Joint MPI & Customs DTR Seafreight Project Webinar for CBAFF – 25 October 2023

DTR Sea Freight Project

Ministry for Primary Industries
Manatū Ahu Matua

NEW ZEALAND CUSTOMS SERVICE
TE MANA ĀRAI O AOTEAROA

DTR Seafreight Implemented

Domestic Transhipment Request (DTR) for Seafreight has been implemented 3 July 2023.

A DTR is now required to move uncleared sea-freight from one approved facility (CCA/TF) to another approved facility.

Status of Ports

Port	System / Interface	FAK from Port to CCA/TF
Port of Tauranga	Navis N4 / PortConnect	DTR Active
Ports of Auckland	Navis N4 / PortConnect	DTR Active
Lyttelton Port	Navis N4	DTR Active
Timaru	Navis N4 / PortConnect	DTR Active
Northport	Navis N4 / PortConnect	DTR Active
Centre Port	Navis Master Terminal	TESTING
Port Nelson	Navis Master Terminal	TESTING
Port Otago Ltd	Navis Master Terminal	TESTING
South Port	Navis Master Terminal	TESTING
Napier Port Ltd	Navis N4	DTR Active
Port Taranaki	Email	DTR Active
Mount Maunganui	Email	DTR Active

- 98% of FAK imports take place through Auckland, Tauranga and Lyttelton
- All NZ Ports will need to be DTR Active by Friday, 17 November 2023

LIVE   IN PROGRESS   DELAYED

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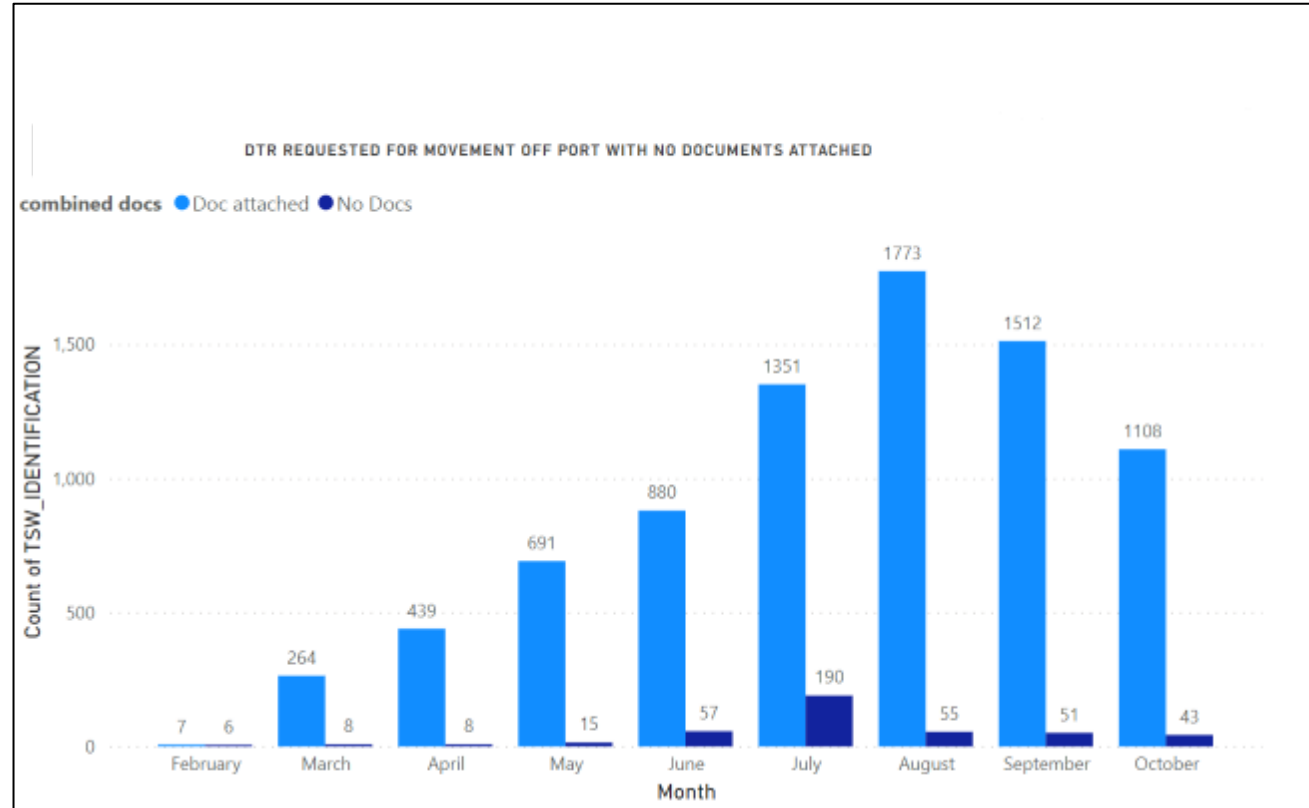# FAK movements from Port to CCA/TF

Key messages:
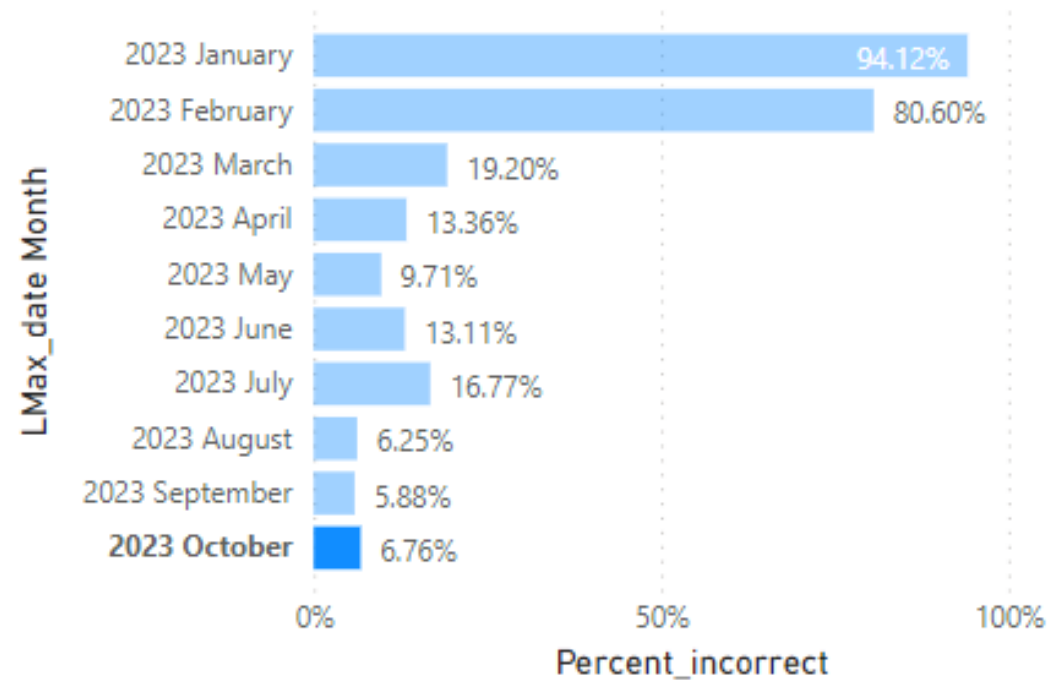1. MPI requires the following attachments to be submitted:
   A. Quarantine Declaration
   B. Bill of Lading
   C. Manifest

2. For BMSB season – please make sure to attach any relevant BMSB documents for Italian containers.

3. QD to be entered on the lodgement correctly as per what is on the physical QD document e.g., YYNNN. Make sure the QD is entered against each consignment correctly.

DTR Dashboard & Error Rates

6.76%
Total percentage incorrect

Percent_incorrect by Year and Month

LMax_date Month	Percent_incorrect
2023 January	94.12%
2023 February	80.60%
2023 March	19.20%
2023 April	13.36%
2023 May	9.71%
2023 June	13.11%
2023 July	16.77%
2023 August	6.25%
2023 September	5.88%
2023 October	**6.76%**

DTR REQUESTED FOR MOVEMENT OFF PORT WITH NO DOCUMENTS ATTACHED

combined docs ●Doc attached ●No Docs

Count of TSW_IDENTIFICATION by Month

Month	Doc attached	No Docs
February	7	6
March	264	8
April	439	8
May	691	15
June	880	57
July	1351	190
August	1773	55
September	1512	51
October	1108	43

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ITR vs DTR

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.
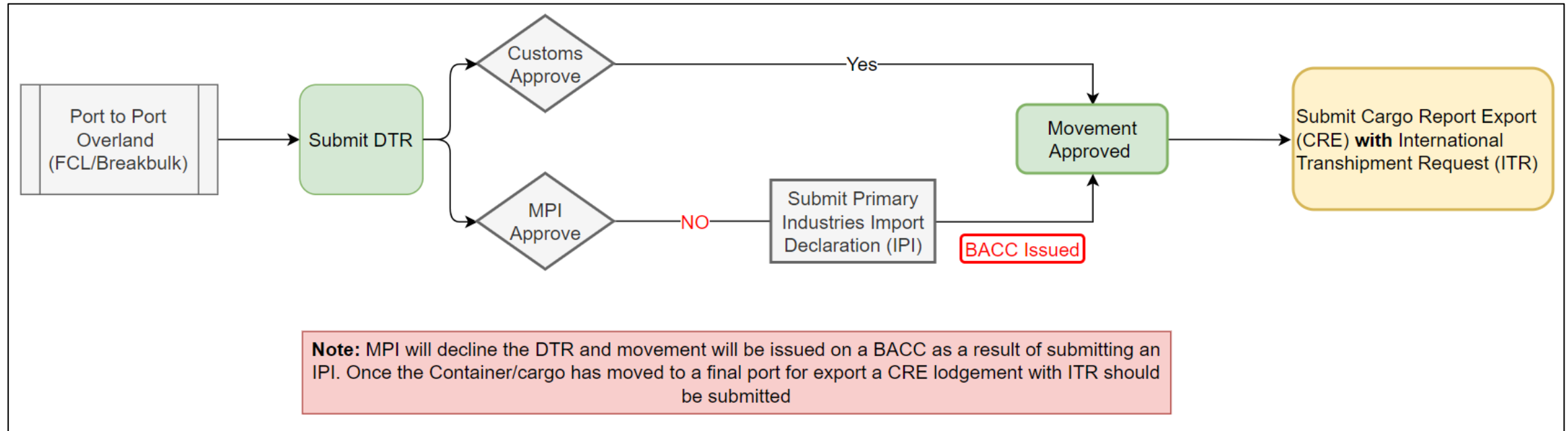
ID	Scenario	Description	Transport Type	MPI - Movement request type	NZCS - Movement Request type	Comments
1	Port to Port Overland	Container/cargo is discharged at a NZ port and is required to be moved to a different port for international export. Container/cargo is entering NZ to move via road or rail overland	**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
			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	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
			FAK Container	ITR Request	ITR Request	
3	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	**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
			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

ID	Scenario	Description	Transport Type	MPI - Movement request type	NZCS - Movement Request type	Comments
4	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	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 CCA/TF back to the port to be exported
			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 mulitple 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	FAK Container	DTR Request	DTR Request	First DTR request to move the container from the port to a CCA/TF for devanning
			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 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	Movement within a Port from one facility on the port to another	Container/cargo needs to be moved between facilities within the same port to be exported offshore	FCL/Break Bulk/FAK	ITR Request	ITR Request	
7	Movement within a Port from one facility on the port to another to be unpacked for export	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 Custioms 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.

EXAMPLE SCENARIO: 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

Port to Port overland (FCL/Breakbulk)

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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More Information?

- https://www.customs.govt.nz/business/trade-single-window/domestic-transhipment-request/dtr-sea-information/ - DTR Sea Information Page

- https://www.customs.govt.nz/business/trade-single-window/domestic-transhipment-request/domestic-transhipment-request-dtr-sea-freight-faqs/ - DTR Sea FAQs

Questions

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