

Scenarios	Sub-scenarios for pilot validation	Method of transport
1. CTO to CTO 3% unknown submitter 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 95% Submitter/ Freight 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 declined by MPI – IPI Required	Road
3. CCA to CCA 2% Submitter/Freight 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

Ministry for Primary Industries
Manatū Ahu Matua



CTO to CTO 3%

Unknown Submitter: Issue 1

**Protecting
New Zealand's
Border**

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

Submitter: Air New Zealand (Carrier 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 Transhipment Approved
MPI	Held (Import Declaration Required)	Domestic Transhipment Approved



Domestic Transhipment Approved

Key

- Trade Single Window
- Cargo Terminal Operator
- Flight Path
- Overall Status
- Airline



Transfer Transport Mode: **Air**

Scenario 1.2: Auckland To Christchurch, Menzies to Menzies via Road

Submitter: Menzies

DTR: Yes

Location of Goods: Menzies CTO (Auckland)

Transit Destination: Menzies CTO (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



Domestic Transhipment Approved

Key



Trade Single Window



Cargo Terminal Operator (Menzies Aviation)



Overall Status

— Road



Freight Forwarder



Submitter = **Menzies**



Transfer Transport Mode: **Road**

Scenario 1.3: Air New Zealand to Menzies (or vice versa) in Auckland

Submitter: Menzies

DTR: Yes

Location of Goods: Menzies CTO (Auckland)

Transit Destination: Air NZ CTO (Auckland)

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



Domestic Transhipment Approved

Key



Trade Single Window



Cargo Terminal Operator (Menzies Aviation)



Overall Status



Road



Freight Forwarder



Cargo Terminal Operator (Air NZ)



Submitter = **Menzies**



Transfer Transport Mode: **Road**

Scenario 1.4: Auckland To Wellington Air NZ

Submitter: Air New Zealand (Carrier ICR)
DTR: Yes
Location of Goods: Air New Zealand CTO (Auckland)
Transit Destination: Air New Zealand CTO (Wellington)
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



Domestic Transhipment Approved

Key

-  Trade Single Window
-  Cargo Terminal Operator (Air NZ)
-  Flight Path
-  Overall Status
-  Airline



Transfer Transport Mode: Air

Scenario 1.5: Partial Shipment Auckland to Christchurch via Air (300 arrive on one ICR, then transferred 100, 100, 100 as spaces are available)

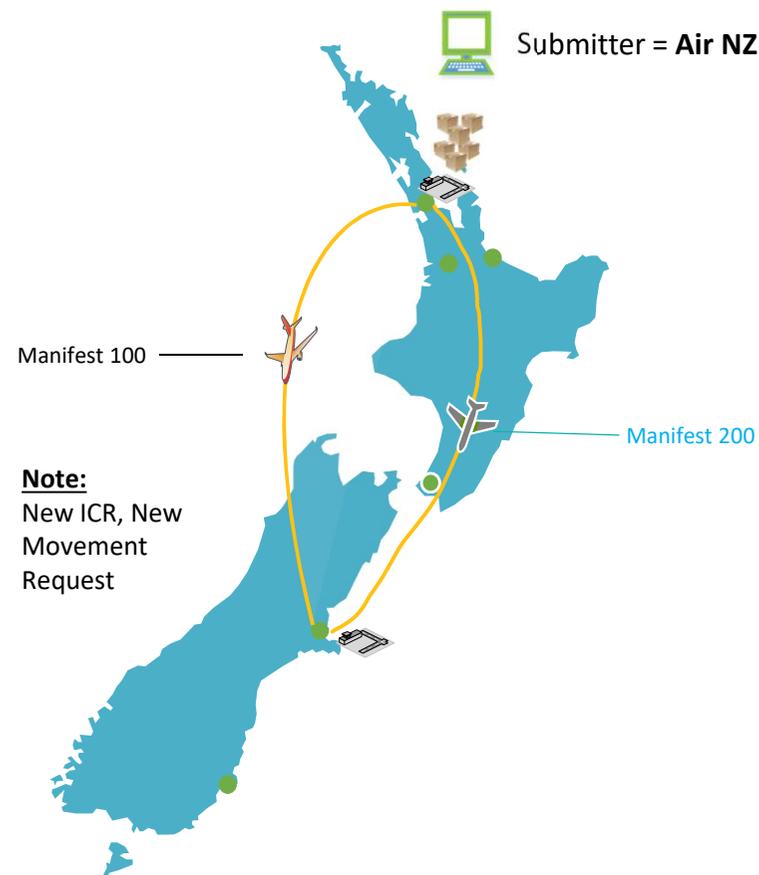
Submitter: Air New Zealand (Carrier ICR)
DTR: Yes
Location of Goods: Air New Zealand CTO (Auckland)
Transit Destination: Air New Zealand CTO (Christchurch)
Mode of Transport: Air

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
-  Cargo Terminal Operator
-  Flight Path
-  Overall Status
-  Airline
-  Airline



Transfer Transport Mode: **Air**

Scenario 1.6: pets - manual process 201/204 rest stops etc

Live Animal & Pets are not part of the DTR process.

The current clearance and movement process remain for both agencies.



Key		
	Trade Single Window	 Warehouse
	Cargo Terminal Operator	 Road
		 Freight Forwarder

Ministry for Primary Industries
Manatū Ahu Matua



CTO to CCA 95%

Submitter: Freight Forwarder

**Protecting
New Zealand's
Border**

Scenario 2.1: Single line ICR with MB only for consolidation movement

Submitter: Freight Forwarder

DTR: Yes

Location of Goods: CTO (Auckland)

Transit Destination: CTO (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



Domestic Transhipment Approved



Submitter = **Freight Forwarder**



Transfer Transport Mode: **Road**

Key



Trade Single Window



Warehouse



Freight Forwarder



Cargo Terminal Operator



Overall Status

— Road

Scenario 2.2: Single line ICR with MB only for direct booked cargo i.e. medical supplies (being handled for a forwarder on behalf of a big importer, but no house breakdown)

Submitter: Freight Forwarder
DTR: Yes
Location of Goods: CTO (Menzies or Air NZ)
Transit Destination: CCA/TF in 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

 Domestic Transhipment Approved



Transfer Transport Mode: **Road**

Key		
	Trade Single Window	 Warehouse
	Cargo Terminal Operator	 Overall Status
		 Freight Forwarder
		 Road
		 Medical Supplies

Scenario 2.3: Perishables moving from CTO to CCA

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 Transshipment Approved
MPI	Mixture of Cleared & Held based on LVWO requests	Domestic Transshipment Approved



Domestic Transshipment Approved



Transfer Transport Mode: **Road**

Key			
	Trade Single Window		Warehouse
	Cargo Terminal Operator (Menzies Aviation)		Overall Status
			Freight Forwarder
			Road
			Perishables

Scenario 2.4: 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



Key

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

Scenario 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

Submitter: Freight Forwarder

DTR: Yes

Location of Goods: CTO (Auckland)

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



Domestic Transhipment Approved

 Submitter = Freight Forwarder



Transfer Transport Mode: **Road**

Key					
	Trade Single Window		Warehouse		Freight Forwarder
	Cargo Terminal Operator (Menzies Aviation)		Overall Status		Road

**Protecting
New Zealand's
Border**

Scenario 2.6: Multi-line ICR with house level reporting, combination of high and low value, with write-off requests and multiple DTR's, no masters

Submitter: Freight Forwarder

DTR: Yes

Location of Goods: CTO (Air NZ or Menzies)

Transit Destination: CCA / TF (Christchurch)

Mode of Transport: Road

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		Warehouse		Freight Forwarder
	Cargo Terminal Operator (Menzies Aviation)		Overall Status		Road

**Protecting
New Zealand's
Border**

Scenario 2.7: Movement approved by Customs and declined by MPI – IPI Required

Submitter: Freight Forwarder

DTR: Yes

Location of Goods: CTO (Air NZ or Menzies)

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 Declined

Note: The overall movement will be declined, to gain approval, an MPI IPI will need to be submitted.



Domestic Transhipment Declined



Transfer Transport Mode: **Road**

Key					
	Trade Single Window		Warehouse		Freight Forwarder
	Cargo Terminal Operator (Menzies Aviation)		Overall Status		Road
			MPI IPI		

**Protecting
New Zealand's
Border**

Ministry for Primary Industries
Manatū Ahu Matua



CCA to CCA 2%

Submitter: Freight Forwarder

**Protecting
New Zealand's
Border**

Scenario 3.1: 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 Transhipment Approved
MPI	Held (Import Declaration Required)	Domestic Transhipment Approved



Domestic Transhipment Approved

Key



Trade Single Window



Overall Status



Freight Forwarder



Warehouse



Ship



Road



Scenario 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

Submitter: Freight Forwarder (Consolidator ICR)

DTR: Yes

Location of Goods: CTO/TF (Auckland)

Transit Destination: CTO/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 Transhipment Approved
MPI	Held (Import Declaration Required)	Domestic Transhipment Approved



Domestic Transhipment Approved



Submitter = Freight Forwarder



Key



Trade Single Window



Warehouse



Overall Status



Freight Forwarder



Road

Transfer Transport Mode: **Road**

Protecting
New Zealand's
Border

Ministry for Primary Industries
Manatū Ahu Matua



CTO to CTO and then CTO to CCA

**Protecting
New Zealand's
Border**

Scenario 4.1: 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



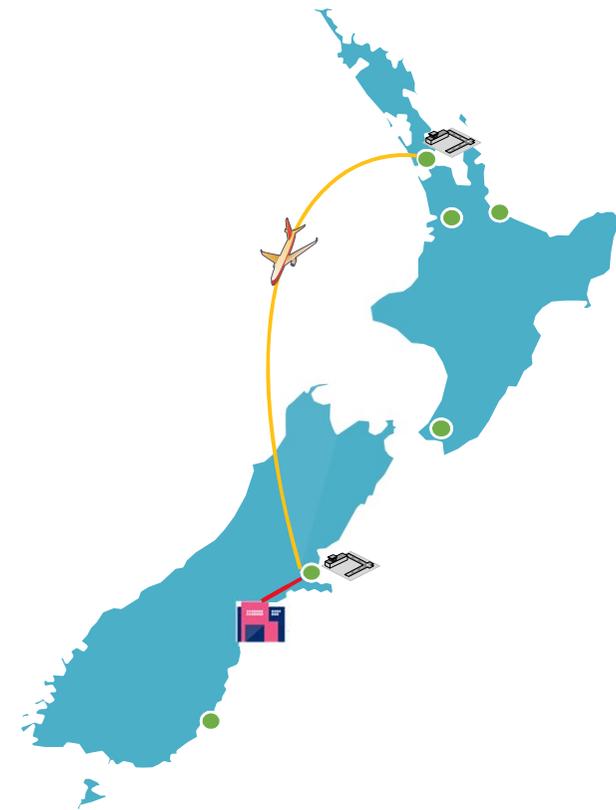
1st ICR: Domestic Transhipment Approved

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