International Transhipment Request (ITR) vs Domestic Transhipment Request (DTR)

What is a Domestic Transhipment Request?

A Domestic Transhipment Request (DTR) is a request to move uncleared cargo from one approved facility to another approved facility.

1. This is required for any point-to-point movement
2. An approved facility must be both a Customs Controlled Area (CCA) and a Transitional Facility (TF)
3. This is requested and either approved, held, or declined by Customs and MPI on an Inward Cargo Report (ICR)
4. An ICR submitted purely for movement is currently free of charge

DTRs will replace the existing paper-based systems for the movement of uncleared cargo:

1. **For Customs:** Paperless transhipment and Collector's Permits
2. **For MPI:** An approved DTR will be used instead of requesting a BACC to move uncleared cargo.

What is an International Transhipment Request?

An International Transhipment Request (ITR) is required for consignments that arrive in New Zealand but whose final destination is not New Zealand, and which need to be transferred to another vessel without unpacking.

How to submit an ICR with a DTR or ITR request?

A DTR or ITR can be submitted using Trade Single Window (TSW Online) or a Software System that interfaces with TSW.

Purpose:

The following scenarios outline when to submit a DTR, ITR or IPI Lodgement for the movement of container(s)/cargo that are to be internationally transshipped but may have to enter NZ prior to being exported.
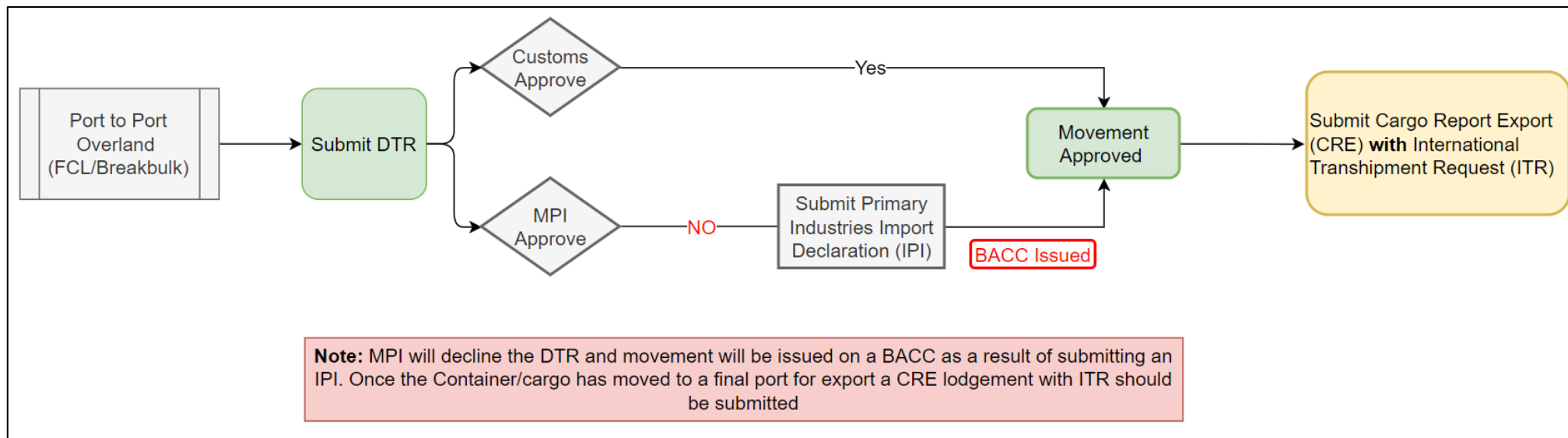
#	Scenario	Page Number	Description	Transport Type	MPI - Movement request type	NZCS - Movement Request type	Comments
1	Port to Port Overland	pg.3	Container/cargo is discharged at a NZ port and is required to be moved to a different port for international export. Container/cargo is entering NZ to move via road or rail overland	FCL/Break Bulk	IPI lodgement	DTR Request	MPI will decline the DTR and movement will be issued on a BACC as a result of submitting an IPI. Once the Container/cargo has moved to a final port for export a CRE lodgement with ITR should be submitted
		pg.4		FAK Container	DTR Request	DTR Request	A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported
2	Sulphur Point to Mount Wharf	pg.5	Container/cargo is discharged at Port of Tauranga Sulphur Point and requires movement to Mount Wharf to load onto export vessel (or vice versa)	FCL/Break Bulk	ITR Request	ITR Request	MPI will approve the ITR but a 6-sided external inspection will be completed before the leaving the port
		pg.6		FAK Container	ITR Request	ITR Request	
3	Port to CCA/TF to be held pending export then moved back to the Port	pg.7	Container/cargo needs to be moved off the port to a CCA/TF to be held waiting for an export vessel to arrive before moving back to the port	FCL/Break Bulk	IPI lodgement	DTR Request	MPI will decline the DTR and movement will be issued on a BACC as a result of submitting an IPI. A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported
		pg.8		FAK Container	DTR Request	DTR Request	A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported
4	Port to CCA/TF to be REPACKED then back to the Port	pg.9	Container needs to be moved off the port to a CCA/TF to be repacked in a different container that is then to be taken back to the port for export	FCL	IPI lodgement	DTR Request	MPI will decline the DTR and movement will be issued on a BACC as a result of submitting an IPI A CRE lodgement with ITR should be submitted to cover the movement from the port back to be exported
		pg.10		FAK Container	DTR Request	DTR Request	A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported
5	Ports to multiple CCA/TFs to be REPACKED then back to the Port	pg.11	Container needs to be moved off the port to a CCA/TF where it is devanned. An LCL consignment(s) are then required to move to different CCA/TF to be repacked in a different container that is then to be taken back to the port for export	FAK Container	DTR Request	DTR Request	First DTR request to move the container from the port to a CCA/TF for devanning
		pg.11		LCL Consignment	DTR Request	DTR Request	Second DTR request to move the LCL consignment(s) from CCA/TF #1 to CCA/TF #2 where it will be repacked into a different container for export A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF #2 back to the port to be exported
6	CCA/TF to Port	pg.12	An LCL consignment(s) has been unpacked from a container at the CCA/TF and needs to be REPACKED and to be moved back to the port for export	LCL Consignment	ITR Request	ITR Request	A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported
7	CCA/TF to CCA/TFs to be REPACKED then back to the Port	pg.13	An LCL consignment(s) are required to move to a different CCA/TF to be repacked in a container that is then to be taken back to the port for export	LCL Consignment	DTR Request	DTR Request	An ICR with DTR request should be submitted to move the LCL consignment(s) from the CCA/TF they are located at to the subsequent CCA/TF where it will be repacked for export. A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported
8	Movement within a Port from one facility on the port to another	pg.14	Container/cargo needs to be moved between facilities within the same port to be exported offshore	FCL/Break Bulk/FAK	ITR Request	ITR Request	
9	Movement within a Port from one facility on the port to another to be unpacked for export	pg.15	Container needs to be moved between facilities within the same port to be devanned and loaded onto the out bound vessel	FCL/FAK Container	IPI lodgement	ITR Request	Both MPI and Customs will approve the ITR For MPI an IPI lodgement will be required to be submitted for the authority to devan the container to be issued to the devanning facility
10	Airport CTO (cargo Terminal Operator) to CCA/TF to seaport for export	pg.16	Air consignment needs to be moved from the CTO to a CCA/TF before moving to port for loading onto the out bound vessel	LCL Consignment	DTR Request	DTR Request	An ICR with DTR request should be submitted to move the LCL consignment(s) from the CTO they are located at to the CCA/TF A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF to the seaport to be exported

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Port to Port overland

Container/cargo is discharged at a NZ port and is required to be moved to a different port for international export. Container/cargo is entering NZ to move via road or rail overland

Scenario 1: Port to Port overland (FCL/Breakbulk)

Flowchart:

Port to Port Overland (FCL/Breakbulk) → Submit DTR →

- Customs Approve → Yes → Movement Approved
- MPI Approve → NO → Submit Primary Industries Import Declaration (IPI) / BACC Issued → Movement Approved

Movement Approved → Submit Cargo Report Export (CRE) **with** International Transhipment Request (ITR)

Note: MPI will decline the DTR and movement will be issued on a BACC as a result of submitting an IPI. Once the Container/cargo has moved to a final port for export a CRE lodgement with ITR should be submitted

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Scenario 1: Port to Port overland (FAK)

Port to Port Overland (FAK) → **Submit DTR** → branches to:
- **Customs Approve** —Yes→ **Movement Approved**
- **MPI Approve** —Yes→ **Movement Approved**

Movement Approved → **Submit Cargo Report Export (CRE) with International Transhipment Request (ITR)**

Note: A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported

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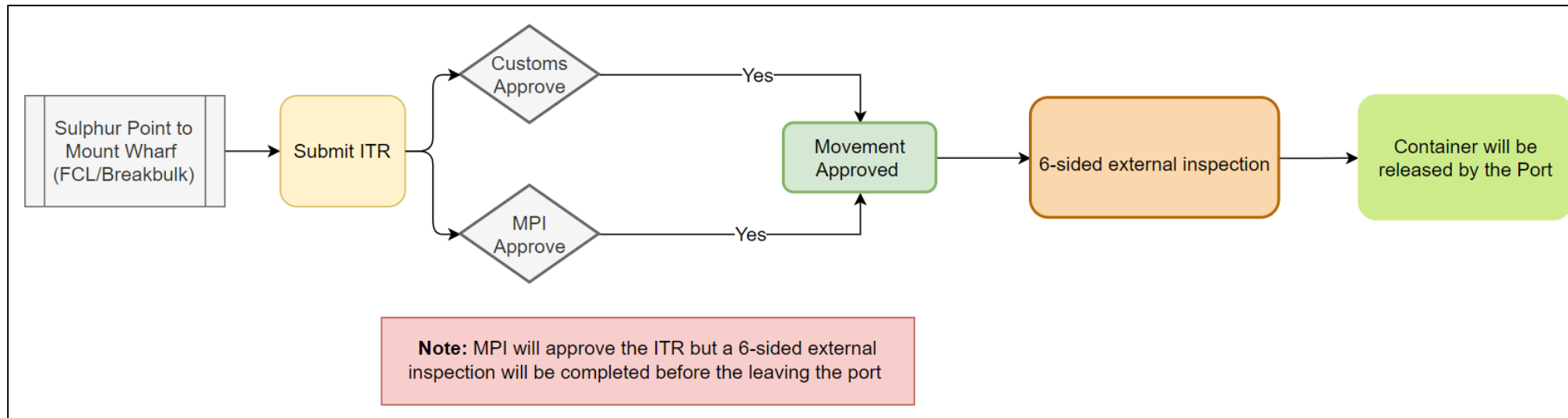
Sulphur Point to Mount Wharf

Container/cargo is discharged at Port of Tauranga Sulphur Point and requires movement to Mount Wharf to load onto export vessel (or vice versa)

Scenario 2: Sulphur Point to Mount Wharf (FCL/Breakbulk)

Flowchart:

Sulphur Point to Mount Wharf (FCL/Breakbulk) → Submit ITR → branches to:
- Customs Approve → Yes → Movement Approved
- MPI Approve → Yes → Movement Approved

Movement Approved → 6-sided external inspection → Container will be released by the Port

Note: MPI will approve the ITR but a 6-sided external inspection will be completed before the leaving the port

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Scenario 2: Sulphur Point to Mount Wharf (FAK)

```
Sulphur Point to          Submit ITR        Customs
Mount Wharf                                  Approve  ──Yes──┐
(FAK)                                                        │
                                             MPI             ▼
                                             Approve ──Yes── Movement ──▶ 6-sided external ──▶ Container will be
                                                             Approved       inspection          released by the Port
```

Note: MPI will approve the ITR but a 6-sided external inspection will be completed before the leaving the port

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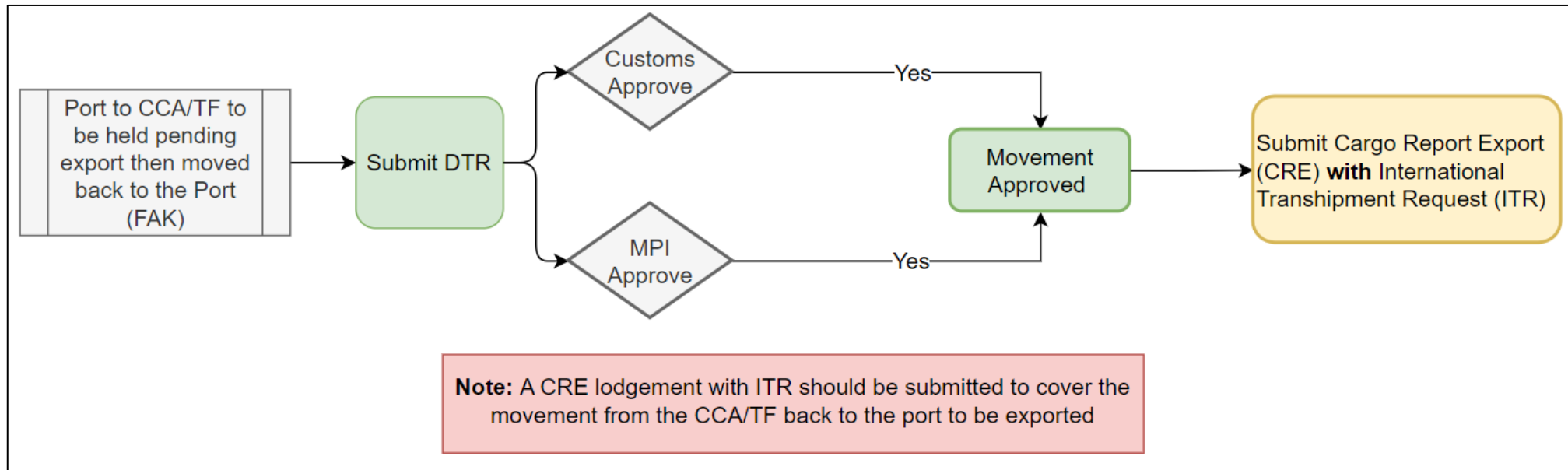Manatū Ahu Matua

Port to CCA/TF to be held pending export then moved back to the Port

Container/cargo needs to be moved off the port to a CCA/TF to be held waiting for an export vessel to arrive before moving back to the port

Scenario 3: Port to CCA/TF to be held pending export then moved back to the Port (FCL/Breakbulk)
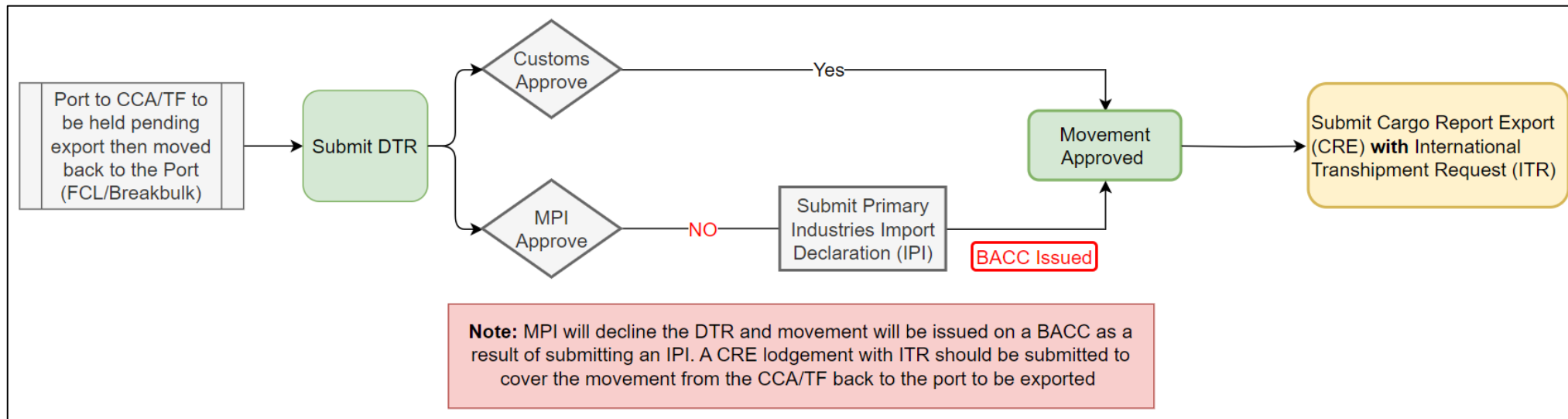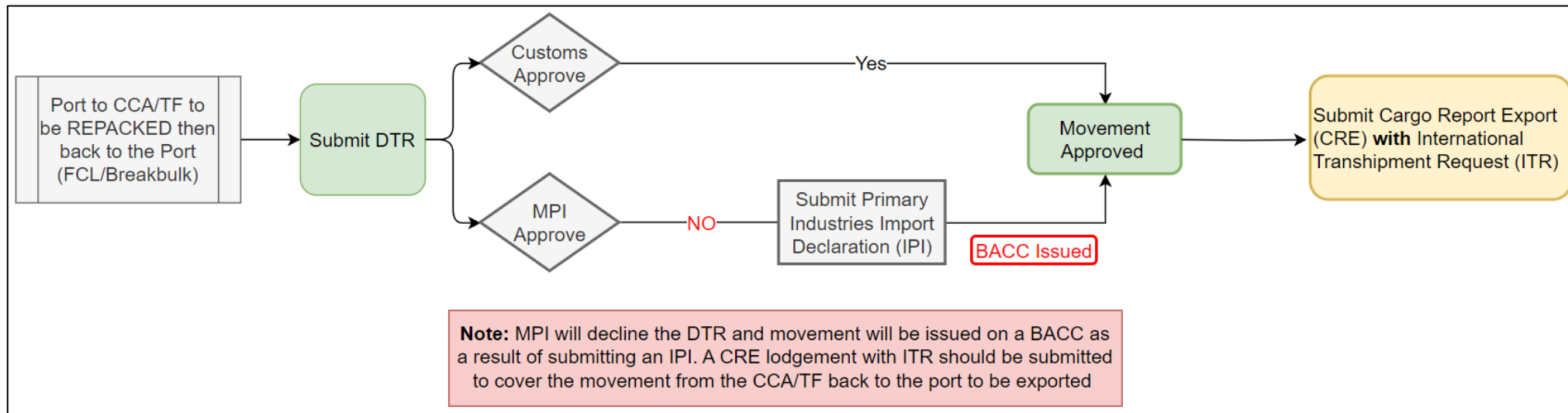

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Scenario 3: Port to CCA/TF to be held pending export then moved back to the Port (FAK)

Port to CCA/TF to be held pending export then moved back to the Port (FAK) → Submit DTR

Customs Approve → Yes → Movement Approved

MPI Approve → Yes → Movement Approved

Movement Approved → Submit Cargo Report Export (CRE) **with** International Transhipment Request (ITR)

Note: A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported
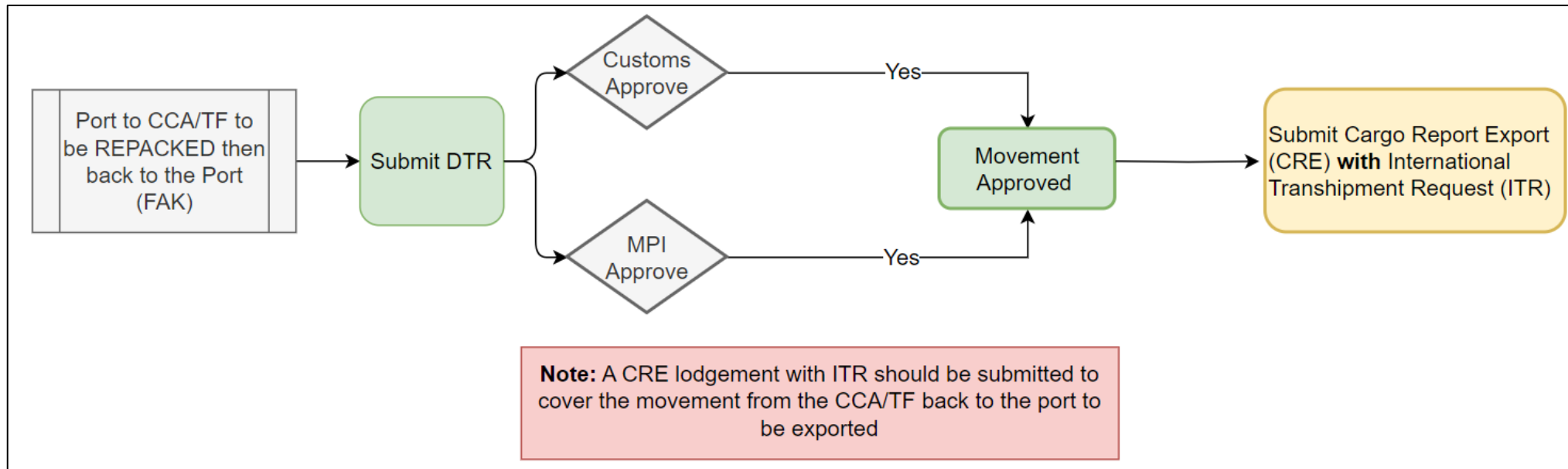
Port to CCA/TF to be REPACKED then back to the Port

Container needs to be moved off the port to a CCA/TF to be repacked in a different container that is then to be taken back to the port for export

Scenario 4: Port to CCA/TF to be REPACKED then back to the Port (FCL/Breakbulk)

Note: MPI will decline the DTR and movement will be issued on a BACC as a result of submitting an IPI. A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported

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Scenario 4: Port to CCA/TF to be REPACKED then back to the Port (FAK)

```
Port to CCA/TF to        Submit DTR              Customs                                              Submit Cargo Report Export
be REPACKED then                                 Approve  ──────Yes──────┐                           (CRE) with International
back to the Port                                                         │                            Transhipment Request (ITR)
(FAK)                                                                     ▼
                                                                     Movement
                                                                     Approved
                                                 MPI                      ▲
                                                 Approve  ──────Yes───────┘
```

Note: A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF back to the port to be exported

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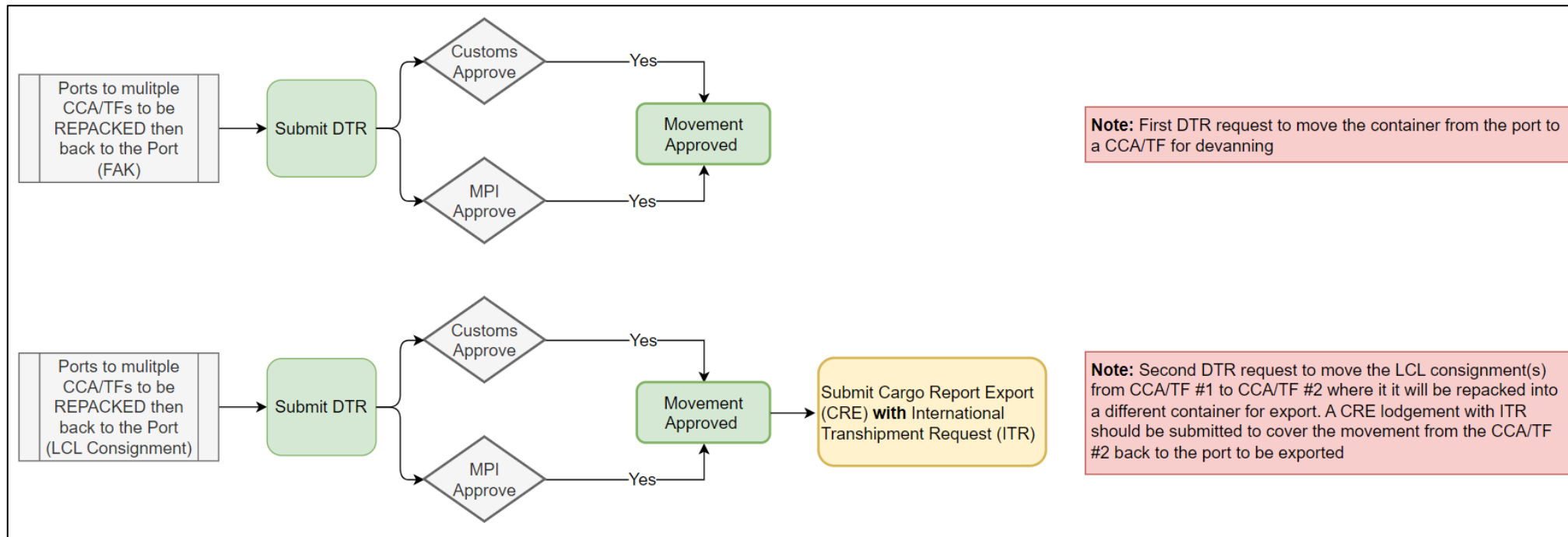**Ministry for Primary Industries**
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Ports to multiple CCA/TFs to be REPACKED then back to the Port

Container needs to be moved off the port to a CCA/TF where it is devanned. An LCL consignment(s) are then required to move to different CCA/TF to be repacked in a different container that is then to be taken back to the port for export

Scenario 5: Ports to multiple CCA/TFs to be REPACKED then back to the Port (FAK) - First DTR
Scenario 5: Ports to multiple CCA/TFs to be REPACKED then back to the Port (LCL Consignment) – Second DTR

Note: First DTR request to move the container from the port to a CCA/TF for devanning

Note: Second DTR request to move the LCL consignment(s) from CCA/TF #1 to CCA/TF #2 where it it will be repacked into a different container for export. A CRE lodgement with ITR should be submitted to cover the movement from the CCA/TF #2 back to the port to be exported

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Scenario 6: CCA/TF to Port

An LCL consignment(s) has been unpacked from a container at the CCA/TF and needs to be repacked and to be moved back to the port for export
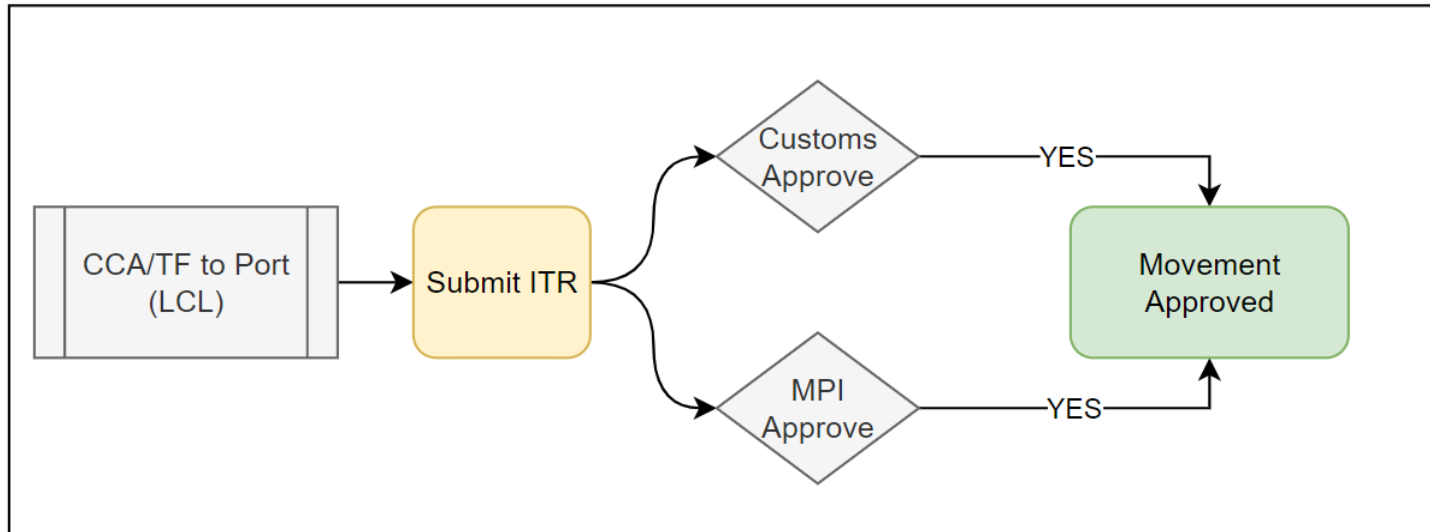
## Scenario 7: CCA/TF to CCA/TF to be REPACKED then back to the Port

An LCL consignment(s) is required to move to a different CCA/TF to be repacked in a container that is then to be taken back to the port for export.

The DTR covers the domestic movement from CCA/TF #1 to CCA/TF #2. The movement from the second CCA/TF to the port for international export is covered by the ITR.
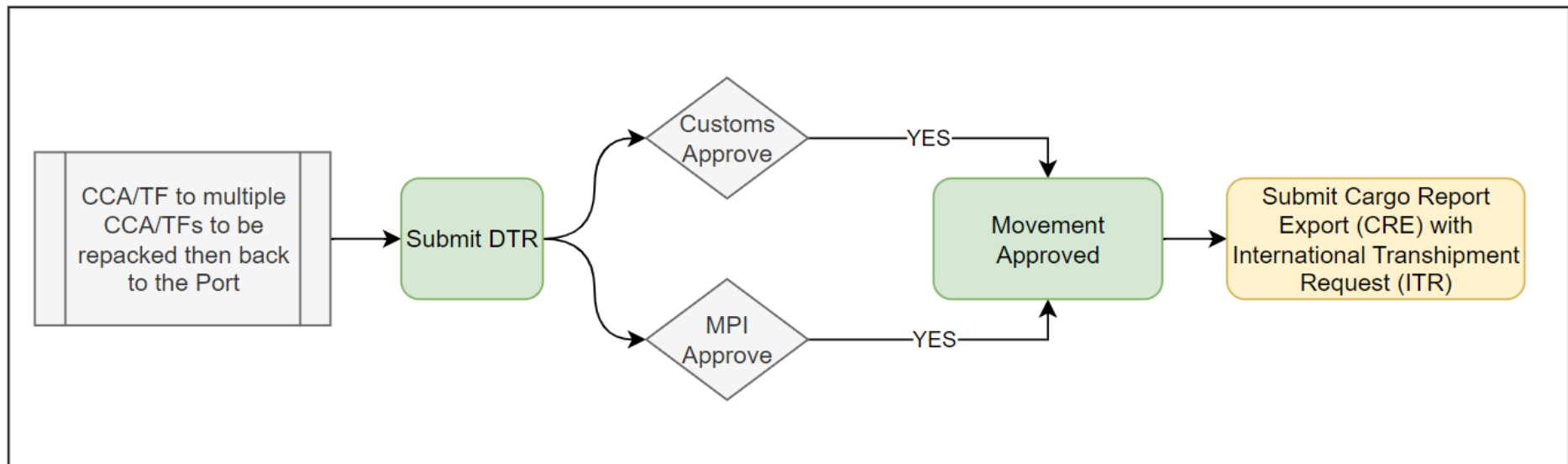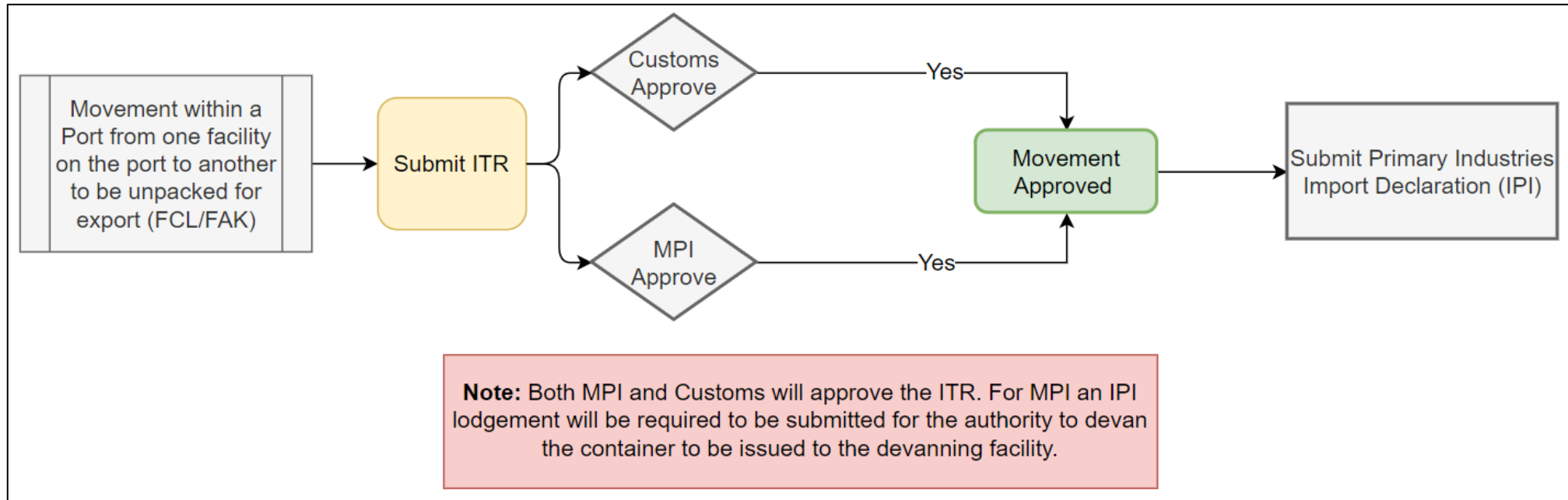
Scenario 8: Movement within a Port from one facility on the port to another (FCL/Breakbulk/FAK)

Container/cargo needs to be moved between facilities within the same port to be exported offshore
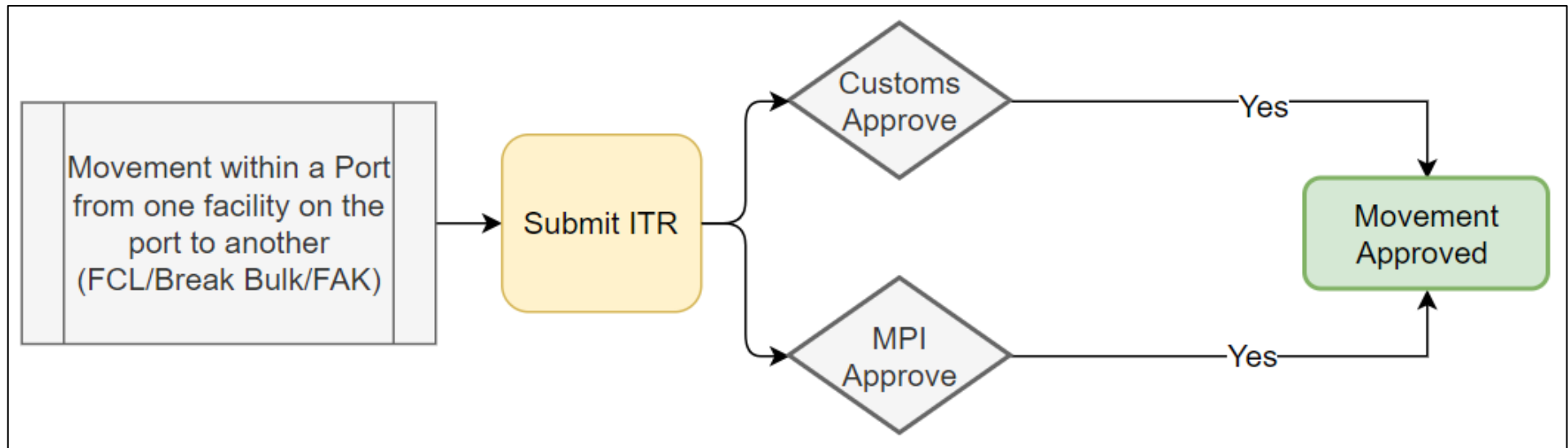
Scenario 9: Movement within a Port from one facility on the port to another to be unpacked for export (FCL/FAK)

Container needs to be moved between facilities within the same port to be devanned and loaded onto the out bound vessel

Movement within a Port from one facility on the port to another to be unpacked for export (FCL/FAK) → Submit ITR

Customs Approve —Yes→ Movement Approved

MPI Approve —Yes→ Movement Approved

Movement Approved → Submit Primary Industries Import Declaration (IPI)

Note: Both MPI and Customs will approve the ITR. For MPI an IPI lodgement will be required to be submitted for the authority to devan the container to be issued to the devanning facility.

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Scenario 10: Airport CTO (Cargo Terminal Operator) to CCA/TF to seaport for export

Air consignment needs to be moved from the CTO to a CCA/TF before moving to port for loading onto the out bound vessel
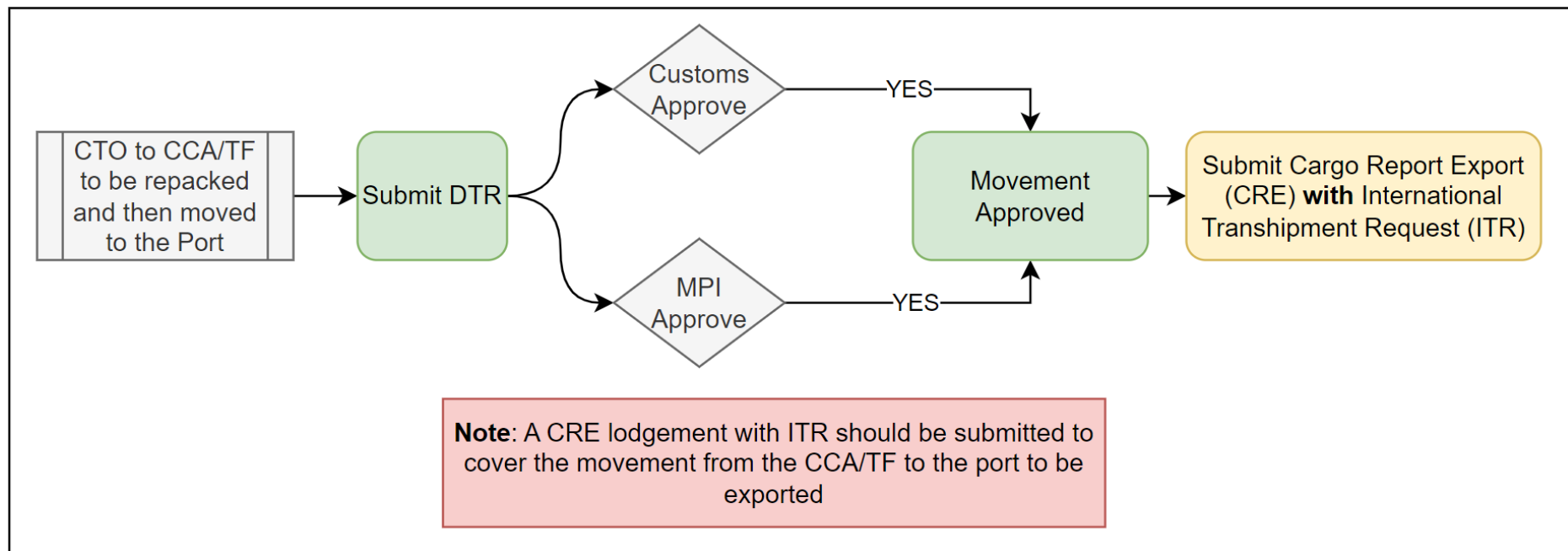
Further information:

For more information on DTR contact: DTR@mpi.govt.nz

- TSW Online Guide: Completing Inward Cargo Report (Sea)
- TSW Fact Sheet: Inward Cargo Report (Sea)