

FREQUENTLY ASKED QUESTIONS (FAQ's): PART-SHIPMENT

1. What is Part-Shipment?

A part-shipment occurs where a consignment of goods, cleared on a single customs clearance declaration (SAD 500), is transported over a single land border post on more than one truck due to considerations relating to size, weight, volume, etc.

2. Why was automated part-shipment introduced?

Until the implementation of the Reporting of Conveyances and Goods (RCG) system, the administration of part-shipment was a manual process and the applicable customs clearance declaration could only be marked for arrival against a single truck. After the RCG implementation, the process is now fully automated and each truck can be marked for arrival and exit.

3. How are part-shipments declared to SARS?

Carriers report part-shipments in the electronic Road Freight Manifests (e-RFM) that they submit to the Reporting of Conveyances and Goods (RCG) system by setting a "Cargo Status Indicator" to indicate that cargo is being carried in part.

4. What are the two (2) categories of part-shipment?

Category 1:

This cargo proceeds to a land border post under a CUSRES 8: "Proceed to Border Status" and in respect of which the final clearance status (e.g. stop or release) is only revealed when the customs clearance declaration is marked for arrival.

Category 2:

This is normally a bonded cargo movement that proceeds to a land border post under a CUSRES 1: "Release" status.

5. What is the impact on trade?

For Category 1 (Proceed to Border) part-shipments, carriers are required to stack trucks outside the customs control area until all the trucks carrying the consignment in parts have arrived. Only once all the trucks are present may they approach the border gate together for purposes of arrival management.

Carriers and their agents are advised to approach the customs office to assist with the practical arrangements in this regard - i.e. to ensure that the trucks can be dealt with together.

The reason for the requirement of "stacking" is that the entire consignment must be dealt with as reflected in the status assigned to the customs clearance declaration upon arrival (e.g. released or stopped) and, as a result, the full consignment must be on hand.

For Category 2 (Release) part-shipments there is no requirement to “stack” trucks in this instance and the trucks carrying the consignment in parts can be presented at the border post as and when they arrive.

6. What is the influence of part-shipments on bonded movement procedures?

The reporting and administration of part-shipments does not alter any existing procedures relating to the control of bonded movements (e.g. SAD 505, DA 187, DA 189, sealing, supervision, etc).

Refer to the following document:

- SC-TR-01-05 - Removal of Goods - External Policy

7. Where can I read more about part-shipment?

The following can be accessed on the RCG webpage:

- SC-CC-38: Customs External Policy Reporting Of Conveyances And Goods (25 January 2019).

<http://www.sars.gov.za/AllDocs/OpsDocs/Policies/SC-CC-38%20-%20Reporting%20of%20Conveyances%20and%20Goods%20-%20External%20Policy.pdf>