
- Relationships disclosed in RMM will facilitate in automated declaration validations between parties
- RMM is housed within RLA
- Online channel (via eFiling on Customs Trader Portal (CTP)) for eFiling users
- Electronic Branch capturing (Customs Operations Portal (COP))
- Real-time processing
- Creation and cancellation of relationships by any party



N | C | A | P

NEW **CUSTOMS ACTS** PROGRAMME



Declarations and Release



DPS Key Shifts

N | C | A | P
NEW CUSTOMS ACTS PROGRAMME

CHAPTER 4 – GENERAL PRINCIPLES GOVERNING THE CLEARANCE AND RELEASE OF GOODS FOR HOME USE OR A CUSTOMS PROCEDURE

General

Clearance may be submitted before arrival of goods provided already loaded on board the ship transporting the goods to the Republic

Customs can process and validate the clearance but may not release the goods before their arrival at that place

Goods imported on a ship must be cleared within three (3) working days of arrival at the port where the goods are to be offloaded

Containerised Inland Movement

Must be cleared at least three (3) calendar days before arrival of goods at port of discharge

Customs can process and validate the clearance despite fact that goods have not yet arrived

Goods may be provisionally released before arrival at port pending release of goods at arrival.

Provisional release falls away if goods are detained on arrival



Communications

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NEW CUSTOMS ACTS PROGRAMME

- **Private Sector Stakeholder Management**

- The NCAP Working Group, which meets monthly, provides a central point of entry for communication with SARS in order for SARS and the Trade Associations, Public Sector Entities and Service Providers to:
 - Reach consensus on key policy and operational issues for ratification by the SARS Management;
 - Highlight problem areas and reach consensus on solutions;
 - Implement joint initiatives and appoint issue specific working groups for such initiatives if necessary;
 - Act as a communication springboard between the SARS and External Parties;
 - Continuously improve on service delivery; and
 - Ultimately ensure the implementation of the Customs Control Act and Customs Duty Act

- **Public Sector Stakeholder Management**

- Efforts in this division will be aimed at ensuring that all external stakeholders in the Public Sector are adequately informed and will assist in providing the necessary platforms for effective communications on the embedding of the New Customs Acts Implementation programme. This includes:
 - Leveraging on established networks within the inter-governmental space (standing meetings, forums, bi-laterals etc.,) to ensure broad consultation and communications;
 - Acting as a central liaison node between the NCAP project team and other government agencies;
 - Reviewing the current MOU's and LOU's to ensure alignment to NCAP
 - Utilising the official intergovernmental relations framework as contained in the Cluster system.



Communications

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NEW CUSTOMS ACTS PROGRAMME

Communication channels:-

- NCAP mailbox (NewCustomsActs@sars.gov.za)
- NCAP / RCG webpage:-
 - ✓ Frequently Asked Questions (FAQs)
 - ✓ Regular updates
- Letters to traders
- Leaflets, posters, etc
- Media engagements and articles



N|C|A|P

NEW CUSTOMS ACTS PROGRAMME



THANK YOU