

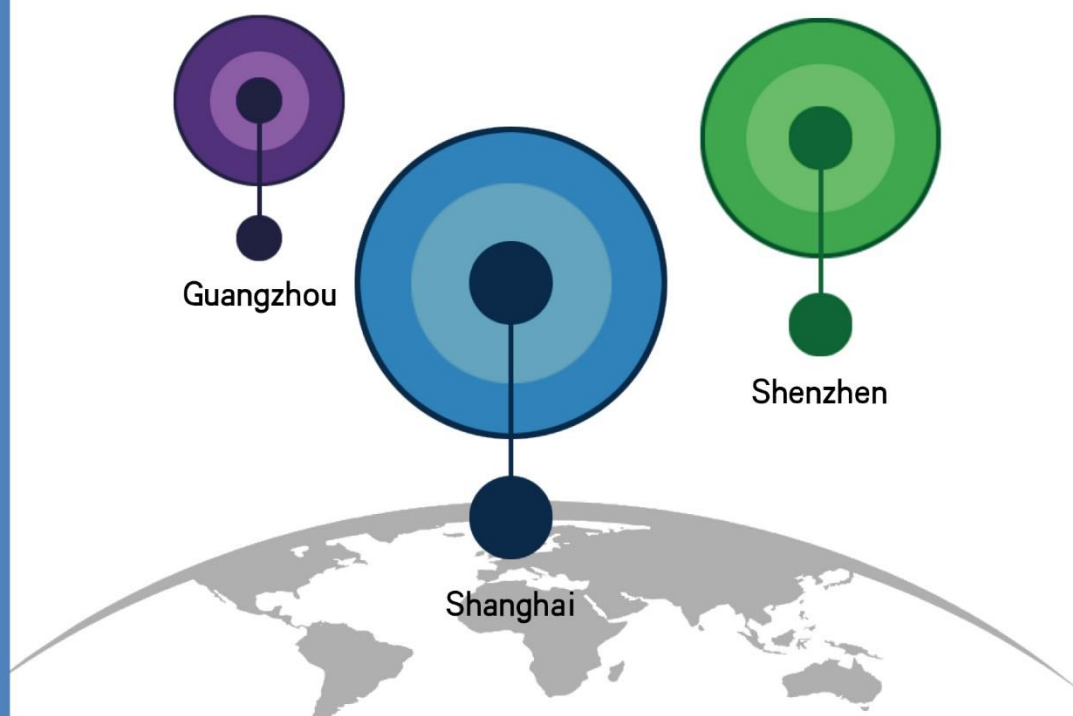
睿 库 研 究



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Comparative Time Release Study on Import Container Goods at the Selected Ports in China

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Comparative Time Release Study on Import Container Goods at the Selected Ports in China

by

Beijing Re-code Trade Security and Facilitation Research Center

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1 Introduction

Time Release Study (TRS) is a significant trade facilitation measure proposed and advocated by the World Customs Organization (WCO). The study can help governments find what causes the delay of inbound and outbound of goods, thus allowing government agencies to carry out plans for improvement. World Trade Organization (WTO) specifically set up a provision in Article 7 of *the Agreement on Trade Facilitation*, indicating that “WTO encourages members to calculate and publish the average goods release time in a periodical and consistent manner”.

In the strategic policy decision “*Implementing the ‘Three-Mutual’ (mutual recognition on supervision and control, mutual assistance on law enforcement, and mutual exchange of information among different governmental departments) to Enhance the Reform of ‘Integrated Customs Clearance’*” published in December 2014, the Chinese State Council clearly stipulated that relevant authorities should adopt Time Release Study on import and export and should uniformly evaluate and publicize information on the ports average clearance efficiency.

By collecting, reorganizing and analyzing the sample data from Shanghai Waigaoqiao/Yangshan, Guangzhou Huangpu and Shenzhen Yantian^①, this paper reveals the import container goods release workflow and the time spent in every individual step of these three ports. The findings are seen as the beneficial references for the enhancement of the next step of Customs clearance, port operation, goods release procedure, and information system application.

Shanghai, Shenzhen, Huangpu^② are among the China’s biggest container ports (also globally), thus the time release study conducted on these ports has particular value and significance. The import container cargo volumes of these ports in 2015 and the amounts of import containers’ are as follows:



Figure 1.1: Import Container Cargo Volume and Proportion of Each Port in 2015
 Source: Statistics from General Administration of China Customs



Figure 1.2: Import Container Amount of Each Port in 2015

^①This paper chooses one of the largest port of each city separately.

^②As Huangpu is the largest port in Guangzhou, it is always counted individually in Customs statistics.

Source: Statistics from General Administration of China Customs

2 Scope of Goods, Start-End Points of Release Procedure and Collection of Sample Data

2.1 Scope of Goods and Start-End Points of Release Procedure

The objects of this research are container goods imported by sea in the general trade.

The starting point of release procedure is a cargo ship reaching its berth at the dock. '*A cargo ship arriving at its anchorage*' has not been taken as the starting point because of two reasons: First, since the methods of obtaining data and information are limited, time point data of when a ship arrives at its anchorage is very rare. Second, environment varies from port to port, hence, fairness may be lost in comparison.

The ending point of release procedure is Customs issuing a release order. '*Completing national inspection and quarantine, approving enterprise to take delivery/disposition*' has not been taken as the ending point because some goods were inspected in port area, but others were inspected at a domestic destination, a place outside Customs surveillance zone. If goods were inspected at a destination, the person who holds the receipt and contacts relevant authority to conduct inspection may not be Customs broker, but the owner of the goods. For large quantities of goods, tracking every point in time during inspection process is not realistic.

2.2 Sample Quantity, Sampling Time and Data Validation

Shanghai Waigaoqiao/Yangshan has 499 samples (336 from Waigaoqiao, 155 from Yangshan, and 8 from other ports), Guangzhou Huangpu has 526, and Shenzhen Yantian has 501, respectively.

Regarding sampling method, we used the Customs serial number from the declaration form or bill of lading provided by local representative Customs brokers to track every time interval for the procedures of clearing goods, manually recording every time point and collating it into standard data through a special tool, then analyzing.

Study period: from November 2015 to December 2015.

All data in this research can be verified through Customs H2020, CIQ^① system and other systems.

There are few points that need to be explained:

Cooperating Customs brokers handled different types of import commodities: Clothing goods accounted for 53% in all samples that were taken from Shanghai Waigaoqiao/Yangshan, and the

^① China Entry-Exit Inspection and Quarantine Bureau (Hereafter refer to as "CIQ").

data collected from Shenzhen Yantian contained 82% wood products, which might have a certain impact on the final results.

- ② Cooperating Customs brokers had different authorization levels: The cooperating enterprises in Shanghai and Shenzhen were authorized economic operator (AEO) brokers, whereas the cooperating enterprise in Guangzhou was an advanced AEO broker. The authorization level discrepancy might have influenced the final results.

3 Port Release Procedure

Through the survey of several ports, including these three ports, the release procedure of imported container goods can be generally divided into three phases: port operation and declaration preparation, the CIQ clearance process, and the Customs clearance process.

- ① Port operation and declaration preparation includes:

- Unloading and tallying the ship
- Customs broker/company exchanging the bill of lading for the delivery order
- Preparing documents for declaration
- Inputting information to the declaration system (input for CIQ and Customs clearance)

- ② CIQ clearance process:

- China Entry-Exit Inspection and Quarantine Bureau (Hereafter refer to as “CIQ”) conducts electronic examination of documents
- Customs broker submits documents on site
- CIQ examines documents on site
- CIQ carries out the inspection, etc.

It must be noted that some imported container goods in Shenzhen Yantian were inspected and quarantined by CIQ before being released by Customs. In other ports, CIQ inspection processes were all arranged after Customs clearance. This research did not investigate this matter due to the limitation of research conditions.

- ③ Customs clearance process:

- Customs conducts electronic examination of documents
- Trans-department examinations (mostly for price appraising and only existing at Shenzhen Yantian)
- Tax payment

- Customs broker submits paper documents
- Customs officers examine paper documents
- Customs conducts inspection, etc.

A deeper investigation of ports workflow shows that the release procedure of each port was basically the same except that of Shenzhen Yantian, where there was an extra step called ‘Trans-department examination’^①. In addition, if inspection and quarantine were involved, goods imported from Yantian were partly inspected before being released. But for other ports, CIQ inspection and quarantine were all conducted after Customs clearance.

This paper gives us a relatively complete flow chart of release procedure of maritime imported container goods (see Appendix Figure 1). A large number of time nodes are also seen in Appendix Table 1.

4 Comparative Analysis of Statistical Results

4.1 Comparison of Average Total Release Time

Total release time means a duration starting from when a cargo ship moors to its berth at the dock until Customs issues a release order. Through statistical analysis of the sample data, each port’s container goods average total release time can be illustrated as below:



Figure 4.1: Container Goods Average Total Release Time in Each Port (Unit: hours)

As mentioned above, goods imported from Shenzhen Yantian were partly inspected or quarantined by CIQ before released by Customs. This paper has removed that duration in order to make the port results comparable.

Shenzhen Yantian had the highest total release time (132.2 hours) in these ports. However, in the first issued report of this research project, its total release time was 122 hours; the differences of two

^① Definition: When Customs documents audit center cannot make judgement about attributes of goods, such as price, the goods will be transferred to Customs clearance section on site. A Customs broker or company should submit relevant paper documents to them. The clearance section then delivery the judgement result back to the audit center.

statistics results were not significant, and the discrepancy might be caused by different sampling times (Sampling time of first report was March 2015 to April 2015, and that of second report was November 2015 to December 2015).

This paper also took distribution of samples in different time intervals into account. The result is shown in Figure 4.2 and 4.1. For samples in Huangpu, port release procedure can be completed within five days, but for Waigaoqiao/Yangshan and Yantian, a considerable portion of goods spent more than seven days to finish the port release procedure:

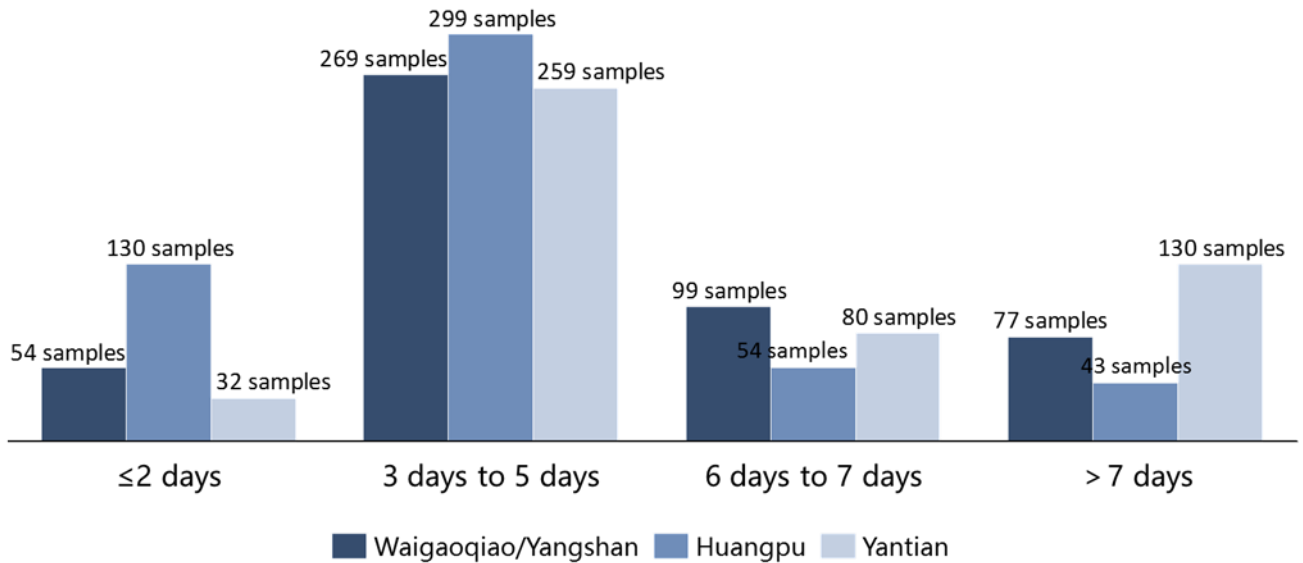


Figure 4.2: Sample Distribution on Different Release Time Intervals of Each Port

Table 4.1: Proportion of the Samples on Different Release Time Intervals of Each Port

Port	Release spent 3 days	Release spent 4 to 5 days	Release spent 6 to 7 days
Waigaoqiao/Yangshan	32.1%	64.8%	84.6%
Huangpu	51.9%	81.6%	91.9%
Yantian	26.5%	58.0%	74.0%

4.2 Overlaps among Three Phases of Port Release Procedure

Some steps of port operation and declaration preparation, CIQ clearance process, and the Customs clearance process might be conducted parallelly, but overall, most of the steps were conducted one by one. At Shanghai, CIQ clearance (not including inspection and quarantine after Customs releasing) were parallel with Customs clearance. For Huangpu and Yantian, CIQ clearance is conducted in

parallel with port operation and declaration preparation. Currently, CIQ clearance phase has no direct influence on port release procedure before Customs releasing.

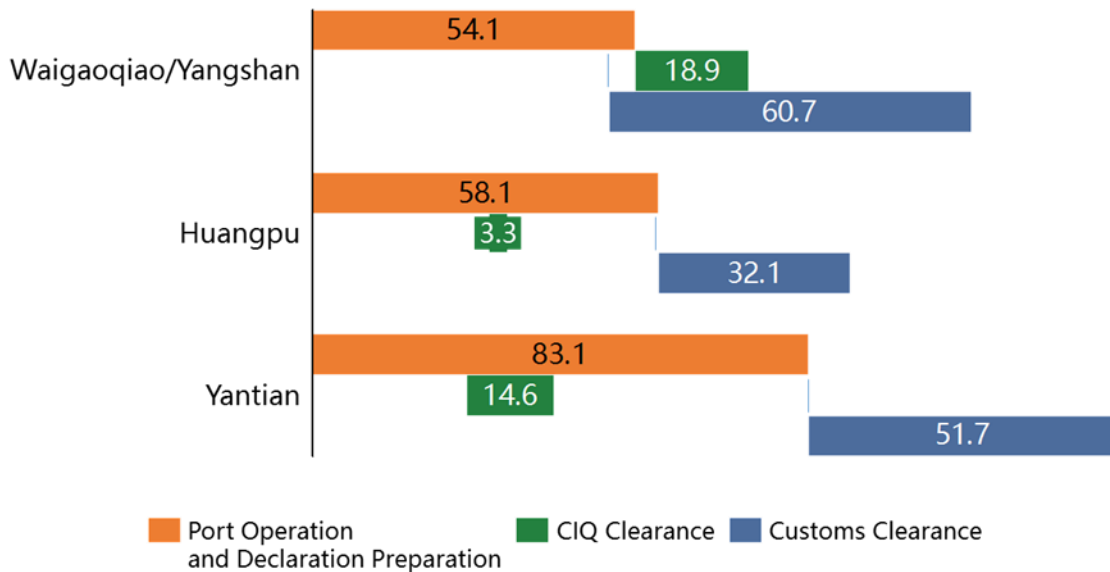


Figure 4.3: Average Time Spent on 3 Phases of Each Port (Unit: hours)

Port operation and declaration preparation: Starts when a ship moors to its berth, ends after completing information input to the CIQ declaration system and QP/EDI^① (Chinese Customs declaration system). This process includes unloading & tallying, exchanging the bill of lading for the delivery order, preparing declaration documents, inputting information in the CIQ declaration system, and Customs declaration QP/EDI.

CIQ clearance process: Starts from CIQ issuing a declaration number^②, ends when CIQ issues a clearance license or other order. This process includes: document preparation and submission, examination of documents, and carrying out inspection and quarantine on some of the goods before releasing them.

Customs clearance process: Starts from the completion of QP/EDI input, ends when Customs issues a release order, this process includes: electronic examination of documents; trans-department examination (part of goods at Yantian); tax payment; documents delivery and examination on site; Customs inspection; and confirmation of release.

4.3 Comparison of Time Spent on Each Step in Process of Port Operation and

^① In China, there are two types of Customs declaration systems applied to Shanghai and other ports separately: QP, short for “Quick Pass”, is the Customs declaration system applied to ports except Shanghai; EDI Customs Declaration System is only applied to Shanghai.

^② For those three ports, electronic examination of documents was just an action of examining and filing cargo information, which only took a very short time, so it has not been considered as part of the CIQ clearance process.

Declaration Preparation

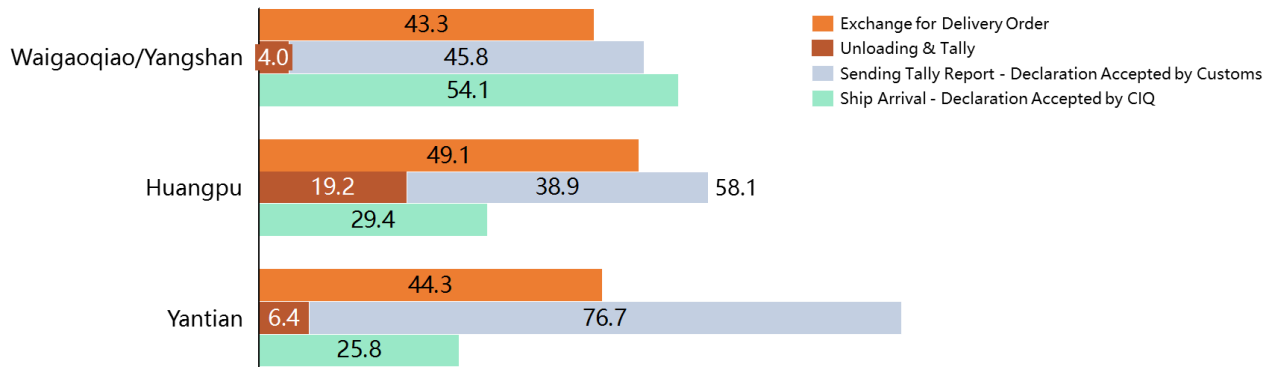


Figure 4.4: Average Time Spent on Different Steps of Port Operation & Preparation for Declaration of Each Port (Unit: hours)

As illustrated above, parallel operations do exist in the process of port operation and declaration preparation: Customs broker exchanges the Bill of Lading for the Delivery Order, ship unloading and tallying, and information input for inspection were all initiated when a ship arrived to its berth. But QP/EDI input should wait until the goods are unloaded and tallied, at which point the brokers can obtain the tally report.

In fact, the period from the goods tallying to the completion of QP/EDI input involved multiple bodies. When Customs brokers did the QP/EDI input, much of the information should be obtained from the shipping agency and consignor. For instance with regards to the bill of lading, if the transshipment was involved, Customs broker needs to acquire the latest information of bill of lading from shipping agency, in order to process the QP/EDI input. As another example, goods waiting to be checked by law enforcement need a notice of Customs clearance, which is issued by CIQ as the final license, to actualize the inspection process.

For Guangzhou Huangpu, the time spent unloading the ship and tallying was significantly higher than that of Shanghai and Shenzhen Yantian, which objectively reflected the disparity of unloading facilities and capacities.

4.4 Comparison of CIQ Clearance Processes

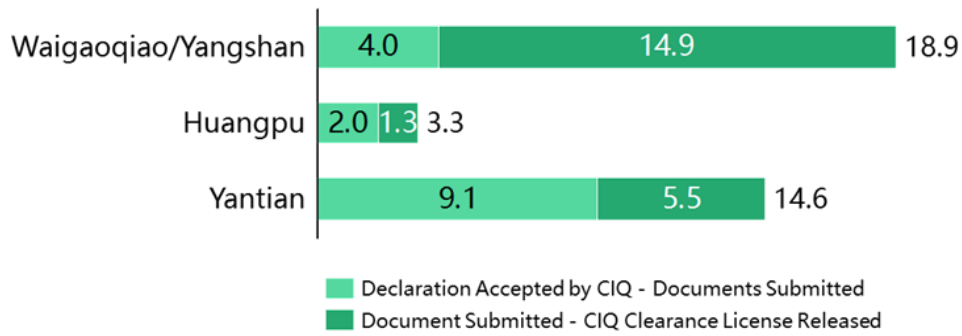


Figure 4.5: Average Time Spent on Different Steps of CIQ Clearance of Each Port (Unit: hours)

Step 1: Customs broker prepares and submits CIQ inspection and quarantine application documents Customs. It starts from CIQ accepting declaration (issuing declaration number after cargo information being inputted and examined) and end in documents being submitted

Step 2: CIQ examines documents, and conducts inspection and quarantine (to a portion of goods in Shenzhen Yantian). It starts from CIQ receiving related documents and end in CIQ issuing a clearance license (Customs clearance of some goods need the licenses)/other release orders.

As indicated previously, the CIQ clearance concerned in this paper had no greater impact on overall port release efficiency. However, for the time spent on this process, there was a marked difference between these ports. Guangzhou Huangpu had the least amount of time. During CIQ clearance process, the distribution of samples in different time intervals is as follows:

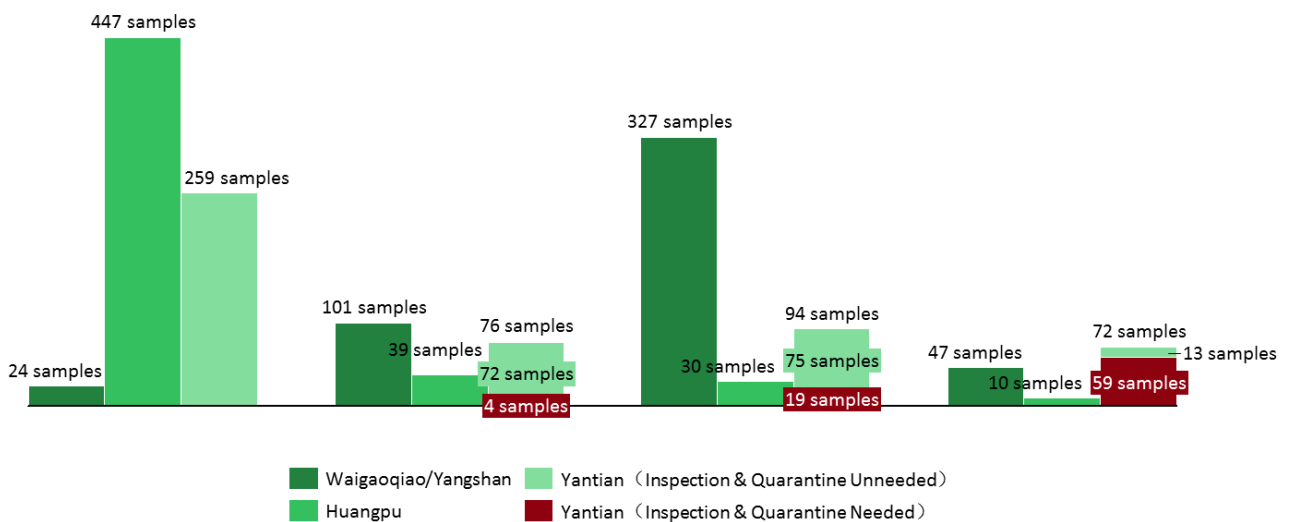


Figure 4.6: Sample Distribution on Different CIQ Clearance Time Intervals of Each Port

Although most of the sample data showed that clearance process might be completed within 24hours after CIQ had issued declaration number, there were still differences between ports. A large number of goods in Huangpu finished its CIQ clearance process in four hours, while Waigaoqiao/Yangshan

had longest time spent on this process. The average time taken of CIQ clearance in Yantian is longer because some goods were subject to enforced inspection or quarantine. For Shenzhen, conducting inspection or quarantine before Customs clearance had significant effect on whole clearance process. The comparison of time spent by implementing inspection (or quarantine) or not is as follows (in Shenzhen):

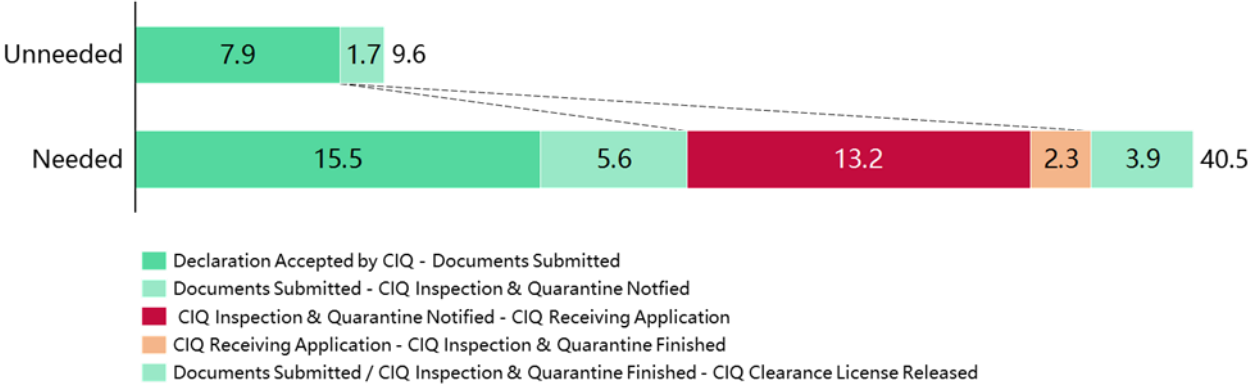


Figure 4.7: CIQ Clearance in Yantian: CIQ Inspection & Quarantine Unneeded/Needed (Unit: hours)

As shown in Figure 4.7, the average number of hours spent conducting inspection or quarantine before Customs clearance was 15.5. The period of time from when CIQ issued a notification of inspection (or quarantine) to when CIQ received the related application accounted for most of the time. During this period, time was mostly consumed by two bodies. The first was the Customs brokers, as they spent much time preparing for the upcoming inspection (or quarantine). The second was the pier’s operation (moving containers).

4.5 General Comparison of Customs Clearance Processes



Figure 4.8: Average Time Spent on Customs Clearance of Each Port (Unit: hours)

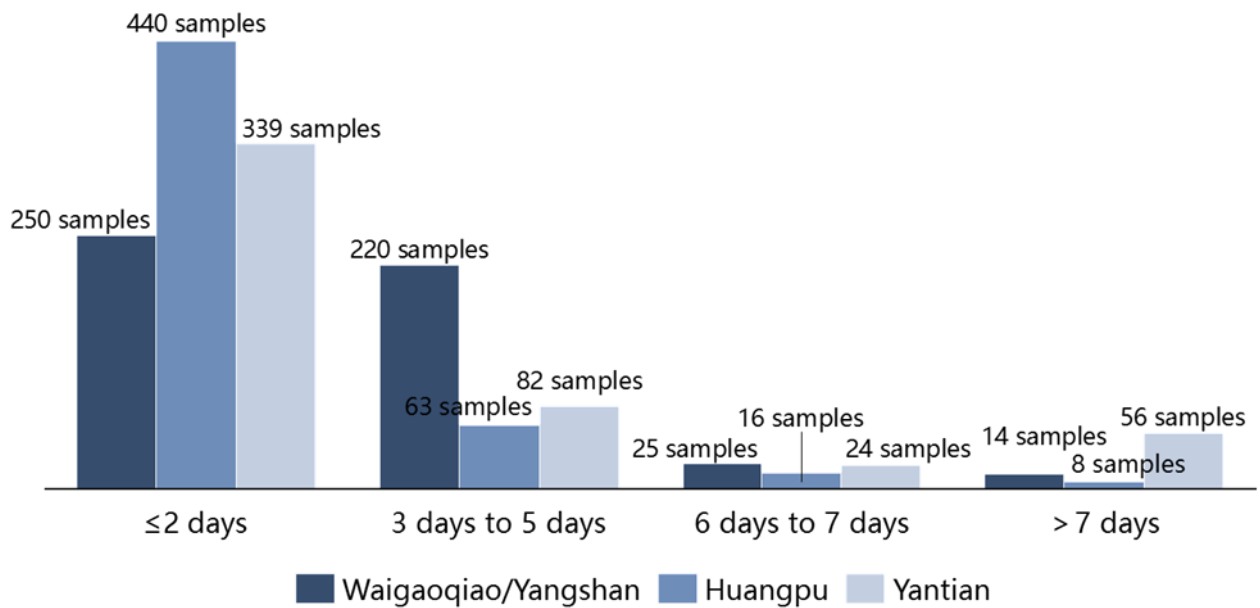


Figure 4.9: Sample Distribution on Different Customs Clearance Time Intervals of Each Port

Judging from figure 4.8 and 4.9, Huangpu consumed the shortest time on this stage. Waigaoqiao/Yangshan and Yantian were both stuck in this process for a relatively long time. In order to find out why this process took so long, this paper will reanalyze the Customs clearance process in following sections.

During the whole clearance process, Customs and Customs brokers/other enterprises respectively took up some time. Here is the comparison between two bodies' time taken in each port:

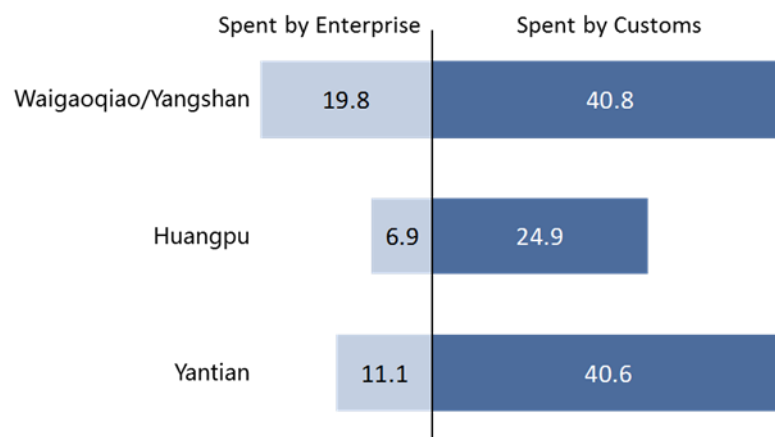


Figure 4.10: Average Time Spent by Enterprise/Customs on Customs Clearance of Each Port (Unit: hours)

The workflow carried out by Customs was: electronic examination of documents, trans-department

examination^①, on-site examination of documents, Customs preparation for inspection (from receiving inspection application to starting to check goods), Customs inspection, and Customs confirmation of the release. The workflow carried out by Customs brokers/other companies was: document preparation for trans-department examination, tax payment, preparing documents for on-site examination, submitting the documents to Customs, contacting port operator to move the container, and paying the missing tax or repaying tax.

In these ports, the time duration and time points of the three samples that required the least amount of time are illustrated below.



Port	Commodity Name	When customs accepted the declaration	When customs finished document examination	When customs released the cargo
Yangshan	Fireproof Insulated Packing	2015/12/2 9:20	2015/12/2 10:11	2015/12/2 11:24
Huangpu	Grape Wine	2015/11/11 14:40	2015/11/11 15:07	2015/11/11 15:10
Yantian	Torch Pine Plank	2015/12/08 14:05	2015/12/08 14:06	2015/12/08 14:09

Figure 4.11: The Sample with Shortest Customs Clearance Time of Each Port

4.6 Comparison of Time Spent on Three Ports’ Electronic Examination of Documents

Electronic examination of documents: Starts from the completion of Customs brokers’ QP/EDI input (Customs accepting its declaration), and ends when Customs finishes the electronic document examination (including system’s automatic checkup and background manual review).

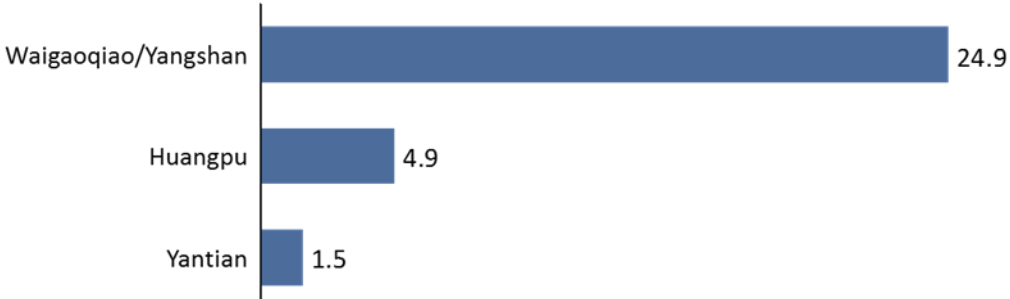


Figure 4.12: Average Time Spent on Customs Electric Document Examination of Each Port (Unit: hours)

^① Specific to Shenzhen Yantian.

For Waigaoqiao/Yangshan, this process took more time than at the other ports. According to the survey, goods in this port would be split into the green or red channel in accordance with the World Customs Organization’s Harmonized System (HS) code, value, assessed risk level, and related adjustments based on the Customs index. In the green channel, the system will conduct an automatic examination. In the red channel, documents are first automatically examined, then examined by an officer via computer, and in certain circumstances are finally manually verified. However, it still takes a long period of time. The ratio of between the red and green channels was about 3:7 on the basis of declarations in November and December 2015. Moreover, based on the feedback of enterprises, the system for Customs clearance in Shanghai’s was not very stable, with frequent overload situations (in other ports in China, QP (Quick Pass) system is the declaration platform for Customs clearance).

4.7 Trans-department Examination of Shenzhen Yantian

Generally speaking, tax payment should follow electronic examination of documents and some key commodities are likely to be moved for on-site examination. However, Yantian port sometimes inserts one extra step called “Trans-department examination” before tax payment. When the documents audit center cannot make judgement about attributes of goods, such as price, the goods will be transferred to Customs clearance office for examination. Customs brokers or companies should submit relevant documents to cooperate with them. The Customs clearance office then deliver the result back to the audit center. Sample data in Yantian showed that nearly 23% of samples were moved from audit center to the Customs clearance office for trans-department examination which increased the time spent (from the completion of QP input until being released) for each bill of goods by 127 hours (more than five days). In addition, 8% among the above-mentioned samples underwent a second document examination, carried out on site by another department, and the responsible companies were asked to resubmit the paper documents.

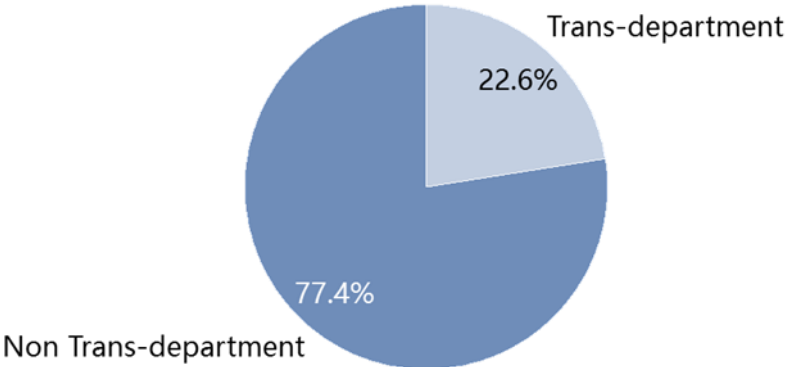


Figure 4.13: The Proportion of Trans-department Samples in Yantian

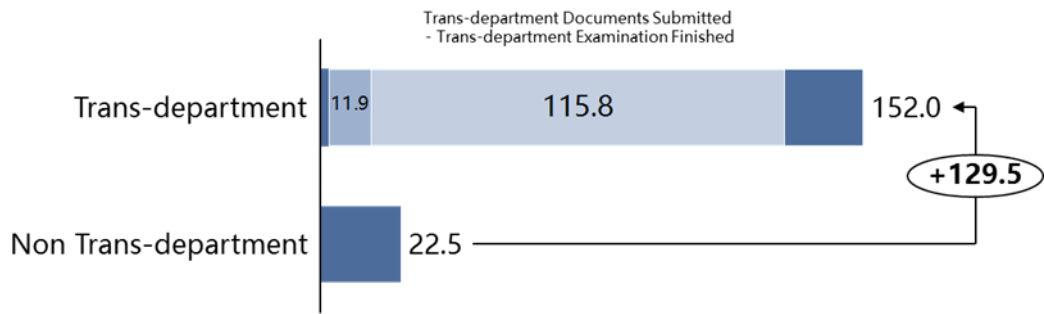


Figure 4.14: Average time Spent on Customs Clearance (Trans-department & Non Trans-department) in Yantian (Unit: hours)

4.8 Delivery of Paper Documents in Customs Clearance

Although China Customs have applied electronic declaration systems (QP and EDI), delivering paper documents for a portion of goods was still required by different ports because of their diverse needs.

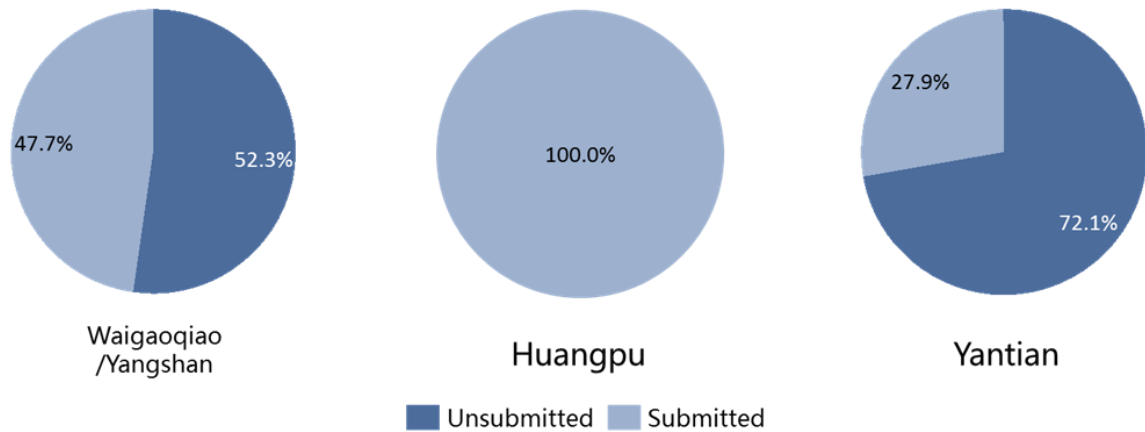


Figure 4.15: The Proportion of the Samples with Paper Doc. Submitted of Each Port

In Yantian port, there are three situations that Customs may require paper documents: Double submission of paper documents (for trans-department examination and on-site examination), single submission only for trans-department examination, and single submission only for on-site examination. Figure 4.16 shows the scale of each situation. As can be seen, most paper documents required by Customs were due to the trans-department examination.

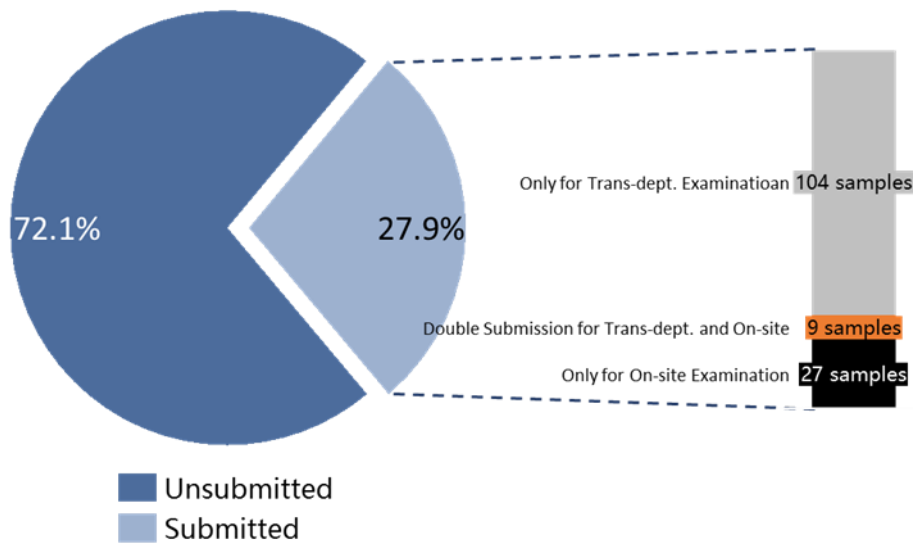


Figure 4.16: Two Reasons of Submitting Paper Doc. in Yantian

4.9 On-Site Document Examination

On-site document examination starts when site Customs receives documents for declaration and ends when Customs finishes the examination by giving next order (inspection or directly releasing goods), the comparison of each port is as follows:



Figure 4.17: Average Time Spent on On-site Customs Examination of Each Port (Unit: hours)

Judging from the average time spent, Huangpu can complete on-site document examination in one day, but the time taken in Waigaoqiao/Yangshan and Yantian were still relatively long, especially in Yantian. Its on-site document examination time (not including the trans-department examination before tax payment) had considerable negative impact on overall clearance process.

In addition, for some goods in Yantian that had not only been required to undergo trans-department examination before tax payment but also been asked to submit documents on site, submission of paper documents might occur twice. Such cases have happened nine times, let's take one of them as an example:

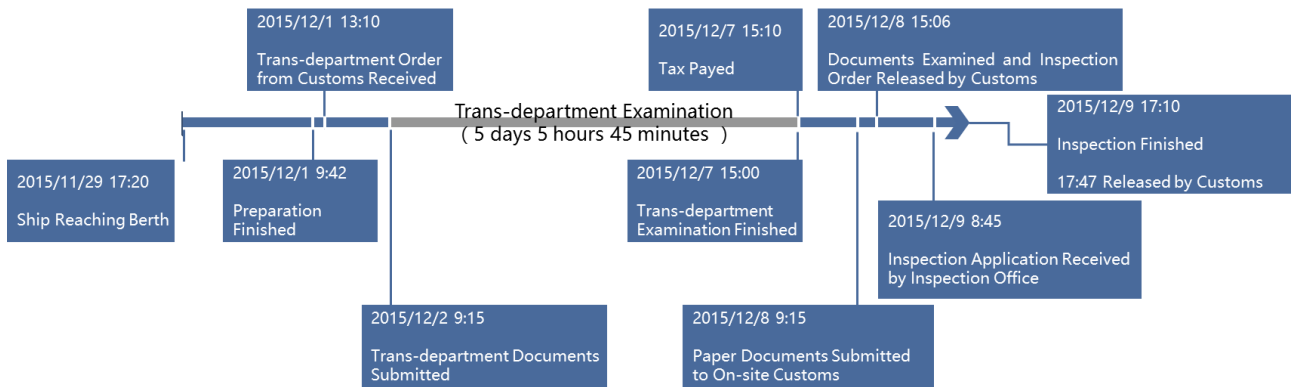


Figure 4.18: A Sample with Double Paper Document Submission in Yantian

A Customs broker in Shenzhen once acted as an authorized agent to declare a shipment of wood. The cargo ship arrived to its berth at the pier on November 29th 2015, at 9:42am December 1st the broker completed all the preparations required for declaration, and finished QP input. Then the broker received trans-department examination order at 13:10, so they started preparing relevant documents and delivered it to the Customs clearance office window at 9:15am next morning. However, it took five days for Customs and Customs broker to reach a consensus on price of goods, and closed this issue at 15:00 December 7th. During this period, the two parties conducted multiple consultations. Later the broker completed electronic tax payment, but Customs asked them to submit paper documents again, the broker then handed documents over to the Customs at 9:15am December 8th. On the same day, the on-site Customs finally completed the examination of documents and issued inspection order at 15:00. As can be seen above, the broker was asked twice to submit paper documents, and the whole trans-department examination process, from when the broker received the trans-department order to the completion of trans-dept. examination, took over five days. Additionally, the whole process of on-site examination of documents took six days, from Customs finishing electronic examination of documents (receiving trans-department order) to the completion of documents examination, carried out by on-site Customs.

4.10 Customs Inspection

If Customs released an inspection order, a Customs broker would contact the port operator to make arrangement for inspection preparation, container transfer, and container unloading. Time spent was different from port to port.

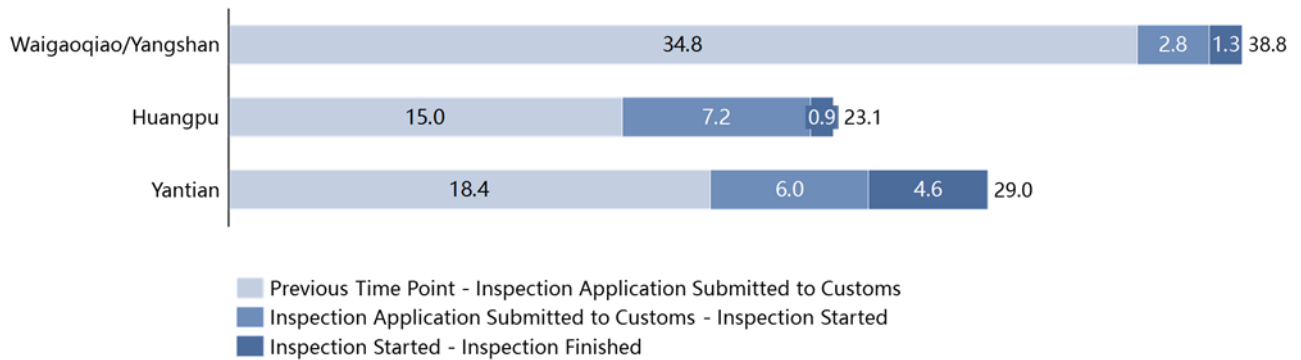


Figure 4.19: Average Time Spent on Steps of Customs Inspection Phase of Each Port (Unit: hours)

The amount of time spent on this process, from the last time point to receiving the inspection application, was mainly spent on Customs broker’s preparation work and transfer operation on the container. The period from receiving the inspection application to the beginning of inspection was the time for Customs to get prepared. The last stage was the actual period that Customs conducted on-site inspection and handled related documents. As seen from figure 4.19, this period was not as long, but the time spent on Customs broker’s preparation work accounted for a large proportion. Additionally, in Huangpu and Yantian Customs took a longer time to initiate the inspection. It also reflected that Huangpu and Yantian might not have had as good of resource allocation of Customs inspection personnel as Shanghai Waigaoqiao/Yangshan, so the goods’ waiting time for inspection would be little longer.

4.11 From Completing All Customs Procedures, to Receiving Customs Release Order

The survey shows that some goods were released automatically immediately after all necessary Customs clearance processes, but other good required manual confirmation before being released. Some goods that had finished all Customs procedures in Shanghai and Shenzhen required Customs officers to manually issue the release order. Waiting time for manual confirmation has been stretched even longer due to working hours and holidays. Huangpu port asked all brokers and enterprises to submit paper documents on the basis of electronic declaration, after completing clearance process, enterprises would receive release orders from on-site Customs window immediately.



Figure 4.20: Average Time Spent on Confirming Release by Customs (All procedures finished – Released by Customs) of Each Port (Unit: hours)

4.12 Time Release Comparisons with Japan and South Korea

Comparing to the release time of Japan (year of 2012, non AEO enterprises' goods) and South Korea (year of 2005), the port operation and declaration preparation disparity between China and Japan/South Korea was exist but not by much. China did better in port operation phase, but during the Customs clearance process the gap between China and Japan/South Korea began to grow.

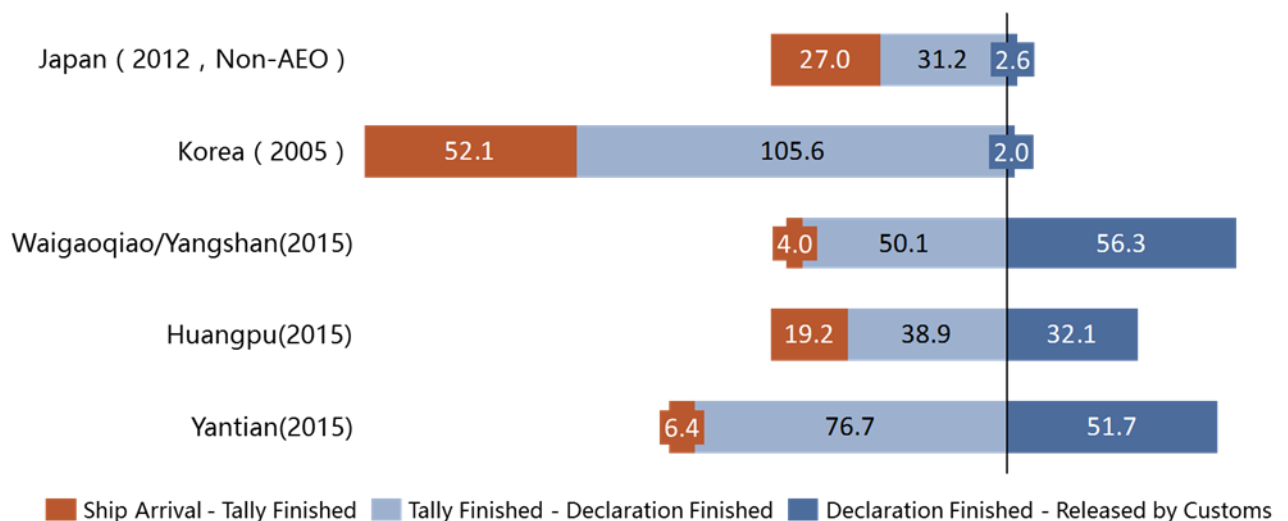


Figure 4.21: Comparisons to Japan and South Korea (Unit: hours)

5 Policy Suggestions

Through the sample analysis and the communication with site during the course of research and comparing to developed countries like Japan and Korea, China has certain gap in Customs clearance efficiency. The present situation can be improved in following aspects:

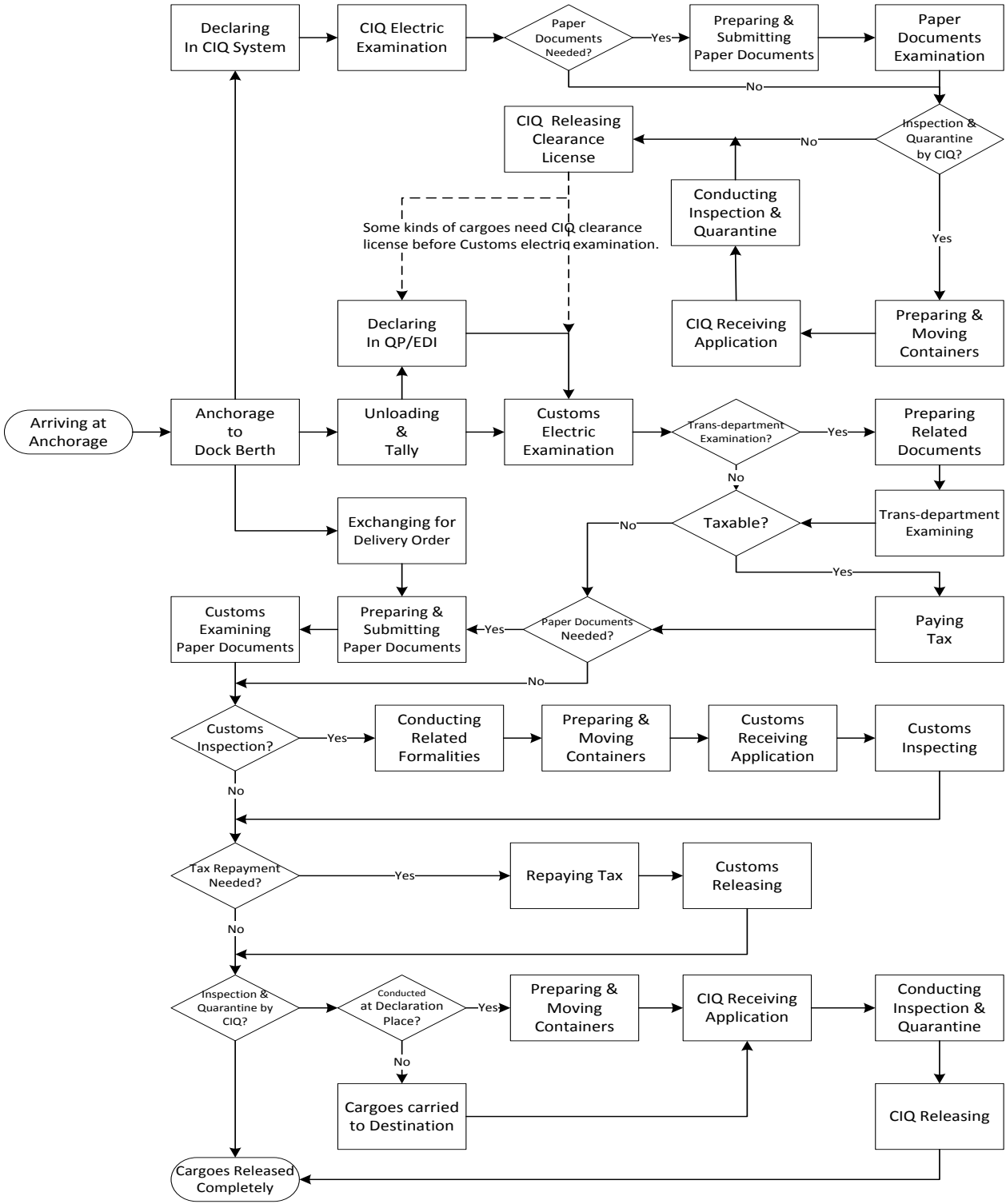
- ① Development of “Single Window”: Japan and Korea have both built mature and stable Single Window systems, but China has not yet established a formal Single Window nationwide, and has not reached a consensus on Customs declaration systems. The EDI Customs Declaration System used in Shanghai alone has restricted its clearance efficiency.

- ② Process optimization: China's trade processing flow needs to be improved. For example, in Shenzhen Yantian trans-department examination itself had a serious time-consuming issue, but brokers and enterprises were still requested to submit documents again because of on-site examination.
- ③ Paperless declaration:
 - a. The degree of manual intervention remained high. For example, a portion of goods in Shanghai and Shenzhen couldn't be automatically released after completing the whole Customs clearance process, but required Customs officers to manually issue a release order.
 - b. Uploading the scanned copy of documents did not decrease time: Currently, all ports require brokers and companies to upload the scanned copy of related documents when they do the QP/EDI input, which takes a long time. After uploading the scanned copy, a portion of goods in Shanghai and Yantian are still asked to submit paper documents on-site and in Guangzhou Huangpu all taxable import goods are all forced to submit paper documents.
- ④ IT system building: Developed countries such as Japan and Korea have already formed an advance declaration, risk management, and other excellent systems. In China there is still room for improvement in IT system development.

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Appendix Figure 1: Flow Chart of Release of Containerized Sea-Imported Goods in China



Appendix Table 1: Detailed Release Procedures and Time Points for Import Container Goods at a Chinese Port

Appendix Table 1-1: Port Operation & Declaration Preparation

No.	Stage Time Node	Port Operation			Declaration Preparation			
		Movement to Berth	Starting to Unload & Tally	Unload & Tally	Exchange for Delivery Order	CIQ Declaration Input	Making Draft	Customs Declaration Input
1	Ship Arriving at Anchorage	Start						
2	Ship Reaching Dock Berth	End	Start		Start	Start	Start	
3	Starting Unloading and Tally		End	Start				
4	Tally Done(Tally Report Sent)			End				Start
5	Customs Broker Getting Delivery Order				End			
6	CIQ Declaration Input Finished					End		
7	Declaration Number Issued(CIQ Accepting Declaration)							
8	*Paper Doc. Submitted to CIQ							
9	*Clearance License Issued by CIQ							
10	Declaration Draft Done						End	
11	Customs Declaration Input Finished(Customs Accepting Declaration)							End

Note: ‘*’ refers to the occurrence of the time nodes depending on actual situation; entries filled in gray refer to the starting/ending point of the corresponding stage.

Appendix Table 1-2: CIQ Clearance

No.	Stage Time Node	CIQ Clearance			CIQ Clearance			
		CIQ Electric Examination	*On-site Step		Inspection & Quarantine			
			*Doc. Preparation	*Onsite Examination	*Enterprise Preparing	*CIQ Preparation	*Conducting Inspection & Quarantine	*Release Confirmation
6	CIQ Declaration Input Finished	Start						
7	Declaration Number Issued(CIQ Accepting Declaration)	End	Start					
8	*Paper Doc. Submitted to CIQ		*End	*Start				
9	*Clearance License Issued by CIQ			*End				
24	Customs Release Order Issued				Start			
25	*CIQ Receiving Inspection and Quarantine Application				*End	*Start		
26	*Starting Inspection and Quarantine					*End	*Start	
27	*Inspection and Quarantine Finished						*End	*Start
28	*CIQ Release Order Issued							*End

Note: ‘*’ refers to the occurrence of the time nodes depending on actual situation; entries filled in gray refer to the starting/ending point of the corresponding stage.

Appendix Table 1-3: Customs Clearance: Doc. Examination & Tax Payment

No.	Stage Time Node	Customs Clearance					
		Customs Electric Examination	*Trans-dept. & Tax Payment			*On-site Step	
			*Trans-dept. doc. Preparation	*Trans-dept. Examination	*Paying Tax	*Paper Doc. Preparation	*Onsite Examination
11	Customs Declaration Input Finished(Customs Accepting Declaration)	Start					
12	Customs Electric Examination Finished	End	Start		Start	Start	
13	*Trans-department Doc. Submitted		*End	*Start			
14	*Trans-department Examination Finished			*End	*Start	*Start	
15	*Tax Paid				*End	*Start	
16	*Paper Doc. Submitted to Customs					*End	*Start
17	*On-site Customs Doc. Examination Finished						*End

Note: ‘*’ refers to the occurrence of the time nodes depending on actual situation; entries filled in gray refer to the starting/ending point of the corresponding stage.

Appendix Table 1-4: Customs Clearance: Customs Inspection & Release

No.	Stage Time Node	Customs Clearance						Release Confirmation
		*Customs Inspection						
		*Preparing for Inspection	*Planing Moving Containers	*Moving Containers	*Customs Preparation	*Customs Inspecting		
12	Customs Electric Examination Finished	Start						Start
13	*Trans-department Doc. Submitted							
14	*Trans-department Examination Finished	*Start						*Start
15	*Tax Paid	*Start						*Start
16	*Paper Doc. Submitted to Customs							
17	*On-site Customs Doc. Examination Finished	*Start						*Start
18	*Containers Selected	*End	*Start					
19	*Container Movement Plan Gotten from Port Operator		*End	*Start				
20	*Customs Receiving Inspection Application			*End	*Start			
21	*Starting Inspection				*End	*Start		
22	*Inspection Finished					*End	*Start	*Start
23	*Tax Repaid						*End	*Start
24	Customs Release Order Issued							End

Note: ‘*’ refers to the occurrence of the time nodes depending on actual situation; entries filled in gray refer to the starting/ending point of the corresponding stage.



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