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Export Containers Without “CEDOS” Risk Extra Costs

The New Zealand Customs Service is advising exporters to reduce the risk of added costs, by lodging an export entry and getting a Customs Export Delivery Order (CEDO) before export goods are sent to the port.

Customs National Manager Goods Allen Bruford says many exporters are sending containers to the wharves without a CEDO. The containers are stacked, but may then have to be moved to Customs' facilities for inspection. He notes that is inefficient and can be expensive as there are costs associated with every container lift.

Customs officials have discussed this issue with port and shipping companies and as a result Customs is advising exporters not to send containers to ports before they are cleared.

Allen Bruford says most of those involved in the export supply chain are aware of new security arrangements put in place in 2004. These require all export shipments to be cleared by Customs and issued with a CEDO prior to loading for export. This was part of New Zealand's response to increased international security expectations.

“The New Zealand response also includes inspecting up to 4,500 export containers per year, to ensure we can give our trading partners assurance over the security of our trade. This is about one percent of export containers crossing New Zealand wharves,” says Allen Bruford.

“The information provided by exporters or their agents in the export entry is used by Customs to help identify which containers will be inspected. This means the sooner you lodge your export entry, the sooner you, Customs and the port will know whether your container will be required for inspection.

“If your container is required for inspection, then it is your legal responsibility as the exporter to ensure it is presented to Customs – this includes meeting any associated costs. In practice, this means that if you have sent your container to the port for storage without having a CEDO, and it has to be moved to Customs inspection facilities, you may face a bill of up to several hundred dollars for the cost of the move.

“You can minimize the risk of this happening by getting a CEDO before your container arrives at the port. It is a straightforward process – if you lodge your export entry electronically as soon as you have all the necessary information, before the container leaves your premises, then Customs can provide an electronic response within one hour”.

Allen Bruford says Customs recommends exporters discuss this issue with their brokers and any other parties involved in their export supply chain, to minimize the risk of extra costs.

For further information call Customs on 0800 428 786 or contact your local Customs Inspections Manager.

ACC Petrol Levy Increase

The Minister for ACC announced in December 2004 that there would be an increase in ACC Motor Vehicle levies, including a change in the levy on petrol.

That increase was subsequently formalised as an increase in the levy rate from \$0.0508 per litre to \$0.0578 per litre (plus GST), effective 1 July 2005.

Tariff items affected are:

2710.19.11.11F

2710.19.11.19A

2710.19.29.11B

2710.19.29.19H

Excise Items affected are:

99.75.15C

99.75.18H.

MAF Approval To Import

The New Zealand Customs Service assists the Ministry of Agriculture and Forestry (MAF) by ensuring that importers/Customs brokers obtain approval to import a range of goods.

The tariff items for goods that require such approval are set out in the Customs Import Permit list which is available on the Customs website: www.customs.govt.nz

The Ministry has advised Customs that from 6 July 2005, approval will be required to import “Other articles of wood” classified in tariff item 4421.90.19.19H.

Customs Controlled Areas General

Auckland

Add: * Profreight International Limited, 51 Aintree Avenue, Airport Oaks, Mangere