



# EGYPT TIME RELEASE STUDY

-Port of Alexandria-

**Egyptian Customs Authority**

Arab Republic of Egypt

**DECEMBER 2021**

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# 1 Introduction

The **Port of Alexandria** is on the West Verge of the Nile Delta between the Mediterranean Sea and Mariut Lake in Alexandria, Egypt. It is considered the second most important city and the main port in Egypt. The Port is one of the largest and most important ports in the Mediterranean. It consists of two harbours (East and West) separated by a T-shaped peninsula. The West harbour is used for commercial shipping. The western port is divided into several zones, handling containers, general cargo, break bulk, RORO, and barges. The port also manages oil products and bunkers. The majority of Egyptian imports are received through the port in Alexandria.

Clearance of goods and conveyances for import, export or transit is a key activity that brings together various governmental bodies and industry stakeholders involved in international cross-border trade. Clearance procedures tend to result in some of the most significant and time-consuming delays in international trade and add significant cost and time to import/export transactions. As a consequence, the time required to release goods has become a key measure by which the international trading community assesses the effectiveness of border clearance processes in individual countries.

The Government of Egypt is in the process of implementing the WTO Agreement on Trade Facilitation (TFA). The TFA states in Article 7 (paragraph 6) that “Members are encouraged to measure and publish their average release time of goods, periodically, and in a consistent manner, using tools such as, inter alia, the Time Release Study of the World Customs Organization (WCO)”. While several local studies have been conducted in the past, this report is Egypt’s first TRS using the official WCO’s TRS methodology. The TRS measures the key elements of border clearance enabling current performance to be benchmarked, and bottlenecks identified for elimination to ultimately improve border clearance and supply chain performance.

Reducing clearance times at the Port of Alexandria is an essential step towards remaining competitive vis-a-vis other regional ports and furthering the country's ambition as a vital hub for international trade and logistics. Ministry of Finance (MOF) and Customs are working closely with other parts of the government, and the private sector to further simplify, harmonize and automate border clearance procedures [based on international instruments such as, the WTO Trade Facilitation Agreement; WTO Sanitary and Phytosanitary Measures; WTO Agreement on Technical Barriers to Trade; WCO Revised Kyoto Convention; WCO SAFE Framework of Standards and IMO ISPS Code], at the same time being mindful that while striving to further improve Egypt’s trade competitiveness, a balance must be struck between facilitating trade, maintaining national security, ensuring public health & safety, and securing the collection of revenue.

Developing a whole of government approach for the simplification and modernization of clearance procedures is hugely important given the international movement of goods has many moving parts, and many players are often involved in a single goods transaction. Not only Customs - but typically authorities such as the Port Authority/Operators, Health, Veterinary, Agriculture, Food Safety, Standards, Police, other permit issuing agencies, as well as the trading communities which include brokers, forwarding and shipping agents, carriers, banks, port security and other intermediaries - can be involved. Each party has reporting and logistics requirements that need to be fulfilled as part of the clearance process, and each process contributes towards the overall time and cost of the clearance process. Accurately measuring this time is critical to understanding all the various contributing factors to trade performance.

In 2021 the Egyptian Customs Authority, with the support of the World Bank Group, undertook its first Time Release Study (TRS), a project on time measurement of release and clearance of goods, in accordance with the World Customs Organisation’s (WCO) TRS methodology.

The WCO TRS is an internationally recognized tool for measuring the actual time taken in the performance of customs and other agreed activities carried out in the clearance of goods. The TRS measures relevant aspects of operational procedures carried out by customs, port authority, Quarantine, and other border regulatory and business actors, involved with the standard processing of imports and export shipments. The TRS was conducted in Egypt at Port of Alexandria between 15 August 2021 to 21 August 2021, for 7 consecutive days.

## 2 Acknowledgement

The Customs Authority of Egypt, with the support of the World Customs Organization (WCO) and World Bank Group (WBG), has successfully undertaken its first Time Release Study (TRS) - a project on the measurement of time for release and clearance of goods according to the World Customs Organisation's (WCO) TRS methodology.

We would like to express our gratitude to the WCO and WBG expert teams for providing technical support in the implementation of the TRS Study, as well as for working jointly with the TRS Working Group to ensure better efficacy of the cross-border procedures and environment for cross-border trade.

We would like to thank the TRS Working Group team members for their engagement and commitment to undertaking this study. We also recognize the excellent cooperation by all major stakeholders in the study locations, including of the Customs Authority, General Organization for Export and Import Controls (GOEIC), Ministry of Agriculture, National Food Safety Authority of Egypt (NFSA), Port of Alexandria Authority, Stevedores, Shipping Agents, Brokers, Freight Forwarders and Importers.

Finally, we extend our thanks to each and every one who in one way or the other participated in the study despite the need for virtual work in the context of the COVID-19 Pandemic.

### 3 Executive Summary

In 2019, Egyptian ports handled approximately 7 million TEUs<sup>1</sup> (3.6 inbound + 3.6 outbound). The bulk of cargo handling logistics are managed by the private sector. The Port of Alexandria handles approximately 65% of Egypt's trade, and as with the rest of the world's ports, it has been impacted by the global COVID-19 pandemic supply chain disruptions. Notwithstanding, it is worth noting the Egyptian economy grew by 3.5% in 2020 - the only economy in the Middle East and North Africa Region (MENA) to record growth.

To improve trade facilitation performance, the National Single Window for Foreign Trade Facilitation ("Nafeza") system was established in 2019. The system establishes a single window site for foreign trade <https://www.nafeza.gov.eg>, which allows the parties participating in trade and transport to submit unified information and documents at a single point of entry to fulfil all requirements related to the import, export, and transit of goods. If this information is electronic, then the data elements are presented only once. The "Nafeza" system is expected to facilitate and expedite the review and release of foreign shipments upon their arrival in Egypt. Additionally, the Egypt's Ministry of Finance has issued Decree 38/2021 on pre-shipment registration and Advanced Cargo Information (ACI) reporting. The new Advance Cargo Information (ACI) system part of "Nafeza" is used to track individual shipments and requires importers to obtain an identification number for each shipment, called an Advanced Cargo Identification ID (ACID) number. Egyptian importers apply for an ACID number and provide shipment information – 48 hours prior to the goods loading for export. The Egyptian Customs Authority launched the ACI pilot phase of "Nafeza" at the Port of Alexandria during October 2021.

This first Time Release Study (TRS) conducted at Port Alexandria measured the current average time for the importation of goods arriving by sea, taking into account the total time needed for completing all border clearance formalities. The study measured the discrete activities of all stakeholders, public and private, involved in the release and clearance process.

In addition to measuring clearance times, the TRS contains recommendations to improve performance and lays a foundation that enables future decisions to be well conceived and executed. The key results and conclusions sought from this Study were to **establish a benchmark for the time taken to execute border clearance procedures 'today'**, and to **identify further potential barriers in cross-border trade** in order to propose corrective measures in areas where improved efficiency could be achieved.

Annex 8.1 proposes an Action Plan with specific Reform Activities and their Assessed Impact on Border Efficiency & Effectiveness, as well as their estimated Cost Range and Time to Implement). These proposed areas with a clear impact on improved border efficiency and effectiveness are:

- a) **implementation of the new Customs Regulations** where relevant, to provide the framework for any future improvements
- b) **further simplification of border clearance procedures** (acceptance of electronic documents by all border agencies, full operationalisation of the NSW and ACI, reduce duplication of documents)
- c) **further enhance engagement with clients and provide transparency** through conducting a Client Survey to gauge stakeholder expectations in terms of future clearance and release times and e-commerce
- d) **develop and enhance border risk management** (ensure all transactions are subject to automated risk-based controls, establish a National Targeting Centre, implement simplified clearance procedures for approved traders), and finally
- e) **reduce clearance time at the Port of Alexandria by 10% within 15 months.**

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<sup>1</sup> TEU is a measure for international containerized cargo – Twenty Foot Equivalent Units e.g., 20' container is 1 TEU.

The TRS was conducted at Port Alexandria between 15 August – 21 August 2021 (for 7 consecutive days)



The average release time is: **PORT OF ALEXANDRIA SEA CARGO – 16 days 1 hour 51 minutes (16.08 days)**

This time includes – the average time from vessel alongside until the final release for free circulation in the domestic marketplace. The study does not count the time taken to request licenses or permits prior to importation. **The actual physical regulatory clearance processes for commercial goods take on average – 5 days 21 hours 13 minutes (5.90 days)**

This average release time can be further broken down to show:

**The average elapsed time from the end of unloading to the exit from the port – 15 days 14 hours 38 minutes (15.61 days),** indicating cargo clearance procedures commence after the arrival of the goods.

## 4 Methodology, Scope & Coverage

The Time Release Study (TRS) was conducted in accordance with the World Customs Organisation (WCO) Guide to Measure the Time Required for the Release of Goods (Version 3, 2018) and utilising the WCO TRS Software to store and analyse survey data.

### 4.1 Methodology

The TRS methodology, developed by the WCO, was used at all stages of preparation and execution of the Study. During the first stage, the methodology was adapted to the national needs, within the allowed flexibility of methodology.

The study was developed in three phases:

#### A. Preparation of the Study

This phase involved the establishment of the TRS Working Group (Annex 8.4), chaired by the Egyptian Customs Authority and support for members to design the TRS Survey (questionnaire), test, plan and prepare for the TRS data collection phase.

The TRS Working Group over a series of virtual meetings agreed on the following elements: (i) the scope of the study; (ii) duration and time of the study; (iii) the activities to be measured, and (iv) the high-level process map of the activities to be measured.

To prepare for the TRS, Egyptian Customs Authority, requested and received access from the World Customs Organisation (WCO) Online TRS Tool. The WCO Online TRS Tool stores all TRS survey information.

A series of virtual meetings were held to disseminate information among stakeholders and collate all the required information to be included in the questionnaire.

#### B. Data Collection and Recording (15 August 2021 to 18 September 2021)

Once the planning and methodology, (including the content of the questionnaire), were completed, personnel were briefed and assigned to collect and record the data. The TRS survey lasted for seven days and was carried out during the period 15 August 2021 to 21 August 2021. Although the survey period is undertaken for seven (7) consecutive days, data collection continues the majority of surveyed consignments departed the Port. The final version of the questionnaire that was used for the measurement is attached in Annex 8.5 of this study. The survey data collection was coordinated by a core group of Customs personnel specifically assigned to collect the required information from each data collection point.

#### C. Data Analysis and Findings

In the third phase, survey data was input into the WCO TRS software by trained Customs officials. The software creates a format for entering data for analysis.

Based on available databases and field experience, verification of their accuracy was initiated. Verification resulted in the rejection of 8 questionnaires containing inaccurate and/or inconsistent data. The WCO TRS Online software was used to carry out data analysis and prepare a report on the average time of goods clearance based on data obtained from the questionnaire.

Interim results were presented to the Chair of the TRS Working Group and the TRS Working Group forums and feedback sought on their clarity and relevance.

## 4.2 Scope & Coverage

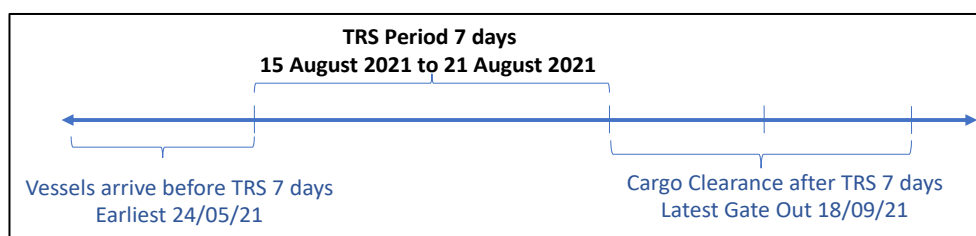
The WCO TRS methodology is primarily intended to measure the average time of customs clearance. In defining the scope of this study, the Working Group decided that it was better and more cost effective if a comprehensive TRS was conducted – i.e., with other border agencies and private sector included as well. This decision was based on the view that a comprehensive TRS would provide more useful findings affecting the entire logistics chain and goods clearance procedures. A comprehensive approach would assist to identify the bottlenecks in current sea cargo practices that are performed by all logistics and regulatory agencies at the Port of Alexandria.

Scope Item	Inclusion	Exclusion
Geographical	Port of Alexandria	All other Ports of Entry
Mode of Transport	Sea	Air, Post, Express
Customs Regime	Import	Export, Transit, Warehousing
Type of Cargo	FCL, LCL, Breakbulk, General and Other	Air, Post, Express
Category of traders	Commercial	Private
Agencies – Government	Egypt Customs Authority (ECA), Central Administration of Plant Quarantine (CAPO), Vet Quarantine (VQ), General Organisation for Import and Export Control (GOEIC), Alexandria Port Authority	All other government agencies
Agencies – Private	Shipping Lines, Customs Brokers, Misr Technology Services (MTS)	

### 4.2.1 TRS Survey Period

This TRS was undertaken on commercial cargo imports through the Port of Alexandria during the period 15 August 2021 to 21 August 2021 inclusive. The consignments selected for the TRS survey were identified at the time the Declaration and Support Documents were submitted to the Logistics Centre. Therefore, consignments surveyed included goods that arrived at the port prior to the start of the TRS (the earliest being a declaration for goods that arrived at the port on 24 May 2021). Furthermore, to ensure the majority of surveys were completed (consignments had departed the Port), the TRS continued until 18 September 2021.

Figure 1: TRS Survey Period



### 4.2.2 Sample Size

During the TRS Period, a total of 2968 declarations were received at the Logistics Centre and 592 were randomly selected for the TRS. This equates to 20% of all declarations received by the Logistics Centre which were surveyed.

Of the 592 surveys completed, eight (8) were discounted as not meeting the survey criteria. Therefore, the TRS is based on a total of 584 declarations (consignments).

### 4.2.3 Vessels and Importers

The TRS recorded consignments from eighty-six (86) different vessels with a small number of these being multiple voyages.

The TRS also recorded consignments from a significant number of importers, generally either one (1) or two (2) import consignments per importer, with a few recording multiple consignments (three (3) to five (5)).

### 4.2.4 Hours of Work

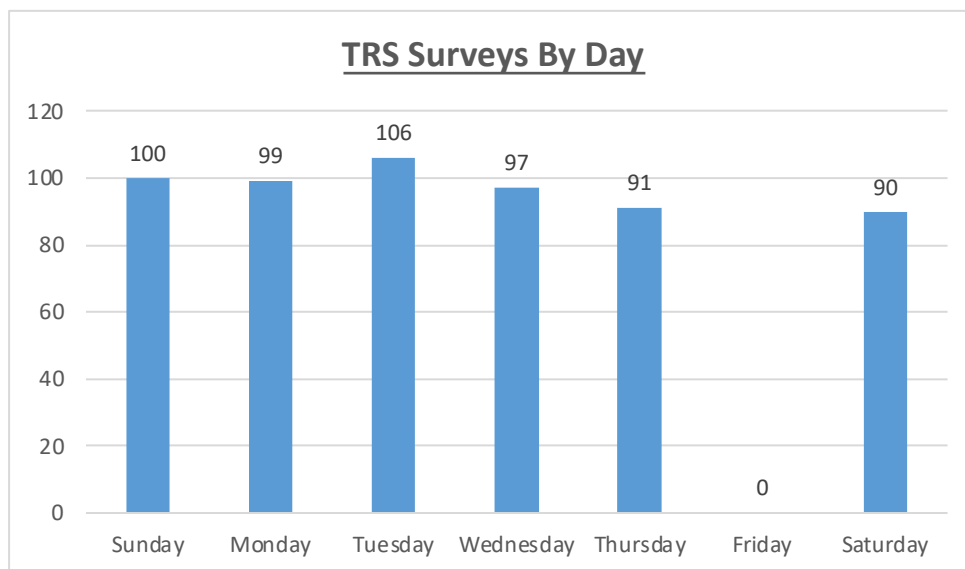
The following table records the operating hours for the participating agencies and IT systems.

Table 1: Operating Hours

Agency / System	Hours of Operation	Agency / System	Hours of Operating

### 4.2.5 TRS Surveys by Day

Graph 1: TRS Surveys by Day

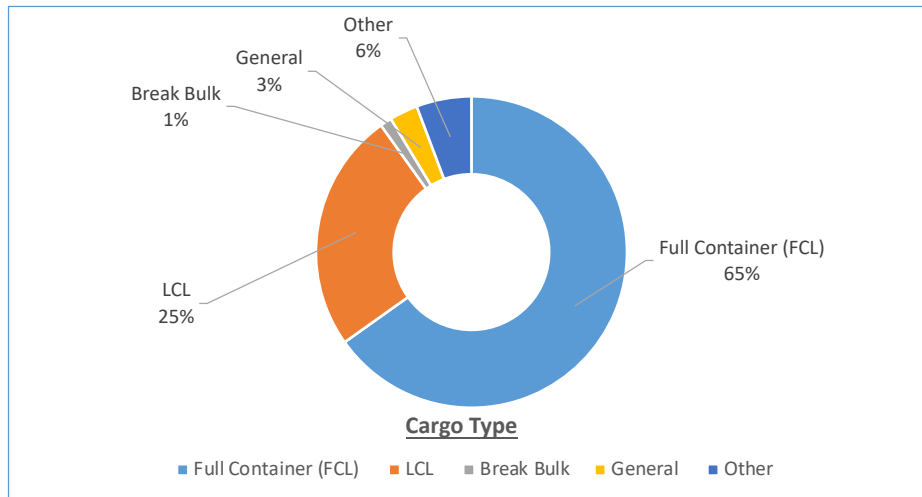


The number of surveys indicates a consistency across the working week.

### 4.2.6 Types of Cargo

The TRS categorised the cargo into five (5) categories: Full Container Loads (FCL), Less than a Container Load (LCL), Break Bulk, General and Other. The following graph depicts the breakdown between the various categories.

Graph 2: Type of Cargo Encountered in TRS



Sub-Group	Average Release Time in Days
All groups	16.08
Full Container Loads (FCL) <sup>2</sup>	16.36
LCL	17.64
General	11.50
Break Bulk	4.85
Other	11.06

### 4.3 Limitations

#### Scope Limitations

It is recommended that the Study be carried out during periods of normal traffic. This study was conducted in a period of global disruption due to the Covid-19 Pandemic and medium volume of trade.

The Study is a snapshot of particular trade routes, given the number of vessels calls and their routing during the study period, and is not a fully comprehensive study of all trade corridors.

#### Data Limitations

The study covers both manual and automated procedures. Given that a number of clearance procedures are conducted manually the accuracy, reliability, and completeness of the data depended on the good will of all involved stakeholders.

<sup>2</sup> TRS survey declarations may contain a single full container (FCL) or multiple sea containers.

## 5 Main Findings of the Study

### The major findings are:

5.1.1 The TRS average release time data provides a Sound Baseline for the Measurement of current clearance performance

1. **The TRS average release time data provides a sound baseline for the measurement of current clearance performance.** The sample snapshot was conducted at the time of medium traffic volume, and the trends and patterns associated with the cargo clearance procedures are indicative of current business practice;
2. The average release time is: **PORT OF ALEXANDRIA SEA CARGO – 16 days 1 hour 51 minutes (16.08 days)**

The TRS was conducted at Port Alexandria between 15 August – 21 August 2021 (for 7 consecutive days)

This time includes – the average time from vessel alongside until the final release for free circulation in the domestic marketplace. The study does not count the time taken to request licenses or permits prior to importation. **The actual physical regulatory clearance processes for commercial goods take on average – 5 days 21 hours 13 minutes (5.90 days)**

This average release time can be further broken down to show:

**The average elapsed time from the end of unloading to the exit from the port – 15 days 14 hours 38 minutes (15.61 days),** indicating cargo clearance procedures commence after the arrival of the goods.

5.1.2 The adoption of risk management could be enhanced

1. **The adoption of risk management could be enhanced.** High cargo inspection rates across the regulatory authorities reflect the relatively static nature of risk profiling and targeting; a sub-optimal use of yellow, red, blue and green channel selectivity has been observed and guidelines for pre-border and post-border risk assurance should be developed;

5.1.3 Duplicated paper and electronic clearance processes add significant time and cost for Egyptian businesses

2. **Duplicated paper and electronic clearance processes add significant time and cost for Egyptian businesses.** Benefits associated with improving border clearance automation will be undermined as long as customs declarations, attached documentation, and payments cannot be processed electronically, and a raft of paper-based original certificates and other documents continue to be required by regulatory authorities;

5.1.4 Immediate opportunities for improvement exist for the various private sector entities involved in the importation process to speed up the release of cargos

3. **Immediate opportunities for improvement exist for the various private sector entities involved in the importation process to speed up the release of cargos.** The filing of paper documentation occurs in most instances some hours, if not days, after the arrival of the vessel. Acknowledging filing requirements are complicated, and increased diligence by importers and/or their representatives in

filing declarations and in the handling of documents between relevant authorities, has the potential to generate a significant reduction in the overall clearance times;

5.1.5 Border regulatory authorities are largely operating in silos (with the exception of joint inspections at the port terminal which is in line with international best practice)

4. **Border regulatory authorities are largely operating in silos (with the exception of joint inspections at the port terminal which is in line with international best practice).** A more coordinated policy approach is essential to reduce the many overlaps in documentary requirements, modernize business processes and operational practices. The introduction of NSW and ACI offer opportunities to re-examine the whole gambit of regulatory clearance requirements and procedures that occur before the border, at the border and post border.

## 6 Recommendations

### 6.1 General Comments

Egypt launched the National Single Window (NSW) for Foreign Trade Facilitation (“Nafeza”) system in Alexandria on December, 2020. The initiative implemented by the Egyptian Customs Authority is designed to modernize and automate customs administration, simplify procedures, and reduce clearance times. It is expected to facilitate and expedite the review and release of foreign shipments upon their arrival at a port of entry within Egypt.<sup>3</sup>

At the time of conducting this TRS at the Port Alexandria, ‘Nafeza’ was in its implementation phase. It is anticipated that at the time of conducting a second TRS in approximately 15 months, a significant reduction in clearance time can be anticipated and several of the bottlenecks identified in this report would be overcome. Risk-based selectivity operates more effectively in an automated environment, as computer-based risk-based selectivity can be applied consistently to all imports and exports and is significantly faster and more accurate in comparing a given set of data (e.g. from a goods declaration) against active risk profiles. In parallel, by analysing and measuring the level of compliance related to individual traders, Customs can identify those cases in which further scrutiny is necessary. Traders who regularly import or export cargo and who have a good compliance record and book-keeping system in place should not be treated in the same manner as traders who do not comply. Customs require a risk management programme where the trustworthiness of traders can be weighted and a specific risk-scoring assigned, and that also defines the conditions under which a company can qualify for authorized trader status and the trade facilitation privileges that will be granted by Customs. The successful implementation of ACI, NSW and Risk Management are critical preconditions for Egypt to achieve its trade facilitation goals.

### 6.2 Short-Term Recommendations

#### 6.2.1 Publication of Average Release Times

- Publish Average Release Time to align with the WTO TFA Requirement from Art. 7.6

#### 6.2.2 Reduction of the Number of Documents and Steps (visits) required for clearance and release

- Reduce the number of documents routinely required to clear goods, and the number of steps (visits) required by brokers, private persons, or traders to obtain clearance and release of their consignments;

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<sup>3</sup> Taken from <https://www.trade.gov/market-intelligence/egypts-new-customs-facilitation-system-nafeza> 10 November 2021

### 6.2.3 Acceptance of Electronic Documents (by all border authorities)

- All border authorities should accept and commence processing of the electronic documents filed as part of the Customs Declaration, immediately after they are lodged into the Customs system by the broker, importer, or their authorised representative. Where a legal requirement exists, paper permits, or certificates should be checked at the time of joint inspection/sampling;

### 6.2.4 Undertaking a Client Satisfaction Survey

- Undertake a (commercially independent) joint client satisfaction survey to identify stakeholder expectations in terms of future clearance and release times and possible ways of working with the on-going NSW, ACI and other border authority's computer upgrades;

### 6.2.5 Reduction of the Time taken to Clear and Release cargo by 10% within 15 months

- Task the TRS Working Group participants to reduce the time taken to clear and release cargo at the Port Alexandria by 10% within 15 months. The potential for time and cost savings exists within both public and private sectors in relation to current business processes. However, realizing these potential improvements will require political will, possible oversight from the NTFC and coordinated collective action by all involved public and private sector stakeholders;

### 6.2.6 Adoption of E-Phyto Pilot

- Investigate the opportunity to adopt E-Phyto (IPPC or similar) as a pilot for electronic processing of certificates and permits and to complement ACI (Customs) and potential to link with NSW;

### 6.2.7 Implementation of new Customs Regulations, where relevant

- Executive Regulations of the New Customs Law were issued on August 31<sup>st</sup>, 2021. Accordingly, the ECA just started implementing the new Customs Regulations;

### 6.2.8 Full Operationalization of ACI and NSW systems

- Fully operationalize ACI and NSW systems;

### 6.2.9 Adoption of Risk Management

- Commence the progressive adoption of risk management as the strategic enabler of a Customs risk-based border management strategy.

## 6.3 Medium to Long-Term recommendations

### 6.3.1 Development of a Sustainable Monitoring Mechanism

- Develop a plan to continue to monitor the average release time and other relevant points at regular pre-determined intervals until TRS #2 is undertaken. Options for monitoring points include:
  - Vessel alongside wharf and Gate Out (Average release time)
  - Vessel alongside wharf and Declaration and support documents submitted to Logistics Centre (Preparation dwell time)
  - Customs risk-based selectivity channel (Percent (%) per channel)
  - Declaration and support documents submitted to Logistics Centre to Customs release given (overall regulatory release)

### 6.3.2 Implementation of International Standards

- Consider the phased integration of all document processing, given the progressive introduction of electronic processing; expand the implementation of international standards

### 6.3.3 Implementation of Simplified Clearance Procedures

- Expand the use of simplified clearance procedures, such as Trusted Trader/ AO and at-premises clearance for both FCL and LCL cargo, for jointly approved businesses as a progressive step towards the full introduction of a comprehensive Authorised Operator (AO) programme;

### 6.3.4 Continuation of Risk Management Implementation

- Continue the progressive adoption and implementation of risk management as the strategic enabler of a whole of government risk-based border management strategy. Increase dialogue and information sharing between Customs and other regulatory authorities in-country and offshore, to develop a 'single view' of individual trader / cargo risk and agree appropriate on and offshore regulatory responses on a whole of government basis;

### 6.3.5 Development of a multi-agency National Targeting Centre

- Strengthen the risk management resource as a human resources priority. Develop a multi-agency National Targeting Centre to maximise ACI and NSW systems, coordinate international and domestic communications, support operations, introduce data analytics and data science techniques;

### 6.3.6 Automate Risk-Based Controls for all trade transactions

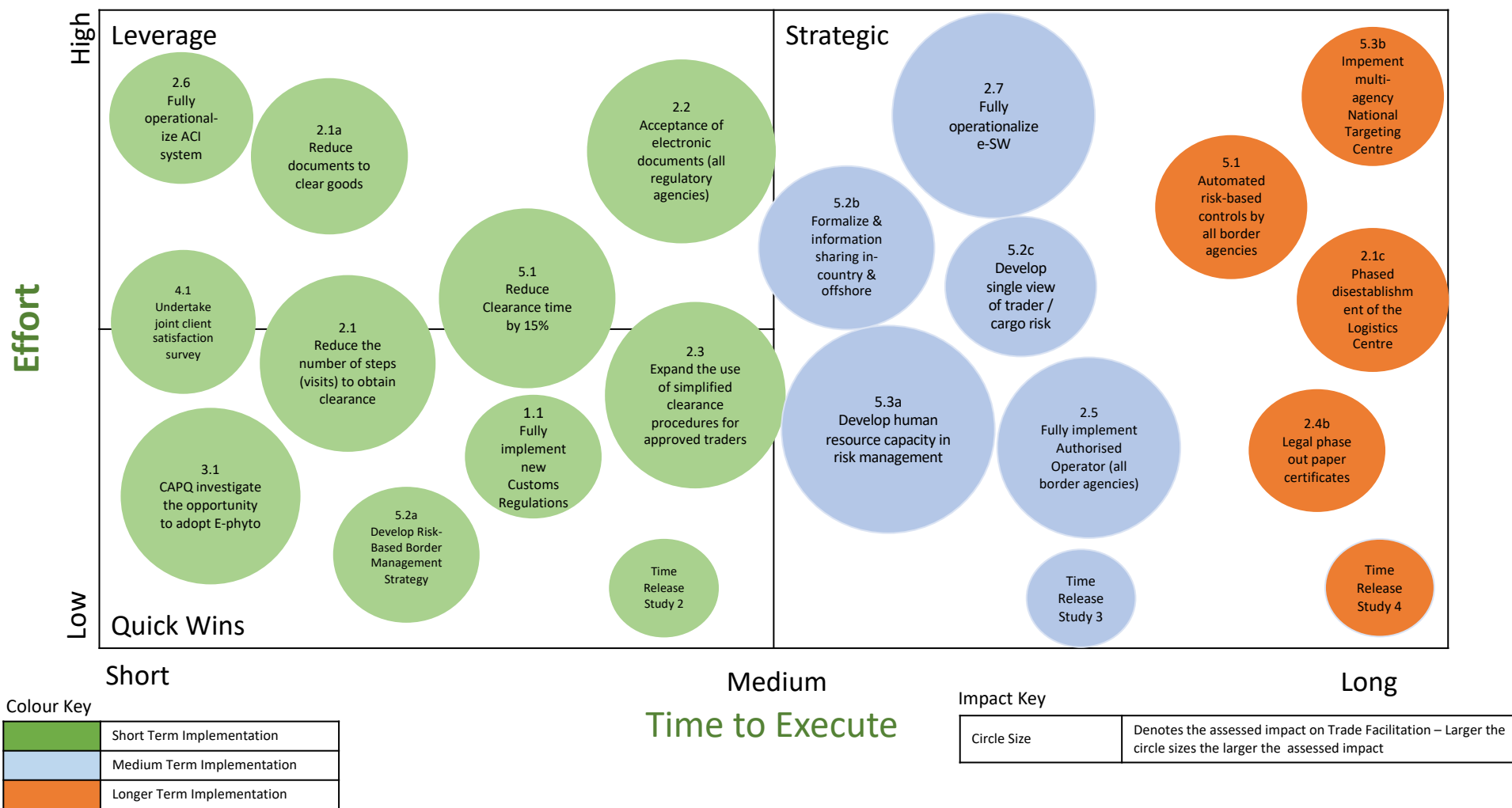
- Ensure all trade transactions are subject to [automated] risk-based controls by Customs, Quarantine, Health Food Safety, and other regulatory authorities and that they strike a proper balance between facilitating legitimate trade, national security, public health & safety and combat smuggling, crime and commercial fraud;

### 6.3.7 Full Implementation of an AO/AEO programme

- Fully implement an AO programme endorsed by all border regulatory authorities with a transparent AO application and authorisation process with clearly defined benefits for traders

Figure 1 presents a chart with the summary of TRS Recommended Actions Matrix for the short, medium and long-term implementation based on their assessed impact on trade facilitation.

Figure 1: TRS Recommended Actions Matrix



## 7 Analysis and discussion of TRS Measured Events

This section presents graphs and tables derived from the survey data entered into the WCO Online TRS System. The TRS survey form with data collection (measurement points) can be found in the Annexes to this report. The Average Elapsed Times noted within this report is the measurement between two points whereas the Average Release Time is measured from the time 'Vessel Alongside Wharf' to 'Gate Out' (consignments exits the Port Gate).

### 7.1 Snapshot of TRS Measured Events

A Time Release Study (TRS) measures a snapshot of time between pre-determined 'events'<sup>4</sup>. For this TRS ten (10) events were measured, namely:

- A: Arrival
- B: Offload
- C: X-Ray
- D: Preparation
- E: Regulatory & Compliance
- F: Release
- G: Agency Release (by Agency)
- H: Clearance
- I: Wharf to Gate (Average Release Time)
- J: Offload to Gate

The first two (2) events (Arrival & Offload) are the sole domain of the Port Authority.

The further six (6) events [X-Ray, Regulatory and Compliance, Agency Release, Payment, Arrival to Gate and Offload to Gate] measure various elements of the cargo clearance process related to the work undertaken by the regulatory agencies, logistics operators and the Customs Brokers and Importers.

Finally, two (2) events (Preparation and Release) are the sole domain of the Customs Brokers and Importers and logistics operators.

In the body of the report<sup>5</sup> there is a section titled 'Dwell Time'. This metric measures how long the cargo and/or documents relating to a specific consignment remain in the various work areas prior to moving to the next. This metric identifies areas where savings can be made when linked to the implementation of process improvement and/or technology.

This report also contains a metric<sup>6</sup> showing how long goods take to be released relative to the risk management treatment depending on the level of assessed risk.

The following are snapshots showing the times for each TRS Measured Event (summarized in the graph below, by the sequence they take place, and by the time taken to complete)<sup>7</sup>:

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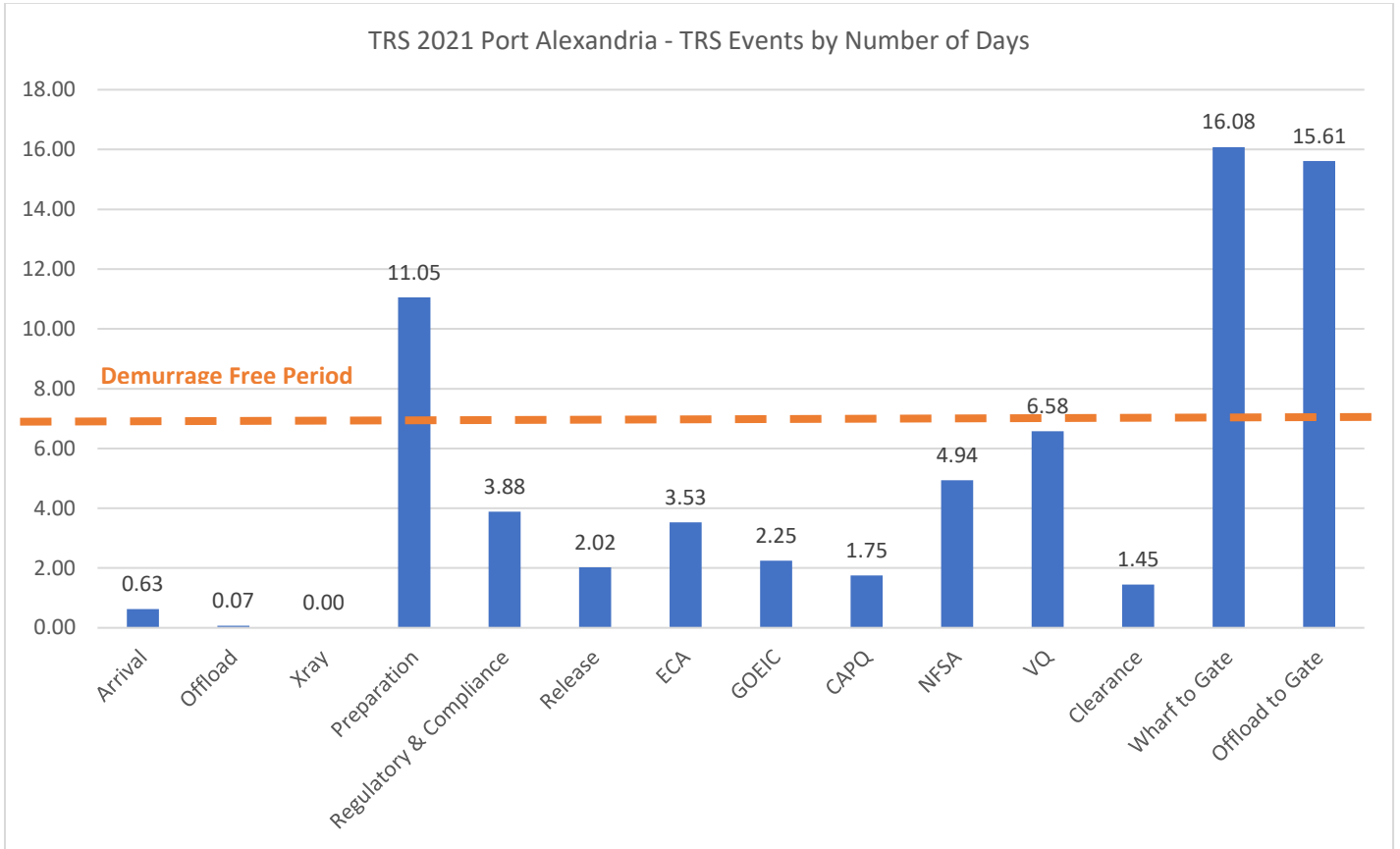
<sup>4</sup> See Annex 8.3 for the definition of Events

<sup>5</sup> See Section 7.2 of this Report

<sup>6</sup> See Section 7.3 of this Report

<sup>7</sup> Note: The sum of the individual TRS Measured Events does not equal the overall Average Release Time as some events include procedures and actions taken in parallel with others, e.g. the processes within the Agency Release includes Technical Agency clearance that occurs prior to ECA completing the Customs 'End of Documentary Check'.

Graph 3: Summary TRS Measured Events



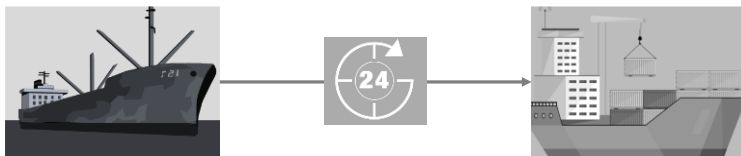
The average release time from the arrival of the vessel alongside (wharf) to exit from the port (gate) is:

**16 days 1 hour and 51 minutes (16.08 days)**

Note: An indicative mark for the Demurrage Free Period of 7 days is referenced in the above graph. Of the TRS Surveyed consignments **20%** exited the Port in **6 days 14 hours 34 minutes**, that is **within** the indicated demurrage free period.

**A. Arrival – 0 days 15 hours 9 minutes**

Vessel arrives at anchor to start of unloading

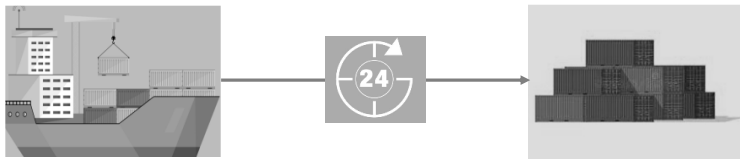


Average Elapsed Time in Days

2021	TRS #2	TRS #3	TRS #4
0.63			

**B. Offload – 0 days 1 hour 38 minutes**

*Start of Unloading to End of Unloading*

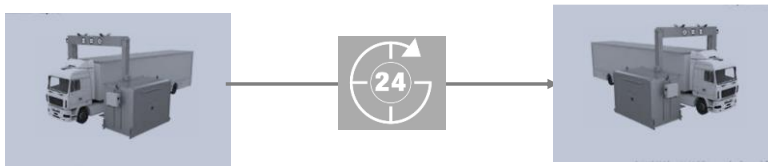


Average Elapsed Time in Days

2021	TRS #2	TRS #3	TRS #4
0.07			

**C. X-Ray – 0 days 0 hour 0 minutes**

*X-Ray start to X-Ray finish*



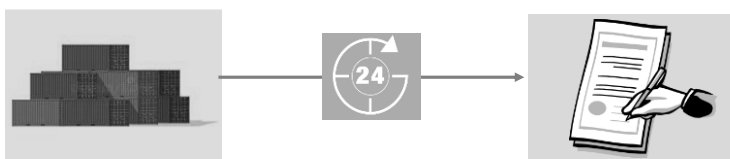
Average Elapsed Time in Days

The start and finish times for X-Ray were not collected during the survey period.

2021	TRS #2	TRS #3	TRS #4
0.00			

**D. Preparation<sup>8</sup> – 11 days 1 hour 11 minutes**

*End of Unloading to Declaration and support documents submitted to Logistics Centre*



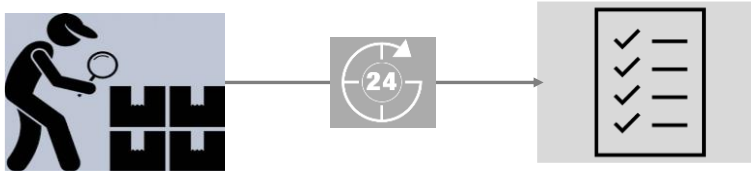
Average Elapsed Time in Days

2021	TRS #2	TRS #3	TRS #4
11.05			

<sup>8</sup> This is a specific measure of Dwell Time

**E. Regulatory and Compliance – 3 days 21 hours 6 minutes**

*Declaration and support documents submitted at Logistics Centre to End of documentary check*

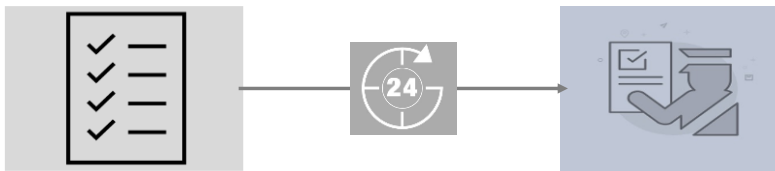


Average Elapsed Time in Days

2021	TRS #2	TRS #3	TRS #4
3.88			

**F. Release – 2 days 0 hours 24 minutes**

*End of documentary check to Customs (including Technical Agencies) and release given*



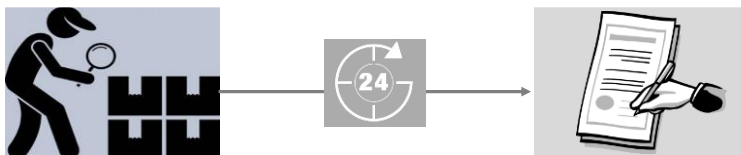
Average Elapsed Time in Days

2021	TRS #2	TRS#3	TRS#4
2.02			

**G. Agency Release (By Agency)**

**GOEIC – 2 days 6 hours 5 minutes      CAPQ – 1 day 18 hours 7 minutes**  
**NFSA – 4 days 22 hours 36 minutes    VQ – 6 days 14 hours 0 minutes**  
**ECA – 3 days 12 hours 42minutes**

*Technical Agency document check to Matching Certificate issued  
 Customs Start Documentary Check to End of Documentary Check plus Customs Receive Payment of Duty  
 and Taxes to Customs Release Given*

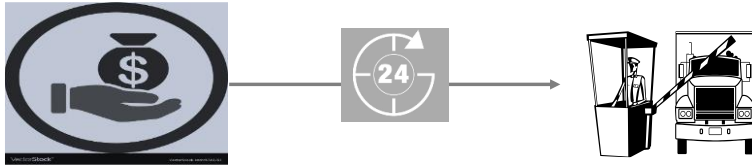


Average Elapsed Time in Days

Agency	2021	TRS #2	TRS #3	TRS #4
GOEIC	2.25			
CAPQ	1.71			
NFSA	4.94			
Vet Quarantine	6.58			
ECA	3.53 (3.28+0.25)			

**H. Clearance<sup>9</sup> – 1 day 10 hours 41 minutes**

*Customs Release Given to Gate Out*

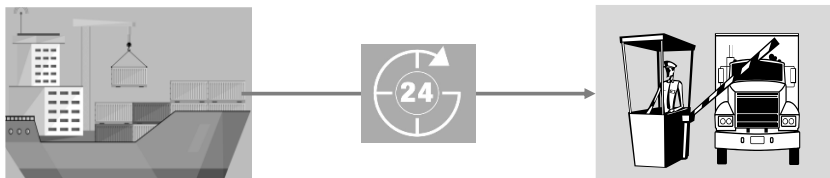


Elapsed Time in Days

2021	TRS #2	TRS #3	TRS #4
1.45			

**I. Wharf to Gate – 16 days 1 hour 51 minutes**

*Vessel alongside to Gate Out*

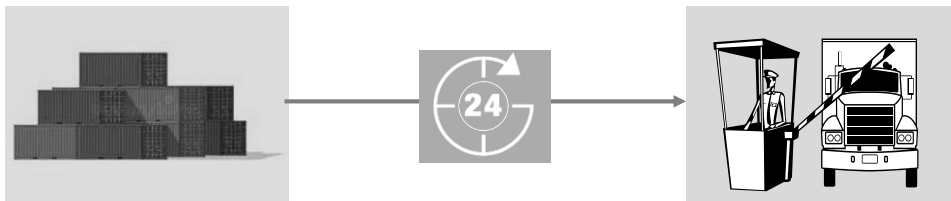


Average Release Time in Days

2021	TRS #2	TRS #3	TRS #4
16.08			

**J. Offload to Gate – 15 days 14 hours 38 minutes**

*End of Unloading (being the first-time cargo is available for delivery) to Gate Out*



Average Elapsed Time in Days

2021	TRS #2	TRS #3	TRS #4
15.61			

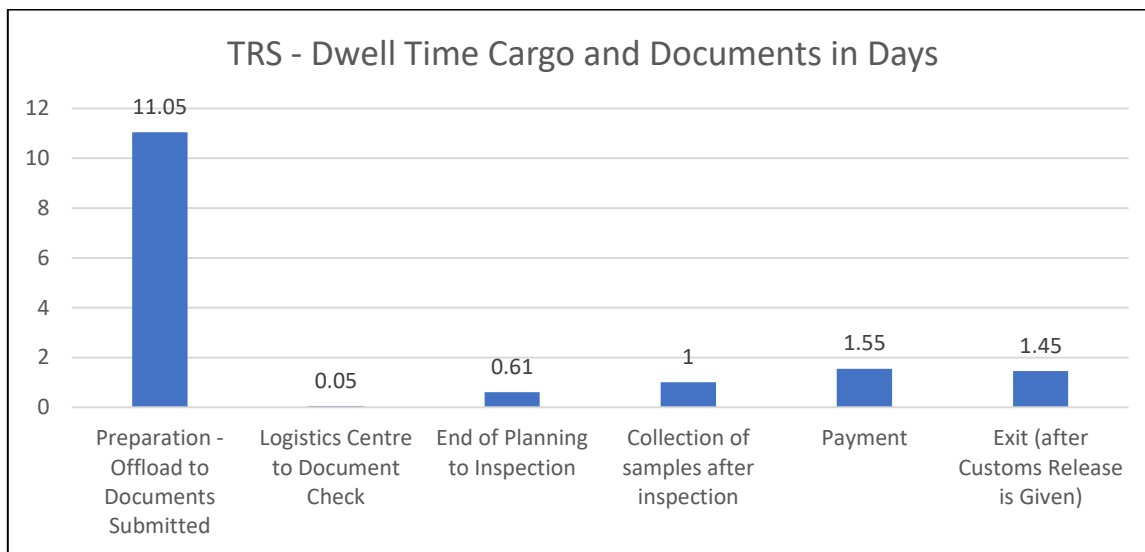
**7.2 TRS Dwell Time**

For the purposes of the TRS, ‘dwell time’ refers to the time that cargo waits for an action to be undertaken and/or the time that documents wait between the end of an activity and the start of the next activity.

<sup>9</sup> This is a specific measure of Dwell Time

When considering parts of the clearance process for potential to streamline or reduce the time taken, 'dwell time' is a key area of opportunity worthy of further investigation and analysis.

Graph 4: TRS - Dwell Time Cargo and Documents in Days



### 7.3 TRS Risk Management

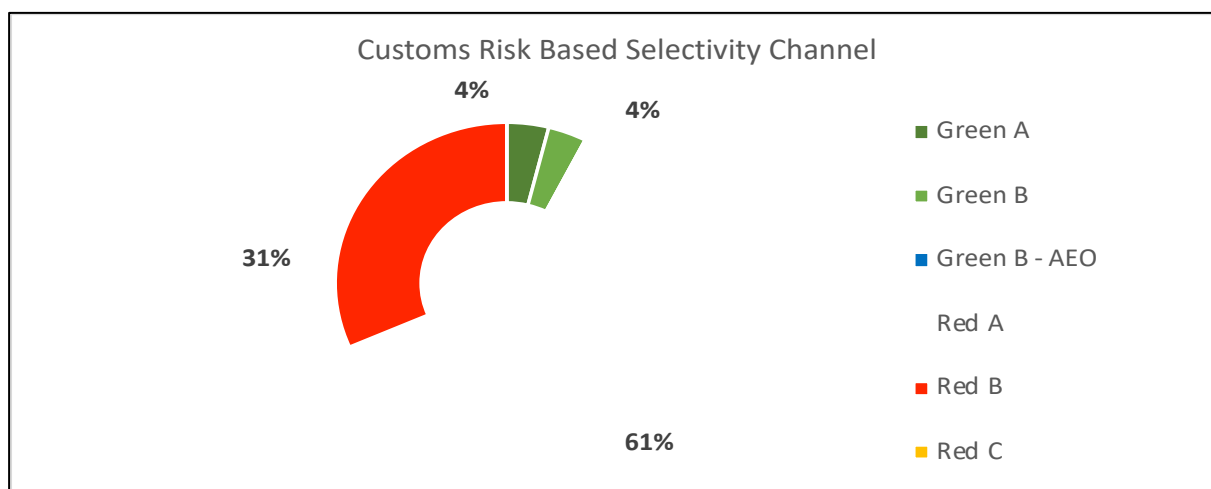
Customs uses six (6) risk-based selectivity channels to inform officers of the risk-based intervention requirements. The six (6) Customs selectivity channels are depicted in the following table:

Table 2: Customs Selectivity Channels

Green-Based Selectivity Channels		Red Based Selectivity Channels	
Green A	Key Clients	Red A	Inspection
Green B	Low Risk	Red B	100% inspection – commodity based
Green – AEO	Authorised Economic Operator	Red C	

The breakdown of TRS surveyed consignments by Customs Risk Based Selectivity Channel is set out below.

Graph 5: Customs Risk Based Selectivity Channel for TRS Surveyed Import Declarations



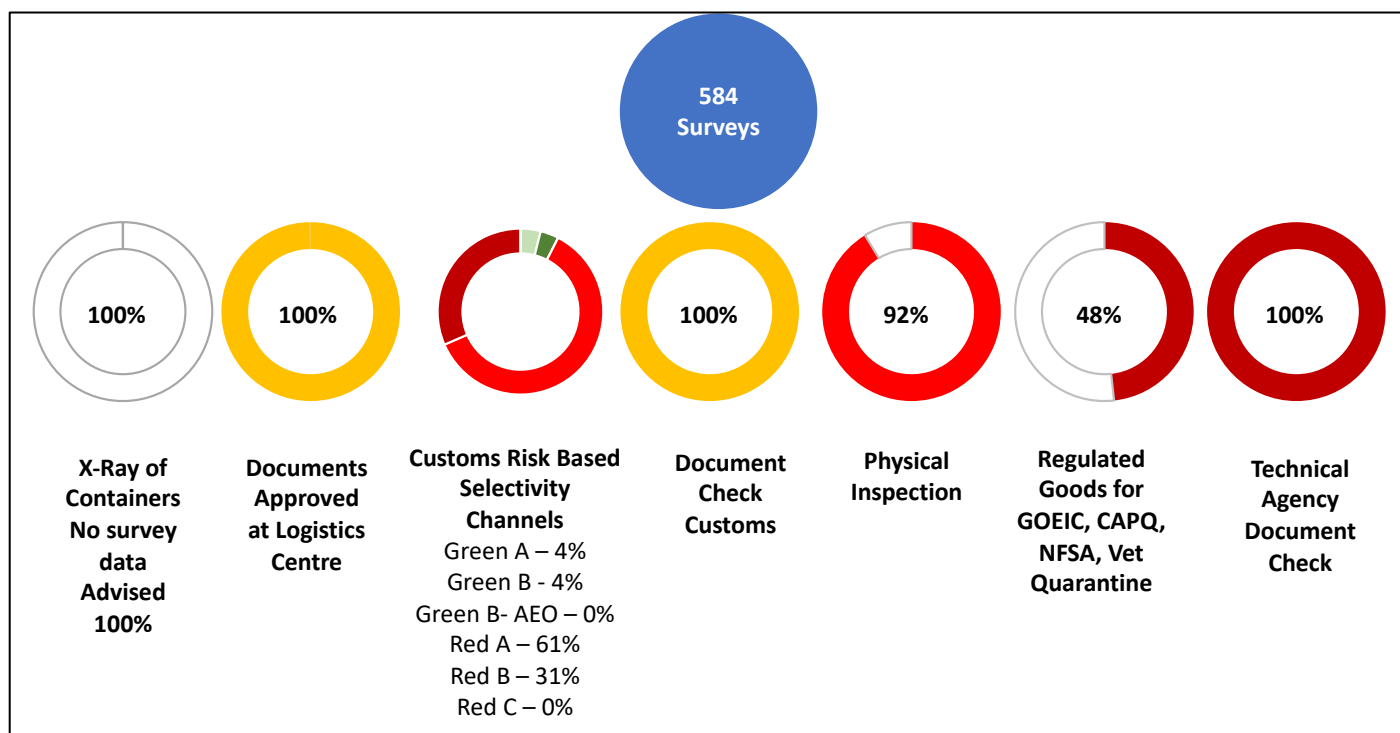
Note: None of the surveyed consignments were assigned to Channels Green B -AEO and Red C.

Usually, Technical Agencies operate under a different risk-based operating model to that of Customs. The technical agencies use risk analysis and assessment to identify categories of goods that, for importation, are subject to regulated controls. Some of these controls occur pre-border (e.g., require a permit to import), at the border (e.g., on arrival documentary checks, inspection) or post-border (e.g., post entry quarantine).

From the TRS survey data there are 291 instances of Technical Agency documentary checks.<sup>10</sup>

The overall regulatory interventions observed in the TRS are set out in the following graph.

Graph 6: TRS - Interventions on Survey Consignments



The average release time from Vessel alongside Wharf to Gate Out is **16 days 1 hour and 51 minutes (16.08 days)** and the breakdown of the Average Release Time by Customs risk based selectivity is set out in the following table along with the Average Elapsed Time for the Regulatory and Compliance event.

Table 3: Average Release Time by Selectivity Channel<sup>11</sup>

Sub-Group	Event- Alongside Wharf to Gate Out	Event -Regulatory & Compliance
Green A (4% surveys)	16d 0h 42m (16.03 days)	2d 2h 48m (2.12 days)
Green B (4% surveys)	16d 10h 48m (16.45 days)	2d 9h 56m (2.41 days)
Green B - AEO	No surveys	No surveys
Red A (61% surveys)	16d 12h 19m (16.51 days)	3d 19h 11m (3.80 days)
Red B (31% surveys)	15d 5h 28m (15.23 days)	4d 10h 12m (4.43 days)
Red C	No surveys	No Surveys

### 7.3.1 Survey Insight: Risk Assessment Opportunity

Timely management of risk at the border is improved when regulatory and logistics operators receive information in advance of the presentation of the goods at the border.

<sup>10</sup> Technical Agency import document checks is the key interaction a Technical Agency has with a consignment

<sup>11</sup> Based on the time taken from the Declaration and Support Documents Submitted to the Logistics Centre to the End of Documentary Checks (Customs)

In particular, information enabling early identification of risk enables actions such as overseas and other enquiries to confirm the risk, early containment of a risk (e.g., plant pests) or proactive planning the risk response.

For this TRS, the first opportunity for consignment risk assessment is when agencies receive either the Customs import declaration, or the Technical Agency receives relevant import certificates and supporting documentation. The following table shows the average elapsed time from the End of Unloading until Start of the Documentary Check.

*Table 4: Risk Assessment Opportunity*

Category	Measurement Point	Average Elapsed Time
Cargo Dwell Time (Risk) Customs	End of Unloading to Start of Documentary Check (Customs)	11d 2h 42m (11.11 days)
Cargo Dwell Time (Risk) Technical Agency	End of Unloading to Start of Documentary Check (Technical Agency)	11 14h 57m (11.62 days)

## 7.4 TRS Regulatory & Compliance

The average elapsed time from the time the declaration and supporting documents are received at the Logistics Centre until the Customs End of the Documentary Check is **3 days 21 hours and 6 minutes (3.88 days)**.

Multiple logistics and border agency processes occur within this time and the elapsed times are set out in the following<sup>12</sup> table.

*Table 5: Regulatory Average Elapsed Time*

Sub-Group	Measurement Point	Average Elapsed Time
Logistics Centre	Declaration and support documents submitted to the Logistics Centre until Declaration and Support Documents Approved at Logistics Centre	3h 40m (0.15 day)
Customs Declaration Evaluation	Start of Documentary Check (Customs) to Start of Planning for Inspection	1h 53m (0.08 day)
Physical Inspection (Overall)	Start of the Planning for Inspection to End of Physical Inspection	1d 9h 26m (1.39 days)
Technical Agency Processes <sup>13</sup>	<b>GOEIC:</b> Start of Documentary Check to Matching Certificate Issued	2d 6h 5m (2.25days)
	<b>CAPQ:</b> Start of Documentary Check to Matching Certificate Issued	1d 18h 7m (1.75 days)
	<b>NFSA:</b> Start of Documentary Check to Matching Certificate Issued	4d 22h 36m (4.94 days)
	<b>Vet Quarantine:</b> Start of Documentary Check to Matching Certificate Issued	6d 14h 0m (6.58days)
Finalising Regulatory Checks	End of Physical Inspection to End of Documentary Check	2d 1h (2.04 days)

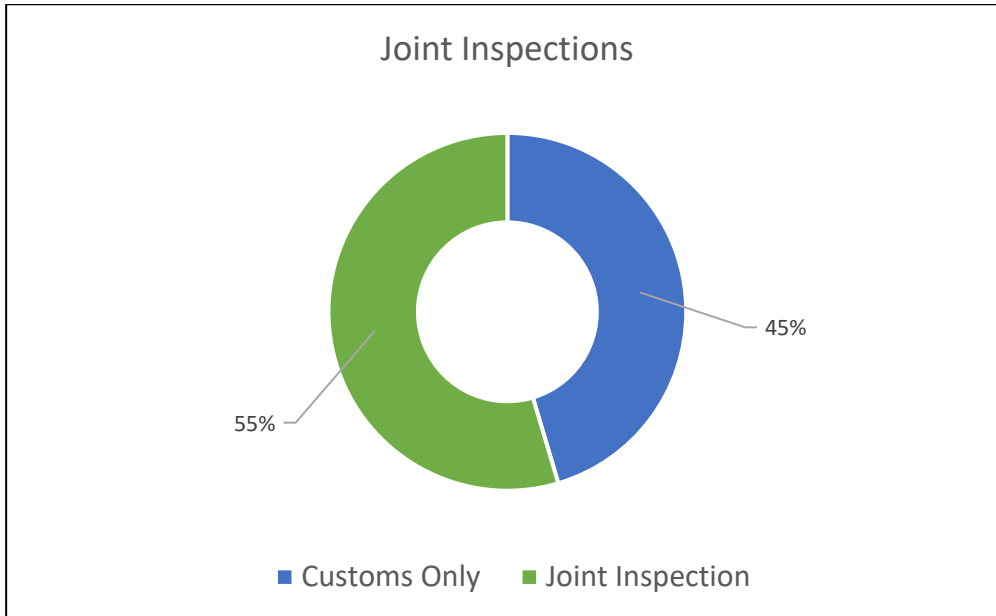
<sup>12</sup> The TRS Process Map is presented in Annex 8.2 of this report

<sup>13</sup> The Technical Agency Processes includes TA physical inspection

## 7.5 TRS Joint Inspection

The TRS confirmed the implementation of joint inspections occurs at Port of Alexandria when there is both a Customs and a Technical Agency risk that requires an ocular inspection of the goods.

Graph 7: TRS Joint Inspection

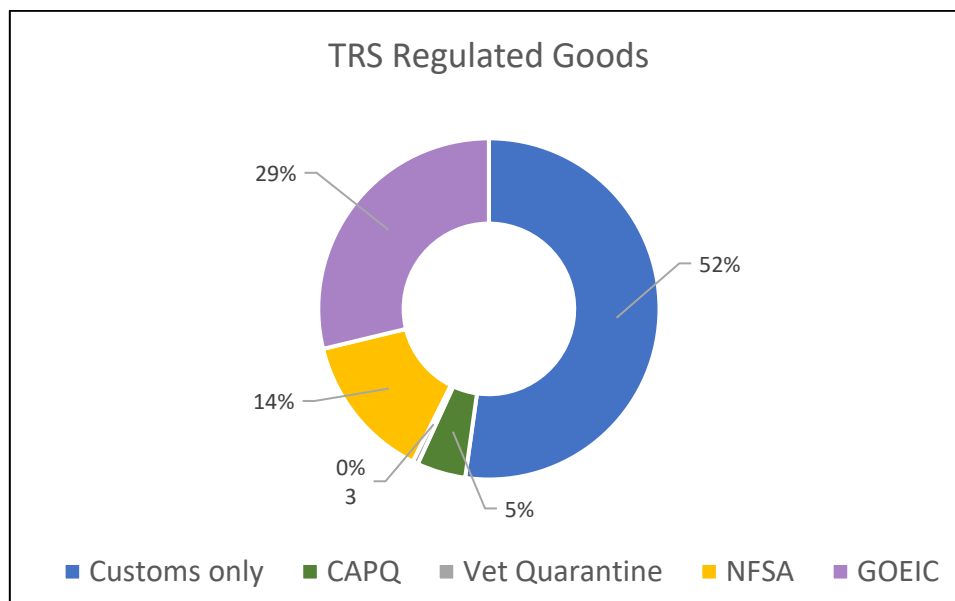


Total Inspections	Total Technical Agency Regulated Goods	% Joint Inspections
533 Consignments	291 interventions	95%

## 7.6 TRS Technical Agencies

Four technical agencies participated in the TRS and the following diagram depicts the number of consignments (surveys) that contained regulated goods for these agencies.<sup>14</sup>

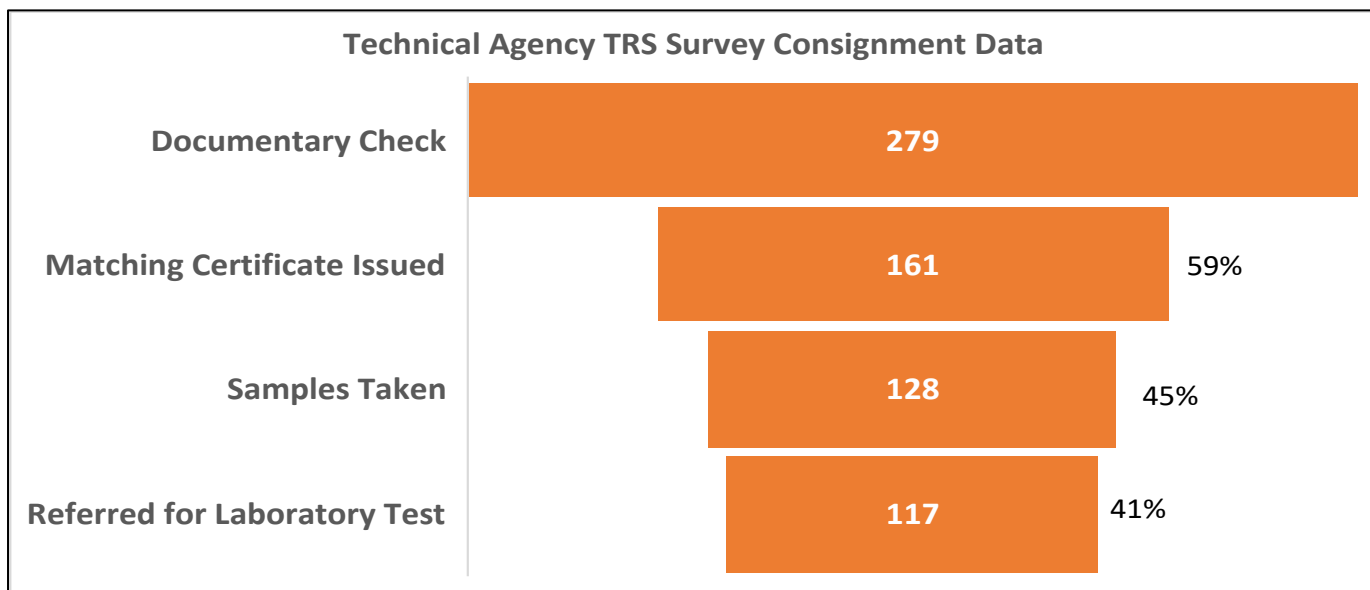
Graph 8: TRS Regulated Goods



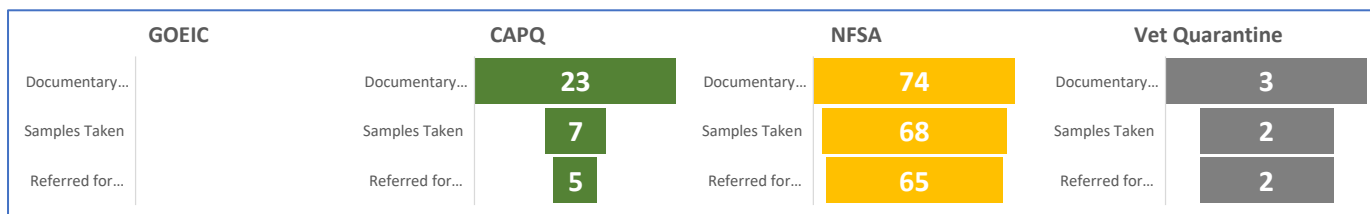
<sup>14</sup> Graph is derived from the Technical Agency data for Start of documentary check to end of documentary check.

A further breakdown of the number of Technical Agency interventions are set out in the following graph.

Graph 9: Technical Agency TRS Survey Consignment Data



Graph 10: Technical Agency TRS Survey Consignment Data By Agency<sup>15</sup> (excludes Matching Certificate)



The Average Elapsed Time for Technical Agencies processes to be completed.

Table 6: Average Elapsed Time Technical Agency Processes

Sub Group	Measurement Point	Average Elapsed Time
GOEIC	Start of Documentary Check to End of Document Check	1day 19hours 15minutes (1.80 days)
	Start of Documentary Check to Matching Certificate Issued	2days 6 hours 5minutes (2.25 days)
CAPQ	Start of Document Check to End of Document Check	3 hours 3minutes (0.13 days)
	Start of Documentary Check to Matching Certificate Issued	1day 18hours 7minutes (1.75 days)
NFSA	Start of Document Check to End of Document Check	1day 22hours 19minutes (1.93days)
	Start of Documentary Check to Matching Certificate Issued	4days 22hours 36minutes (4.94 days)
Vet Quarantine	Start of Document Check to End of Document Check	4hours 0minutes (0.17 days)
	Start of Documentary Check to Matching Certificate Issued	6days 14hours 0minutes (6.58 days)

<sup>15</sup> In the Survey data, not all technical agency interventions were assigned to a particular agency

### 7.6.1 Survey Insight: Taking of Samples Opportunity

The TRS survey data showed the average elapsed time between the End of the Physical Inspection (Joint Inspection) until the Sample Collected from Consignment as **23hours and 56minutes (1 day)**.

There is an opportunity to evaluate the potential of collecting samples from a consignment at the same time as the ocular inspection is undertaken by the inspector of the Technical Agency.

## 7.7 TRS Payment, Release and Exit

### 7.7.1 Payment

Payment of Customs duties and taxes is initiated after technical agency release is advised to Customs. Over 90% of TRS surveyed consignments record the End of the Documentary Check (Customs) and the Issuance of the Invoice occurred at the same time and 98% of the invoices were issued within 5 hours 48 minutes.

The TRS Survey also identified the 'Dwell Time' between the time Customs issue the invoice (for payment of duty and taxes) and the time Customs received payment. Although it is likely this time is in the control of the broker or trader, the opportunity exists to identify changes, e.g. by using technology, for payment to occur earlier in the process.

Table 7: Average Elapsed Time for Payment

Sub-Group	Measurement Point	Average Elapsed Time
Payment (Dwell Time)	Issuance of Invoice to Customs receive payment of duties and taxes	1d 13h 15m (1.55 days)
Customs Release	Customs receive payment of duties and taxes to Customs release given	5h 54m (0.25 days)

### 7.7.2 TRS Release and Exit

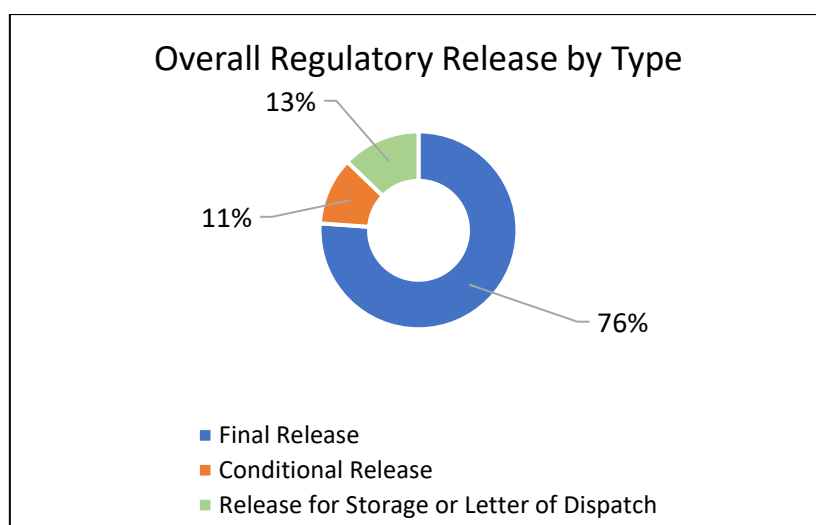
#### 7.7.2.1 Overall Regulatory Release

The TRS measured three (3) Customs Release types, being

- Final Release
- Conditional Release
- Release for Storage or Letter of Dispatch

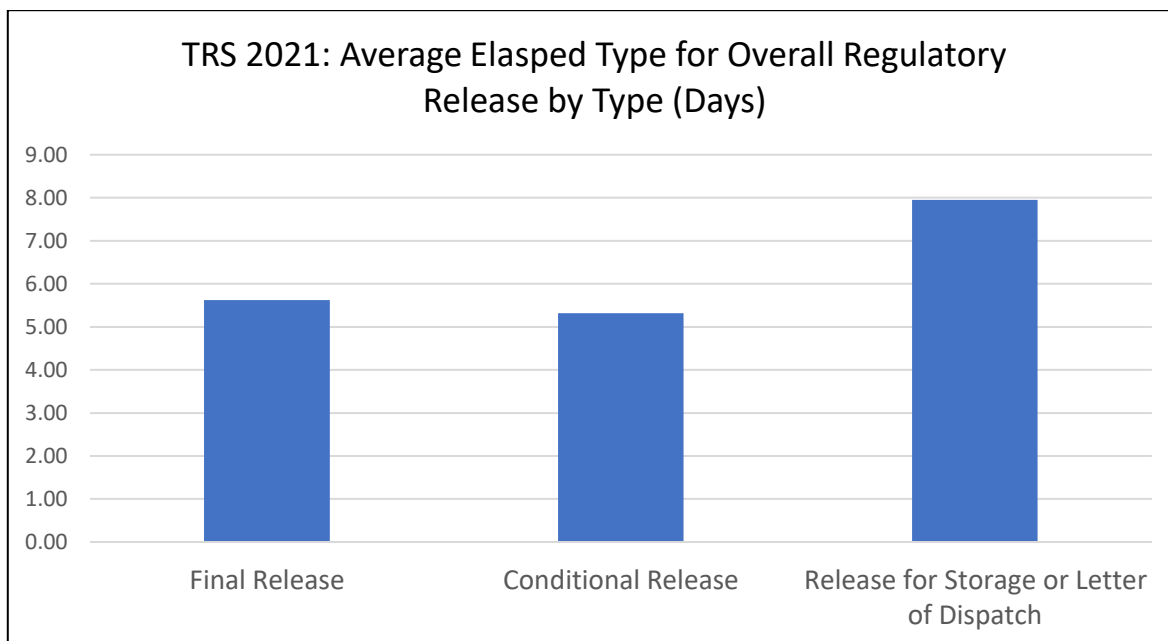
The majority of the Customs Releases, during the TRS period, were given for Final Release. A breakdown of the Customs Release Types is depicted in the following graph:

Graph 11: TRS Survey Overall Regulatory Release by Type



The Average Elapsed Time for Overall Regulatory Release (from Declaration and Support Documents submitted to Logistics Centre to Customs Release Given) is **5 days 21 hours 13 minutes (5.90 days)**. The following graph shows the average elapsed time by Customs Release Type.

Graph 12: Average Elapsed Time for Overall Regulatory Release by Type (Days)



### 7.8 TRS Exit from the Port

For TRS surveyed consignments, the *Average Dwell Time* from the time Customs Release is given until the consignment exits the Port (Gate Out) is **1 day 10 hours 41 minutes (1.45 days)** and 77% of the surveyed consignments exited within this period.

Prior to consignments exiting the port, the TRS measured collected data relating to the time of Cargo Release by Port Authority given. The following table sets out the Port average elapsed times for the Port and trader logistics.

Table 8: Average Elapsed Time Clearance

Sub Group	Measurement Point	Average Elapsed Time
Port Authority Release (Dwell Time)	Customs release given to Cargo Release by Port Authority	1d 6h 5m (1.25 days)
Port Gate Out	Cargo Release by Port Authority to Gate Out	9h 30m (0.40 days) (60% within 3h 31m)

### 7.0 Conclusion

The 2021 Port of Alexandria Time Release Study (TRS) covers a broad range of cargo types, cargo sizes, importers, customs release types and technical agency regulated goods and is assessed as providing a representative sample of consignments that passed through the Port during the TRS Survey Period. Furthermore, the TRS selected sample of 592 import declarations (representing 20% of all import declarations in the period) of which 584 formed the basis for data analysis. Based on these factors, this first TRS conducted and led by the Egyptian Customs, through a multi-agency

TRS Working Group is assessed as providing a sound baseline for average release time for the import sea freight pathway at Port of Alexandria.



## 8 Annexes

### 8.1 Action Plan

Reform Activities			
<b>1</b>	<b>New Customs Law</b>	<b>Estimated Cost Range:</b> Low <b>Estimated Time to Implement:</b> Short Term	<b>Assessed Impact on Border Efficiency &amp; Effectiveness:</b> Medium
1.1	Implement the new Customs law and executive customs regulations, where relevant	Lead Agency – MOF - Customs	Timeframe: Short
<b>2.</b>	<b>Simplify border clearance procedures</b>	<b>Estimated Cost Range:</b> High <b>Estimated Time to Implement:</b> Medium	<b>Assessed Impact on Border Efficiency &amp; Effectiveness:</b> High
2.1	a. Acceptance of electronic documents filed as part of the Declaration for immediate processing when lodged into the Customs system and where a legal requirement exists for paper permits or certificates these are obtained at time of inspection /sampling	Lead Agency – All Border Authorities	Timeframe: Short
2.2	a. Complete the introduction and full operationalisation of ACI with access for Technical Agencies	Lead Agency – MOF-Customs	Timeframe: Short to Medium
2.3	a. Complete the introduction and full operationalisation of NSW including Technical Agencies b. Evaluate the implementation of E-Phyto	Lead Agency – MOF-Customs	Timeframe: Medium
2.4	Documents and Dual Filing a. Conduct dematerialization of documents to reduce dual (paper) filing after the arrival of the vessel b. Plan legal phase out of paper certificates	Lead Agency – All Border Authorities	Timeframe: a. Short b. Medium-Long
<b>3</b>	<b>Engaging with Clients</b>	<b>Estimated Cost Range:</b> Low <b>Estimated Time to Implement:</b> Short	<b>Assessed Impact on Border Efficiency &amp; Effectiveness:</b> High

3.1	a. Conduct Client Survey to gauge stakeholder expectations in terms of future clearance and release times and e-commerce	Lead Agency – Customs	Timeframe: Short
<b>4.</b>	<b>Develop and enhance border risk management</b>	<b>Estimated Cost Range:</b> Medium - High <b>Estimated Time to Implement:</b> Medium - Long	<b>Assessed Impact on Border Efficiency &amp; Effectiveness:</b> High
4.1	a. Ensure all trade transactions are subjected to [automated] risk-based controls b. Adopt green, yellow, red, blue channel selectivity for compliance c. Evaluate establishing a National Targeting Centre	Lead Agency – Customs and Technical Agencies	Timeframe: Medium to Long
4.3	Implement an Authorised Operator (AO) programme a. Introduce Client Segmentation b. Adopt pre-clearance and pre-release & other benefits for Trusted Traders / Authorised Operators / Large Taxpayers c. <i>Implement Customs AEO Programme</i>	Lead Agency – Customs (AEO) – All Border Agencies (AO)	Timeframe: a. Short b. Medium – Long c. Medium
<b>5</b>	<b>Reduce Clearance time by 10%</b>	<b>Estimated Cost Range:</b> Low <b>Estimated Time to Implement:</b> Medium	<b>Assessed Impact on Border Efficiency &amp; Effectiveness:</b> High
5.1	a. Task the TRS Working Group participants to reduce the time taken to clear and release cargo at Port Alexandria by 10% within 15 months.	Lead Agency – Customs- GOEIC	Timeframe: medium

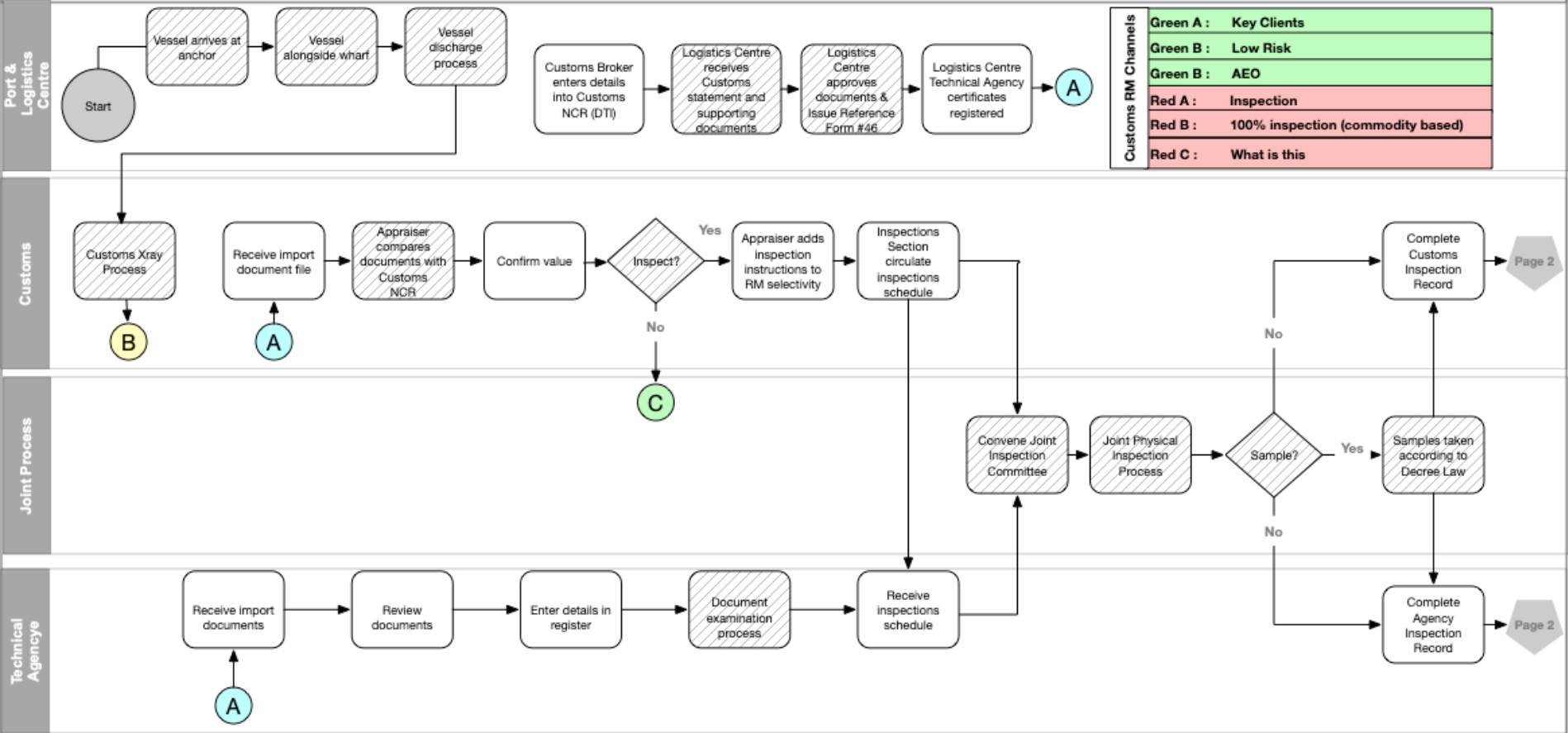
## 8.2 TRS Import Clearance Process Map

Overall Description

### Port of Alexandria Import Clearance Process - Technical Agency Regulated Product

**Summary:** FCL Import Clearance at Port of Alexandria

**Description:** The import clearance process of a regulated product at Port of Alexandria from the time a container vessel arrives until the goods are released for free circulation



**FLOW LEGEND**



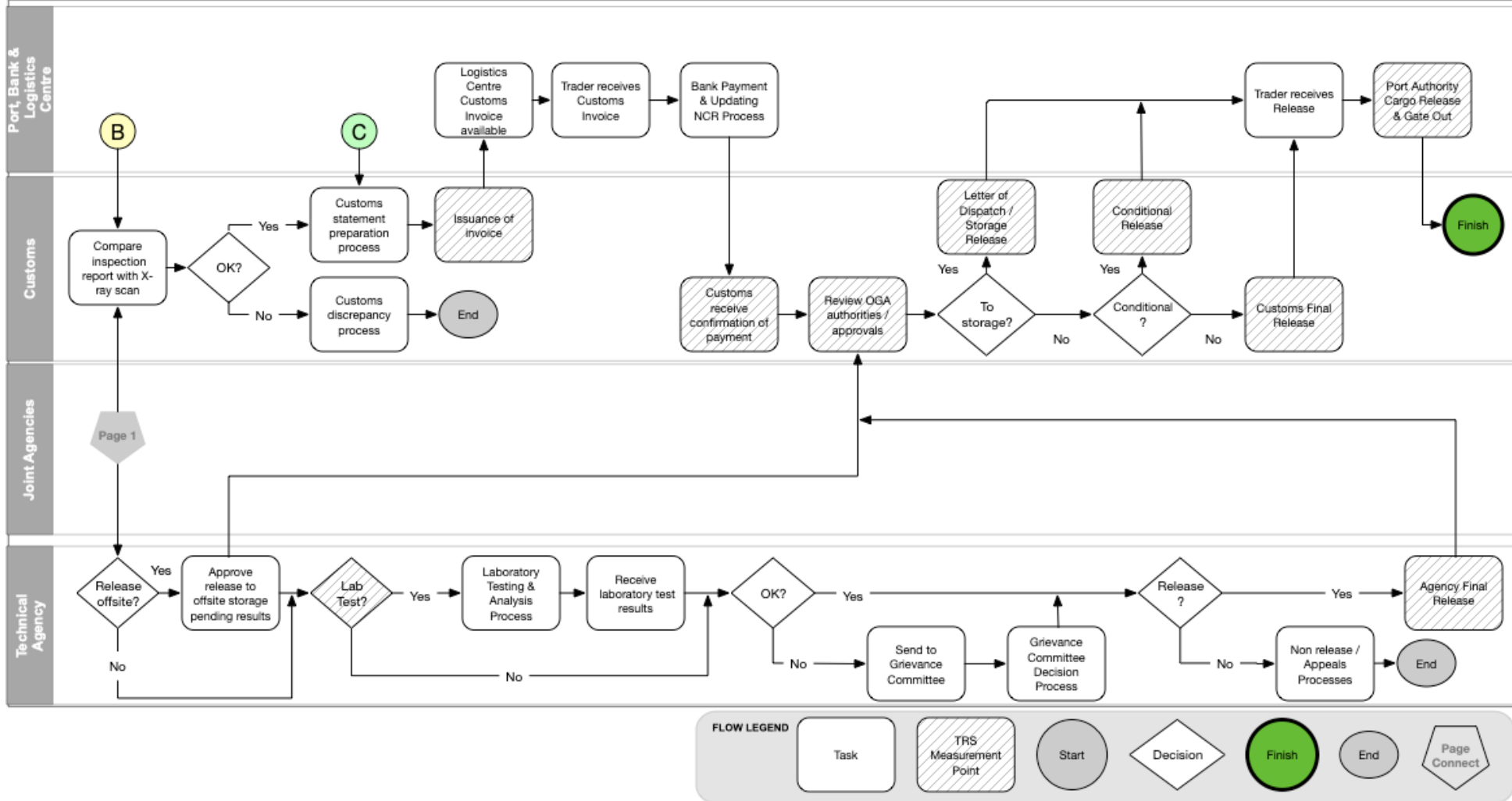
Last Changed: 25 October, 2021 | Confidential | Page 1 of 2

Overall Description

## Port of Alexandria Import Clearance Process - Technical Agency Regulated Product (cont.)

### Summary: FCL Import Clearance at Port of Alexandria

Description: The import clearance process of a regulated product at Port of Alexandria from the time a container vessel arrives until the goods are released from the Port



Last Changed: 25 October, 2021 | Confidential | Page 2 of 2

### 8.3 TRS Interval/Event Description

<b>Event</b>	<b>Description</b>
<b>Arrival</b>	Vessel arrives at anchor to Start of Unloading
<b>Offload</b>	Start of unloading to unloading complete
<b>Xray</b>	Start of Xray until the finish of Xray
<b>Preparation</b>	Unloading is complete until the declaration and support documents are submitted to the Logistics Centre
<b>Regulatory and Compliance</b>	Declaration and support documents are submitted to the Logistics centre until the End of the Documentary Check
<b>Customs Release</b>	End of the Documentary Check to Customs Release Given
<b>Agency Release</b>	Technical Agencies - Documents check to Matching Certificate issued ECA –Start Documentary Check to End of Documentary Check plus Customs Receive Payment of Duty and Taxes to Customs Release Given
<b>Clearance</b>	Customs release given to Gate Out
<b>Wharf to Gate</b>	Vessel alongside to the cargo departing the Port Gate
<b>Offload to Gate</b>	Discharge of cargo is complete to the cargo departs the Port Gate

## 8.4 TRS Working Group

Participating Agency	Name of the Representative

## 8.5 TRS Survey Questionnaire

**Note:** To enter the timestamp use the following format **01** Day **06** Month **13** Hour **15** Minute (24hr-clock)

**Note:** For time if the **Hour** and **Minute** are not available leave this information blank

**Note:** Source: record where information was obtained from e.g. Xray truck system, Fees Receipt Book

<b>Identification</b>				
1. Office	Port of Alexandria			
2. Customs Goods Declaration ID (*) <i>Source:</i>				
3. Vessel Name <i>Source:</i>				
4. Importer/Company ID <i>Source:</i>				
5. Customs Broker ID <i>Source:</i>				
6. Bill of Lading Number <i>Source:</i>				
7. Cargo Type <i>Source:</i>	Container <input type="checkbox"/> LCL <input type="checkbox"/> Break Bulk <input type="checkbox"/> General <input type="checkbox"/> Other <input type="checkbox"/> _____			
8. Container No. (if applicable) <i>Source:</i>				
<b>Goods arrival and declaration submission</b>				
9. Vessels arrives at anchor <i>Source:</i>	Day	Month	Hour	Minute
10. Vessel alongside wharf <i>Source:</i>	Day	Month	Hour	Minute
11. Start of Unloading (*) <i>Source:</i>	Day	Month	Hour	Minute
12. Xray Start <i>Source:</i>	Day	Month	Hour	Minute
13. Xray finish <i>Source:</i>	Day	Month	Hour	Minute
14. End of Unloading (*) <i>Source:</i>	Day	Month	Hour	Minute
15. Declaration and Support Documents Submitted to Logistics Centre <i>Source: Customs</i>	Day	Month	Hour	Minute
16. Declaration and Support Documents Approved at Logistics Centre <i>Source: Customs</i>	Day	Month	Hour	Minute
<b>Customs Processing Goods Declaration</b>				
17. Declaration Channel <i>Source:</i>	Green A <input type="checkbox"/> Green B <input type="checkbox"/> Green B - AEO <input type="checkbox"/> Red A <input type="checkbox"/> Red B <input type="checkbox"/>			
18. Start of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
19. End of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
20. Physical Inspection Required <i>Source:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
<b>Technical Agency Processing Goods Declaration</b>				
21. Agency (tick applicable) <i>Source:</i>	CAPQ <input type="checkbox"/> NFSA <input type="checkbox"/> Vet Quarantine <input type="checkbox"/> GOEIC <input type="checkbox"/>			
22. Start of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute

23. End of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
<b>Technical Agency Processing Goods Declaration</b>				
24. Agency (tick applicable) <i>Source:</i>	CAPQ <input type="checkbox"/> NFSA <input type="checkbox"/> Vet Quarantine <input type="checkbox"/> GOEIC <input type="checkbox"/>			
25. Start of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
26. End of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
<b>Technical Agency Processing Goods Declaration</b>				
27. Agency (tick applicable) <i>Source:</i>	CAPQ <input type="checkbox"/> NFSA <input type="checkbox"/> Vet Quarantine <input type="checkbox"/> GOEIC <input type="checkbox"/>			
28. Start of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
29. End of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
<b>Technical Agency Processing Goods Declaration</b>				
30. Agency (tick applicable) <i>Source:</i>	CAPQ <input type="checkbox"/> NFSA <input type="checkbox"/> Vet Quarantine <input type="checkbox"/> GOEIC <input type="checkbox"/>			
31. Start of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
32. End of Documentary Check <i>Source:</i>	Day	Month	Hour	Minute
<b>Physical Inspection Process</b>				
33. Start of planning for inspection or examination <i>Source:</i>	Day	Month	Hour	Minute
34. Finish of planning for inspection or examination	Day	Month	Hour	Minute
35. Start of Physical Inspection <i>Source:</i>	Day	Month	Hour	Minute
36. End of Physical Inspection <i>Source:</i>	Day	Month	Hour	Minute
37. Organisations present <i>Source:</i>	Customs <input type="checkbox"/> CAPQ <input type="checkbox"/> NFSA <input type="checkbox"/> Vet Quarantine <input type="checkbox"/> GOEIC <input type="checkbox"/> Customs Broker <input type="checkbox"/> Other <input type="checkbox"/> _____			
38. Samples Taken <i>Source:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
39. Agency Name taking sample (tick applicable) <i>Source:</i>	CAPQ <input type="checkbox"/> NFSA <input type="checkbox"/> Vet Quarantine <input type="checkbox"/> GOEIC <input type="checkbox"/>			
40. Sample Collected from consignment <i>Source:</i>	Day	Month	Hour	Minute
41. Lab Test Required <i>Source:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>			
42. Agency Name requesting Lab Test (tick applicable) <i>Source:</i>	CAPQ <input type="checkbox"/> NFSA <input type="checkbox"/> Vet Quarantine <input type="checkbox"/> GOEIC <input type="checkbox"/>			
43. Matching Certificate issued	Day	Month	Hour	Minute
<b>Release and Port Exit</b>				
44. Issuance of invoice <i>Source:</i>	Day	Month	Hour	Minute
45. Customs receive payment of Duty & Taxes <i>Source:</i>	Day	Month	Hour	Minute
46. Type of Release Given by Customs	Final Release <input type="checkbox"/> Conditional Release <input type="checkbox"/>			

47. Customs Release Given <i>Source:</i>	Day	Month	Hour	Minute
48. Cargo Release by Port Authority <i>Source:</i>	Day	Month	Hour	Minute
49. Gate Out <i>Source:</i>	Day	Month	Hour	Minute