

# CUSTOMS & MPI

PARTNERING WITH  
INDUSTRY

DOMESTIC TRANSHIPMENT  
REQUEST (DTR)  
AIRFREIGHT PILOT

JUNE 2021



NEW ZEALAND  
**CUSTOMS SERVICE**  
TE MANA ĀRAI O AOTEAROA

Ministry for Primary Industries  
Manatū Ahu Matua



# Agenda

- Definitions and rules
- Current state
- Why change
- DTR demo
- Airfreight pilot – 2021
- Customs/ MPI test scenarios
- Support
- Q&A

## Domestic Transshipment Request (DTR)

A Domestic Transshipment Request (DTR) is the movement of uncleared cargo from one approved facility to another approved facility.

This is required for any point-to-point movement.

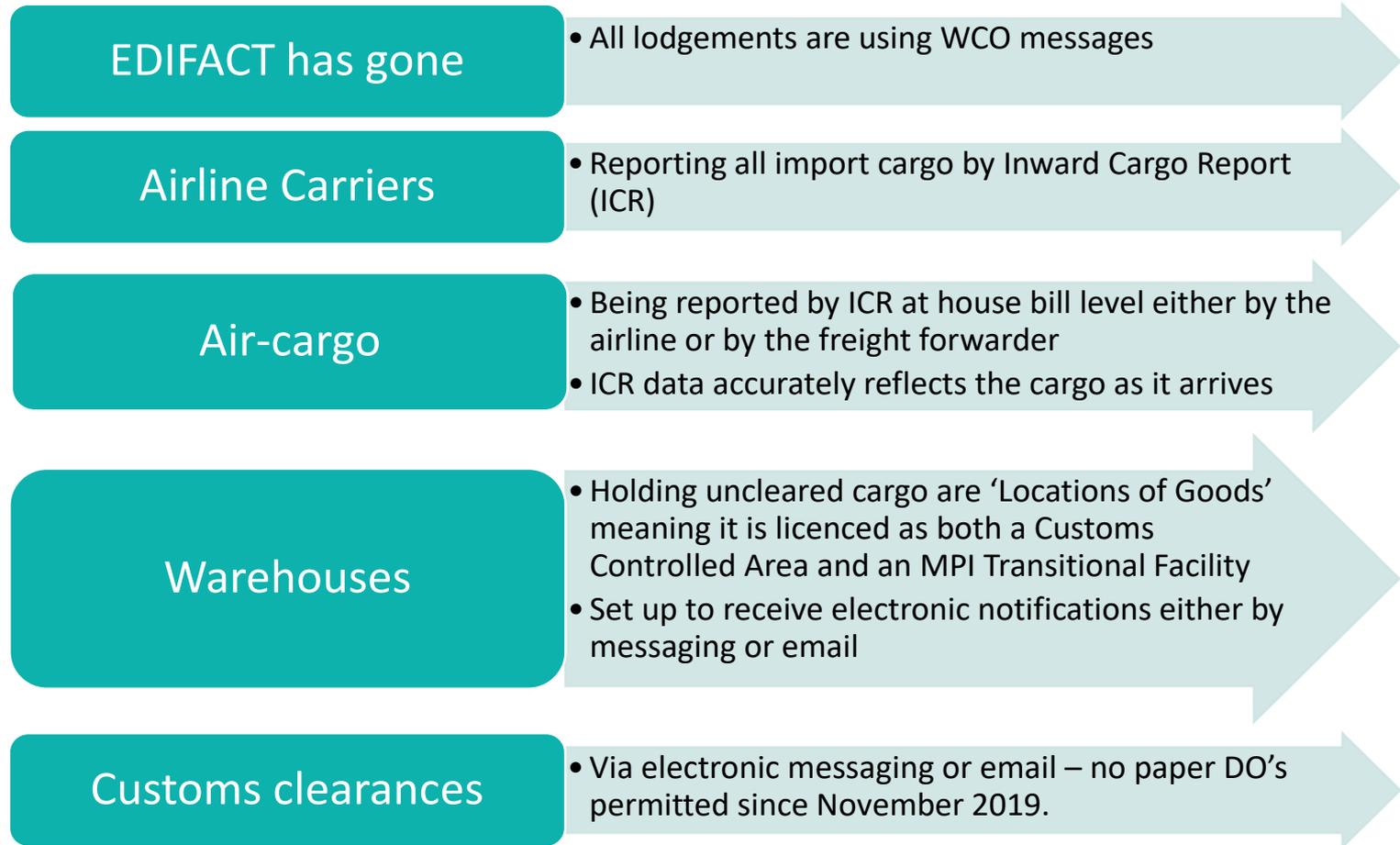
- An approved facility must be both a CCA and a Transitional Facility
- This is requested and either approved or declined by Customs and MPI on an Inward Cargo Report (ICR) through Trade Single Window (TSW).

Customs and MPI will now allow the movement at a consolidation level.

House bill reporting is still expected.

Our expectation is that cargo terminals will not be breaking up consolidations. This will be proved as part of the pilot.

# Current state



*'If your organisation cannot tick all the relevant boxes you need to be taking steps to make it so.'*

## Why change

| Where we are now   | Where we need to be   |
|--|---|
| <ul style="list-style-type: none"><li>• Archaic</li><li>• Insecure</li><li>• Confusing</li><li>• Untraceable</li></ul> | <ul style="list-style-type: none"><li>• More intuitive</li><li>• Simpler to manage</li><li>• More transparent</li><li>• Protect - reduce fraud risk</li></ul> |

# What we are replacing

**Customs:** paperless transshipment, and Collector's permits being single (NZCS 202) and continuing (NZCS 203) permissions to remove

**MPI:** General Authorisation of Carriage (GAC)

## What we are not replacing (out of scope)

- Agency directions
- Special movements (not CCA/TF warehouses)
- Cargo receipting processes

# Special Movement Requests

- **NZCS 201: Removal of Goods from a CCA (Single Request)**
- **NZCS 244: Temporary Removal of Goods from a CCA**
- **NZCS 508: Release of Goods (for Export) from a CCA**

These will all remain, requests to:

- During business hours:  
[Service.Delivery@customs.govt.nz](mailto:Service.Delivery@customs.govt.nz)
- Outside business hours:  
[ITOCTradeTargeting@customs.govt.nz](mailto:ITOCTradeTargeting@customs.govt.nz)

## Customs permit for removal of goods from a Customs-controlled area (Single permission)

Customs Place: ..... on ..... day of ..... 20.....

To the Chief Executive,

I (we) request permission to remove the goods described below:

Description of goods: .....

Number and kind of packages: .....

Vessel Name and Voyage No: ..... OR Flight No: .....

Container No: ..... B/L or AWB No: .....

Entry No: .....

from .....  
(state name and address of Customs controlled area)

controlled by .....  
(state name of controlling authority)

to .....  
(state name and address of destination)

Full name of company: .....

Signed on behalf of company: .....

Full name of signatory: .....

Company title of signatory: .....

Permission granted, subject to the following conditions being met in full by the applicant:

- All the statutory requirements of other government agencies being complied with.
- If required by Customs the applicant will make entry for the removed goods as directed by Customs.
- All goods removed will be accounted for by the applicant to the satisfaction of Customs.
- Any further conditions (if any) as set out below:

.....

.....

.....  
Full name of officer authorised to approve Signature

Permit number: .....

Date permit issued: ..... Customs stamp

- Note:**
- This permit may be revoked by Customs at any time, whether or not there has been a breach of any of the above conditions.
  - The granting of this permit does not release the holder from compliance with any requirements of the Customs and Excise Act 2018 or Regulations made there under.
  - The goods listed on this permit have not been delivered for home consumption and remain subject to the control of Customs until delivery is authorised in the prescribed form.

## DTR – the digitised process

### Technically, anyone can do a DTR at any time

- ICR for reporting inward cargo as a carrier
- ICR for reporting inward cargo at house-bill level as a forwarder ICR requesting write-off
- ICR reporting high values, reporting and requesting write-offs for low value shipments
- As a request on an ICR submitted for movement alone
- Currently free of charge
- Our expectation is that the destination CCA/TF will be submitting most DTRs. DTR will replace the current moves under permit.

## Demonstration

# Completing the Domestic Transshipment Request

## Find Location of Goods

*Start typing the name of the location of goods*

## Location of Goods Code

15208A

Clear

## Location of Goods Name

DTR Email LOG

## Transshipment Request

### Movement Request?

- Domestic Transshipment Request
- International Transshipment Request
- None

## Find Transshipment Destination

*Start typing the name of the transshipment destination*

## Transshipment Destination

14551D

Clear

## Transshipment Destination Name

DTR Email Transit

## Transfer Transport Mode

Road

TSW Reference Number: 51336490

Sender's Reference Number: DTRIEML2406A

|        |   |
|--------|---|
| Agency | Status  |
| MPIBIO | Directions Given<br>Agency Instructions: MB 08672619794 - MOVEMENT APPROVED |
| NZCS   | Consignment Complete  |

Submitter Contact DTR B2B Shipping  
 Date of Arrival 18/06/2021  
 Flight Number NZ80

Consignment Details:

| Consignment Number | Master Bill Number | Bill Number | Consignee Name | Consignor Name               | NZCS Status                 |                                | MPI Status                  |                                |
|--------------------|--------------------|-------------|----------------|------------------------------|-----------------------------|--------------------------------|-----------------------------|--------------------------------|
|                    |                    |             |                |                              | Consignment                 | Movement                       | Consignment                 | Movement                       |
| 1                  | 08672619794        | 7397939356  | USA TAKAHASHI  | CITY-LINK EXPRESS & LOGISTIC | Import Declaration Required | Domestic Transhipment Approved | Import Declaration Required | Domestic Transhipment Approved |

Containers &

Packaging:

| Container Number | Container Status | Seal Number | Number of Packages | Type of Packages | Gross Weight |
|------------------|------------------|-------------|--------------------|------------------|--------------|
|                  |                  |             | 1                  | Package          | 4.47         |

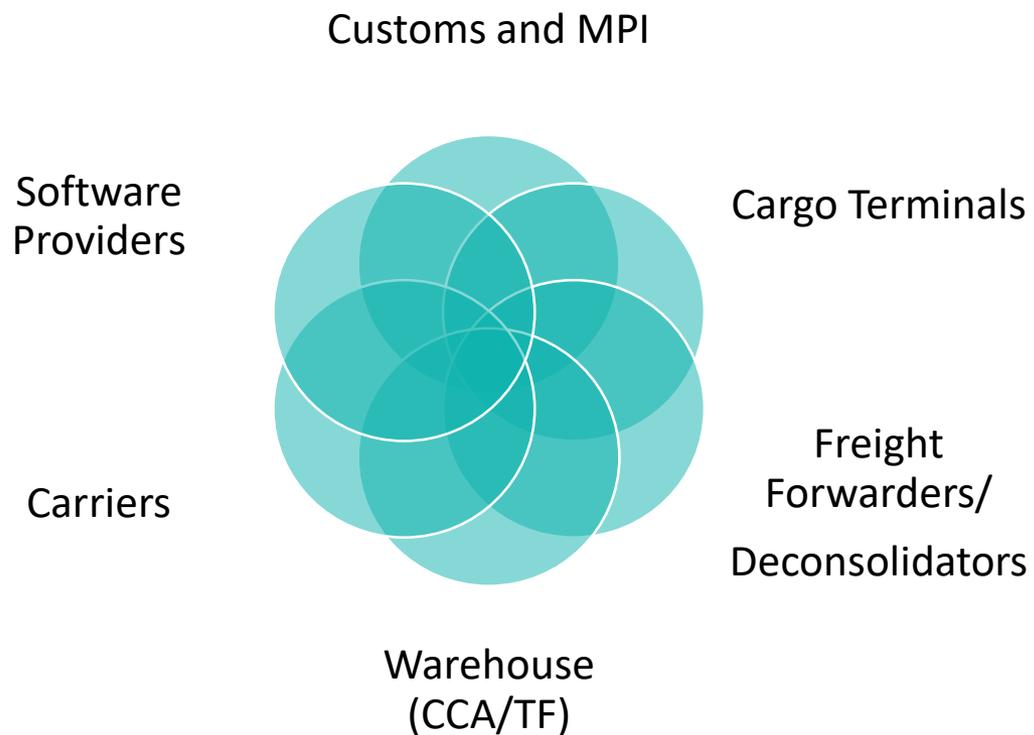
Domestic  
 Transhipment  
 Approved:

|                                      |                      |
|--------------------------------------|----------------------|
| From DTR Email LOG                   | To DTR Email Transit |
| Method of Transport of Transfer Road |                      |

Where its coming from, where its going to and how its getting there

Movement Approval instructions from each agency

## Customs/MPI pilot partners



# 2021 Pilot: Airfreight



**Stage 1 : July**  
Submitters software  
set up



**Stage 2: July/August**  
Targeted flights



**Stage 3: August to Sept**  
Pilot



**Stage 4: October**  
Review/agree next steps



# 2021 Pilot: Airfreight



**Stage 1 : July**  
Submitters software  
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## **Evaluation: 2 weeks**

### **Submitters:**

- ✓ Submitters are ready (viability)

### **Carriers:**

- ✓ Know in what situations they need to submit

### **Freight Forwarders:**

- ✓ Know how to submit a request in their own software

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**Process/system check:**

- ✓ TSW Online updates original submission

**Evaluation : 1 week**

**Carriers:**

- CTO to CTO movement

**Cargo terminals Freight Forwarders/Deconsolidators:**

- ✓ End-to-end process step through and efficiencies and gaps identified

**Warehouse:**

- Message receipt/ interpretation

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**Evaluation: 8 weeks**

**Carriers**

**Cargo terminals**

**Freight forwarders**

**Deconsolidators**

**Warehouse**

- ✓ Main scenarios work as expected
- ✓ Scenarios that don't work are accepted and we understand why

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Deconsolidators  
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**Evaluation: 2 weeks**

**Desired outcome:**

- ✓ The new process is robust and supports the fast movement of uncleared cargo
- ✓ Systems and processes are in place to support full on boarding
- ✓ Exception processes understood
- ✓ BCP understood

**Sea Freight Pilot 2022**

## **Our four test scenarios**

1. Cargo Terminal Operator to Cargo Terminal Operator (CTO)
2. Cargo Terminal Operator to Customs Controlled Area/Transitional Facility (CCA/TF)
3. Customs Controlled Area/Transitional Facility to Customs Controlled Area/Transitional Facility
4. Cleared directly from the Terminal



# CTO to CTO 3%

# Scenario 1: Auckland To Christchurch Air NZ to Air NZ

**Submitter:** Air New Zealand (Carrier or Consol ICR)

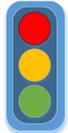
**DTR:** Yes

**Location of Goods:** Air New Zealand CTO (Auckland)

**Transit Destination:** Air New Zealand CTO (Christchurch)

**Mode of Transport:** Air

| Agency  | Clearance Response                 | Movement Response               |
|---------|------------------------------------|---------------------------------|
| Customs | Held (Import Declaration Required) | Domestic Transshipment Approved |
| MPI     | Held (Import Declaration Required) | Domestic Transshipment Approved |



Domestic Transshipment Approved

## Key



Trade Single Window



Flight Path



Airline



Cargo Terminal Operator



Overall Status



Transfer Transport Mode: Air



# CTO to CCA 95%

Submitter: Freight Forwarder

# Scenario 2: Multi-line ICR with house level reporting, single master

**Submitter:** Freight Forwarder (Consolidation ICR)  
**DTR:** Yes  
**Location of Goods:** CTO (Menzies or Air New Zealand)  
**Transit Destination:** CCA/TF in Auckland  
**Mode of Transport:** Road  
**Lodgement Info:** Master Bill with multiple House Bills  
**Low Value Write Off:** Both LVWO & high value

| Agency  | Clearance Response                               | Movement Response              |
|---------|--|--------------------------------|
| Customs | Mixture of Cleared & Held based on LVWO requests | Domestic Transhipment Approved |
| MPI     | Mixture of Cleared & Held based on LVWO requests | Domestic Transhipment Approved |



Domestic Transhipment Approved



Submitter = Freight Forwarder



Transfer Transport Mode: Road

**Key**

- Trade Single Window
- Cargo Terminal Operator
- Warehouse
- Overall Status
- Freight Forwarder
- Road



# CCA to CCA 2%

Submitter: Freight Forwarder

# Scenario 3: Single line Movement ICR with Master Bill only for consolidation movement via road

**Submitter:** Freight Forwarder (Consolidation ICR)  
**DTR:** Yes  
**Location of Goods:** CCA/TF (Auckland)  
**Transit Destination:** CCA/TF (Christchurch)  
**Mode of Transport:** Road  
**Lodgement Info:** One Master Bill (no House Bills)

| Agency  | Clearance Response                 | Movement Response               |
|---------|------------------------------------|---------------------------------|
| Customs | Held (Import Declaration Required) | Domestic Transshipment Approved |
| MPI     | Held (Import Declaration Required) | Domestic Transshipment Approved |



Domestic Transshipment Approved



**Key**

- Trade Single Window
- Warehouse
- Overall Status
- Ship
- Freight Forwarder
- Road



# CTO to CTO and then CTO to CCA

# Scenario 4: CTO to CTO and then CTO to CCA

## 1st ICR submission

**Submitter:** Airline (Carrier ICR)

**DTR:** Yes

**Location of Goods:** Menzies CTO (Auckland)

**Transit Destination:** Menzies CTO (Christchurch)

**Mode of Transport:** Air

| Agency  | Clearance Response                 | Movement Response              |
|---------|------------------------------------|--------------------------------|
| Customs | Held (Import Declaration Required) | Domestic Transhipment Approved |
| MPI     | Held (Import Declaration Required) | Domestic Transhipment Approved |

## 2nd ICR submission

**Submitter:** Christchurch Freight Forwarder (Consolidators ICR)

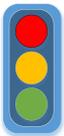
**DTR:** Yes

**Location of Goods:** Menzies CTO (Christchurch)

**Transit Destination:** CCA/TF (Christchurch)

**Mode of Transport:** Road

| Agency  | Clearance Response                 | Movement Response              |
|---------|------------------------------------|--------------------------------|
| Customs | Held (Import Declaration Required) | Domestic Transhipment Approved |
| MPI     | Held (Import Declaration Required) | Domestic Transhipment Approved |



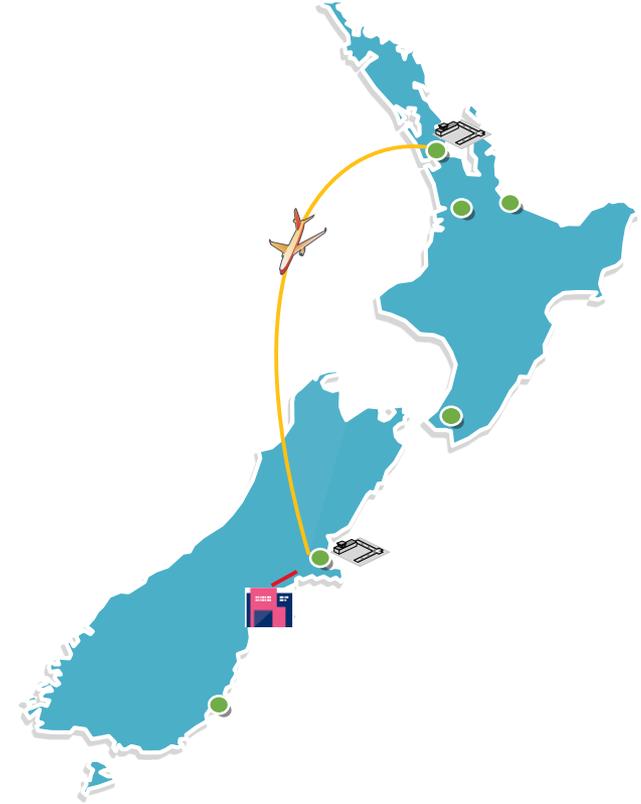
**1st ICR:** Domestic Transhipment Approved

**2nd ICR:** Domestic Transhipment Approved



Submitter 1 = Airline

Submitter 2 = Freight Forwarder



Transfer Transport Mode: **Air/Road**

**Key**

- Trade Single Window
- Warehouse
- Flight Path
- Overall Status
- Freight Forwarder
- Road

| Scenarios   | Sub-scenarios for pilot validation  | Method of transport |
|---|---|---------------------|
| 1. CTO to CTO<br>3%<br>unknown submitter<br>Issue 1     | 1.1 Auckland To Christchurch Air NZ to Air NZ   | Air                 |
|   | 1.2 Auckland To Christchurch Menzies to Menzies via Road  | Road                |
|   | 1.3 Air New Zealand to Menzies (or vice versa) in Auckland  | Road                |
|   | 1.4 Auckland to Wellington Air NZ   | Air                 |
|   | 1.5 Partial Shipment Auckland to Christchurch via Air (300 arrive on one ICR, then transferred 100, 100, 100 as spaces are available)                                       | Air                 |
|   | 1.6 pets - manual process 201/204 rest stops etc.   | Road                |
| 2. CTO to CCA<br>95%<br>Submitter/ Freight<br>Forwarder | 2.1 Single line ICR with Master Bill only for consolidation movement  | Road                |
|   | 2.2 Single line ICR with Master Bill only for direct booked cargo i.e. medical supplies (being handled for a forwarder on behalf of a big importer, but no house breakdown) | Road                |
|   | 2.3 Perishables moving from CTO to CCA.   | Road                |
|   | 2.4 Multi-line ICR with house level reporting, combination of high and low value, with write-off requests and multiple DTR's, single master                                 | Road                |
|   | 2.5 Multi-line ICR with house level reporting, combination of high and low value, with write-off requests and multiple DTR's, several masters.                              | Road                |
|   | 2.6 Multi-line ICR with house level reporting, combination of high and low value, with write-off requests and multiple DTR's, no master                                     | Road                |
|   | 2.7 Movement approved by Customs and MPI put a IPI in for the declined  | Road                |
| 3. CCA to CCA<br>2%<br>Submitter/Freight<br>Forwarder   | 3.1 Single line ICR with Master Bill only for consolidation movement via road   | Road                |
|   | 3.2 Multi-line ICR with house level reporting, combination of high and low value, with write-off requests and multiple DTR's, single master                                 | Road                |

## What's next

- Pilot partners will be contacted
- Regular updates will be provided through Customs release and to CBAFF and CAPEC.
- Email [DTRPilot@tsw.govt.nz](mailto:DTRPilot@tsw.govt.nz) with any questions.
- Updates and new FAQ's will be available on the TSW web page soon.

**[Visit our FAQ's on the Customs TSW news page here](#)**

