

April – May 2018

Industry Information Sessions: Trade Single Window and WCO3

Ministry for Primary Industries
Manatū Ahu Matua



NEW ZEALAND
CUSTOMS SERVICE
TE MANA ĀRAI O AOTEAROA

Protecting
New Zealand's
Border

Main Changes between old legacy system and WCO3

1. Lodgement Replacements

Legacy Lodgement	New WCO3 Message
Import Entry	Import Declaration and MPI Import Declaration
Export Entry	Export Declaration
Inward Cargo Report (by carrier)	*ICR - Carrier (mandatory date TBC)
NEW REQUIREMENT	* ICR - Consolidator (mandatory date TBC)
Import Write-off	* ICR (mandatory date TBC)
Export Write-off + Consolidation Reporting	CRE (Cargo Report Export)
Transshipment for Export	*ITR (International Transshipment request) using ICR or CRE message
NEW REQUIREMENT	DTR (Domestic Transshipment Request) using ICR or CRE message (not being introduced yet)
Outward Cargo Report	OCR (Outward Cargo Report)
Advance Notice of Arrival	ANA (not mandatory 1 July - pilot paused)
Advance Notice of Departure	AND (not mandatory 1 July - pilot paused)
Excise Entry	Excise Declaration

For more details, see [Summary of WCO3 Messages](#)

*In pilot - mandatory date TBC

2. A few new mandatory fields and some new optional fields

WCO3 Message	New Mandatory Field Examples		New Optional Field Examples
Inward Cargo Report	<ul style="list-style-type: none"> Indicate whether Carrier or Consolidator ICR Shipment Port of Origin 	<p>Conditionally Mandatory:</p> <ul style="list-style-type: none"> Location of Goods code Master bill number for consolidation ICRs 	<ul style="list-style-type: none"> Tariff items and other product codes e.g. GS1 Importer codes Write-off request
Import Declaration	<ul style="list-style-type: none"> Nature of Transaction (terms of sale) Freight Proportioning Method across detail lines Simplified type: full supplier and importer details if no codes 	<ul style="list-style-type: none"> Shipment Origin Location of Goods Code (mandatory for airfreight) Gross and Nett Weight at item level Manufacturer if not supplier Producer if not supplier (tariff Chapters 2-22) Countries of routing 	<ul style="list-style-type: none"> Other product codes e.g. GS1 Line level packaging Grower, packer details

2. ...A few new mandatory fields and some new optional fields

WCO3 Message	New Mandatory Field Examples		New Optional Field Examples
Export Declaration	<ul style="list-style-type: none">• Nature of Transaction (terms of sale)• Invoice Number and Date• Exchange rate and currency	<ul style="list-style-type: none">• Importer Details Section• Location of Goods Code (Mandatory for airfreight)• Gross and Nett Weight at item level	<ul style="list-style-type: none">• Product or other goods codes• Manufacturer, grower, packer details

General:

- Transaction processing port now based on first port of discharge or port of loading – but officers nationally can still access the work queue and pick up particular jobs
- Attachments can be included in any transaction
- Notifications can be set up for anyone to receive consignment status advice

3. Responses and notifications

- Electronic delivery notifications (e-DOs) mean cargo custodians (the 'Location of Goods' on a WCO3 transaction) can receive Customs and MPI delivery instructions via EDI messaging or email
- A list of the national [Location of Goods](#) codes is on Customs' website
- WCO3 transaction submitters can also nominate other parties to be notified of the consignment status
- Benefits include no lost docs; less paper storage for CCAs; earlier advice to CCAs of the status of consignments; and better control over the potential for illegal alterations to Customs and MPI delivery instructions
- See the '**How TSW Notifications Work**' guide on Customs' [TSW online guides](#) (will be published by 18 May 2018)
- Note Air NZ, Menzies Aviation and Tappers are not yet able to receive electronic notifications but are working on this – we will advise when they are ready
- If you strike other CCAs that won't accept e-DO's let us know via 0800 4CUSTOMS or feedback@customs.govt.nz and we will work them on this

Registration

- All 'client types' are now available to request via TSW online
- Organisation Administrator:
 - Enables nominated persons in a business to manage what its TSW users can do in its name
 - Customs is chasing organisations to set up Administrators to cut down the need for manual TSW user processing by Customs
 - See the [Fact sheet](#) for criteria and how to apply
- **All declarants need to be [registered as TSW users](#) and linked to your organisation or your lodgements will be rejected from 1 July 2018**

How do I get ready?

- Upgrade to your new commercial software as soon as it's available
 - check with your provider
- CusWeb users switch to use [TSW Online Lodgements](#)
- Ensure your Organisation has a TSW Administrator
- Administrators need to ensure:
 - All Declarants are registered as TSW users
 - Your Declarants have requested to be linked to your Organisation
 - You have approved all Link requests in TSW
- Remember NO LINK = REJECTED LODGEMENTS from 1 July
- To use TSW Online, your Browser must be IE version 10.0 or 11.0, or Firefox (we're working on enabling Chrome)

Q&As from sessions

Q Why are some supplier codes on Customs' website not in TSW, resulting in entries being rejected when they are used?

A The website at some point reverted back to pointing to the old supplier code database sorry - this was fixed in April so should not be a problem now.

Q As brokers own the client registrations we create we get all the reminders to update them - do we have to do so?

A The only update reminders sent by TSW are annual ones for declarants and users. All other registration reminders are 30-day then 1-day notifications that are TF, Food Importer or Premises Operator is about to expire. This is triggered by the operator's training certificate expiry. Please let us know what your particular concern is and we will see what might be do-able within agency policy.

Q The response time for Customs to process supplier codes varies widely – sometimes minutes, sometimes days. This seems to be whether it is auto-created or officer-created – why?

A There is no delay in TSW for auto-created codes, so if you are experiencing delays in approvals, it will be because the request required an officer's input. On a couple of occasions the threshold for referral to an Officer was lowered unintentionally, and we have fixed that. But in general, Officer processing times are affected by the volume of code requests on hand. Customs Service Delivery's processing target for registrations submitted via TSW is one working day – it's two working days for registrations submitted via email. If a code delay is affecting cargo delivery, phone the Contact Centre on 0800 428 786 for help.

Q Why do different Customs and MPI officers ask for documents that have already been attached to the lodgement?

A This is on us to make sure all our officers remember to check TSW before asking for documents. They may not realise there are attachments to previous versions if there have been amendments, so we will remind them about this.

Q I can't print an export Delivery order – is this a defect?

A If you're doing this on TSW Online, we can't find anything wrong with this function and other users can do it. Please contact jbms@customs.govt.nz so we can arrange to monitor this next time you want to do it. Also make sure your internet browser is Firefox, or IE version 10 or 11. If you're trying to do this on commercial software, you'll need to check with your provider.

Q&As from sessions

Q Some responses come back with ‘code 858 error’ and no other text saying what’s wrong. What does it mean? Can you publish such codes with their meaning?

A When you get an ‘858 response or any other response that has no explanation text, it means there is something technically wrong with the structure of the message or how it has been processed. These are not common, and you need to contact your software provider who will work with Customs IT to resolve it. We will see if we can add something in the response that says that.

Q Can you provide definitions of the ‘nature of transaction’ options on an Import and Export Declaration?

A We have added these definitions as Appendix A of the [Import Declaration Requirements](#) fact sheet.

Q For Car ships, the Location of Goods delivery notification does not get generated when the Import Declaration is amended – will this be fixed?

A This arises because Car ship clearances are still partly processed through the old CusMod system, and CusMod never handled this amendment scenario properly. As it’s a big piece of work to fix it in CusMod, we need to assess when Car ship processing will all be done via TSW, which will resolve the problem. We’ll keep you posted – in the meantime, we trust manual workarounds are acceptable. Let us know if you’d like other ideas considered.

Q Gross/Nett weight for each detail line is mandatory in the WCO3 Import Declaration and Export Declaration. Can you advise what Customs and MPI expect in this fields?

A We had feedback from freight software providers in 2016 that accurate information at detail line level is often not available. We advised that we couldn’t make these fields optional yet as that’s a major change, but where submitters genuinely don’t know the gross and/or nett weight at line level, they should input ‘0.0KGM’. This makes it clear to Customs and MPI that the data is not accurate.

Q If I show an AF1 number on an Import Declaration, do I still have to apply for a BACC?

A No – MPI provides a BACC as part of our response to an Import Declaration. Submitting a WCO3 Import Declaration is the equivalent of applying for a BACC.

Q Can I do an Import Declaration that just goes to MPI to get a BACC without involving Customs?

A Yes you can – currently there is an MPI Import Declaration (abbreviation IPI) that routes to MPI only. We’ll review the continued need for this at some point.

Q&As from sessions

Q When updates are made to an Import Declaration, do they go back to the bottom of the MPI work queue?

A No, updates or re-submissions are identified in the queue and have a shorter operational performance measure than first time lodgements.

Q On the MPI ATF website, the Registration Numbers have been removed – why is that?

A The Registration Numbers have been removed from public view due to a number of incidents attributed to the 'misuse' of this source of information. The numbers remain available to those who log in to the MPI system as an AP/Operator or by contacting the TF directly.

Q When submitting a WCO3 Import Declaration for a single bill of lading, and there are two or more containers on it that are required to go to more than one Transitional Facility (TF) – how does this work?

A This involves the use of the "Multiple TF Code". An ATF Code 19647 has been created and an alert has been placed against this code in TSW. Lodgement submitters should select this code if their consignment contains containers that are to be diverted to multiple TFs; and use the 'Remarks' field to show which TFs the selected containers are to be directed to.

Q Why does it take so much time and process to clear live animals?

A We have passed this onto the relevant MPI and Customs teams, who are discussing how best to improve the live animals clearance service, both in and out of 'business hours'