



APPENDIX 2

List of questions

Volume projections for goods clearance fees and levies:

Question 1 Do you think these forecasts are reasonable?

If fees are reset without any change to the fees structure:

Question 2 What impact would the fee increases in the above tables have on you or your business?

Question 3 What implementation issues would the changes raise for your business and what lead time would you need to manage these?

Question 4 Is there anything else you would like to tell us about the likely impacts of these fee changes?

For low value consignments:

Question 5 Do you agree that setting the fee for the submission of a cargo report for clearance of low value goods based on the number of consignments listed on it would be fairer than continuing to charge a flat per document fee, irrespective of the number of consignments on it? If you don't agree can you tell us why?

Question 6 What impact would setting fees per consignment likely have on your business?

Question 7 What implementation issues would the changes raise for your business? What changes would you need to make to your business processes? How much time would you need to manage these changes?

Question 8 Do you agree a per consignment charge, payable when a document seeks clearance of a large number of low value consignments, should not be capped?

Question 9 If you favour a cap on these charges, where do you think the costs not recovered from the submitter because of the cap should come from?

For low value imports and exports:

Question 10 Do you think any of the options above, or any other option, would be fairer than either the status quo or consignment-based fees? If yes, please tell us why you think they would be fairer and feasible to implement.

For high value consignments:

Question 11 Do you think high value consignments should pay the same fee, irrespective of whether they are carried by air freight or by sea freight, or do you think there should be different fees, reflecting the different costs incurred in clearing air and sea consignments?

Question 12 What are the reasons for your answer?

Question 13 What impact would moving to separate fees for high value consignments for sea and air freight have on your business?

Question 14 What implementation issues would the changes raise for your business? What lead time would you need to manage these?

For the OCTF-OCR fee:

Question 15 Do you think removal of the OCTF-OCR, and spreading the costs it currently recovers through other export-related fees, is appropriate?

Question 16 What are the reasons for your answer?

Question 17 What impact would removing the OCTF-OCR likely have on your business?

Costs incurred in managing risks associated with commercial vessels:

Question 18 Do you think it would be fairer to recover vessel costs through a commercial vessel charge or keep recovering these costs through goods charges paid by importers and exporters? If not, why not?

Question 19 What impact, if any, do you think a commercial vessel charge might have on the cost and the availability of shipping services to New Zealand?

Question 20 Do you think the proposed vessel charge would impact compliance with Customs and MPI rules by vessels arriving in New Zealand?

Question 21 Do you think there are any other options for meeting these costs that might be fairer than a commercial vessel charge or goods fees? If you do, what are those options?

Question 22 Do you think the broad categories of exemptions for types of vessel and voyages are appropriate? If not, what specific exemptions do you think are needed and why?

Question 23 What impact would the introduction of a commercial vessel charge, and the consequent reduction in goods fees, likely have on you or your business?

Question 24 Who should be invoiced for the commercial vessel charge – ship operators, owners or agents?

Question 25 What implementation issues would the changes raise for your business? What lead time would you need to manage these?

Question 26 Do you think there is an argument for a new vessel charge to be phased in? If yes, how do you think it should be phased? Why do you think this would be fairer?

Costs incurred managing risks associated with transhipped goods, transit goods and empty shipping containers:

- Question 27** Do you agree it would be fairer to recover the costs of transhipped consignments and empty shipping containers by broadening the goods management charging base and attaching an appropriate fee to each of these goods?
- Question 28** Do you agree that, if a fee is imposed on transhipped consignments and empty shipping containers, it is appropriate to use the consignment charge for low value consignments (valued at \$1,000 or less) as the basis for charging, in the interim until goods fees are next reset?
- Question 29** What impact would applying a charge to transhipped goods consignments and/or empty shipping containers have on you or your business?
- Question 30** Do you think there is any other option that would allow for the recovery of costs for transit goods? If so, can you tell us what this is?
- Question 31** Do you have any other comments to make on how the costs of transit goods, transhipped goods, and empty shipping containers should be recovered?
- Question 32** What implementation issues would the changes raise for your business? What lead time would you need to manage these?

Low value goods carried by air freight:

- Question 33** Do you think it would be fairer for Customs and MPI's costs of clearing these goods to be fully recovered from the importers and exporters or do you think taxpayer funding should continue? If you think ongoing funding from the Crown is appropriate, why do you think this?
- Question 34** If the costs of clearing these goods were fully cost recovered from importers and exporters, what effect would this have on you or your business?
- Question 35** If your business involves carrying low value goods consignments for other senders, including submitting documents to clear those consignments, how do you incorporate changes in costs in your pricing? Would you face any constraints in moving from document-based to consignment-based charging?
- Question 36** What implementation issues would the above changes raise for your business. What lead time would you need to manage these?
- Question 37** If you are a business exporting low value goods by air freight, how price sensitive are the markets you sell into? What would the impact of a per consignment export charge indicated have on your competitive position? How might you respond to the introduction of such a charge?
- Question 38** If the withdrawal of Crown funding was phased, how long should any phasing-in transition last. Why do you think this would be fair and appropriate?
- Question 39** Do you consider that that the accumulated deficit related to low value air exports should be recovered over one levy period (i.e., three years) or over two levy periods, and why?
- Question 40** Do you think any consignment types should be exempt from the low value consignment charge? If so, what types of items? How could an exemption be implemented and why would it be appropriate?
- Question 41** If any consignment types are exempted from the low value consignment charge, how do you think the costs Customs and MPI incur should be recovered (eg, from other fee payers or funded by the Crown)? Why do you think this is fair and appropriate?

In terms of low value goods carried by international mail:

- Question 42** Do you think it would be fairer for Customs and MPI's costs of clearing these goods to be fully recovered from the importers and exporters or do you think the taxpayer should still meet this cost?
- Question 43** What is the reason for your answer?
- Question 44** If you are a business sending or receiving goods through the mail, why do you use international mail instead of a fast freight service?
- Question 45** If the costs of clearing goods in the mail stream were to be fully recovered, based on the indicative per item rates above, what impact would this have on you or your business?
- Question 46** If the costs of clearing these goods were fully cost recovered from importers and exporters, do you think interim taxpayer funding should continue to phase this change in. If you think so, why?
- Question 47** How long should any phasing or transition last? Why do you think this timeframe would be fair and appropriate?
- Question 48** Do you agree that, if mail items are valued over \$1,000 and are subject to both the IETF and the per kilogram charge, the IETF should be reduced to avoid applying two charges?
- Question 49** What implementation issues would the above changes raise for your business? What lead time would you need to manage these?
- Question 50** Do you think the costs of low value goods carried via international mail should be treated separately to the costs of low value air freight? Do you think they should be combined so that the same charge applies to low value consignments whether carried by air freight or by mail?
- Question 51** Are there any options you feel would be fairer than a per kilogram charge for recovering costs of mail clearance by Customs and MPI?
- Question 52** If the fall-back option of recovering the costs of clearing inwards mail through a service charge to NZ Post were to be implemented, what impacts would this have on you or your business, and do you consider that this would be fairer than the preferred option?

Crown funding for the management of commercial vessels:

- Question 53** Do you think it would be appropriate for the costs of managing commercial vessels to be fully cost recovered rather than partially funded by the Crown?
- Question 54** What is the reason for your answer?
- Question 55** Do you have anything else to tell us about this proposal not already covered by your responses to questions on the proposal to introduce a commercial vessel fee?

Monitoring, modelling and engagement on fees:

- Question 56** Do you support Customs moving to a regular cycle for reviewing and resetting its fees (we propose three-yearly)?
- Question 57** If Customs were to move to a regular review cycle for its fees, what do you think is an appropriate review period?
- Question 58** Do you think Customs and MPI should have regular engagement with key stakeholders on goods fees and levies? If you do, what form should this take?
- Question 59** What are the reasons for your answers?