



PUBLIC CONSULTATION: RECOVERING THE COSTS OF GOODS MANAGEMENT ACTIVITIES AT THE BORDER

The New Zealand Customs Service (Customs) and the Ministry for Primary Industries (MPI) are consulting on proposed changes to goods fees and levies, including how much the charges should be and who should pay them.

Fees and levies are charged to importers, exporters, freight companies, shipping companies and airlines to ensure border agencies can provide services to protect against illicit and harmful items and unwanted pests and organisms crossing the border, and to clear goods efficiently.

Proposals being consulted on aim to:

- improve fairness to fee payers by removing cross-subsidisation within the charges;
- improve fairness to taxpayers by removing crown subsidies for some businesses and;
- ensure the financial sustainability of Customs' goods management system.

We would like to hear what you think of our proposals, particularly on the practical implications for you and your business.

See Customs' website for information on the review and a copy of the Consultation Document *Recovering the Costs of Goods Management Activities at the Border*, which outlines the proposed changes and rationale. [View Goods Fees Review Consultation](#) for more information, including the full consultation document.

We are accepting submissions until **31 October 2024**. If you have questions or would like to meet with us to discuss the proposals please email consultingonfeesandlevies@customs.govt.nz.

Proposals being consulted on include:

- Moving from per document to per consignment charging for low value goods (valued \$1000 or less).
- Introducing differential charges for high value air and sea consignments (valued over \$1000).
- Discontinuing one export related fee.
- Introducing a commercial vessel charge to recover the costs of managing commercial vessels.
- Bringing transhipped goods and empty containers within the scope of the charging regime.
- Moving to full cost recovery for clearing low value air cargo.
- Recovering the cost of clearing low value goods arriving by international mail.

and

- Adjusting fee levels so that Customs' goods management activities are financially sustainable.

Proposed changes to fees

Decisions on which proposals will proceed and when they will be implemented will be made after consultation. If all the proposals being consulted on were to be implemented, they would have the following indicative impact on combined Customs' and MPI's charges:

Indicative combined Customs and MPI fee rates (\$ exclusive of GST)	Current rates per entry or report	New rates per consignment	Increase / Decrease
Imports			
High value import (air)	81.25	41.36	↓
High value import (sea)	81.25	96.92	↑
Low value import (air)	NA	3.57	↑
International transshipment (air)	NA	3.57	↑
Low value import (sea)	NA	9.11	↑
Inward Cargo Report (air)	122.54	NA	↓
Inward Cargo Report (sea)	508.31	NA	↓
International transshipment (sea)	NA	9.11	↑
Empty container import (sea)	NA	9.11	↑
Low value mail import (per kg)	NA	1.68	↑
Exports			
SES* export (air)	3.44	1.95	↓
SES export (sea)	3.44	5.10	↑
High value export (air)	7.20	3.70	↓
High value export (sea)	7.20	9.66	↑
Low value export (air)	NA	3.50	↑
Low value export (sea)	NA	5.69	↑
Outward Cargo Report (air)	15.14	NA	↓
Outward Cargo Report (sea)	19.61	NA	↓
Cargo Report Export (air)	42.21	NA	↓
Cargo Report Export (sea)	5.87	NA	↓
Commercial vessel			
Per arrival	NA	6,268.00	↑

↑ Increase ↓ Decrease

Moving from per document charging to consignment charging for low value goods means that some existing charges no longer apply and have been replaced by a new charge per consignment.

*Secure Export Scheme (SES) members have a lower fee rate than non-members because there is less effort in clearing their goods as the scheme provides assurance of supply chain security.