



**MINISTRY OF BUSINESS,  
INNOVATION & EMPLOYMENT**  
HĪKINA WHAKATUTUKI



# Consultation on an Electronic Travel Authority

**Seeking your views on a proposal to require most visa-free visitors to hold an ETA before travelling to New Zealand**

**June 2018**

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## Minister's foreword



Our immigration border settings aim to facilitate travel to maintain and strengthen economic and personal connections with the outside world, while managing immigration and wider border security risks. With rising numbers of travellers, following more diverse routes, it is timely to review New Zealand's border settings.

Specifically, immigration border settings need to change in order to ensure:

- faster and better facilitation for an increasing number of travellers: to meet travellers' and carriers' expectations of a quicker facilitation experience (including not being turned around at check-in or at the border) and to interact with authorities digitally and receive a personalised and modern service
- more secure borders: to provide assurance to New Zealand about the purposes and characteristics of intending foreign travellers and closing gaps in New Zealand border settings relating to the marine (cruise) pathway.

Government has identified that we need better advance information about more travellers, so we can keep providing a world class welcome to our visitors while keeping New Zealand safe.

To achieve this, we are consulting on a proposal to introduce an Electronic Travel Authority for some groups of travellers – people who travel here visa-free by air or on cruise vessels. Under the Trans-Tasman Travel Arrangement it would not apply to Australian citizens, mirroring the special access which New Zealand citizens have to Australia.

The Electronic Travel Authority is part of wider Government efforts to make border crossing as seamless and secure as possible. I encourage you to read this discussion document and make a submission on areas that interest you.

Hon Iain Lees-Galloway  
**Minister of Immigration**

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## How to make a submission

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The Ministry of Business, Innovation and Employment (MBIE) is consulting on the proposal to introduce an Electronic Travel Authority (ETA) for a range of travellers who are not currently required to apply for a visa before travelling to or through New Zealand.

Submissions are due by **Sunday 22 July 2018**. Please email your submission to [ETAconsultation@mbie.govt.nz](mailto:ETAconsultation@mbie.govt.nz) using the submission form found in [www.mbie.govt.nz/border-changes](http://www.mbie.govt.nz/border-changes)

Please include your name, or the name of your organisation, and contact details. Your submission may respond to any or all of the questions raised. Where possible, please include evidence to support your views, for example references to independent research, facts and figures, or relevant examples.

If you are also submitting on another topic (either or both of the Immigration Fee and Levy review or the International Visitor Conservation and Tourism Levy proposal), you may submit all of your comments in one email. Please title it "Joint submission".

### Use of information

The information provided in submissions will be used to inform MBIE's policy development process. We may contact submitters directly if we require clarification of any matters in submissions.

### Release of information

Submissions are subject to the Official Information Act 1982. Please outline clearly any objections you may have to the release of any information in your submission, and in particular, which part(s) you consider should be withheld and the grounds for doing so.

If your submission contains any confidential information, please indicate this on the front of the submission. Any confidential information should be clearly marked within the text.

### Private information

The Privacy Act 1993 establishes certain principles with respect to the collection, use and disclosure of information about individuals by various agencies, including MBIE. Any personal information you supply to MBIE in the course of making a submission will only be used for the purpose of assisting in the development of policy advice in relation to the proposals in this document. Please clearly indicate in your submission if you do not wish your name or contact details to be posted on MBIE's website or included in any summary of submissions that MBIE may publish.

## The Government is considering the introduction of an Electronic Travel Authority for visa-free travellers

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The Government is considering a proposal to introduce an Electronic Travel Authority (ETA) in 2019, which most visa-free travellers<sup>1</sup> would be required to apply for and hold prior to travelling to New Zealand. Travellers would apply for an ETA online by creating an electronic account, filling in their details, making some declarations, and paying a fee. The majority of travellers would receive their confirmation within 24 hours. Annex Three includes a summary of how an ETA could be rolled out and what it would look like.

The Government is considering the introduction of an ETA on the basis that it is the best solution to improve the collection of advance information about travellers in order to support Government's overall border objectives, which are to:

- enhance security and reduce immigration risks
- address smuggling risks and biosecurity risks
- maintain or improve the current traveller experience
- improve the future traveller experience
- support New Zealand's international relationships and agreements
- manage the provision of services more efficiently
- adapt to the changing needs of stakeholders and Government over time.

We are seeking your feedback on the potential introduction of the ETA, how you think it could benefit travellers and industry stakeholders, and how we could address any potential problems. Your feedback will inform the final proposal the Government will consider later this year. It will help ensure the design and implementation of the ETA, if it is introduced, takes advantage of the opportunities and manages any risks that it presents.

This consultation is taking place at the same time as consultation on immigration fees and levies and the introduction of an International Visitor Conservation and Tourism Levy. We welcome your views on the cumulative impacts of the proposed changes.

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<sup>1</sup> In this document, "visa-free" is used to refer to people who are waived of the requirement to apply and hold a visa prior to travelling to New Zealand, as well as people who are deemed to hold a visa when they arrive in New Zealand. See Annexes One and Two for a full list of "visa-free" people and whether we propose they are ETA-required.

# **We need better ways to manage risk and facilitate the growing numbers of travellers**

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## **The volume and diversity of travellers is growing**

Globally, more people are travelling internationally than ever before, and even more are forecast to travel in the future. New Zealand is no exception, and our economy has benefited from increasing numbers of travellers by air and sea.

Over the 2006 - 2016 period, New Zealand has seen international air arrivals, excluding New Zealand citizens, increase from 2.4 million to 3.5 million per annum. Similarly, the number of cruise passengers visiting New Zealand has more than doubled between 2010 and 2016, from approximately 100,000 to around 250,000 passengers (around ten per cent of whom were New Zealand citizens).

Travellers are coming from increasingly diverse origins and following increasingly diverse routes. From 2012/13 to 2016/17, the number of airlines flying to New Zealand increased from 18 to 31 (a more than 70 per cent increase).

## **Stakeholder expectations for facilitation and security are high**

While increasing numbers of travellers are being facilitated across the border, at the same time travellers, carriers, ports and Government agencies all want those travellers to:

- be able to travel easily at a reasonable cost
- not be subject to intrusive checks or excessive queuing
- be assured that they are not sharing their space with people who are security or criminal threats.

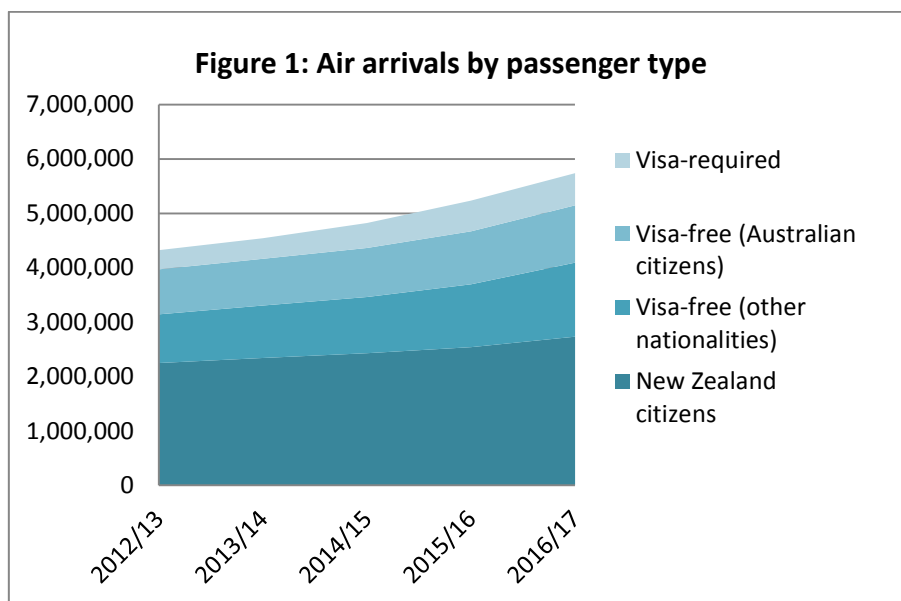
It is important that New Zealand can offer a positive experience to genuine travellers. It is also important that New Zealand can accurately identify and deal with non-genuine travellers - people who want to work illegally, smuggle contraband, or commit crime - and people who pose a risk to our natural environment or food safety.

## **Advance information helps us to meet security and facilitation expectations as numbers continue to grow ...**

In principle, all foreign nationals are required to apply for a visa before travel and to provide full information as part of that application process. Advance information provided by travellers allows the Government to screen for risks. Holding a visa prior to travel also gives visa-required travellers assurance that they will likely meet entry requirements when they arrive at the New Zealand border.

In practice, however, visas are waived for most short-term air visitors to New Zealand, as well as for Australian citizens and permanent residents arriving by air (see Annex One). In 2016/17 1.3 million visa waiver individuals and an additional one million visa waiver Australians arrived at our air

borders without applying for visas prior to travel (see Figure 1). Altogether, this represents around 74 per cent of foreign nationals arriving in New Zealand by air.



In addition, many people are 'deemed' to hold a visa before or on arrival (see Annex Two). This applies to marine crew and travellers, and to aircraft crew. In 2016/17 more than 200,000 non-New Zealanders arrived on cruise ships without applying for visas prior to travel. This deemed visa status applies to all nationalities, including those who would require a visa if they were travelling by air.

### **... but limited advance information creates challenges at the border**

Visa waivers benefit tourism, business travel and international relations, and contribute to New Zealand's reputation as a welcoming destination. However, they also limit our ability to scrutinise large numbers of intending travellers before they seek to travel to New Zealand.

The Passenger Name Record (PNR) and Advanced Passenger Processing system (APP) provide our existing advance information for visa waiver travellers. PNR is advance travel booking information provided by both air and cruise carriers, but its use for risk assessment is limited because it cannot be reliably linked to passenger identity. Immigration New Zealand receives reliable passport information when air travellers check in for their flight using the APP system. APP automatically checks passport data against a range of alerts and databases in order to provide a boarding directive. While this information is reliable, border agencies have limited time to assess it and it does not apply to the growing numbers of marine travellers.

Limited advance information also means air travellers do not have assurance until they arrive at the border that they will satisfy entry permission requirements. For example, in each of the last three years, more than 300 visa waiver nationals have been refused entry at the border on character grounds, generally following arrival card declarations about their convictions. The lack of interaction with visa-free travellers prior to travel also reduces the opportunity to communicate with intending travellers or use technology to smooth and speed up border crossing.

## We have considered several options to improve advance information and think the ETA is best

There are a number of potential courses of action that we could take. We have assessed the following four options, and conclude that the introduction of the ETA would best meet Government objectives.

**Option 1** is to maintain the status quo. This option would allow New Zealand to maintain the traveller experience in the short-term. However, we assess that New Zealand’s border security, and the traveller experience, would likely deteriorate over time as volumes of travellers continue to grow.

**Option 2** is to require a wider range of nationalities to apply for visas before travel, including people travelling to New Zealand as cruise passengers. This option would increase costs and compliance requirements for a large number of travellers, and it would change the status of our suite of visa waivers.

**Option 3** is to require carriers to provide more information about travellers before travel. This option would add cost and compliance requirements to travellers and carriers, and would be out of step with other countries. This option would require airlines and cruise ships to change their systems for travel to New Zealand. There may be potential privacy issues if the option was pursued.

**Option 4** is to require most visa-free travellers to provide information earlier, via the introduction of a light touch electronic pre-registration mechanism (the ETA). This involves the addition of a new step in border processing for travellers. However, it is the option that best meets the government’s border objectives and offers opportunities to use evolving technology to make entering New Zealand smoother and faster over time.

Table 1: Assessment of options against Government objectives

	Status quo	More visas	More PNR	ETA
<b>Policy criteria</b>				
Address security and immigration risks	✓	✓✓✓	✓✓	✓✓✓
Address smuggling risks	✓	✓✓	✓✓	✓✓
Address biosecurity risks	✓	✓	✓	✓✓
Maintain / improve current traveller experience	✓✓	✓	✓✓	✓
Improve future traveller experience	✓	✓	✓	✓✓✓
Manage the provision of services within existing resources	✓	✓	✓	✓✓✓
Be future focused	✓	✓	✓	✓✓✓
Aligned with international agreements	✓✓✓	✓	✓	✓✓✓
	11	11	11	20



## **We are seeking your views on the ETA proposal**

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Your views on the following proposals and questions will shape the final advice the Ministry of Business, Innovation and Employment (MBIE) will provide to help the Government decide whether to introduce an ETA. Annex Three summarises how the ETA would be rolled out and used in different phases.

### **The legal basis for the ETA would protect international agreements**

We propose that the requirement to apply for an ETA would be a condition on the waiver of the requirement to hold a visa permitting travel to or through New Zealand. The benefit of this approach is that it will ensure that the introduction of the ETA does not change the legal status of New Zealand's suite of visa waivers.

### **Most visa-free travellers are proposed to be ETA-required**

There are options regarding who would be required to hold an ETA, if it's introduced. Our general working principle is that the scope needs to include as many groups of visa-free travellers as possible, unless it is impractical or poses a risk to international relations. This approach would help ensure border risk management objectives are met.

New Zealand's visa-free arrangements are complex. Together, Annexes One and Two outline all visa-free travellers under New Zealand regulations, and whether we propose they should require an ETA prior to travel or not.

#### **Proposed ETA-required travellers**

We propose that the ETA requirement is introduced for the following groups of visa-free travellers:

- holders of short-term visitor visa waiver travel documents (see Annex One)
- holders of transit visa waiver travel documents (see Annex One)
- Australian permanent residents, who are granted resident visas on arrival
- cruise crew and passengers, as well as commercial aircraft crew
- Travellers waived the requirement to hold a New Zealand transit visa only when transiting via New Zealand to Australia. These travellers would still require a transit visa (but not an ETA) for a return trip from Australia via New Zealand.

#### **Travellers who would not be ETA-required**

New Zealand citizens, residents or visa holders would not be required to hold an ETA prior to travel.

We propose Australian citizens, who are visa-free, would not be required to hold an ETA before travel to New Zealand and, if they meet New Zealand's character requirements, would continue to be granted a resident visa on arrival. This exemption honours our Trans-Tasman Travel Arrangement and special relationship with Australia. This exemption is reciprocal, as New Zealand citizens are the only travellers that are exempted from Australia's universal visa regime.

There are also niche groups of visa-free travellers who we do not propose would require an ETA prior to travel to New Zealand. This includes cargo vessel crew, private aircraft crew, any person associated with a scientific programme or expedition under the auspices of a Contracting Party to

the Antarctic Treaty, “guests of government”, as well as members of a visiting force, and the crew transporting them.

Even if a group is not initially required to hold an ETA, the Government could consider their inclusion in the future. For example, nationalities that are currently transit visa-required could be made transit visa waiver and ETA-required. In future, travellers who are not ETA-required (such as Australian citizens) might also choose to do so voluntarily in order to benefit from enhanced traveller facilitation that ETA may offer.

**Submit your views on:**

1.1 Do you agree with the introduction of the ETA for most visa-free travellers?

1.2 What impact do you think an ETA requirement would have on the proposed groups of ETA-required travellers or your industry?

1.3 Do you consider we have identified the right groups of people to be ETA-required? If not, what changes would you propose?

## **The validity and application periods of an ETA need to ensure details remain up-to-date, but also provide flexibility for travellers**

### **Validity period**

We propose that an ETA be valid for two years, as long as travellers’ details are kept up to date. Other countries have varying lengths of validity, ranging from one to five years, with the ETA expiring at the same time as the passport. We consider that two years strikes the right balance between being facilitative for frequent travellers while also ensuring that traveller details and declarations remain up to date.

### **Application period**

We are considering the optimal time when an ETA should be applied for. We are considering whether an ETA should be applied for no earlier than a specific amount of time before the date of intended travel (from 3-12 months).

These options present trade-offs. A short application period maximises the likelihood that a traveller’s details are current for their first trip to New Zealand. However, it may not align with travel bookings, which increases the risk that people will either forget to apply for an ETA or need to re-apply for an ETA again if their travel is postponed. A longer application period would allow visitors to apply for an ETA at the time they book their travel. While this would minimise the need for travellers to apply for an ETA again if they postpone their travel, there is a greater risk that traveller details become out of date.

We also propose that travellers would be encouraged to apply no less than 72 hours before travel. We do recognise, however, that the system would need to have the ability to handle exceptions for urgent or last-minute travel.

**Submit your views on:**

2.1 How long do you think an ETA should be valid for?

2.2 Do you think an ETA should expire when a passport expires?

2.3 When do you think ETA-required travellers should be required to obtain their ETA? **For the travel industry:** Do you have data on traveller booking patterns to support your submission?

## **The information collected by the ETA would align with visa waiver eligibility requirements**

We are considering what information the ETA could collect from visa-free travellers. The ETA should collect enough information from travellers to deliver facilitation and risk management benefits, while also remaining a light touch pre-registration process (as opposed to a visa). We consider that information broadly aligned with what is currently collected from travellers on the arrival card would be appropriate for the ETA to collect.

We are proposing that the ETA collect the following from intending travellers:

- biographic details
- passport details
- travel details (such as the intended date of travel and booking references)
- contact details
- information that enables the traveller's eligibility to travel to New Zealand to be confirmed (such as a declaration about their criminal conviction history)
- information about the reason for their travel to New Zealand, including relevant information about whether they are travelling in order to seek medical treatment
- optional biometric information (passport photo) which could enable future facilitation (such as the capacity to cross the border without presenting a physical passport) and which would also enhance identity verification.

**Submit your views on:**

3.1 Do you agree with the proposed information to be collected by the ETA from travellers?

## **The ETA would have multiple functions**

The ETA will do more than collect information. We propose that the ETA be an electronic account that enables:

- information to be provided to the traveller
- payments to be made
- checking of the data provided against a variety of sources (such as the international Lost and Stolen Passports list)
- sharing of the data provided with authorised agencies, such as the New Zealand Customs Service (in accordance with legal and privacy impact considerations) for risk assessment and facilitation purposes.

**Submit your views on:**

4.1 Do you agree with the proposed functions of the ETA?

4.2 What information do you think could be useful and appropriate for an ETA to provide to travellers?

4.3 Do you have views on which agencies should receive information collected, and what limits should be placed on sharing and its use?

## **The cost of the ETA could be recovered by an \$9 fee for ETA-required travellers**

Initial costings indicate that a fee of approximately \$9 per ETA-required individual would fully recover the development and implementation costs of the ETA project and to recover its ongoing cost of decision making.

We propose to recover the following costs from ETA-required travellers:

- depreciation and capital charge related to the development of the ETA
- the ongoing costs associated with immigration and border decisions, including identity resolution, and communications with the public and carriers.

We consider that this proposal is in line with the Treasury's broader cost recovery and fee charging principles. These costs would be recovered by those who give rise to the costs. The authority to recover these costs is established under s.393 of the *Immigration Act 2009*.

The fee amount would also take into account the impact on those who are charged. We consider a charge of \$9 is unlikely to be prohibitive for affected travellers. The ETA fee is also reasonable in comparison to other countries' ETA fees, which range from the equivalent of NZ\$ 7.78 to NZ\$ 21.40. It is worth noting that, unlike people required to apply for a visa prior to travel, ETA-required travellers do not pay for the visa they are granted when they arrive at the border.

**Submit your views on:**

5.1 What impacts, if any, do you think a charge of \$9 would have on ETA-required travellers or your industry?

5.2 Are there any other costs that you think Government should recover from ETA-required travellers?

## **An ETA offers immediate benefits and future opportunities, but has some risks**

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### **The introduction of the ETA offers immediate benefits and future opportunities**

The Government is considering the introduction of an ETA on the basis that it could have some immediate and future facilitation benefits, in addition to improvements to border security. An

immediate benefit would be a reduction in the number of visa-free nationals currently refused entry on arrival due to their declarations about their conviction history on the arrival card.

An ETA could also help support or align with future border developments. For example, it could help remove the need to provide the same information at multiple points along a journey, and personalise services to individual travellers (with appropriate privacy controls on information). This could involve personalised messaging about Government obligations, or the ability to cross the border more rapidly, such as through the use of a digital arrival card.

**Submit your views on:**

6.1 Do you see opportunities from the ETA for your industry or for travellers, now or in the future?

6.2 Is there anything that you think should be designed into the ETA now even if it cannot be deployed immediately?

## **Potential risks can be mitigated**

There are potential risks to the introduction of a new process in the border system. It is important that the introduction of an ETA does not impose unnecessary difficulties on genuine travellers to New Zealand, or mean potential travellers perceive New Zealand as less welcoming.

Successful implementation of the ETA would require collaboration from a wide range of travel and tourism stakeholders. The ETA will need to be straightforward and easy to use, and ETA-required travellers would need to know that they need to apply for one before travel. The ETA system would also need to allow for urgent processing for people who show up at the airport without an ETA and for people who make last-minute travel plans.

**Submit your views on:**

6.3 What are the key risks to you, travellers, or your industry that you consider could arise from the introduction of an ETA?

6.4 Do you have any suggestions on how the Government could best design or implement the ETA (if introduced), to mitigate these risks?

## **The ETA is one of a number of proposals under consultation affecting travellers and migrants**

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### **The ETA and existing visas will collect the International Visitor Conservation and Tourism Levy**

The Government is consulting separately on the introduction of an International Visitor Conservation and Tourism Levy (IVL), to enable the growing numbers of international visitors to contribute to the costs of the infrastructure they use.

The option to use the ETA (if established) and visa systems to collect the IVL is under consideration. Travellers required to pay the IVL would pay for it when they apply for a visa or an ETA.

If the ETA is used in this way, the ETA platform would be introduced in phases to enable charging of the IVL alone in the second half of 2019. Fuller ETA capability (including automated matching against watchlists and the capacity to interact with intending travellers) would be introduced over the following 12 months.

To learn more and submit your views on the IVL, visit [www.mbie.govt.nz/border-changes](http://www.mbie.govt.nz/border-changes).

## **The ETA proposal is separate but complementary to proposed changes to immigration fees and levies**

The Government is also consulting on a range of changes to immigration fees and levies, in order to address over- and under-recovery across different visa categories, to improve border security and to meet demand pressures. There is also a future option to recover immigration border clearance costs via the Border Clearance Levy (BCL), which is included in the cost of a ticket to travel.

ETA-required travellers would not pay immigration fees or the immigration levy, which are applied and charged on visas. The ETA proposal would therefore be funded by the ETA fee, which is separate from the immigration fees and levies also under consultation.

An ETA-required traveller would, however, be liable to pay for any increase to the BCL arising from the inclusion of immigration border clearance costs. This is because the BCL is a levy paid by all travellers crossing the New Zealand border, including New Zealanders.

To learn more and submit your views on the proposed changes to immigration fees and levies, visit [www.mbie.govt.nz/border-changes](http://www.mbie.govt.nz/border-changes).

## **We seek your views on the cumulative impacts of the proposals**

Visit [www.mbie.govt.nz/border-changes](http://www.mbie.govt.nz/border-changes) to view the *Summary of government proposals*, which includes examples to illustrate what the combined changes may mean financially for different traveller types.

### **Submit your views on:**

7.1 Do you have any comments on the potential cumulative impacts of the fees and levies, Electronic Travel Authority and International Visitor Conservation and Tourism Levy proposals under consultation on visa-free travellers or your industry?

# Consolidated Consultation Questions

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## The scope of the ETA

- 1.1 Do you agree with the introduction of the ETA for most visa-free travellers?
- 1.2 What impact do you think an ETA requirement would have on the proposed groups of ETA-required travellers or your industry?
- 1.3 Do you consider we have identified the right groups of people to be ETA-required now or in the future? If not, what changes would you propose?

## The application and validity periods of the ETA

- 2.1 How long do you think an ETA should be valid for?
- 2.2 Do you think an ETA should expire when a passport expires?
- 2.3 When do you think ETA-required travellers should be required to obtain their ETA? **For the travel industry:** Do you have data on traveller booking patterns to support your submission?

## The information collected by the ETA

- 3.1 Do you agree with the proposed information to be collected by the ETA from travellers?

## The functions of the ETA

- 4.1 Do you agree with the proposed functions of the ETA?
- 4.2 What information do you think could be useful and appropriate for an ETA to provide to travellers?
- 4.3 Do you have views on which agencies should receive information collected, and what limits should be placed on sharing and its use?

## The cost of the ETA

- 5.1 What impacts, if any, do you think a charge of \$9 would have on ETA-required travellers or your industry?
- 5.2 Are there any other costs that you think Government should recover from ETA-required travellers?

## ETA opportunities and risks

### Submit your views on:

- 6.1 Do you see opportunities from the ETA for your industry or for travellers, now or in the future?
- 6.2 Is there anything that you think should be designed into the ETA now even if it cannot be deployed immediately?

6.3 What are the key risks to you, travellers, or your industry that you consider could arise from the introduction of an ETA?

6.4 Do you have any suggestions on how the Government could best design or implement the ETA (if introduced), to mitigate these risks?

**The cumulative impacts of proposals affecting travellers and migrants**

7.1 Do you have any comments on the potential cumulative impacts of the fees and levies, Electronic Travel Authority and International Visitor Conservation and Tourism Levy proposals under consultation on visa-free travellers or your industry?



## Annex One – Nationalities and classes of people waived from the requirement to hold a visa before travel to New Zealand and proposed ETA requirement

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### People who do not need to apply for a visa before travel and who may apply for a resident visa on arrival

Australian citizens and permanent residents do not need to apply for a visa before travel to New Zealand. They are granted a resident visa on arrival as long as they meet character and entry permission requirements. This means Australian citizens and residents do not need to apply for other types of visas, such as visitor or work visas, when they come to New Zealand.

Table 1: Resident visa waiver travellers

Type of traveller	Proposed ETA requirement
Australian citizens	No
Australian residents	Yes

### People who do not need to apply for a visa before travel and who may apply for a visitor visa on arrival

Passport holders of visitor visa waiver travel documents (see Table 2) do not have to apply for a visa before travelling to New Zealand for a short-term visit. They are granted a visitor visa on arrival as long as they meet character and entry permission requirements. All people travelling on the documents set out in Table 2 are proposed to be ETA-required (see regulations for details of document holders covered).

Table 2: Short-term visitor visa waiver travel documents (all proposed ETA-required)

Andorra	Finland	Luxembourg	Saudi Arabia
Argentina	France	Macau	Seychelles
Austria	Germany	Malaysia	Singapore
Bahrain	Greece	Malta	Slovak Republic
Belgium	Hong Kong	Mauritius	Slovenia
Brazil	Hungary	Mexico	South Korea
Brunei	Iceland	Monaco	Spain
Bulgaria	Ireland	Netherlands	Sweden
Canada	Israel	Norway	Switzerland
Chile	Italy	Oman	Taiwan
Croatia	Japan	Poland	United Arab Emirates
Cyprus	Kuwait	Portugal	United Kingdom
Czech Republic	Latvia	Qatar	United States of America
Denmark	Liechtenstein	Romania	Uruguay
Estonia	Lithuania	San Marino	Vatican City
United Nations laissez passer			

Visitor visa requirements are also waived for the following groups. The current ETA proposal does not include:

- members of, or any person associated with, a scientific programme or expedition under the auspices of a Contracting Party to the Antarctic Treaty
- members of a visiting force (including members of the civilian component of the visiting force).

### **People who do not need to apply for a visa before transiting New Zealand**

People passing through New Zealand as a transit traveller must apply for a transit visa before travel, unless they meet New Zealand’s character requirements and they:

- already hold a New Zealand visa
- hold a passport from a resident or visitor visa waiver country (listed in Table 1 and Table 2)
- hold a passport from a transit visa waiver country (listed in Table 3 below)

**Table 3: Transit visa waiver nationalities (all proposed ETA-required)**

Nauru	Samoa	Thailand
Papua New Guinea	Palau	Panama
Tuvalu	Solomon Islands	Peru
Vanuatu	Republic of Marshall Island	Paraguay
Tonga	Philippines	Venezuela
Federated States of Micronesia	Indonesia	Bahamas
Kiribati	Colombia	Bermuda
Costa Rica	Ecuador	Bolivia

In addition, travellers who are not visitor or transit visa waiver as above are waived the requirement to hold a transit visa if they are travelling to Australia. Under the proposal, they would be ETA-required. However, they would still require a transit visa for a return trip from Australia via New Zealand.

Transit visa requirements are also waived for the following groups of people, but we do not propose they are ETA-required:

- people associated with scientific programmes under the Antarctic Treaty
- members of a visiting military force.

For more information, see the *Immigration (Visa, Entry Permission, and Related Matters) Regulations 2010*, including:

- Regulation 8 (*Applications at immigration control area by Australian citizens and permanent residents for resident visa*)
- Regulation 11 (*Application requirements at immigration control area*)
- Regulation 16 (*People to whom waiver of requirement for transit visa applies*)
- Regulation 18 (*People to whom waiver of requirement for visa permitting travel to New Zealand applies*)
- Regulation 24 (*Application requirements*)
- Schedule 2 (*People to whom waiver to travel to New Zealand applies*).

## Annex Two – Classes of people who are deemed to hold a visa and entry permission for New Zealand and proposed ETA requirement

The people described below are deemed to hold a temporary visa and entry permission so do not need to apply for either. Table 1 shows the period of stay for which they are deemed to hold a visa and entry permission, and whether they are proposed to be ETA-required. A visa must be applied for if a longer stay is required.

Table 1: Groups of people with deemed visa and entry permission and ETA requirement

Type of traveller	Length of stay	Proposed ETA requirement
Passengers on a ship carrying passengers, cargo or both	The earlier of 28 days from the day the ship arrives at its first port, or when the ship is given clearance to leave its last port	Yes, for cruise passengers only
Crew on a ship carrying passengers, cargo or both	Same as above	Yes, for cruise crew only
Crew on a ship carrying coastal cargo under the Maritime Transport Act	28 days from arrival	No
Aircraft crew of an aircraft on a flight between any other country and New Zealand in the course of a scheduled international service	7 days from arrival	Yes
Aircraft crew of a private or commercial aircraft on a flight between any other country and New Zealand that is not in the course of a scheduled international service	21 days from arrival	Yes for commercial, not for private aircraft
Any person associated with a scientific programme or expedition under the auspices of a Contracting Party to the Antarctic Treaty	The duration of their stay in the Ross Dependency, plus three months if they subsequently travel to another area of New Zealand	No
Guests of government	3 months from arrival	No
Members of a visiting force, or the crew transporting them, on a military craft	Until the earlier of: the day that the holder ceases to be a member of a visiting force or crew member of the military craft transporting a visiting force, or when the holder's duty or employment in New Zealand finishes	No

For more information see the *Immigration (Visa, Entry Permission, and Related Matters) Regulations 2010*, including:

- Regulation 19: *People deemed to be granted temporary entry class visa*
- Regulation 25: *Exemptions from requirement to apply for entry permission*, and
- Schedule 3: *People deemed to hold visa and have been granted entry permission*.

## Annex Three – High level outline of the ETA proposal

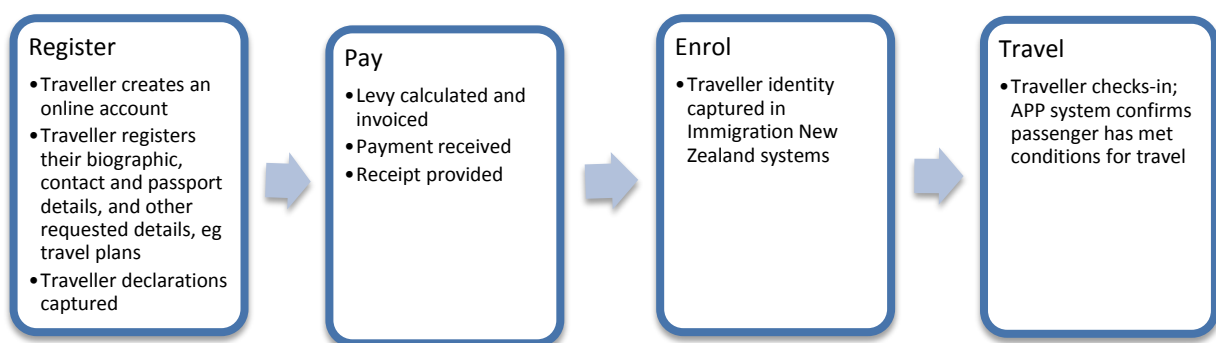
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Immigration New Zealand has considered how the deployment of the ETA could be phased, to allow early implementation of the IVL if Cabinet decides to introduce the IVL in the second half of 2019. In this circumstance, the ETA would likely be deployed as follows:

### Phase One: to enable payment for the IVL to be made

This phase would likely be implemented in the second half of 2019.

Scope: commercial air and cruise travellers from visa waiver countries, and transit visa waiver travellers.



The Phase One design would include the following core capabilities.

The traveller can:

- create an online account for managing their ETA process
- register and pay the IVL and ETA charges online or using a mobile device
- register as an individual or group
- do a simple 'look up' to see if the ETA is current
- update passport and contact details with Immigration New Zealand at any time during the validity period

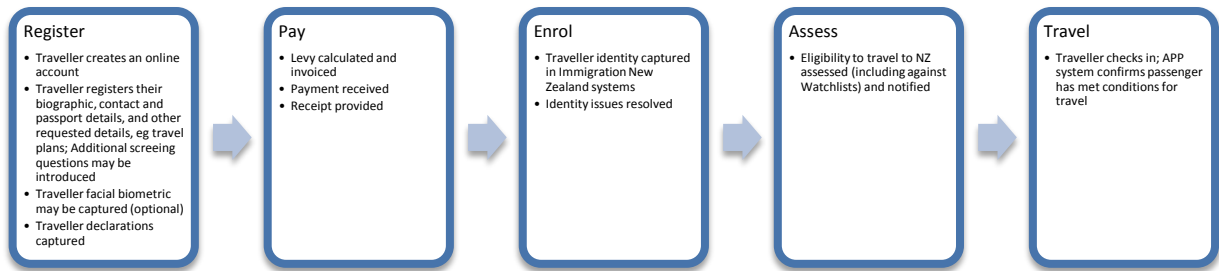
Immigration New Zealand can communicate with the traveller via their nominated email address.

Airline systems can integrate with the ETA system to verify a person has met the conditions of travel.

### Phase Two: to enable the full ETA capability

This phase would likely be implemented by the end of the second half of 2020.

Scope: commercial air and cruise passengers from visa waiver countries, transit visa waiver travellers, air and maritime crew



The Phase Two design would include the following additional capabilities for Immigration New Zealand:

- enrol and resolve identity, including based on an optional biometric image
- assess information against Watchlists to determine eligibility to travel to and enter New Zealand
- perform exception handling for persons who may not be eligible to travel to New Zealand

**Phase Three: policy exploration of broader system changes**

Following the delivery of the ETA, the next phase would involve a policy exploration of future possibilities for better assurance and easier travel.