



# Briefing

## PRE-DEPARTURE TESTING FOR ARRIVALS TO NEW ZEALAND

To: Hon Chris Hipkins  
Minister for COVID-19 Response

Date	29/12/2020	Priority	[High]
Deadline	4/01/2021	Briefing Number	DPMC-2020/21-407

### Purpose

- This briefing provides further advice on pre-departure testing for people travelling to New Zealand from the United Kingdom and potentially other high-risk countries in the future. It proposes implementing a requirement for travellers from the United Kingdom immediately, seeks policy decisions to enable drafting of amendments to the COVID-19 Public Health Response (Air Border) Order (No 2) 2020 (Air Border Order), and outlines the further steps and likely timing to implement pre-departure testing.

### Recommendations

- Note** the policy rationale for requiring pre-departure testing of travellers from countries where there is a high-risk of them being infected with the COVID-19 virus includes:
  - further preventing new cases entering New Zealand given the ongoing high rates of COVID-19 infection in countries where many returnees are starting their journey, consistent with our elimination strategy; ✓
  - reducing the risk of infected passengers on international flights (especially long-haul flights) infecting other passengers with COVID-19; ✓
  - reducing the risk of the introduction of the new strain identified in the United Kingdom to New Zealand, which current evidence suggests is more transmissible than other strains; and ✓
  - potentially encouraging behaviours both pre- and post-departure to minimise exposure to COVID-19 among people wishing to travel to New Zealand. ✓

2. **Agree** that travellers entering New Zealand from high-risk destinations be required to have a COVID-19 test (of a type approved by the Director-General of Health), with a negative result in the 72 hours prior to departure, and to ensure evidence of the test is in the appropriate written form and certified by a laboratory.  YES  NO

3. **Note** there are a range of implementation issues that need to be worked through to design a pre-departure regime for all high-risk countries.

4. **Note** there is limited ability to enforce a pre-departure testing requirement and that it is proposed that an amendment to the Air Border Order will make arriving in New Zealand via the air border without evidence of a negative approved test an infringement offence.

5. **Agree** that initially the requirement apply only to travellers from the United Kingdom, and that we:

a) rely on the pre-departure testing compliance regimes of transit countries where we are comfortable with their testing requirements; and  YES  NO

b) require PCR testing within 72 hours of departure for transit countries who do not currently have pre-departure testing (i.e. Qatar) and work with the airline to implement the requirements.

6. **Agree** that infringement offences will be enforced for people arriving in New Zealand without a negative test result from:

a) the day the requirement comes into force; OR  YES  NO

b) two weeks after the requirement comes into force; OR  YES  NO

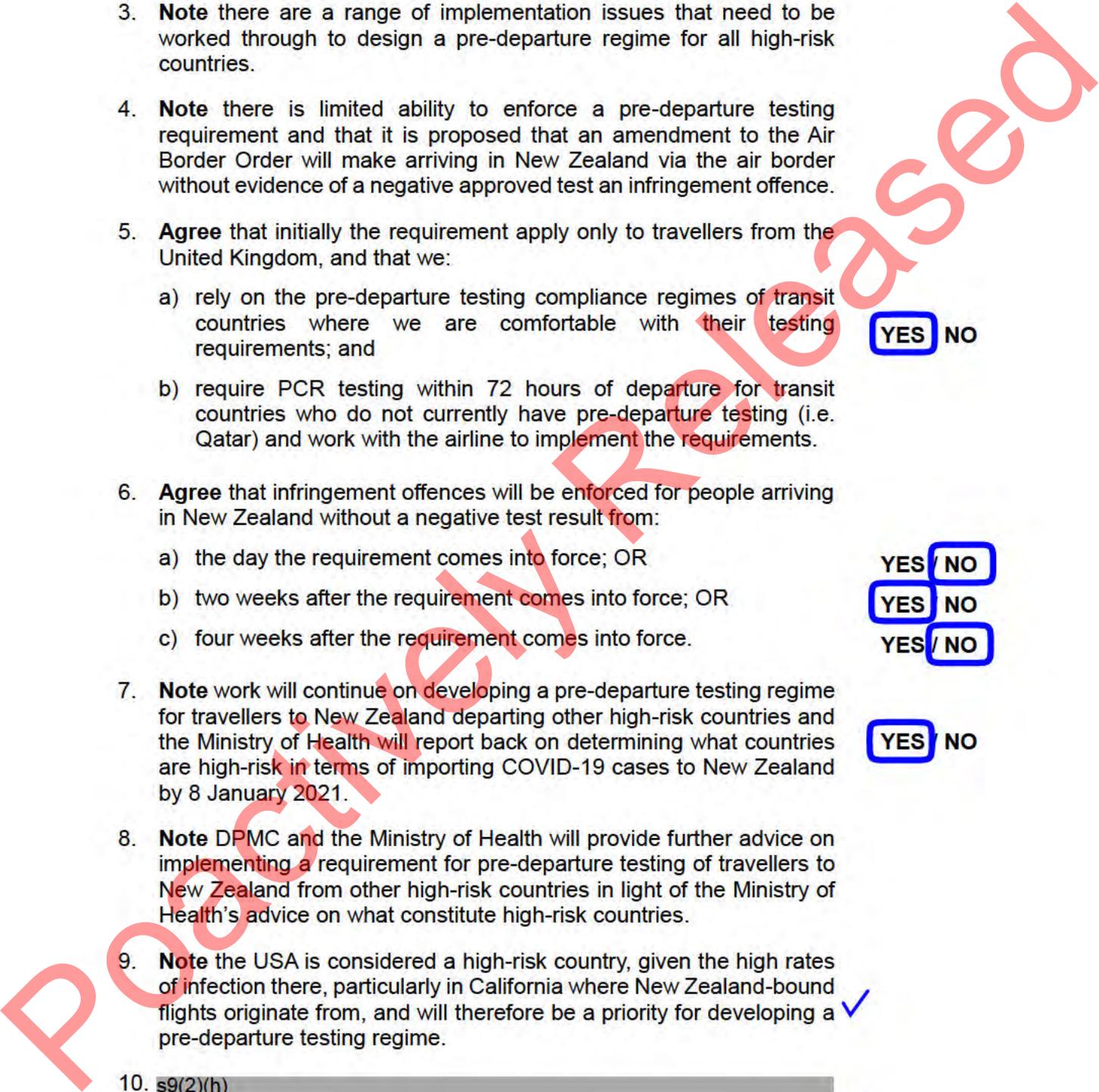
c) four weeks after the requirement comes into force.  YES  NO

7. **Note** work will continue on developing a pre-departure testing regime for travellers to New Zealand departing other high-risk countries and the Ministry of Health will report back on determining what countries are high-risk in terms of importing COVID-19 cases to New Zealand by 8 January 2021.  YES  NO

8. **Note** DPMC and the Ministry of Health will provide further advice on implementing a requirement for pre-departure testing of travellers to New Zealand from other high-risk countries in light of the Ministry of Health's advice on what constitute high-risk countries.

9. **Note** the USA is considered a high-risk country, given the high rates of infection there, particularly in California where New Zealand-bound flights originate from, and will therefore be a priority for developing a pre-departure testing regime. ✓

10. s9(2)(h) [Redacted] ✓  
[Redacted] ✓  
[Redacted]



11. **Agree** the type of test must be one approved by the Director-General of Health.  YES  NO
12. **Direct** Parliamentary Counsel Office to draft an amendment to the Air Border Order requiring all those arriving in New Zealand via the air border to provide evidence of:
- a) a negative COVID-19 test taken no more than 72 hours prior to departure; or
  - b) a medical certificate verifying they have been examined no earlier than 72 hours prior to departure and have been determined to be unable to undertake a test for medical reasons but do not exhibit symptoms of COVID-19; or
  - c) a medical certificate for past (recovered) cases of COVID-19 where a test shows a positive result but the individual is no longer considered by a medical practitioner to be infected with COVID-19.
13. **Direct** the Border Chief Executives Group to appoint a lead agency and oversee the development of a detailed plan for the implementation of the pre-departure testing regime for travellers from the United Kingdom, in consultation with the Board of Airline Representatives of New Zealand and airlines (including Air New Zealand).  YES  NO
14. **Note** officials will review requirements for pre-departure testing to ensure they remain a proportionate response to the public health risks of undetected cases of COVID-19 entering New Zealand.
15. **Forward** this briefing to the Prime Minister, Minister of Health, Minister of Foreign Affairs, Minister of Justice, Minister of Immigration, Minister of Transport and Minister of Customs for their information.  YES  NO

Arati Waldegrave

Arati Waldegrave  
Head of Strategy and Policy

...../...../2020



Hon Chris Hipkins  
Minister for COVID-19 Response

.31/.12/2020

**Contact for telephone discussion if required:**

Name	Position	Telephone		1st contact
Arati Waldegrave	Head of Strategy and Policy , None	s9(2)(a)	s9(2)(a)	✓
Ben White	Special Advisor	N/A	N/A	

**Minister's office comments:**

- Noted
- Seen
- Approved
- Needs change
- Withdrawn
- Not seen by Minister
- Overtaken by events
- Referred to

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# PRE-DEPARTURE TESTING FOR ARRIVALS TO NEW ZEALAND

## Executive Summary

2. In response to increasing numbers of COVID-19 cases internationally and the emergence of a new virulent strain of the virus, Ministers with Power to Act decided to require people travelling to New Zealand via the air border to undertake a pre-departure test. This is in addition to the requirement for Day 0/1 testing of people in MIQ that is being introduced from 31 December and in relation to which you will shortly receive further advice.
3. Fundamentally, the policy rationale for requiring pre-departure testing of travellers from countries where there is a high risk of them being infected with the COVID-19 virus is further reducing the risk of new cases entering New Zealand, consistent with our elimination strategy. The rationale also includes reducing the risk of infected passengers on international flights infecting other passengers with COVID-19; reducing the risk of the introduction of the new strain identified in the United Kingdom; and potentially encouraging behaviours both pre- and post-departure to minimise exposure to COVID-19 among people wishing to travel to New Zealand.
4. Officials recommend that an amendment to the Air Border Order could be made quickly to require people travelling from high-risk countries to have written evidence of a negative test result for COVID-19. The amendment would be drafted so that countries to which it applies and the type of test that must be taken can be directed by the Director-General of Health.
5. It is proposed that initially the Order only apply to the United Kingdom and, consistent with testing protocols in New Zealand, only a reverse transcriptase polymerase chain reaction (RT PCR) test be acceptable. This can be quickly implemented given:
  - a) most of the main transit hubs for flights from the United Kingdom to New Zealand require passengers to have had a negative PCR test 72 hours prior to departure (although in the case of the United Arab Emirates it is 96 hours prior to departure); and
  - b) Japan and China have stopped all flights from the United Kingdom.
6. Arriving in New Zealand without evidence of a negative approved COVID-19 test will be an infringement offence under the amended Air Border Order. It is not practical or possible to require airlines to prevent people without such a test result from boarding flights to New Zealand.
7. People will be exempt if they have a medical certificate verifying they have been examined within 72 hours prior to their departure, are unable to undertake a test for medical reasons and do not exhibit symptoms of COVID-19.
8. s9(2)(h)

[Redacted content]

s9(2)(h)

9. It is recommended the Border Chief Executives Group oversee the development of a detailed plan and appoint a lead agency for the implementation of the pre-departure testing regime for travellers from the United Kingdom. The Ministry of Health will also provide advice on categorising other high-risk countries. This will inform subsequent advice on making travellers to New Zealand from countries other than the United Kingdom subject to the pre-departure testing requirement.

## Background

10. The increasing number of COVID-19 cases globally and the new strain of COVID-19 identified in the United Kingdom has led to consideration of further precautionary measures to reduce the risk of COVID-19 entering New Zealand.
11. On 23 December, Ministers with Power to Act agreed in principle that in light of an increase in COVID-19 cases globally, pre-departure testing would be introduced for people coming from the United Kingdom and subsequently from other identified high-risk countries subject to Ministry of Health and Crown Law advice. Subsequent to receiving that advice [DPMC-2020/21-407 refers], you directed that pre-departure testing be introduced for travellers from the United Kingdom and other high-risk countries. A decision was also taken to introduce Day 0/1 testing for new arrivals into New Zealand.
12. At this time, no airlines are operating direct flights from the United Kingdom to New Zealand. There are some services where passengers transit through the United Kingdom onwards to New Zealand, and others where the passenger's journey begins in the United Kingdom but the final leg to New Zealand departs from another transit point outside of the United Kingdom.
13. Some countries through which passengers from the United Kingdom transit to come to New Zealand, such as Japan and China (including Hong Kong), are not allowing people from the United Kingdom to enter their countries, including for transit. Others have pre-departure testing requirements in place. This means New Zealand gets the benefits this testing provides without necessarily having to impose additional requirements of our own. Specifically:
  - a) Singapore has re-opened transit from the United Kingdom on 29 January requiring anyone transiting from the United Kingdom through Singapore to have taken a PCR test 72 hours before boarding and to remain on the aircraft while transiting;
  - b) Taiwan allows transit for passengers from the United Kingdom if they have a RT PCR test within three working days of date of departure; and
  - c) people from the United Kingdom (and most other countries) transiting through the United Arab Emirates (either Emirates or Etihad) either directly to New Zealand or via Australia to New Zealand are required to have PCR test 96 hours before boarding.
  - d) there are currently no direct transit flights through the United States to New Zealand. However, people from the United Kingdom could fly to New Zealand via the United States if they can enter that country. The United States requires a viral test (NAAT or antigen test) 72 hours before travelling. Given the requirement to hold a visa to be able to enter the US, this transit route is likely to have small numbers.

14. All countries' pre-departure testing requirements require a person have written evidence of the test and that test be undertaken by an approved or country-certified laboratory.
15. The main route into New Zealand which does not have pre-departure testing requirements is Doha/Qatar.
16. New Zealand is in a position where because flights do not come directly from the United Kingdom, many passengers arriving would already be required by other countries to have a COVID-19 pre-departure test. Given this, care needs to be taken not to impose overlapping requirements on passengers or airlines where unnecessary. But it also provides the opportunity to leverage off other countries' enforcement of their pre-departure testing regimes. This is significant given New Zealand's very limited ability to impose testing requirements on airlines on flights from the United Kingdom where passengers' final destination may be New Zealand.
17. It should also be noted it appears likely most countries that are transit hubs/or airlines will soon require pre-departure testing of passengers and this may obviate the need to impose a legal requirement on travellers arriving in New Zealand.

### **Policy rationale for requiring pre-departure testing**

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18. Officials' advice is that pre-departure testing may reduce (but not eliminate) the risk that passengers on flights to New Zealand are infected with COVID-19. Importantly, day 0/1 testing may increase the probability of infected travellers being detected and isolated early, reducing the potential for in-MIQ transmission. This is being implemented from 31 December 2020. Neither pre-departure testing nor day 0/1 testing will reduce the need for precautions during flights and in MIQ facilities. Negative tests at either of those times do not rule out COVID-19 infection.
19. The policy rationale for requiring pre-departure testing of travellers from countries where there are high levels of COVID-19 is as follows:
  - a) Keeping COVID-19 out and preventing the entry of new cases of COVID-19 into New Zealand remains fundamental to our elimination strategy.
  - b) The risk of contracting COVID-19 on flights is low currently, however, this risk may be higher if there is a more infectious variant and if cases continue to increase globally, so reducing the number of COVID-19 cases boarding flights reduces risks to other travellers.
  - c) The new strain of COVID-19 identified in the United Kingdom (and now present elsewhere in the world but not New Zealand) may prove to be more contagious than previous strains. Accordingly, we should not assume our MIQ systems will necessarily be sufficient to contain the spread of this strain if it enters New Zealand and a precautionary approach is advisable whereby we take additional measures – such as pre-departure testing – to minimise the risk of new cases entering the country.
  - d) A requirement for pre-departure testing could modify the behaviour of those travelling to New Zealand by incentivising them to be more cautious in their behaviours prior to flying. For example, prior to flying people may more rigorously maintain physical distancing and hygiene measures, and make more extensive use of masks.

### **What sort of test should be required?**

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20. The Ministry of Health remains of the view that COVID-19 testing in New Zealand should be performed using the reverse transcriptase polymerase chain reaction test (RT-PCR). This is the only test currently used for testing in the community, border workers, and new arrivals in MIQ. It provides the best certainty for New Zealand to achieve our COVID-19 Elimination Strategy, given our current very low prevalence of COVID-19, as it is the most sensitive test and most likely to detect any acute infection. The Ministry of Health is continuing to monitor other COVID-19 test modalities to determine whether there is a place for them in our testing programmes in the future.
21. For effective pre-departure testing, the Ministry of Health also recommends RT-PCR as the preferred test, as other tests are more likely to produce both false positive and false negative results. However, the Ministry accepts the need for pre-departure testing from the United Kingdom and other countries to accommodate different test methodologies as New Zealand cannot govern the types of tests available and used in overseas jurisdictions. Also, travellers will continue to be managed with a high degree of precaution in isolation and quarantine on arrival to New Zealand, so the requirement for a very high sensitivity test is less important pre-departure than when testing people who have contact with the community in NZ.
22. The likely test options for pre-departure testing can be grouped into three high-level categories: RT-PCR and other molecular tests, antigen tests and antibody tests. There are two key points for our assessment: the accuracy of the test and how certain we are about the quality of the test analysis. The following table sets out the risk status of each category according to its reliability as a method for determining the likelihood of someone having a current COVID-19 diagnosis.

Test type	Risk of missing COVID-19	Summary of reasoning for risk classification
RT-PCR (Current NZ standard)	Low	Can specify that this comes from an accredited lab, long-term effort internationally to develop this as a testing method, tests known to generally have high sensitivity
Other molecular tests (eg. NAAT)	Low	The United Kingdom is using Nucleic Acid Amplification Tests (NAATs), that are more sensitive than antigen tests and specific.
Antigen test	Moderate	Risk of having tests undertaken outside of a controlled (accredited) lab setting, and even accredited tests have variable sensitivity reported so far. Very poor sensitivity in early disease detection.
Antibody test	High	Not designed for diagnosing acute infection. Usually the presence of antibodies indicates past infection.

23. The Ministry of Health considers that RT-PCR, other molecular tests and Antigen test categories would be suitable to commence pre-departure testing from the United Kingdom. Risk and suitability of testing methodologies for pre-departure will remain subject to revision and refinement. We therefore propose that the Director-General of Health be able to add and remove pre-departure test modalities to the Air Border Order

and keep you informed of any changes. All COVID-19 testing, irrespective of the test used, should be conducted within 72 hours prior to departure.

24. Allowing for this broader range of pre-departure tests should help improve accessibility to tests for travellers. s9(2)(h) [REDACTED] All arriving passengers will still undergo the current regimen once in New Zealand, including the day 0/1 testing when implemented. This allowance for pre-departure must not prejudice the choice of test used in New Zealand.
25. The Ministry of Health advises that the use of pre-departure testing does not remove the potential risk of the transmission of COVID-19 either in flight or once a person has arrived in New Zealand. The largest benefits are reducing the number of international air-travellers boarding flights that have active infections and promoting behaviours pre-departure that reduce the risk of a person being infected prior to travelling to New Zealand.
26. In terms of exemptions to the testing requirement, the following special cases need to be accommodated:
- a) persons who are exempted from the need to have pre-departure testing by legislation;
  - b) persons who may test positive, but who have had and recovered from COVID-19; and
  - c) persons who have a medical certificate exempting them from having a pre-departure test.
27. We therefore propose this is provided for in the Air Border Order amendment by requiring, as evidence of compliance with the duty to be tested, either:
- a) a certificate of a negative COVID-19 test (of an approved type) taken 72 hours prior to departure; or
  - b) a medical certificate verifying they have been examined by a medical practitioner no earlier than 72 hours prior to departure and have been determined to be unable to undertake a test for medical reasons but do not exhibit symptoms of COVID-19; or
  - c) a medical certificate verifying that a past case of COVID-19 who tested positive is no longer infected with COVID-19.

## Implementation issues

s9(2)(h) [REDACTED]

28. s9(2)(h) [REDACTED]
29. s9(2)(h) [REDACTED] Ideally, the checking of the evidence of pre-departure testing should occur at the first check-in point, to avoid passengers being stranded at transit ports. However, as there are no direct flights from the United Kingdom to New Zealand, the first leg of a flight from the United Kingdom to a transit port may be

undertaken by an airline with whom we may have no relationship s9(2)(h) [REDACTED]

30. s9(2)(h) [REDACTED] Where there are separate (rather than whole journey) tickets, these airlines will not know whether a person boarding their plane has been in the United Kingdom and will not know to ask for the testing evidence or be able to verify it. s9(2)(h) [REDACTED]

31. s9(2)(h) [REDACTED]

32. For transit countries/airlines that do not have pre-departure testing or where standards differ, we would work with airlines to encourage them to make sure people are aware of the NZ pre-departure requirements.

33. The amendment to the Air Border Order to implement the proposed policy decisions would require all those arriving in New Zealand via the air border to be able to provide evidence of a negative COVID-19 test taken 72 hours prior to departure (of the kind approved by the Director-General of Health).

34. To encourage compliance, we recommend the Air Border Order make it an infringement offence to arrive in New Zealand from a high-risk country without evidence of a negative COVID-19 test.

*Documentation*

35. It is proposed the documentation required to provide evidence of this is either a certificate of a negative COVID-19 test (of an approved type) taken 72 hours prior to departure; or a medical certificate verifying they have been examined by a medical practitioner no earlier than 72 hours prior to departure and have been determined to be unable to undertake a test for medical reasons but do not exhibit symptoms of COVID-19. For past cases of COVID-19 where a test shows a positive result, but the individual is no longer considered by a medical practitioner to be infected with COVID-19, a medical certificate stating this will also be required.

*Identification of those to be tested*

36. It is difficult to identify all passengers travelling from the United Kingdom to New Zealand prior to their arrival in the country. If a passenger has not booked their ticket as a whole journey, then it is very challenging for Immigration New Zealand to identify those

passengers as their initial embarkation point being the United Kingdom. Despite these limitations, we understand that there are around 50 to 60 passengers entering New Zealand each day who have embarked in the United Kingdom.

#### *Managed Isolation and Quarantine management*

37. A key implementation issue will be people who have vouchers for MIQ but are unable to use them due to the proposed pre-departure testing requirements. There will also be some returning New Zealanders that may face travel disruption and hardship if they cannot complete the pre-departure testing in a timely way or are unable to travel due to a positive test result. To help address these issues, we recommend a longer lead-in time with associated publicity and a soft launch of the new pre-departure testing requirements. This is discussed further below.
38. MBIE will review the rules around people who cannot use their voucher due to new pre-departure testing requirements. Some provision will need to be made to ensure that these people do not end up at the back of the queue for managed isolation and quarantine spaces. As these people already had a voucher prior to the pre-departure testing changes, it is likely that these people can be reallocated a space in managed isolation and quarantine facilities without applying for an emergency allocation space. MBIE will report back on this implementation issue.

#### **Proposed approach to pre-departure testing**

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39. In light of the rationale outlined above, officials recommend that if pre-departure testing is to be required for travellers to New Zealand from high-risk countries, the test should be by a method approved by the Director-General and completed within 72 hours of boarding any direct flight to New Zealand, with evidence of the test in written form, and verification that has come from an approved or country certified laboratory
40. As noted above and in our previous advice to you, there are significant implementation issues to be worked through to apply the pre-departure testing requirement to travellers from all high-risk countries. These include defining what are high-risk countries, the permitted test, necessary documentation and process for proving a test has been taken, and how the requirement will interface with the MIQ system. Current models of incoming traveller risk identify that almost all countries are 'high risk'. We are working on comparing and refining the several models that have been proposed over January 2021.
41. However, given the high rates of infection and identification of a new more virulent strain of COVID-19 in the United Kingdom, we propose policy settings are amended to require pre-departure testing initially for people leaving the United Kingdom, and that further advice be provided on implementing the requirement for other high-risk countries once they have been defined. We would also recommend a grace period to work through any implementation challenges that arise that could adversely affect New Zealanders' ability to return to New Zealand. A one-month period was introduced for the Managed Isolation Allocation System, before the legal requirement came into force to allow passengers, airlines and the MIQ system enough time to adapt to the new requirement and work through any teething issues.
42. We suggest that pre-departure testing could be more quickly achieved for travellers coming from the United Kingdom to New Zealand by relying on current testing requirements in countries through which flights to New Zealand transit. As noted above the main transit hubs for flights to New Zealand have either stopped all flights from the

United Kingdom or are requiring pre-departure testing. The exception is flights through Qatar (which has no pre-departure testing) and the United States (which requires a NAAT/antigen tests). The benefits of this approach are that it would ensure travellers do not have to comply with a range of over-lapping requirements, and could rely on current compliance and enforcement measures used in other countries. It could also enable this to be put in quickly,

43. In the case of Qatar, we would require travellers to have a PCR test 72 hours prior to leaving the United Kingdom. Once the requirements for passengers and pre-departure testing are confirmed, s9(2)(h) [REDACTED]
44. Passengers on flights from the United Kingdom to the United States are currently required to take NAAT/antigen tests. As a transitional measure you could permit them for a grace period (e.g. 21 days) while further work is carried out on the appropriateness of these tests. This would enable people who have already booked flights from the United Kingdom to New Zealand via the United States to travel in this period. As noted above, this would only be a small number of passengers.
45. Accordingly, we recommend an amendment to the Air Border Order be drafted to require anyone entering New Zealand who has been in the United Kingdom to:
- a) produce written evidence of a negative COVID-19 test (of an approved type) taken 72 hours prior to departure; or
  - b) a medical certificate verifying they have been examined no earlier than 72 hours prior to departure and have been determined to be unable to undertake a test for medical reasons but do not exhibit symptoms of COVID-19; or
  - c) a medical certificate verifying past (recovered) cases of COVID-19 where a test shows a positive result but the individual is no longer considered by a medical practitioner to be infected with COVID-19.
46. In relation to this proposal it would be an infringement offence for a person arriving in New Zealand via the air border not to comply. The infringement offence could be made operative at the time the Air Border Amendment Order comes into effect, or people could be given a grace period of either two or four weeks.
47. The Ministry of Health is currently working with DPMC to review and reconcile various models that have been produced to determine what countries are high risk in terms of importing COVID-19 cases to New Zealand. This review will also involve expert input from a Statistical Advisory Group in early January 2021. The models the Ministry has reviewed to date each have the same core variables and each categorise most countries as high-risk. The Ministry of Health will report back on the output of this review by 8 January 2021.

### Crown Law Office advice

48. s9(2)(h) [REDACTED]

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s9(2)(h)



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## Next Steps

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57. We recommend you direct Parliamentary Counsel Office to draft an amendment to the Air Border Order on the basis of decisions made on this advice and a draft Order will be ready within 24 hours of this briefing being returned with signature. We recommend the amendment to the Air Border Order come into effect 48 hours after you sign it (as is normal for Orders under the COVID-19 Public Health Response Act). However, we suggest a delayed application of the infringement regime of either two or four weeks.
58. A timeline for this work is included as Attachment 1. Under this timeframe, there is only one day provided for Ministerial consultation on the final draft Order, and thus Ministerial consultation on all the policy decisions being given effect to through this paper should be undertaken as soon as possible.
59. We recommend you direct the Border Chief Executives Group to oversee the development of a detailed plan and appoint a lead agency for the implementation of the pre-departure testing regime for travellers from the United Kingdom in consultation with the Board of

Airline Representatives of New Zealand (BARNZ). However, we note the Ministry of Health and MBIE's immediate priority is implementing the day 0/1 testing regime. You will receive further advice tomorrow on the operationalisation of measures to support the day 0/1 testing regime.

60. Once the requirements for passengers and pre-departure testing are confirmed, the Ministry of Transport will work closely with Ministry of Health, MBIE, MFAT, BARNZ and Air NZ to ensure, to the extent practicable, that airlines are aware of, and are providing information to their customers about the new requirements.
61. MBIE will complete work on how the pre-departure testing regime will impact on MIQ in particular how to manage people who lose their place in the Managed Isolation Allocation System.
62. Officials will provide further advice on pre-departure testing following the Ministry of Health's advice on categorisation of high-risk countries (referred to above and due on 8 January).

## Consultation

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63. This paper has been developed in consultation with the Ministry of Health, Ministry of Transport, MBIE (MIQ), Ministry of Justice, Ministry of Foreign Affairs, Crown Law Office and Customs New Zealand.

## Communications

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64. The TravelSafe website and DPMC's Unite Against COVID-19 website and social media channels were updated for Day 0 testing on 28 December. The Unite Against Covid-19 Facebook (main channel) post reached 109,714 people and had 11,155 engagements including 306 comments that the team monitored and responded to according to usual community management guidelines. We anticipate at least similar or more interest in pre-departure testing.
65. The Unite Against Covid-19 channels remain the primary source of updates. DPMC has developed FAQs (included as Attachment 2). The responses to these are under development and will inform content and timing of communications around pre-departure testing. This will include website, social media, newsletter and rolling FAQs that we update as needed. DPMC will work with MIQ to ensure web content is available in a range of non-English languages on both the DPMC and the MIQ websites.
66. Immigration NZ will communicate the pre-departure testing requirement to intending travellers, New Zealand citizens, and foreign nationals with border exceptions to travel, as critical workers for example. This would make use of the Immigration NZ website, contact centre, and communications directly to airlines so they can contact booked travellers. Once policy and operational details are confirmed, MIQ, Ministry of Health, Ministry of Transport and Ministry of Foreign Affairs channels will be updated as appropriate, and their relevant stakeholders engaged.
67. The Ministry of Foreign Affairs and Trade is considering what communications are required with other countries.

Attachments:	
Attachment A:	TIMELINE FOR DRAFTING AMENDMENT TO THE AIR BORDER ORDER
Attachment B:	DRAFT FAQSs FOR PRE-DEPARTURE TESTING FOR THOSE TRAVELLING FROM THE UNITED KINGDOM

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# ATTACHMENT A

## TIMELINE FOR DRAFTING AMENDMENT TO THE AIR BORDER ORDER

Milestone		Responsibility	Deadline	Comment
DPMC/AOG briefing to Minister with policy approval recommendations		Victoria/Victor and DPMC/AOG	29/12/2020	
Briefing signed (3 days with Minister)		Minister's Office	30/12/2020	1 day with minister, not 3
Drafting instructions to PCO (day of signature from Minister on policy decisions in HR)	Also sent to Victoria to check against policy approvals	MOH Legal/Victoria	30/12/2020	
Order drafted (5 days)		PCO drafter	6/01/2021	3 days to draft, not including Jan 1st and 4th as public holidays. Note the drafting complexity.
HR covering draft Order circulated to agencies for consultation		Victoria/Victor	5/01/2021 - 6/01/2021	Provided for consultation 12pm on the 5th, comments due back 12 pm on the 6th. 1 day consultation, not 3.
Provided to external stakeholders for consultation (3 days total including incorporating feedback)	Provided to Victoria to check against policy approvals and drafting instructions	Victoria/Victor	5/01/2021 - 6/01/2021	Key external stakeholder: Air New Zealand. Provided for consultation 12pm on the 5th, comments due back 12 pm on the 6th. 1 day consultation, not 3.
Draft order and HR provided for Ministerial consultation		PCO drafter and Victoria	7/01/2021	
Ministerial consultation complete (5 days)		Minister's Office	8/01/2021	1 day Ministerial consultation, not 5. Feedback must be provided by 5pm Friday 8th to be incorporated.
Health report covering final Order complete		Victoria/Victor	11/01/2021	
Finalise order (5 days)		PCO Drafter	11/02/2021	1 day to finalise, not 5

Provide to Minister for signing	Victoria/Victor	12/01/2021	
Signed	Minister's Office	13/01/2021	1 day for signature, not 3
Gazetted	PCO/Gazette Office	13/01/2021	
In force <i>(24 hours after Gazetting)</i>		15/01/2021	
<b>Milestone</b>	<b>Responsibility</b>	<b>Deadline</b>	<b>Comment</b>
DPMC/AOG briefing to Minister with policy approval recommendations	Victoria/Victor and DPMC/AOG	29/12/2020	
Briefing signed <i>(3 days with Minister)</i>	Minister's Office	30/12/2020	1 day with minister, not 3
Drafting instructions to PCO <i>(day of signature from Minister on policy decisions in HR)</i>	Also sent to Victoria to check against policy approvals MOH Legal/Victoria	30/12/2020	
Order drafted <i>(5 days)</i>	PCO drafter	6/01/2021	3 days to draft, not including Jan 1st and 4th as public holidays. Note the drafting complexity.
HR covering draft Order circulated to agencies for consultation	RIS appendix drafted and sent to Morgan at Treasury for consultation Victoria/Victor	5/01/2021 - 6/01/2021	Provided for consultation 12pm on the 5th, comments due back 12 pm on the 6th. 1 day consultation, not 3.
Provided to external stakeholders for consultation <i>(3 days total including incorporating feedback)</i>	Provided to Victoria to check against policy approvals and drafting instructions Victoria/Victor	5/01/2021 - 6/01/2021	Key external stakeholder: Air New Zealand. Provided for consultation 12pm on the 5th, comments due back 12 pm on the 6th. 1 day consultation, not 3.
Draft order and HR provided for Ministerial consultation	PCO drafter and Victoria	7/01/2021	
Ministerial consultation complete <i>(5 days)</i>	Minister's Office	8/01/2021	1 day Ministerial consultation, not 5. Feedback must be provided by 5pm Friday 8th to be incorporated.
Health report covering final Order complete	Victoria/Victor	11/01/2021	

Finalise order (5 days)	PCO Drafter	11/02/2021	1 day to finalise, not 5
Provide to Minister for signing	Victoria/Victor	12/01/2021	
Signed	Minister's Office	13/01/2021	1 day for signature, not 3
Gazetted	PCO/Gazette Office	13/01/2021	
In force (24 hours after Gazetting)		15/01/2021	

Proactively Released

# ATTACHMENT A

## DRAFT FAQs FOR PRE-DEPARTURE TESTING FOR THOSE TRAVELLING FROM THE UNITED KINGDOM

Q. What is happening?

The Government is preparing to require people travelling from high risk locations such as the UK to have a pre-departure COVID-19 test from mid-January (date TBC).

Q. Why is this necessary? Why just the UK at this stage?

Q. How have you defined 'high risk' countries?

Q. What happens if people refuse the test?

Q. Where can people get tested in the UK?

Q. How many days before travel do people have to have the test?

Q. What if people cannot get a test due to Alert Level restrictions in their area? Will they still be allowed to board their flight?

Q. When and how do people present results? Do they just show up at the airport with results? Do the results need to be submitted somewhere?

Q. Why do people need a pre-departure test when they will (from 31 December) have to have a 0/1 day test on arrival in New Zealand, be isolated and then have 14 days of managed isolation, in any case?

Q. What if a flight to New Zealand is cancelled? Will people have to get another test?

Q. What happens to Kiwis who test positive or return a weak positive before departing the United Kingdom? Will they still be able to get on their flight? Will they have to give up their space in MIQ? If they can still board their flight how will they be treated differently to other passengers on their flight and on arrival in New Zealand?

Q. Will there be any requirement on airlines to carry people differently depending on their test result?

Q. What if someone misses their flight and loses their space in MIQ because they can't get a test or results through in time?

Q. Who will pay for this? Both the test and the cost of a missed flight?

Q. Will there be any distinguishing between New Zealand citizens and permanent residents and other people who want to come to New Zealand?

Q. What period of time will there be between decision, and announcement, and implementation of this new requirement?

Q. How many people are likely to be affected by this additional requirement, given that so many transit countries seem to be refusing flights from the UK in any case?

Q. How long will this measure be in place?

Q. Do you anticipate adding more countries to the 'high risk' list?