Domestic Transhipment Request (DTR)
FOR SEA FREIGHT

The Ministry for Primary Industries (MPI) and the New Zealand Customs Service (NZCS) are running a joint project to implement the electronic Domestic Transhipment Request (DTR) for the movement of uncleared cargo in the sea cargo pathway.

> The aims of introducing the DTR SEA are to automate current manual processes, provide traceability, remove current work arounds and paper-based movements, and retire existing legacy technologies[1].

> The pilot is to test existing functionality in Trade Single Window which was designed to risk assess and control the movement of uncleared cargo when TSW was first developed.

> A joint agency pilot is planned for early 2023, with select external parties testing and evaluating the new DTR process for Sea Freight with a forecasted mandate in July 2023.

> The project team is engaging closely with Industry around the scope of the pilot, to enable impact assessment of DTR on Industry including ports, agents, transport companies and software providers.

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 CCA and a Transitional Facility

DTRs intent is to replace the current manual approval systems for domestic transhipments i.e.:

1. Removal of the Customs 'Continuing Collectors Permit' and Paperless Transhipment movement in NZ
2. DTR will be used instead of the Biosecurity Authority Clearance Certificate (BACC) **to move uncleared** cargo. An Import Declaration will still be required to clear the goods.

A DTR is part of the Inward Cargo Report (ICR).

How to submit a DTR?

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

When to Submit a DTR?

A DTR Submission is required for any point-to-point movement. This includes domestic transhipment of uncleared containers/cargo between Ports via Sea. *Please refer to Scenarios*

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[1] *MPI Legacy System is eBACCa*

What are the key DTR fields required to be submitted for Port-to-Port movements?

In addition to mandatory ICR fields providing submitter, craft and consignment cargo details the following fields are required for a Domestic Transhipment Request.

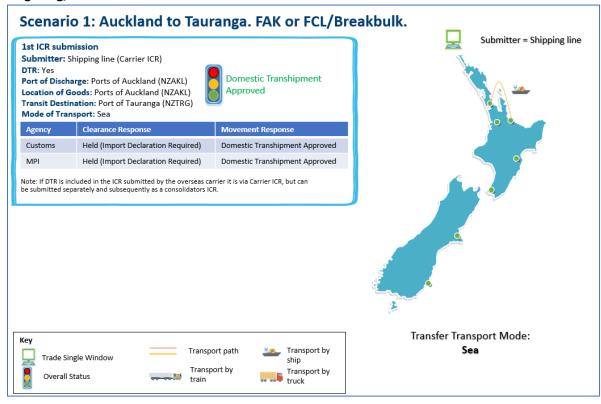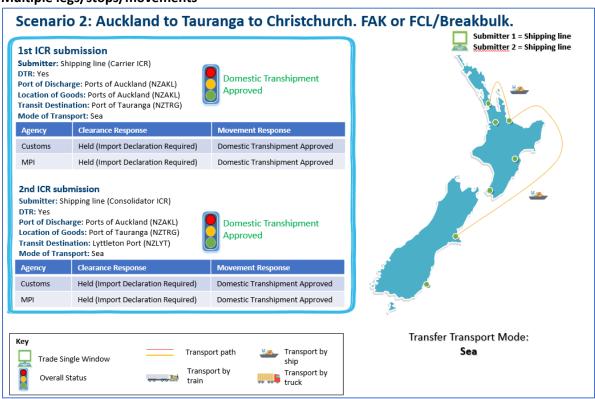|	

Location of Goods Code
NZLYT
 	
Location of Goods Name
Lyttelton Port Company Limited (40508463F)
 	
`<GoodsLocation>`
    `<ID>NZLYT</ID>`
`</GoodsLocation>`
	The Location of goods is the Port / Cargo Terminal / freight forwarder premises where the goods are currently located.
	
	For DTR this is the starting point for the movement.
	
	The Location of Goods will be sent movement authorisations issued by the Border Agencies.
	
	The Location of Goods must be approved as both a Customs-controlled Area (CCA) and an MPI Transitional Facility (TF)). A Port must be approved as a Port Authority client type.
	
	When goods are located at a Port the UN/LOCODE should be stated.
	
	A list of codes is published on Customs website at https://www.customs.govt.nz/business/trade-single-window/location-of-goods-codes/

Transhipment Request
 	
Movement Request?
◉ **Domestic Transhipment Request**
○ International Transhipment Request
○ None
 	
`<AdditionalInformation>`
    `<StatementCode>Y</StatementCode>`
    `<StatementTypeCode>DTR</StatementTypeCode>`
`</AdditionalInformation>`
	Use the Domestic Transhipment Request indicator to request the movement of un-cleared cargo.

Transhipment Destination
NZAKL
 	
Transhipment Destination Name
Ports of Auckland Limited (40509799A)
 	
`<TransitDestination>`
    `<ID>NZAKL</ID>`
`</TransitDestination>`
	The Transhipment Destination is the Port / Cargo Terminal / freight forwarder premises where the goods are to be moved to.
	
	For DTR this is the destination point for the movement.
	
	The Transhipment Destination will be sent advice of movement authorisations issued by the Border Agencies.
	
	The Transhipment Destination must be approved as both a Customs-controlled Area (CCA) and an MPI Transitional Facility (TF)). A Port must be approved as a Port Authority client type.
	
	When goods are being sent to a Port the UN/LOCODE should be stated.
	
	A list of codes is published on Customs website at https://www.customs.govt.nz/business/trade-single-window/location-of-goods-codes/

Transfer Transport Mode
Sea (Overseas vessel)
 	
`<AdditionalInformation>`
    `<StatementCode>1O</StatementCode>`
    `<StatementTypeCode>MTT</StatementTypeCode>`
`</AdditionalInformation>`
	The Transfer Transport Mode must be stated for all DTRs to specify the mode of transport of the under-bond transfer.
	
	Select from the following options:
	1O = Sea (Overseas vessel)
	1C = Sea (Coastal vessel)
	2 = Rail
	3 = Road
	4= Air
	6 = Multimodal

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Scenarios

The following scenarios apply to shipping companies/overseas carriers:

Single leg/movement

Scenario 1: Auckland to Tauranga. FAK or FCL/Breakbulk.

1st ICR submission
Submitter: Shipping line (Carrier ICR)
DTR: Yes
Port of Discharge: Ports of Auckland (NZAKL)
Location of Goods: Ports of Auckland (NZAKL)
Transit Destination: Port of Tauranga (NZTRG)
Mode of Transport: Sea

Domestic Transhipment Approved

Agency	Clearance Response	Movement Response
Customs	Held (Import Declaration Required)	Domestic Transhipment Approved
MPI	Held (Import Declaration Required)	Domestic Transhipment Approved

Note: If DTR is included in the ICR submitted by the overseas carrier it is via Carrier ICR, but can be submitted separately and subsequently as a consolidators ICR.

Submitter = Shipping line

Transfer Transport Mode:
Sea

Key
- Trade Single Window
- Overall Status
- Transport path
- Transport by train
- Transport by ship
- Transport by truck

Multiple legs/stops/movements

Scenario 2: Auckland to Tauranga to Christchurch. FAK or FCL/Breakbulk.

1st ICR submission
Submitter: Shipping line (Carrier ICR)
DTR: Yes
Port of Discharge: Ports of Auckland (NZAKL)
Location of Goods: Ports of Auckland (NZAKL)
Transit Destination: Port of Tauranga (NZTRG)
Mode of Transport: Sea

Domestic Transhipment Approved

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: Shipping line (Consolidator ICR)
DTR: Yes
Port of Discharge: Ports of Auckland (NZAKL)
Location of Goods: Port of Tauranga (NZTRG)
Transit Destination: Lyttleton Port (NZLYT)
Mode of Transport: Sea

Domestic Transhipment Approved

Agency	Clearance Response	Movement Response
Customs	Held (Import Declaration Required)	Domestic Transhipment Approved
MPI	Held (Import Declaration Required)	Domestic Transhipment Approved

Submitter 1 = Shipping line
Submitter 2 = Shipping line

Transfer Transport Mode:
Sea

Key
- Trade Single Window
- Overall Status
- Transport path
- Transport by train
- Transport by ship
- Transport by truck

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Additional fields required for DTRs for movement in land to CCA/TF

If uncleared cargo needs to be to be transhipped inland to CCA/TF MPI requires the following information and attachments at a minimum:

- Bill of Lading
- Quarantine Declaration
- Manifest
- Any applicable treatment certificates

When are DTR responses received?

After the ICR is submitted, each consignment is automatically assessed by both Customs and MPI Biosecurity. A response message will be returned to the submitter giving the outcome of each of these assessments.

> **Existing Functionality**
>
> The above requirements relate to the domestic movement of uncleared cargo only and are an addition to all existing requirements. Therefore, there should be no change to the logic in place for existing processes which include clearance of empty containers, updates to discharge ports, manifest changes and international tranships.

Further information:

For information on ICR Implementation guides, refer to:

- https://www.customs.govt.nz/globalassets/documents/tsw/inward-cargo-report-migs-v1.0c.zip

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

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