

## CHAPTER V

### ANALYSIS OF BOTTLENECKS IN IMPORT PROCESS

#### V.1 INTRODUCTION

The previous chapter described the results of the interview inquiring into the perceived reasons for the time consuming processes of certain procedures including suggested ways to address them. There were a number of interesting insights coming from the interview survey and it would be useful to consolidate them within a tighter framework.

The process flow and time points indicated in Chapter II are specific steps in the import procedures for which a time measurement can be undertaken. This could have a beginning point (time) and an end point (time). Or it could simply be part of a continuing procedure. What is important is that these steps can be delineated as within the purview of the BOC, other agencies, the private sector or some combination.

The results of the survey described in Chapter III measure the time stamps in each of the steps in the import procedures according to the entries and the port concerned. By ranking the results from the earlier test run, the previous chapter was able to identify critical processes in the entire import chain. The interview was intended to understand some of the reasons why these processes were more time consuming than other steps in the import chain.

It is important to point out that these processes involve some intervening activities in which it is not really clear which actors are involved. For example, how long is the process from the discharge of the last container to the lodgment of declaration depends on what the importer/broker does once the last container is unloaded and before an import entry is lodged with the BOC. On the other hand, there may be conditions in the BOC lodgment point that do not facilitate the easy filing of import entry on the part of the importer/ broker. The first action is clearly the responsibility of the importer/broker while the second is the responsibility of the BOC. These two

reasons for the length of the process are not even exhaustive of other possible reasons why it may be more time-consuming than necessary. Indeed it is not possible from this survey to identify the causes of the delays in this part of the import procedure. What is only clear is that there are processes that have been identified as more time-consuming than other steps in the chain. These are now analyzed in more detail.

## **V.2 DISCHARGE TO LODGMENT**

One would think that once the last container is unloaded it becomes a routine matter of filing an import entry i.e., lodgment. The interview results indicated that there is a whole array of reasons why this may take some time. The intermediary step of paying duties and taxes before filing could be one. Then there is the matter of completing all documents before lodgment (e.g., original copy of invoice, packing list and bill of lading). It may be that the manifest has not been transmitted to the BOC in which case lodgment will not be accepted. The broker may yet be obtaining an import permit in which case the process may take some time. There may be a queue at the EEC which could contribute to a further delay in the process. What the survey has revealed is the length of this particular process. What the survey does *not* reveal is the cause or causes of this length of time in the process.

Improving the efficiency of this particular process in the import procedures requires a clear understanding of the factors behind. On the part of the BOC, it could improve its efficiency by further streamlining its procedures, expanding the terminals in the EEC, or extend the time for lodgment beyond 5 PM. However without addressing the other factors that have been identified from the interviews there may still be delays in this particular process.

## **V.3 LODGMENT TO MODIFICATION OF REGISTRATION**

This particular process, which is the second most time-consuming step actually involves an in-between procedure of physical inspection (where necessary i.e.,

selected red). But there are other steps as well i.e., transmission to formal entry division, selection, examination based on examination route, evaluation report, and modification of the registration. Within each of these steps are possible locations of delays in the process but which the survey does not indicate. Even this process, which appears to be solely a BOC responsibility, does not turn out to be so as indicated from the results of the interviews. In particular, there is the physical limitations imposed by the resources at the arrastre, the commute time between the BOC offices and the warehouse where the cargo to be inspected is located, and requests from other government agencies for selection of cargoes.

But the direction for increasing efficiency on the part of the BOC is discernible. This involves improvements in the risk management system (regular update, screen control, more funds), more accurate and timely reference values of commodities in the database, and more hardware available to examiners, among others.

#### **V.4 CUSTOMS CLEARANCE TO PAYMENT OF ARRASTRE FEES**

One would also think that this process is principally covered by the arrastre services and therefore any efficiency in this process needs to start there. This is not however the case as there is the capacity of the OLRs to issue the clearance although strictly speaking this process should be seen *after* the release message has been received. In any case several suggestions have been expressed in the interview to address them including upgrade of computer hardware and software and shift from client-server environment to internet-based environment. In fact as indicated in Chapter IV the suggestion of an end-to-end operating system would not only address the limited issue surrounding OLRs but the entire custom information network.

On the other hand, improving the efficiency of this process would call for reforms in the arrastre services from instituting an electronic payments system to increasing payment windows especially during peak hours.

## **V.5 BERTH TO DISCHARGE OF FIRST CONTAINER**

This process, measuring the time it takes from the berth of the vessel and the discharge of the first container, appears to be a purely arrastre matter and therefore its efficiency a matter for the arrastre as well. But as revealed by the results of the interviews there is often intervention in this procedure that also affects the speed of the process. This would include a secondary boarding of the vessel while at berth by the BOC or composite team, the Import Specialist Team, and residual formalities all of which would delay the operations of discharge machines.

But other than these, this process would be considered under the control and responsibility of the arrastre services. Thus reducing the time for this process would involve the policies of the arrastre. To the extent that the arrastre services insist on the use of their machines for discharge, they can increase the efficiency beyond normal standards in terms of the number of moves per minute. Continuing machine maintenance can prevent equipment breakdown and downtime.

## **V.6 PAYMENT OF IMPORT FEES TO CLEARANCE: WAREHOUSING ENTRY**

One of the two or three critical processes that have been identified for the warehousing entries not common with the formal entries (the common ones being discharge of last container to lodgment and lodgment to modification of registration) is the payment of import fees to customs clearance. This is a process that is within the purview of the BOC and would appear to be influenced by the policies of the BOC. Based on the results of the interviews a significant part of the delay may be attributed to the behavior of the importer/broker in terms of how adequate are the bonds payments and the number of signatories allowed in order to amend the bonds charging in payment of import fees. And in the case of transshipment how quick can import fees be made when the goods have already been delivered to the consignee's warehouse.

It would seem that improving the efficiency of this process can be initiated by the BOC through adequate safeguards in the bonds charging e.g., specifying the

magnitude of bonds set up for the consignment (some multiple of the declared value), allowing more than one signatory to bonds charging, and setting deadlines for the filing of import fees for transshipment goods (no later than 72 hours after delivery).

## **V.7 SUMMARY**

Without investigating empirically the reasons for the measured time-consuming processes in the release of goods, it is difficult to pinpoint with enough confidence which factors, among those that have been advanced by the interviewees (who are on the “ground” of operations) and those which can be hypothesized, are the most important in determining the efficiency of the import procedures. The reasons for the delays have not been an integral part of this Study. Nevertheless, it has been possible to delineate the scope of the institutions and individual actors and stakeholders in the critical processes. From these some notion of the policies that can be instituted in order to speed up the processes and reduce delays have been briefly identified. But it would require a separate investigation, using the set of critical processes that have been identified, to define the factors as well as their ranking if not degree of importance. This does not mean that there are no directions for possible programs and projects that would improve the processes. Despite the inadequacy of information regarding the importance of the various factors they are laid out as part of the recommendations of the Study.

## CHAPTER VI

### CONCLUSIONS AND RECOMMENDATIONS

#### VI.1 SUMMARY OF KEY FINDINGS

##### *Methodology*

This Study has employed and followed a methodology the details of which have been described in Chapter II. The faithful use of the survey methodology suggested by the World Customs Organization (WCO) has pointed to some lessons for its use based on the experience of this study. Among these are:

1. The WCO guidelines suggest the survey should cover all declarations processed in a period of seven consecutive working days. For reasons cited in the earlier Progress Report of this Study the choice of the survey coverage included all entries assessed and released by March 29 based on all formal and warehousing import declarations during the two week period in March as described in the Chapter II. The departure here from the WCO guidelines is in the use of “assessment status, instead of lodgment (declaration) status, as reference criteria for data extraction”. Moreover the use of the means to describe measurements may not be as meaningful as when applied to developed country studies given the wide variances in the entries found in the study. Indeed it is for this reason that the sample size of the survey turned out to be quite large relative to the assessed entries.

2. The use of the ASYCUDA as the lodgment software has been identified in this Study to contribute to the slowing down of the system setup in the BOC (ACOS) since, among others it has been grafted into a system that forces a number of platforms. As a result it would appear that the ASYCUDA (in its present version in the BOC) is more applicable for limited volume of transactions. Being used in a client-server environment the software creates a file for each step in the process and therefore tends to “clog up” as

the volume accelerates. This has been identified as one factor often causing down time in the EEC.

3. It may be useful to define standards to be used by other government agencies involved in import intervention. For this Study time worksheets were designed for use by the participating agencies. But standards should not just be in the format of these worksheets but would also include common standards in identifying cargoes whether they be the use of Bill of Lading, serial or entry numbers.

4. One of the recurring difficulties in carrying out the survey part (the main part) of the Study is the disjointed nature of the implied tracking system. Matching files that came from different sources (e.g., arrastre, PPA, ACOS, air cargo handler) have been particularly difficult since these sources have not been using common keys, or better yet a common key. Indeed some sources even use their own identification marks for cargoes which created difficulties in matching with ACOS. This necessitated going back to the raw data (actually to the agencies) to identify common marks (e.g., Bill of Lading Numbers) in order to create a continuous file for specific cargo i.e., lodgment. It became clear that transactions in one source (e.g., arrastre) were basically independent of the succeeding transactions (e.g., BOC, other government agencies). Besides, there has been no incentive nor necessity to go back to the transactions earlier once passed them. Thus except for the procedure followed in this Study of tracing transactions from beginning to end and construct a single file for each, these data sets could not be immediately reconciled.

5. The success of the methodology relied on the time synchronization of various time points of the import chain. The Research Team recorded the time pieces of the agencies involved in the import process flows. These recorded differences were used to adjust the data obtained from the different agencies to ensure consistency. Instead of forcing those involved to synchronize their time, the team opted for a less obtrusive way of ensuring that time differences between processes are accurately measured. Given different computer servers involved in the ACOS, time synchronization has also been

recognized as important but not critical to the results of the study. Indeed this problem will actually cease to be one if the system for import transactions becomes an end-to-end system.

### *Findings of the Survey*

The results from the test run survey and the actual survey have yielded rich and interesting findings regarding the time required for the release of goods. While the survey has not investigated empirically the reasons for the variances in the time taken for each of the processes in the import chain, some of the potential reasons have been explored through interviews with those on the “ground” and who actually deal with these processes regularly as part of their work. Chapters III and IV actually report these interviews in detail and then form an analysis of efficiency of import procedures, respectively. Among the lessons from these findings are:

1. In general the time points that have been measured in the Study have very wide variances implying the weaknesses of using simple means to portray magnitudes of time in the import processes. While the means across procedures may have limited meaning caution should be exercised in handling the information. In fact, the numbers that have been generated yield standard deviations and variances way above the expectations the research originally had. This also indicates the difficulties in comparing these results with those similar studies elsewhere using the same WCO methodology.

2. The substantive findings of the study are often contrary to the intuitive hypothesis that seems reasonable to expect given conditions of trade in the Philippines and concerns by authorities. Again it is not possible to empirically determine the explanatory variables surrounding these findings:

- a. From the sample of formal entries, the average time between the arrival of goods and the release of goods is shorter for imports from East Asia than from ASEAN



which is not intuitively appealing considering that the Philippines is an active participant of the AFTA process. Even more surprising is the shorter time between arrival of goods and release of goods coming from China given the concerns about rampant smuggling from this country and the safeguards that have been mounted for cargoes coming from China. Imports from Japan, the United States, Europe and other countries all take longer release. One probable explanation for the shorter release time for goods from China is the priority given by brokers to such shipments; since these goods are relatively priced lower they elicit more questions and delay the release process. To avert such delay that might affect other entries as well, brokers give special attention to goods from China.

b. There is also little variation in the release time by type of goods that have been imported. There is no intuitive expectation of the direction of release time by goods.

c. There is also no material difference between the release time of goods which are dutiable and non-dutiable at the seaports although one would have expected the latter to be shorter especially if documents are in order. There is a marked difference though for shipments at the airport which can be attributable to processes undertaken by intervening agencies. Thus, VAT-exempt shipments too have longer release time than those which are VAT-non-exempt.

d. The average time between arrival of goods and release of goods according to the value of the goods do not also vary although there is a slight lower average time for goods which have lower commodity values. This is also intuitively plausible.

e. As expected goods which have been lodged prior to arrival have shorter average time between arrival and release than those which have been lodged post-arrival (almost thrice the time it takes). This is not unexpected although this does not seem to have an effect on the share of goods which have been lodged prior to arrival. These goods constitute a small fraction of the total arrivals (less than 10 percent).

f. By selectivity the survey results for seaports actually show that the mean time between the arrival of goods and the release of goods is statistically insignificant between red, green and super-green lanes although the values of the mean show that red is faster than super green. The results for airport shipments show super green as fastest and red as slowest.

g. For warehousing entries, the intuitive expectations seem to have been validated by the survey results: electrical machinery, computers, heavy equipment and motor vehicles are also released faster and goods with pre-arrival lodgment taking shorter time (it is also in the warehousing entry that a higher proportion of goods are lodged prior to arrival). However, imports from Japan take relatively shorter release time compared to ASEAN albeit the statistics are insignificant.

h. For entries arriving at the airport, the findings are also close to the intuitive expectations regarding release times: quite fast at the super green, non-dutiable goods and EEC lodgments. These are also similar for those warehousing entries.

3. There are several critical processes that have been identified as time consuming relative to the overall time between arrival of the goods and the release of the goods. One is the “*Discharge of Last Container to Lodgment*” constituting the largest segment of the process which turned out the most time-consuming. Various reasons have been advanced by those interviewed for the delay in this process. These are described in the previous chapter. The second critical process is the “*Lodgment to Modification*” involving an intermediary process of inspection by the BOC. Both institutional and systemic reasons have been given as possible causes of the delay. A third critical process is the “*Customs Clearance to Payment of Arrastre Fees*”, a BOC responsibility. The fourth is the “*Berth to Discharge of First Container*”, apparently the responsibility of the arrastre yet the interviews also revealed some partly from the BOC. Finally there is the “*Payment of Import Fees to Clearance*”, again a dominantly BOC task. The previous chapter did no more than point out the possible factors behind these time-consuming critical processes

as well as some of the suggestions coming from the interviewees for improving the speed of their speed.

## **VI.2 RECOMMENDATIONS TO IMPROVE THE EFFICIENCY OF THE IMPORT PROCESS**

It is important to recall that this study only measures the time of the release of imported goods from arrival until exit. This Study is not an organizational study. Hence there is no underlying foundation to be able to actually measure the efficiency of the import process. Moreover there has been no benchmark of time study from which the results of this survey can be compared and therefore indicate some notion of efficiency. Any recommendations that are advanced here needs to be further developed and studied in order to stand on firmer grounds. Yet in many of these cases they appear to be reasonable and logical. Among these are the following:

1. Recommendations to the Bureau of Customs. Many of the possible managerial and policy recommendations applicable for the BOC have been spelled out in the previous chapter and need not be repeated here. Many are marginal yet critical to the improvement in the speed of the processes:

(a) The BOC could tighten further its rules and deadlines with respect to procedures such as giving maximum time for lodgment of transshipment goods, imposing maximum limits as to the number of times a declaration for the same cargo can be lodged, and updating its risk management system.

(b) Encourage pre-arrival lodgments. The study has revealed that those cargoes lodged prior to arrival experience shorter release times that those lodged through other channels. Yet this route has had low utilization rates (less than 10 percent of entries). The BOC may want to launch a campaign to promote the use of pre-arrival lodgments.

(c) Review the selectivity criteria not only to reduce the number of lodgments that are selected yellow and red (more than 60 percent of sample entries) but to discriminate further those selected green from those selected red.

Even more useful is a review of the super green selectivity since the study has found that there is no statistical difference in the release times between green and super green.

(d) Consider eliminating the oversight functions outside the BOC while at the same time strengthening the Risk Management Group (RMG) through continuous feedback. The tendency to create new layers which would only add to the delays in release. The case of the creation of the Import Specialist Team (IST) in 1999 (CMO 5-99) was meant to complement the RMG by actually reviewing the green lane entries through spotchecking/examination (instead of strengthening the risk management system through continuous feedback). Besides being redundant and ambiguous in responsibility (jointly headed by Chief FED/Head RMG), the IST adds a further layer to the process leading to additional delays. Indeed if the problem is weakening risk management the solution is to improve it. The same can be said of the addition of the Presidential Security Group in system the task of customs administration. Both of these are obviously layers in the system of import procedures which can be removed while fortifying the risk management system with regular updates and enhancing post-audit.

2. Recommendations to the other government agencies involved in the import process chain. Some of these follow from the methodology employed in the Study and has likewise been briefly described in the previous chapter:

(a) Integrate the intervention process with the entire BOC (ACOS) system including the procedure for documentation and issuance of license, clearance, or certificate of authority. The integration of this process transforms the procedure into electronic means instead of its current manual process.

(b) Pending the electronic means of intervention, the other agencies could adopt common format in the information extracted, means of identification of cargo, and time stamp to allow matching with other processes (i.e., BOC, arrastre). What the Study did during the survey was actually to use a common form for all the agencies for which recording was requested.

(c) The other government agencies with border responsibilities should adopt a common indicator as matching key for tracking goods that have been documented. This could be the bill of lading/airway bill, entry number, lodgment number for as long as the same identification can be found in the ACOS and arrastre.

3. General recommendations:

a. As a sequel to the survey in this Study, it may be useful to investigate empirically the reasons for the time-consuming processes taking into account some of the perceived views coming from the interviewees. This will be a more empirically based and objective survey of the factors behind the import processes.

b. It may be useful to supplement the survey with a measurement of the bureaucratic steps involved in the import processes, from the number of signatures to the responsible officers. Such a survey will end up with recommendations on streamlining the line of authority and responsibility.

c. This time measurement study needs to be continued in order to regularly monitor the changes in the time taken in the release of goods. Over the long run a concrete efficiency can then be constructed and compared (e.g., changes in the time among critical processes). This study then becomes the benchmark.

d. The government should consider constructing an “end-to-end” electronic system for the entire import procedures. While portions of them will remain decentralized (or privatized) the system of recording and storage should all be considered as one system. This will obviously take time to develop, plan for, coordinate and implement. Yet it is essential as a strong measure for trade facilitation.

### **VI.3 SUGGESTIONS FOR TECHNICAL ASSISTANCE TO THE GOVERNMENT AND BOC**

The analysis of the efficiency of the import process can give some clues about the kinds of support that may improve the speed in which goods are released. The advantage that this Study has is that it covers the entire spectrum of the import chain covering the tasks undertaken by both the private and the public sectors. Within the latter the Study also captures the activities of most government agencies concerned with the release of goods. Based on the findings of the survey and further analysis of the critical processes what the government seems to require is a whole range of assistance in enhancing its functions in the import transactions. At the one end of this would be support to increase the efficiency of the information system not only at the BOC but also in other agencies. Included in here are information technology (IT) types of technical assistance. At the other end would be capacity building measures aimed at human resource development.

1. *Information Technology (IT)*. Several of the underlying constraints to the critical processes can be related to the efficient functioning of the operating system in the BOC. For example the delays between the discharge to lodgment can partly be traced to queues at the EEC, interface between banks and the cash division of the BOC, documentation processes in other agencies and computation of duties and taxes (prior to lodgment). The solutions to these could be viewed in parcels and projects carried out to address them:

(a) Enhancement of hardware and software to beef up the ACOS, increase its efficiency, and reduce cross-platform problems.

(b) Improve the interface between banks and the cash division of the BOC in order to reduce the processes between payment of duties and matching of payments.

(c) Enhance the OLRs to increase the efficiency of the process from lodgment to modification of registration since this part of the system is behind the gridlock in the process.

(d) Support further the use of the Internet as lodgment vehicle as part of the pre-arrival campaign that the BOC might want to launch.

The BOC may look at the range of IT technical assistance as piece-meal solutions to specific parts of the ACOS that need to be remedied and improved. On the other hand, the BOC can take a long-term view of the entire information system required as growth and trade expands and considers the more compelling importance of a seamless system for handling import transactions from arrival until exit even if sub-systems may be run and managed by different entities (other government agencies, arrastre and cargo handlers).

2. *Capacity Building.* Many of the functions inherent in the import procedures involve decisions by responsible staffs of the BOC and other government agencies even within the existing information structure. A regular update of the risk management system at the BOC involves the capacity of the RMG to interact with appraisers and examiners about ways to make the selectivity be more accurate. This will require continuous training programs for the staff, greater financial support from internal budgets and strong support from leadership. On the other hand external interaction among government agencies and between them and the private sector can raise the level of efficiency through mutual agreements on streamlining procedures, reducing bottlenecks, and better communications.

**Table A.1 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Type of Import**

	Formal		Warehousing			
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	105:12	120:43	2,216	14:37	27:56	807
Lodgment to Assessment/Prepayment of Import Fees	20:57	44:28	2,216	1:02	5:48	807
Assessment/Prepayment of Import Fees to Customs Clearance	7:24	31:43	2,194			0
Customs Clearance to Payment of Cargo Handling Fees	18:59	37:18	320			0
Payment of Cargo Handling Fees to Release of Goods	1:20	1:38	316	2:43	3:47	116
Landing of Aircraft to Release of Goods	146:05	147:15	2,216	19:34	31:06	807
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	74:43	103:06	11,841	59:07	87:12	1,906
Lodgment to Assessment/Prepayment of Import Fees	24:58	43:20	11,841	15:11	24:49	1,906
Assessment/Prepayment of Import Fees to Customs Clearance	5:15	18:35	11,434	11:58	25:43	1,857
Customs Clearance to Payment of Arrastre Fees	11:41	26:44	11,401	4:23	12:50	1,838
Payment of Arrastre Fees to Release of Goods	9:11	18:14	11,841	10:27	14:38	1,906
Arrival of Vessel at Pilot Station to Release of Goods	125:02	130:34	11,841	97:16	95:38	1,906
<b>All Ports</b>						
Arrival of Goods to Lodgment	79:32	106:39	14,057	45:53	77:23	2,713
Lodgment to Assessment/Prepayment of Import Fees	24:20	43:32	14,057	10:59	22:01	2,713
Assessment/Prepayment of Import Fees to Customs Release	5:36	21:16	13,628	11:58	25:43	1,857
Customs Release to Payment of Arrastre/Cargo Handling Fees	11:53	27:06	11,721	4:23	12:50	1,838
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:59	18:02	12,157	10:01	14:21	2,022
Arrival of Goods to Release of Goods	128:21	133:33	14,057	74:09	89:18	2,713



**Table A.2 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Selectivity Status**

	Super Green			Green		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	60:40	80:34	834	64:32	47:14	10
Lodgment to Assessment/Prepayment of Import Fees	0:00	0:00	834	0:00	0:00	10
Assessment/Prepayment of Import Fees to Customs Clearance	5:49	15:44	571	28:48	37:42	10
Customs Clearance to Payment of Cargo Handling Fees	22:16	42:06	86	9:09	15:41	10
Payment of Cargo Handling Fees to Release of Goods	1:38	1:29	127	1:10	1:11	10
Landing of Aircraft to Release of Goods	78:43	91:51	834	103:40	67:33	10
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	78:17	68:10	1,497	49:27	54:39	611
Lodgment to Assessment/Prepayment of Import Fees	0:00	0:00	1,497	0:00	0:00	611
Assessment/Prepayment of Import Fees to Customs Clearance	9:18	18:55	1,478	36:56	34:49	592
Customs Clearance to Payment of Arrastre Fees	25:17	46:02	1,469	14:06	25:37	590
Payment of Arrastre Fees to Release of Goods	9:42	16:02	1,497	10:36	17:14	611
Arrival of Vessel at Pilot Station to Release of Goods	121:34	80:41	1,497	109:27	67:42	611
<b>All Ports</b>						
Arrival of Goods to Lodgment	71:59	73:19	2,331	49:41	54:33	621
Lodgment to Assessment/Prepayment of Import Fees	0:00	0:00	2,331	0:00	0:00	621
Assessment/Prepayment of Import Fees to Customs Release	8:20	18:09	2,049	36:48	34:51	602
Customs Release to Payment of Arrastre/Cargo Handling Fees	25:07	45:49	1,555	14:01	25:29	600
Payment of Arrastre/Cargo Handling Fees to Release of Goods	9:04	15:33	1,624	10:27	17:08	621
Arrival of Goods to Release of Goods	106:14	87:17	2,331	109:21	67:39	621

**Table A.2 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Selectivity Status**

	Yellow			Red		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	84:29	121:15	386	89:49	120:52	1,793
Lodgment to Assessment/Prepayment of Import Fees	19:10	40:46	386	22:14	45:30	1,793
Assessment/Prepayment of Import Fees to Customs Clearance	6:13	31:58	243	8:07	36:14	1,370
Customs Clearance to Payment of Cargo Handling Fees	11:03	19:36	44	19:54	38:49	180
Payment of Cargo Handling Fees to Release of Goods	2:04	3:32	62	1:40	2:37	233
Landing of Aircraft to Release of Goods	114:02	149:17	386	127:37	151:44	1,793
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	78:28	80:09	3,212	70:58	114:41	8,427
Lodgment to Assessment/Prepayment of Import Fees	33:11	41:35	3,212	25:52	44:15	8,427
Assessment/Prepayment of Import Fees to Customs Clearance	3:34	17:20	3,159	4:23	17:23	8,062
Customs Clearance to Payment of Arrastre Fees	10:31	25:40	3,146	7:49	17:56	8,034
Payment of Arrastre Fees to Release of Goods	9:30	19:33	3,212	9:10	17:24	8,427
Arrival of Vessel at Pilot Station to Release of Goods	134:14	98:21	3,212	116:59	144:35	8,427
<b>All Ports</b>						
Arrival of Goods to Lodgment	79:07	85:30	3,598	74:17	116:00	10,220
Lodgment to Assessment/Prepayment of Import Fees	31:40	41:43	3,598	25:14	44:30	10,220
Assessment/Prepayment of Import Fees to Customs Release	3:45	18:46	3,402	4:56	21:13	9,432
Customs Release to Payment of Arrastre/Cargo Handling Fees	10:31	25:35	3,190	18:05	18:43	8,214
Payment of Arrastre/Cargo Handling Fees to Release of Goods	9:22	19:24	3,274	8:58	17:13	8,660
Arrival of Goods to Release of Goods	132:04	105:10	3,598	118:51	145:55	10,220

**Table A.3 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Type of Commodity**

	Food			Textile			Electrical Machinery		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	61:07	52:51	66	57:18	73:01	104	67:50	110:58	137
Lodgment to Assessment/Prepayment of Import Fees	17:48	28:05	66	6:10	19:46	104	18:04	53:01	137
Assessment/Prepayment of Import Fees to Customs Clearance	6:04	14:51	66	4:51	11:30	46	6:10	16:38	597
Customs Clearance to Payment of Cargo Handling Fees	23:41	32:42	4	44:25	45:37	9	12:59	25:29	97
Payment of Cargo Handling Fees to Release of Goods	0:05	0:24	66	0:03	0:12	104	0:18	1:24	1,237
Landing of Aircraft to Release of Goods	93:30	66:56	66	79:14	88:50	104	95:19	148:00	1,237
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	67:01	153:42	2,967	62:49	89:09	2,648	79:36	74:52	2,092
Lodgment to Assessment/Prepayment of Import Fees	26:41	57:59	2,967	18:35	33:09	2,648	22:35	41:01	2,092
Assessment/Prepayment of Import Fees to Customs Clearance	4:21	15:07	2,919	10:42	26:57	2,414	8:35	24:28	2,034
Customs Clearance to Payment of Arrastre Fees	13:16	32:31	2,917	4:45	13:27	2,467	7:36	16:29	2,026
Payment of Arrastre Fees to Release of Goods	9:45	20:05	2,967	9:53	15:41	2,648	7:35	15:46	2,092
Arrival of Vessel at Pilot Station to Release of Goods	120:09	201:20	2,967	102:32	101:22	2,648	124:57	92:12	2,092
<b>All Ports</b>									
Arrival of Goods to Lodgment	66:53	152:13	3,033	62:37	88:38	2,752	75:14	90:09	3,329
Lodgment to Assessment/Prepayment of Import Fees	26:29	57:30	3,033	18:07	32:50	2,752	20:54	45:53	3,329
Assessment/Prepayment of Import Fees to Customs Release	4:24	15:07	2,985	10:35	26:45	2,460	8:02	22:57	2,631
Customs Release to Payment of Arrastre/Cargo Handling Fees	13:17	32:31	2,921	4:54	13:53	2,476	7:51	17:01	2,123
Payment of Arrastre/Cargo Handling Fees to Release of Goods	9:32	19:55	3,033	9:31	15:29	2,752	4:52	13:01	3,329
Arrival of Goods to Release of Goods	119:34	199:25	3,033	101:39	101:00	2,752	113:56	116:58	3,329

**Table A.3 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Type of Commodity**

	Motor Vehicle			Machinery(Non-electrical)			Machinery(Heavy Equipment)		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	75:33	97:04	160	129:49	121:20	280	143:03	233:10	153
Lodgment to Assessment/Prepayment of Import Fees	12:54	20:03	160	29:35	41:1	280	21:45	35:28	153
Assessment/Prepayment of Import Fees to Customs Clearance	3:44	11:40	158	8:43	38:15	266	18:56	74:43	150
Customs Clearance to Payment of Cargo Handling Fees	9:59	18:02	18	6:16	12:14	38	19:24	50:32	32
Payment of Cargo Handling Fees to Release of Goods	0:05	0:17	160	0:15	121	280	0:12	0:32	153
Landing of Aircraft to Release of Goods	101:07	105:27	160	172:02	150:09	280	195:06	267:42	153
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	74:22	74:03	1,474	83:49	69:27	1,200	98:13	93:42	521
Lodgment to Assessment/Prepayment of Import Fees	17:13	29:34	1,474	23:31	42:15	1,200	27:39	46:29	521
Assessment/Prepayment of Import Fees to Customs Clearance	5:09	15:10	1,419	7:59	30:10	1,169	6:18	20:49	505
Customs Clearance to Payment of Arrastre Fees	6:12	14:18	1,411	8:47	20:34	1,165	10:23	24:40	503
Payment of Arrastre Fees to Release of Goods	7:25	9:58	1,474	7:29	10:31	1,200	7:16	10:50	521
Arrival of Vessel at Pilot Station to Release of Goods	109:57	88:07	1,474	130:24	91:21	1,200	149:06	118:27	521
<b>All Ports</b>									
Arrival of Goods to Lodgment	74:29	76:34	1,634	92:31	83:44	1,480	108:23	139:20	674
Lodgment to Assessment/Prepayment of Import Fees	16:47	28:48	1,634	23:54	42:08	1,480	26:16	44:16	674
Assessment/Prepayment of Import Fees to Customs Release	5:01	14:52	1,575	8:07	31:48	1,435	9:11	40:25	655
Customs Release to Payment of Arrastre/Cargo Handling Fees	6:15	14:21	1,429	8:43	20:22	1,203	10:55	26:55	535
Payment of Arrastre/Cargo Handling Fees to Release of Goods	6:42	9:43	1,634	6:07	9:54	1,480	5:40	9:58	674
Arrival of Goods to Release of Goods	109:05	89:57	1,634	138:16	106:08	1,480	159:33	165:32	674

**Table A.3 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Type of Commodity**

	Machinery(Computers)			Iron and Steel			Hardware		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	77:52	93:32	705	103:00	97:42	228	78:06	78:06	167
Lodgment to Assessment/Prepayment of Import Fees	12:03	28:49	705	17:11	23:26	228	17:48	26:20	167
Assessment/Prepayment of Import Fees to Customs Clearance	5:12	25:03	632	15:41	66:07	213	4:30	11:57	140
Customs Clearance to Payment of Cargo Handling Fees	16:04	35:55	90	4:57	7:33	42	7:54	20:57	20
Payment of Cargo Handling Fees to Release of Goods	0:12	0:39	705	0:09	0:22	228	0:05	0:17	167
Landing of Aircraft to Release of Goods	103:37	111:13	705	140:31	129:04	228	108:35	88:45	167
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	74:38	63:49	693	85:43	94:52	1,267	79:55	73:13	1,850
Lodgment to Assessment/Prepayment of Import Fees	26:45	46:31	693	32:56	46:38	1,267	29:02	43:25	1,850
Assessment/Prepayment of Import Fees to Customs Clearance	7:06	15:22	680	6:33	17:47	1,219	5:25	15:14	1,778
Customs Clearance to Payment of Arrastre Fees	7:05	14:02	680	9:02	18:55	1,215	7:23	18:46	1,777
Payment of Arrastre Fees to Release of Goods	7:36	11:01	693	8:20	16:19	1,267	7:49	11:48	1,850
Arrival of Vessel at Pilot Station to Release of Goods	123:12	86:21	693	141:58	112:00	1,267	128:28	94:57	1,850
<b>All Ports</b>									
Arrival of Goods to Lodgment	76:16	80:10	1,398	88:21	95:29	1,495	79:46	73:37	2,017
Lodgment to Assessment/Prepayment of Import Fees	19:21	39:18	1,398	30:32	44:15	1,495	28:06	42:22	2,017
Assessment/Prepayment of Import Fees to Customs Release	6:11	20:37	1,312	7:54	30:27	1,432	5:21	15:01	1,918
Customs Release to Payment of Arrastre/Cargo Handling Fees	8:08	18:12	770	8:54	18:40	1,257	7:24	18:47	1,797
Payment of Arrastre/Cargo Handling Fees to Release of Goods	3:52	8:36	1,398	7:05	15:18	1,495	7:11	11:30	2,017
Arrival of Goods to Release of Goods	133:19	100:07	1,398	141:45	144:43	1,495	126:49	94:35	2,017

**Table A.3 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Type of Commodity**

	Fuel and Oil			Chemicals			Tobacco & Spirit		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	78:09	77:05	181	72:37	84:06	249	79:56	67:04	420
Lodgment to Assessment/Prepayment of Import Fees	34:46	71:39	181	22:48	43:22	249	17:31	26:04	420
Assessment/Prepayment of Import Fees to Customs Clearance	6:23	16:29	178	4:40	11:42	196	5:46	13:18	397
Customs Clearance to Payment of Cargo Handling Fees	1:04	24:26	17	7:57	12:33	12	21:45	38:24	48
Payment of Cargo Handling Fees to Release of Goods	0:06	0:27	181	0:04	0:19	249	1:10	0:52	420
Landing of Aircraft to Release of Goods	129:17	107:34	180	107:47	108:48	249	116:41	81:31	420
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	78:22	68:19	1,719	74:30	70:51	2,120	78:22	68:19	1,719
Lodgment to Assessment/Prepayment of Import Fees	34:16	47:12	1,719	30:48	44:10	2,120	34:16	47:12	1,719
Assessment/Prepayment of Import Fees to Customs Clearance	6:14	15:13	1,683	7:45	18:55	2,028	6:14	15:13	1,683
Customs Clearance to Payment of Arrastre Fees	10:34	21:11	1,684	9:38	22:47	2,033	10:34	21:11	1,684
Payment of Arrastre Fees to Release of Goods	8:19	18:23	1,719	9:00	15:22	2,120	8:19	18:23	1,719
Arrival of Vessel at Pilot Station to Release of Goods	137:00	92:17	1,719	130:26	93:28	2,120	137:00	92:17	1,719
<b>All Ports</b>									
Arrival of Goods to Lodgment	72:50	64:08	1,121	74:18	72:20	2,369	78:41	68:04	2,139
Lodgment to Assessment/Prepayment of Import Fees	39:04	51:13	1,121	29:57	44:09	2,369	30:58	44:21	2,139
Assessment/Prepayment of Import Fees to Customs Release	7:39	25:32	1,091	7:29	18:25	2,224	6:09	14:52	2,080
Customs Release to Payment of Arrastre/Cargo Handling Fees	14:59	30:40	924	9:37	22:44	2,045	10:52	21:54	1,732
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:21	14:31	1,121	8:04	14:48	2,369	6:43	16:47	2,139
Arrival of Goods to Release of Goods	141:05	93:11	1,121	128:03	95:26	2,369	133:01	90:37	2,139

**Table A.3 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Type of Commodity**

	Paper & Paperboard			Miscellaneous		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	89:34	91:02	138	101:33	108:41	550
Lodgment to Assessment/Prepayment of Import Fees	21:42	42:44	138	25:27	50:49	550
Assessment/Prepayment of Import Fees to Customs Clearance	3:29	8:57	124	8:14	37:18	491
Customs Clearance to Payment of Cargo Handling Fees	18:21	35:31	11	19:34	40:45	77
Payment of Cargo Handling Fees to Release of Goods	0:06	0:32	138	0:11	0:40	550
Landing of Aircraft to Release of Goods	129:20	112:28	138	146:22	133:48	550
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	71:27	70:50	1,976	71:12	69:21	2,773
Lodgment to Assessment/Prepayment of Import Fees	24:09	34:44	1,976	28:49	44:56	2,773
Assessment/Prepayment of Import Fees to Customs Clearance	7:02	16:31	1,859	4:45	17:23	2,658
Customs Clearance to Payment of Arrastre Fees	7:40	19:43	1,872	6:50	16:52	2,650
Payment of Arrastre Fees to Release of Goods	9:08	14:09	1,976	7:07	13:01	2,773
Arrival of Vessel at Pilot Station to Release of Goods	117:00	85:48	1,976	117:54	96:03	2,773
<b>All Ports</b>						
Arrival of Goods to Lodgment	72:38	72:26	2,114	76:14	78:03	3,323
Lodgment to Assessment/Prepayment of Import Fees	23:59	35:18	2,114	28:16	45:58	3,323
Assessment/Prepayment of Import Fees to Customs Release	6:49	16:10	1,983	5:18	21:45	3,149
Customs Release to Payment of Arrastre/Cargo Handling Fees	7:44	19:51	1,883	7:12	18:05	2,727
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:32	31:51	2,114	5:58	12:10	3,323
Arrival of Goods to Release of Goods	117:48	87:49	2,114	122:37	103:47	3,323

**Table A.4 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Country of Origin**

	ASEAN			China			East Asia		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	70:31	94:27	246	54:18	64:39	50	46:19	76:22	311
Lodgment to Assessment/Prepayment of Import Fees	12:16	33:00	426	12:21	27:33	50	10:32	39:03	311
Assessment/Prepayment of Import Fees to Customs Clearance	5:14	13:13	261	6:09	9:23	23	5:56	14:42	120
Customs Clearance to Payment of Cargo Handling Fees	20:18	33:36	38	4:43	9:07	5	0:50	0:17	31
Payment of Cargo Handling Fees to Release of Goods	1:14	1:03	57	1:26	0:53	7	1:23	1:10	54
Landing of Aircraft to Release of Goods	96:08	114:34	426	78:51	91:05	50	65:02	108:46	311
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	85:14	80:26	2,899	61:36	72:16	3,032	68:57	73:45	3,422
Lodgment to Assessment/Prepayment of Import Fees	25:49	38:00	2,899	19:13	32:22	3,032	22:45	35:15	3,422
Assessment/Prepayment of Import Fees to Customs Clearance	8:06	22:28	2,819	3:45	12:01	2,915	6:52	25:13	3,230
Customs Clearance to Payment of Arrastre Fees	12:32	27:14	2,813	6:44	15:57	2,899	6:06	15:00	3,216
Payment of Arrastre Fees to Release of Goods	10:48	21:22	2,899	7:59	15:17	3,032	8:33	15:07	3,422
Arrival of Vessel at Pilot Station to Release of Goods	142:00	96:33	2,899	98:00	89:05	3,032	111:19	87:29	3,422
<b>All Ports</b>									
Arrival of Goods to Lodgment	83:21	82:29	3,325	61:29	72:09	3,082	67:04	74:14	3,733
Lodgment to Assessment/Prepayment of Import Fees	24:05	37:40	3,325	19:07	32:18	3,082	21:44	35:44	3,733
Assessment/Prepayment of Import Fees to Customs Release	7:51	21:51	3,080	3:46	12:00	2,938	6:50	24:55	3,350
Customs Release to Payment of Arrastre/Cargo Handling Fees	12:38	27:20	2,851	6:44	15:56	2,904	6:12	15:08	3,247
Payment of Arrastre/Cargo Handling Fees to Release of Goods	10:37	21:12	2,956	7:58	15:16	3,029	8:27	15:02	3,476
Arrival of Goods to Release of Goods	136:07	100:12	3,325	97:41	89:08	3,082	107:27	90:21	3,733



**Table A.4 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Country of Origin**

	Europe			Japan		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	91:14	131:35	892	64:14	92:32	216
Lodgment to Assessment/Prepayment of Import Fees	18:22	40:05	892	12:57	29:13	216
Assessment/Prepayment of Import Fees to Customs Clearance	6:13	22:48	714	11:14	52:11	103
Customs Clearance to Payment of Cargo Handling Fees	22:23	41:38	88	18:19	47:35	19
Payment of Cargo Handling Fees to Release of Goods	2:03	2:48	119	1:35	2:19	32
Landing of Aircraft to Release of Goods	126:38	153:38	892	91:33	129:29	216
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	86:16	232:24	1,102	73:42	75:22	813
Lodgment to Assessment/Prepayment of Import Fees	30:44	78:36	1,102	20:44	33:44	813
Assessment/Prepayment of Import Fees to Customs Clearance	6:59	16:33	1,095	5:13	16:38	792
Customs Clearance to Payment of Arrastre Fees	16:52	31:58	1,089	9:55	21:32	789
Payment of Arrastre Fees to Release of Goods	8:39	13:06	1,102	10:17	21:37	813
Arrival of Vessel at Pilot Station to Release of Goods	148:54	303:89	1,102	119:34	89:44	813
<b>All Ports</b>						
Arrival of Goods to Lodgment	88:29	193:52	1,994	71:43	79:20	1,029
Lodgment to Assessment/Prepayment of Import Fees	25:12	64:34	1,994	19:06	32:58	1,029
Assessment/Prepayment of Import Fees to Customs Release	6:41	19:15	1,809	5:54	23:39	895
Customs Release to Payment of Arrastre/Cargo Handling Fees	17:17	32:47	1,177	10:07	22:28	808
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:01	12:38	1,221	9:58	21:16	845
Arrival of Goods to Release of Goods	138:56	247:53	1,944	113:41	100:00	1,029

**Table A.4 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Country of Origin**

	US			Others		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	87:07	108:32	930	108:28	122:17	198
Lodgment to Assessment/Prepayment of Import Fees	17:23	44:48	930	14:01	28:44	198
Assessment/Prepayment of Import Fees to Customs Clearance	9:35	43:00	786	4:45	11:07	187
Customs Clearance to Payment of Cargo Handling Fees	13:58	29:10	109	31:33	61:07	30
Payment of Cargo Handling Fees to Release of Goods	1:49	3:11	131	1:30	1:26	32
Landing of Aircraft to Release of Goods	121:58	143:08	930	142:35	134:11	198
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	84:39	95:11	993	59:39	93:36	1,486
Lodgment to Assessment/Prepayment of Import Fees	32:16	45:40	993	20:44	36:07	1,486
Assessment/Prepayment of Import Fees to Customs Clearance	8:01	22:06	977	4:36	14:47	1,463
Customs Clearance to Payment of Arrastre Fees	15:59	35:17	972	17:16	37:30	1,461
Payment of Arrastre Fees to Release of Goods	10:47	22:40	993	10:18	17:11	1,486
Arrival of Vessel at Pilot Station to Release of Goods	150:18	116:30	993	111:26	107:07	1,486
<b>All Ports</b>						
Arrival of Goods to Lodgment	85:51	101:51	1,923	65:24	98:38	1,684
Lodgment to Assessment/Prepayment of Import Fees	25:04	45:51	1,923	19:56	35:23	1,684
Assessment/Prepayment of Import Fees to Customs Release	8:43	33:06	1,763	4:37	14:25	1,650
Customs Release to Payment of Arrastre/Cargo Handling Fees	15:47	34:28	1,081	17:33	38:08	1,491
Payment of Arrastre/Cargo Handling Fees to Release of Goods	9:45	21:31	1,124	10:07	17:03	1,518
Arrival of Goods to Release of Goods	136:36	130:48	1,923	115:06	111:03	1,684

**Table A.5 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Value of Commodity**

	Less than PhP100,000			PhP100,001 to PhP500,000			PhP500,001 to PhP1,000,000		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	84:28	100:55	1,087	86:02	128:07	1,055	77:42	110:54	319
Lodgment to Assessment/Prepayment of Import Fees	19:03	42:28	1,087	15:53	37:54	1,055	14:26	49:09	319
Assessment/Prepayment of Import Fees to Customs Clearance	5:41	27:46	846	9:07	38:33	772	5:55	14:09	199
Customs Clearance to Payment of Cargo Handling Fees	18:18	38:52	111	15:40	31:17	136	36:17	51:49	25
Payment of Cargo Handling Fees to Release of Goods	1:29	2:47	139	1:38	2:02	177	1:35	1:26	41
Landing of Aircraft to Release of Goods	118:22	132:16	1,087	118:53	154:57	1,055	107:31	137:36	319
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	71:08	66:39	1,408	66:51	76:36	4,359	71:49	67:02	2,549
Lodgment to Assessment/Prepayment of Import Fees	27:10	44:29	1,408	19:52	35:03	4,359	27:22	40:09	2,549
Assessment/Prepayment of Import Fees to Customs Clearance	4:55	21:02	1,337	3:40	15:34	4,222	6:13	18:01	2,466
Customs Clearance to Payment of Arrastre Fees	6:20	14:47	1,334	7:50	19:03	4,196	11:18	24:39	2,448
Payment of Arrastre Fees to Release of Goods	6:58	12:44	1,408	7:57	16:41	4,359	9:57	20:10	2,549
Arrival of Vessel at Pilot Station to Release of Goods	114:30	89:59	1,408	104:09	92:54	4,359	125:09	87:57	2,549
<b>All Ports</b>									
Arrival of Goods to Lodgment	76:56	83:34	2,495	69:47	89:21	5,414	72:28	73:13	2,868
Lodgment to Assessment/Prepayment of Import Fees	23:38	43:48	2,495	19:06	35:39	5,414	25:47	41:26	2,868
Assessment/Prepayment of Import Fees to Customs Release	5:13	23:52	2,183	4:30	20:56	4,994	6:12	17:46	2,665
Customs Release to Payment of Arrastre/Cargo Handling Fees	7:16	18:05	1,445	8:05	19:36	4,332	11:33	25:11	2,473
Payment of Arrastre/Cargo Handling Fees to Release of Goods	6:29	12:16	1,547	7:42	16:24	4,536	9:49	20:02	2,590
Arrival of Goods to Release of Goods	116:11	110:24	2,495	107:01	107:58	5,414	123:12	94:54	2,868

**Table A.5 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Value of Commodity**

	PhP1,000,001 to PhP5,000,000			More than PhP5,000,000		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	74:06	103:41	403	48:16	76:57	159
Lodgment to Assessment/Prepayment of Import Fees	10:05	27:59	403	7:00	17:23	159
Assessment/Prepayment of Import Fees to Customs Clearance	9:18	35:37	274	6:37	12:27	103
Customs Clearance to Payment of Cargo Handling Fees	21:28	42:03	38	18:54	26:54	10
Payment of Cargo Handling Fees to Release of Goods	2:32	3:25	60	1:33	1:13	15
Landing of Aircraft to Release of Goods	100:30	122:34	403	66:46	95:07	159
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	80:56	143:02	4,538	67:11	67:49	893
Lodgment to Assessment/Prepayment of Import Fees	24:56	48:07	4,538	19:17	27:39	893
Assessment/Prepayment of Import Fees to Customs Clearance	8:18	22:13	4,404	9:38	26:24	862
Customs Clearance to Payment of Arrastre Fees	13:13	28:58	4,401	16:29	40:45	860
Payment of Arrastre Fees to Release of Goods	10:49	18:17	4,538	10:58	19:04	893
Arrival of Vessel at Pilot Station to Release of Goods	137:13	177:42	4,538	121:59	82:01	893
<b>All Ports</b>						
Arrival of Goods to Lodgment	80:23	140:15	4,941	64:20	69:34	1,052
Lodgment to Assessment/Prepayment of Import Fees	23:43	46:58	4,941	17:25	26:43	1,052
Assessment/Prepayment of Import Fees to Customs Release	8:22	23:13	4,678	9:19	25:17	965
Customs Release to Payment of Arrastre/Cargo Handling Fees	13:17	29:07	4,439	16:31	40:37	870
Payment of Arrastre/Cargo Handling Fees to Release of Goods	10:43	18:12	4,598	10:49	18:57	908
Arrival of Goods to Release of Goods	134:13	174:09	4,941	113:38	86:22	1,052

**Table A.6 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Period of Lodgment**

	Pre-Arrival Lodgment			Post-Arrival Lodgment		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	0:00	0:00	182	86:12	113:21	2,841
Lodgment to Assessment/Prepayment of Import Fees	3:43	12:25	182	16:24	40:11	2,841
Assessment/Prepayment of Import Fees to Customs Clearance	86:19	195:08	12	6:58	28:01	2,182
Customs Clearance to Payment of Cargo Handling Fees	35:53	40:04	4	18:46	37:17	316
Payment of Cargo Handling Fees to Release of Goods	4:10	4:36	35	1:29	140:42	397
Landing of Aircraft to Release of Goods	12:31	25:43	182	118:42	140:42	2,841
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	60:00	0:00	517	75:24	102:06	13,230
Lodgment to Assessment/Prepayment of Import Fees	20:50	33:03	517	23:43	41:42	13,230
Assessment/Prepayment of Import Fees to Customs Clearance	5:41	17:30	507	6:12	19:58	12,784
Customs Clearance to Payment of Arrastre Fees	22:01	36:57	506	10:14	24:43	12,733
Payment of Arrastre Fees to Release of Goods	9:00	16:25	517	9:23	17:50	13,230
Arrival of Vessel at Pilot Station to Release of Goods	45:46	42:17	517	124:08	127:56	13,230
<b>All Ports</b>						
Arrival of Goods to Lodgment	0:00	0:00	699	77:18	104:15	16,071
Lodgment to Assessment/Prepayment of Import Fees	16:23	30:04	699	22:25	41:32	16,071
Assessment/Prepayment of Import Fees to Customs Release	7:33	35:25	519	6:19	21:20	14,966
Customs Release to Payment of Arrastre/Cargo Handling Fees	22:08	36:57	510	10:26	25:08	13,049
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:41	15:59	552	9:09	17:38	13,627
Arrival of Goods to Release of Goods	37:07	41:18	699	123:10	130:18	16,071

**Table A.7 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Day of Lodgment**

	Monday			Tuesday			Wednesday		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	92:33	98:17	512	82:37	99:54	640	90:54	107:13	599
Lodgment to Assessment/Prepayment of Import Fees	8:29	19:03	512	12:43	31:43	640	14:41	32:17	599
Assessment/Prepayment of Import Fees to Customs Clearance	8:07	41:25	384	5:19	26:20	514	7:04	33:18	481
Customs Clearance to Payment of Cargo Handling Fees	9:44	16:34	62	16:24	20:55	23	22:44	48:35	37
Payment of Cargo Handling Fees to Release of Goods	1:08	0:50	91	0:46	0:42	22	1:15	1:11	37
Landing of Aircraft to Release of Goods	114:28	122:04	512	107:14	118:33	640	121:22	130:12	599
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	72:54	68:56	2,797	75:19	63:12	3,372	79:23	82:31	2,736
Lodgment to Assessment/Prepayment of Import Fees	15:05	23:09	2,797	19:30	30:40	3,372	21:07	34:04	2,736
Assessment/Prepayment of Import Fees to Customs Clearance	6:37	17:44	2,701	6:04	20:02	3,260	5:28	20:16	2,631
Customs Clearance to Payment of Arrastre Fees	6:50	19:43	2,688	8:41	20:54	3,261	10:48	26:04	2,623
Payment of Arrastre Fees to Release of Goods	8:56	20:17	2,797	9:06	15:33	3,372	8:35	16:29	2,736
Arrival of Vessel at Pilot Station to Release of Goods	109:23	83:30	2,797	117:46	78:43	3,372	124:19	101:20	2,736
<b>All Ports</b>									
Arrival of Goods to Lodgment	75:56	74:34	3,309	76:29	70:23	4,012	81:27	87:34	3,335
Lodgment to Assessment/Prepayment of Import Fees	14:04	22:42	3,309	18:26	30:56	4,012	19:58	33:51	3,335
Assessment/Prepayment of Import Fees to Customs Release	6:48	22:06	3,085	5:58	21:00	3,774	5:43	22:47	3,112
Customs Release to Payment of Arrastre/Cargo Handling Fees	6:54	19:39	2,750	8:44	20:55	3,284	10:58	26:32	2,660
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:41	20:00	2,888	9:03	15:31	3,394	8:29	16:24	2,773
Arrival of Goods to Release of Goods	110:10	90:33	3,309	116:05	86:23	4,012	123:48	107:05	3,335

**Table A.7 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Day of Lodgment**

	Thursday			Friday			Weekend		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	82:24	107:37	503	83:37	149:22	562	8:28	9:37	207
Lodgment to Assessment/Prepayment of Import Fees	20:15	57:31	503	27:56	49:05	562	0:21	0:22	207
Assessment/Prepayment of Import Fees to Customs Clearance	6:53	17:05	396	10:12	35:54	419			0
Customs Clearance to Payment of Cargo Handling Fees	3:45	41:49	69	21:33	40:10	129			0
Payment of Cargo Handling Fees to Release of Goods	1:53	3:16	74	1:40	2:02	162	3:31	4:24	46
Landing of Aircraft to Release of Goods	121:11	151:01	503	135:14	176:49	562	12:38	21:24	207
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	63:38	84:12	2,472	69:41	180:50	2,370			
Lodgment to Assessment/Prepayment of Import Fees	23:49	38:54	2,472	42:10	67:48	2,370			
Assessment/Prepayment of Import Fees to Customs Clearance	5:21	18:44	2,407	7:34	22:30	2,292			
Customs Clearance to Payment of Arrastre Fees	12:34	28:54	2,397	15:57	30:52	2,270			
Payment of Arrastre Fees to Release of Goods	10:19	19:07	2,472	10:10	17:33	2,370			
Arrival of Vessel at Pilot Station to Release of Goods	114:46	100:54	2,472	143:00	229:54	2,370			
<b>All Ports</b>									
Arrival of Goods to Lodgment	66:49	88:51	2,975	72:21	175:18	2,932	8:28	9:37	207
Lodgment to Assessment/Prepayment of Import Fees	23:13	42:38	2,975	39:26	64:52	2,932	0:21	0:22	207
Assessment/Prepayment of Import Fees to Customs Release	5:34	18:30	2,803	7:58	25:03	2,711			0
Customs Release to Payment of Arrastre/Cargo Handling Fees	12:49	29:22	2,466	16:15	31:27	2,399			0
Payment of Arrastre/Cargo Handling Fees to Release of Goods	10:04	18:54	2,546	9:37	17:07	2,532	3:31	4:24	46
Arrival of Goods to Release of Goods	115:51	110:58	2,975	141:31	220:43	2,932	12:38	21:24	207

**Table A.8 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Time of Lodgment**

	AM			PM		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	112:43	142:20	833	68:57	94:59	2,190
Lodgment to Assessment/Prepayment of Import Fees	17:31	50:31	833	14:55	33:53	2,190
Assessment/Prepayment of Import Fees to Customs Clearance	5:32	22:43	794	8:28	35:47	1,400
Customs Clearance to Payment of Cargo Handling Fees	19:14	31:46	109	18:51	39:56	211
Payment of Cargo Handling Fees to Release of Goods	1:25	1:31	114	1:48	2:44	318
Landing of Aircraft to Release of Goods	145:12	167:01	833	99:48	124:18	2,190
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	81:45	133:09	5,235	66:55	74:29	8,512
Lodgment to Assessment/Prepayment of Import Fees	18:43	45:26	5,235	26:37	38:25	8,512
Assessment/Prepayment of Import Fees to Customs Clearance	5:41	19:04	5,061	6:30	20:21	8,230
Customs Clearance to Payment of Arrastre Fees	9:21	22:09	5,037	11:29	27:10	8,202
Payment of Arrastre Fees to Release of Goods	9:52	19:29	5,235	9:03	16:38	8,512
Arrival of Vessel at Pilot Station to Release of Goods	124:15	166:32	5,235	119:17	94:03	8,512
<b>All Ports</b>						
Arrival of Goods to Lodgment	86:00	134:52	6,068	67:20	79:07	10,702
Lodgment to Assessment/Prepayment of Import Fees	18:33	46:10	6,068	24:13	37:50	10,702
Assessment/Prepayment of Import Fees to Customs Release	5:40	19:36	5,855	6:47	23:15	9,630
Customs Release to Payment of Arrastre/Cargo Handling Fees	9:34	22:27	5,146	11:40	27:35	8,413
Payment of Arrastre/Cargo Handling Fees to Release of Goods	9:41	19:19	5,349	8:48	16:24	8,830
Arrival of Goods to Release of Goods	127:07	166:44	6,068	115:18	101:17	10,702



**Table A.9 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Processing Period**

	Inclusive of Weekends			Otherwise		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	110:01	126:28	2,013	23:13	22:35	1,010
Lodgment to Assessment/Prepayment of Import Fees	21:08	46:31	2,013	4:39	10:10	1,010
Assessment/Prepayment of Import Fees to Customs Clearance	9:09	36:35	1,623	2:25	5:06	571
Customs Clearance to Payment of Cargo Handling Fees	24:54	42:35	228	4:20	7:00	92
Payment of Cargo Handling Fees to Release of Goods	1:46	2:48	303	1:34	1:26	129
Landing of Aircraft to Release of Goods	151:17	155:00	2,013	34:38	27:55	1,010
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	90:14	114:54	9,638	31:07	29:01	4,109
Lodgment to Assessment/Prepayment of Import Fees	28:43	47:15	9,638	11:38	17:09	4,109
Assessment/Prepayment of Import Fees to Customs Clearance	7:17	21:27	9,318	3:37	15:14	3,973
Customs Clearance to Payment of Arrastre Fees	12:57	29:18	9,289	5:21	10:07	3,950
Payment of Arrastre Fees to Release of Goods	10:33	20:30	9,638	6:34	7:50	4,109
Arrival of Vessel at Pilot Station to Release of Goods	149:37	140:39	9,638	56:49	37:00	4,109
<b>All Ports</b>						
Arrival of Goods to Lodgment	93:39	117:12	11,651	29:34	28:02	5,119
Lodgment to Assessment/Prepayment of Import Fees	27:24	47:13	11,651	10:15	16:15	5,119
Assessment/Prepayment of Import Fees to Customs Release	7:34	24:19	10,941	3:28	14:22	4,544
Customs Release to Payment of Arrastre/Cargo Handling Fees	13:14	29:45	9,517	5:19	10:03	4,042
Payment of Arrastre/Cargo Handling Fees to Release of Goods	10:17	20:15	9,941	6:25	7:46	4,238
Arrival of Goods to Release of Goods	149:05	143:13	11,651	52:27	36:29	5,119

**Table A.10 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Mode of Lodgment**

	EEC			Non-EEC		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	82:33	112:45	2,936	29:22	49:21	87
Lodgment to Assessment/Prepayment of Import Fees	15:43	38:45	2,936	12:55	51:55	87
Assessment/Prepayment of Import Fees to Customs Clearance	7:18	31:43	2,172	17:14	30:31	22
Customs Clearance to Payment of Cargo Handling Fees	19:20	37:56	307	10:48	14:54	13
Payment of Cargo Handling Fees to Release of Goods	1:40	2:16	412	2:32	5:17	20
Landing of Aircraft to Release of Goods	114:02	139:39	2,936	54:05	92:04	87
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	74:10	103:43	12,814	50:33	51:05	933
Lodgment to Assessment/Prepayment of Import Fees	24:43	42:18	12,814	8:21	20:44	933
Assessment/Prepayment of Import Fees to Customs Clearance	4:35	17:28	12,393	28:23	33:20	898
Customs Clearance to Payment of Arrastre Fees	10:19	24:33	12,333	15:34	34:36	906
Payment of Arrastre Fees to Release of Goods	9:11	17:38	12,814	11:43	19:34	933
Arrival of Vessel at Pilot Station to Release of Goods	121:47	129:49	12,814	112:50	69:27	933
<b>All Ports</b>						
Arrival of Goods to Lodgment	75:44	105:30	15,750	48:44	51:16	1,020
Lodgment to Assessment/Prepayment of Import Fees	23:02	41:49	15,750	8:44	24:57	1,020
Assessment/Prepayment of Import Fees to Customs Release	4:59	20:15	14,565	28:07	33:18	920
Customs Release to Payment of Arrastre/Cargo Handling Fees	10:32	25:00	12,640	15:30	34:24	919
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:57	17:25	13,226	11:32	19:25	953
Arrival of Goods to Release of Goods	120:20	131:45	15,750	107:50	73:28	1,020

**Table A.11 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Period of Clearance**

	Pre-Arrival Clearance			Post-Arrival Clearance		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment			0	85:25	113:08	2,867
Lodgment to Assessment/Prepayment of Import Fees			0	16:25	40:05	2,867
Assessment/Prepayment of Import Fees to Customs Clearance			0	7:24	31:43	2,194
Customs Clearance to Payment of Cargo Handling Fees			0	18:59	37:18	320
Payment of Cargo Handling Fees to Release of Goods			0	1:30	2:04	402
Landing of Aircraft to Release of Goods			0	117:58	140:24	2,867
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	0:00	0:00	206	73:40	101:33	13,541
Lodgment to Assessment/Prepayment of Import Fees	1:33	2:47	206	23:57	41:38	13,541
Assessment/Prepayment of Import Fees to Customs Clearance	0:59	4:52	204	6:16	20:00	13,807
Customs Clearance to Payment of Arrastre Fees	37:55	48:11	204	10:15	24:38	13,035
Payment of Arrastre Fees to Release of Goods	8:43	16:02	206	9:22	17:48	13,541
Arrival of Vessel at Pilot Station to Release of Goods	36:02	46:13	206	122:28	127:03	13,541
<b>All Ports</b>						
Arrival of Goods to Lodgment	0:00	0:00	206	75:43	103:46	16,408
Lodgment to Assessment/Prepayment of Import Fees	1:33	2:47	206	22:38	41:28	16,408
Assessment/Prepayment of Import Fees to Customs Release	0:59	4:52	204	6:26	22:04	15,281
Customs Release to Payment of Arrastre/Cargo Handling Fees	37:55	48:11	204	10:28	25:03	13,355
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:43	16:02	206	9:09	17:36	13,943
Arrival of Goods to Release of Goods	36:02	46:13	206	121:41	129:29	16,408

**Table A.12 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Customs Duties Status**

	Exempt			Non-Exempt		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	27:59	69:45	870	102:26	118:16	2,153
Lodgment to Assessment/Prepayment of Import Fees	2:01	8:53	870	21:08	44:56	2,153
Assessment/Prepayment of Import Fees to Customs Clearance	4:49	10:59	62	7:29	32:07	2,132
Customs Clearance to Payment of Cargo Handling Fees	11:16	26:48	7	19:09	37:31	313
Payment of Cargo Handling Fees to Release of Goods	2:43	3:54	123	1:18	1:24	309
Landing of Aircraft to Release of Goods	34:36	75:55	870	143:43	146:02	2,153
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	62:23	90:25	1,979	74:16	102:47	11,768
Lodgment to Assessment/Prepayment of Import Fees	15:38	25:27	1,979	24:57	43:23	11,768
Assessment/Prepayment of Import Fees to Customs Clearance	11:53	26:30	1,913	5:14	18:21	11,378
Customs Clearance to Payment of Arrastre Fees	4:45	13:30	1,893	11:40	26:45	11,346
Payment of Arrastre Fees to Release of Goods	10:21	14:42	1,979	9:12	18:15	11,768
Arrival of Vessel at Pilot Station to Release of Goods	101:15	100:46	1,979	124:32	130:13	11,768
<b>All Ports</b>						
Arrival of Goods to Lodgment	51:53	86:06	2,849	78:38	105:49	13,921
Lodgment to Assessment/Prepayment of Import Fees	11:29	22:40	2,849	24:22	43:38	13,921
Assessment/Prepayment of Import Fees to Customs Release	11:39	26:11	1,975	5:35	21:09	13,510
Customs Release to Payment of Arrastre/Cargo Handling Fees	4:46	13:34	1,900	11:52	27:07	11,659
Payment of Arrastre/Cargo Handling Fees to Release of Goods	9:55	14:24	2,102	9:00	18:03	12,077
Arrival of Goods to Release of Goods	80:54	98:45	2,849	127:30	132:58	13,921

**Table A.13 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by VAT Status**

	Exempt			Non-Exempt		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	194:32	169:34	66	78:29	108:51	2,957
Lodgment to Assessment/Prepayment of Import Fees	19:59	31:32	66	15:32	39:20	2,957
Assessment/Prepayment of Import Fees to Customs Clearance	3:12	6:18	65	7:32	32:10	2,129
Customs Clearance to Payment of Cargo Handling Fees	11:17	23:29	9	19:12	37:38	311
Payment of Cargo Handling Fees to Release of Goods	2:25	5:18	9	1:41	2:24	423
Landing of Aircraft to Release of Goods	226:04	176:24	66	109:46	136:52	2,957
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	75:08	222:28	1,315	72:17	78:02	12,432
Lodgment to Assessment/Prepayment of Import Fees	25:47	70:29	1,315	23:24	37:01	12,432
Assessment/Prepayment of Import Fees to Customs Clearance	2:51	13:59	1,279	6:33	20:22	12,012
Customs Clearance to Payment of Arrastre Fees	10:35	20:39	1,278	10:41	25:51	11,961
Payment of Arrastre Fees to Release of Goods	7:41	15:20	1,315	9:33	18:01	12,432
Arrival of Vessel at Pilot Station to Release of Goods	120:48	289:13	1,315	121:14	94:20	12,432
<b>All Ports</b>						
Arrival of Goods to Lodgment	80:51	221:39	1,381	73:29	84:51	15,389
Lodgment to Assessment/Prepayment of Import Fees	25:30	69:08	1,381	21:52	37:36	15,389
Assessment/Prepayment of Import Fees to Customs Release	2:52	13:42	1,344	6:42	22:33	14,141
Customs Release to Payment of Arrastre/Cargo Handling Fees	10:35	20:42	1,287	10:54	26:15	12,272
Payment of Arrastre/Cargo Handling Fees to Release of Goods	7:38	15:18	1,324	9:17	17:46	12,855
Arrival of Goods to Release of Goods	125:50	185:41	1,381	119:01	103:58	15,389

**Table A.14 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Mode of Payment**

	Cash			Non-Cash			Exempt from Customs Duties		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>									
Landing of Aircraft to Lodgment	94:43	97:26	1,921	166:20	216:18	232	27:59	69:45	870
Lodgment to Assessment/Prepayment of Import Fees	19:23	40:28	1,921	35:35	70:29	232	2:01	8:53	870
Assessment/Prepayment of Import Fees to Customs Clearance	4:38	13:35	1,904	31:11	86:37	228	4:49	10:59	62
Customs Clearance to Payment of Cargo Handling Fees	20:08	39:07	272	12:38	23:44	41	11:16	26:48	7
Payment of Cargo Handling Fees to Release of Goods	1:18	1:17	268	1:16	2:05	41	2:43	3:54	123
Landing of Aircraft to Release of Goods	132:18	118:20	1,921	238:15	268:44	232	34:36	75:55	870
<b>Seaport</b>									
Arrival of Vessel at Pilot Station to Lodgment	71:30	70:10	10,694	101:49	256:51	1,074	62:23	90:25	1,979
Lodgment to Assessment/Prepayment of Import Fees	23:28	36:42	10,694	39:41	83:29	1,074	15:38	25:27	1,979
Assessment/Prepayment of Import Fees to Customs Clearance	4:36	13:52	10,680	14:53	49:33	698	11:53	26:30	1,913
Customs Clearance to Payment of Arrastre Fees	11:54	26:48	10,658	8:05	25:32	688	4:45	13:30	1,893
Payment of Arrastre Fees to Release of Goods	9:17	18:42	10,694	8:16	12:48	1,074	10:21	14:42	1,979
Arrival of Vessel at Pilot Station to Release of Goods	120:21	88:05	10,694	166:10	326:42	1,074	101:15	100:46	1,979
<b>All Ports</b>									
Arrival of Goods to Lodgment	75:03	75:25	12,615	113:17	251:16	1,306	51:53	86:06	2,849
Lodgment to Assessment/Prepayment of Import Fees	22:51	37:20	12,615	38:57	81:19	1,306	11:29	22:40	2,849
Assessment/Prepayment of Import Fees to Customs Release	4:36	13:49	12,584	18:54	61:10	926	11:39	26:11	1,975
Customs Release to Payment of Arrastre/Cargo Handling Fees	12:06	27:13	10,930	8:21	25:27	729	4:46	13:34	1,900
Payment of Arrastre/Cargo Handling Fees to Release of Goods	9:06	18:31	10,962	8:00	12:38	1,115	9:55	14:24	2,102
Arrival of Goods to Release of Goods	122:10	93:25	12,615	178:59	318:16	1,306	80:54	98:45	2,849

**Table A.15 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Type of Manifest**

	Consolidated			Non-Consolidated		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment				105:17	121:10	2,194
Lodgment to Assessment/Prepayment of Import Fees				20:55	44:30	2,194
Assessment/Prepayment of Import Fees to Customs Clearance				7:24	31:43	2,194
Customs Clearance to Payment of Cargo Handling Fees				18:59	37:18	320
Payment of Cargo Handling Fees to Release of Goods				1:20	1:38	316
Landing of Aircraft to Release of Goods				146:18	147:43	2,194
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	80:13	135:47	3,734	70:49	80:20	7,700
Lodgment to Assessment/Prepayment of Import Fees	28:44	50:16	3,734	23:04	39:44	7,700
Assessment/Prepayment of Import Fees to Customs Clearance	3:47	11:47	3,734	5:58	21:04	7,700
Customs Clearance to Payment of Arrastre Fees	7:39	17:08	3,722	13:39	30:08	7,679
Payment of Arrastre Fees to Release of Goods	8:49	18:01	3,734	9:24	18:37	7,700
Arrival of Vessel at Pilot Station to Release of Goods	128:58	171:08	3,734	121:54	104:19	7,700
<b>All Ports</b>						
Arrival of Goods to Lodgment	80:13	135:47	3,734	78:28	92:06	9,894
Lodgment to Assessment/Prepayment of Import Fees	28:44	50:16	3,734	22:35	40:51	9,894
Assessment/Prepayment of Import Fees to Customs Release	3:47	11:47	3,734	6:17	23:51	9,894
Customs Release to Payment of Arrastre/Cargo Handling Fees	7:39	17:08	3,722	13:52	30:28	7,999
Payment of Arrastre/Cargo Handling Fees to Release of Goods	8:49	18:01	3,734	9:04	18:19	8,016
Arrival of Goods to Release of Goods	128:58	171:08	3,734	127:19	115:48	9,894

**Table A.16 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Agency Intervention**

	With Intervention			No Intervention		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	49:27		1	81:01	111:48	3,022
Lodgment to Assessment/Prepayment of Import Fees	3:25		1	15:38	39:11	3,022
Assessment/Prepayment of Import Fees to Customs Clearance	0:33		1	7:24	31:43	2,193
Customs Clearance to Payment of Cargo Handling Fees	69:43		1	18:49	37:15	319
Payment of Cargo Handling Fees to Release of Goods	1:14		1	1:42	2:29	431
Landing of Aircraft to Release of Goods	124:24		1	112:18	138:53	3,022
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	66:09	78:07	510	72:48	101:58	13,237
Lodgment to Assessment/Prepayment of Import Fees	26:00	39:08	510	23:31	41:29	13,237
Assessment/Prepayment of Import Fees to Customs Clearance	4:09	11:36	497	6:16	20:07	12,794
Customs Clearance to Payment of Arrastre Fees	14:45	30:07	496	10:31	25:11	12,743
Payment of Arrastre Fees to Release of Goods	7:28	11:40	510	9:26	17:58	13,237
Arrival of Vessel at Pilot Station to Release of Goods	118:19	105:37	510	121:17	127:24	13,237
<b>All Ports</b>						
Arrival of Goods to Lodgment	66:07	78:03	511	74:20	103:54	16,259
Lodgment to Assessment/Prepayment of Import Fees	25:57	39:07	511	22:03	41:11	16,259
Assessment/Prepayment of Import Fees to Customs Release	4:09	11:36	498	6:26	22:12	14,987
Customs Release to Payment of Arrastre/Cargo Handling Fees	14:52	30:11	497	10:43	25:35	13,062
Payment of Arrastre/Cargo Handling Fees to Release of Goods	7:28	11:40	511	9:12	17:45	13,668
Arrival of Goods to Release of Goods	118:19	105:31	511	119:37	129:39	16,259



**Table A.17 Mean and Standard Deviation of Time between Time Points in the Import Process Flow in All Ports, by Broker Mediation**

	Broker-Mediated			Direct		
	Mean	Std. Dev.	N	Mean	Std. Dev.	N
<b>Airport</b>						
Landing of Aircraft to Lodgment	80:33	112:24	2,956	101:45	77:43	67
Lodgment to Assessment/Prepayment of Import Fees	15:35	39:05	2,956	17:21	43:36	67
Assessment/Prepayment of Import Fees to Customs Clearance	7:24	31:59	2,137	7:15	19:34	57
Customs Clearance to Payment of Cargo Handling Fees	17:49	35:20	304	41:18	61:45	16
Payment of Cargo Handling Fees to Release of Goods	1:42	2:27	417	1:45	3:02	15
Landing of Aircraft to Release of Goods	111:31	139:07	2,956	147:02	123:17	67
<b>Seaport</b>						
Arrival of Vessel at Pilot Station to Lodgment	73:26	103:29	12,829	60:26	59:22	918
Lodgment to Assessment/Prepayment of Import Fees	24:00	42:04	12,829	18:11	30:07	918
Assessment/Prepayment of Import Fees to Customs Clearance	5:51	19:22	12,418	11:05	25:35	873
Customs Clearance to Payment of Arrastre Fees	10:38	25:19	12,366	11:10	26:29	873
Payment of Arrastre Fees to Release of Goods	9:15	17:49	12,829	11:02	17:13	918
Arrival of Vessel at Pilot Station to Release of Goods	122:07	129:28	12,829	109:11	76:38	918
<b>All Ports</b>						
Arrival of Goods to Lodgment	74:46	105:14	15,785	63:14	61:37	985
Lodgment to Assessment/Prepayment of Import Fees	22:25	41:39	15,785	18:08	31:12	985
Assessment/Prepayment of Import Fees to Customs Release	6:04	21:41	14,555	10:51	25:16	930
Customs Release to Payment of Arrastre/Cargo Handling Fees	10:49	25:38	12,670	11:43	27:44	889
Payment of Arrastre/Cargo Handling Fees to Release of Goods	9:00	17:35	13,246	10:53	17:07	933
Arrival of Goods to Release of Goods	120:04	131:23	15,785	111:45	81:08	985

**Table A.18 Mean and Standard Deviation of Time between Arrival and Release of Goods, Transshipment vs. Warehousing**

	Transshipment			Warehousing		
	Mean	St. Dev.	N	Mean	St. Dev	N
<b>Airport</b>	29:38:41	33:12:43	3,368	19:24:29	30:48:18	825
<b>Seaport</b>	78:39:27	55:35:17	3,031	101:13:22	100:43:39	2,055
<b>All Ports</b>	52:51:38	51:24:32	6,399	77:47:11	94:13:40	2,880

**Table A.19 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Selectivity Status**

From	To	Super Green			Green			Yellow			Red		
		Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N	Mean	Std. Dev.	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	574	0:05	0:01	10	0:06	0:02	245	0:06	0:02	1,387
Parking of Aircraft	Discharge of Goods	1:11	1:05	571	0:35	0:17	10	1:11	1:05	236	1:09	1:04	1,352
Discharge of Goods	Lodgment	81:09	87:03	574	63:51	47:16	10	112:53	124:37	245	103:53	121:57	1,387
Lodgment	Modification of Registration			0			0	25:49	42:33	236	25:05	45:48	1,366
Modification of Registration	Rerouting to Green Lane	0:00	0:00	574	0:00	0:00	10	4:31	24:39	233	2:49	14:46	1,345
Rerouting to Green Lane	Assessment			0			0	0:03	0:22	245	0:50	11:02	1,387
Assessment	Matching of Payments	4:52	14:37	557	28:48	37:44	10	2:36	8:06	208	3:39	12:26	1,192
Matching of Payments	Customs Clearance	0:28	3:11	546	0:13	0:02	5	0:43	4:41	205	0:33	3:09	1,155
Customs Clearance	Payment of Cargo Handling Fees	22:16	42:06	86	9:09	15:41	10	11:03	19:36	44	19:54	38:49	180
Payment of Cargo Handling Fees	Release of Goods	1:11	0:56	86	1:10	1:11	10	1:36	1:17	43	1:22	1:58	177
Arrival of Goods	Release of Goods	107:05	96:51	574	103:40	67:33	10	169:10	162:06	245	158:27	158:50	1,387

**Table A.20 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Type of Commodity**

From	To	Food			Textile			Electrical Machinery			Motor Vehicle		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:01	66	0:06	0:01	47	0:06	0:02	601	0:06	0:02	160
Parking of Aircraft	Discharge of Goods	0:58	0:49	65	1:03	0:20	47	1:02	0:38	579	1:02	0:29	158
Discharge of Goods	Lodgment	54:54	40:22	66	93:42	90:16	47	117:18	121:13	601	71:34	94:26	160
Lodgment	Modification of Registration	18:02	24:34	53	17:40	31:13	29	35:07	69:51	559	14:13	21:09	130
Modification of Registration	Rerouting to Green Lane	3:21	13:29	53	2:18	6:00	29	3:48	23:02	541	1:19	4:03	127
Rerouting to Green Lane	Assessment	0:01	0:03	55	0:04	0:19	30	0:28	3:47	561	0:02	0:13	132
Assessment	Matching of Payments	3:58	12:58	61	2:33	5:49	43	3:21	11:21	517	3:24	11:52	149
Matching of Payments	Customs Clearance	1:37	8:30	60	1:52	10:28	42	0:30	3:05	504	0:15	0:04	141
Customs Clearance	Payment of Cargo Handling Fees	23:41	32:42	4	44:25	45:37	9	12:59	25:29	97	9:59	18:02	18
Payment of Cargo Handling Fees	Release of Goods	0:05	0:24	66	0:07	0:17	47	0:12	0:42	601	0:05	0:17	160
Arrival of Goods	Release of Goods	93:30	66:56	66	130:00	107:27	47	179:41	175:07	601	101:07	105:27	160

**Table A.20 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Type of Commodity**

From	To	Machinery (Non-electrical)			Machinery (Heavy Equipment)			Machinery (Computers)			Iron and Steel		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	273	0:06	0:02	150	0:06	0:02	635	0:06	0:02	215
Parking of Aircraft	Discharge of Goods	1:13	1:19	268	1:03	0:34	146	1:06	1:00	630	1:04	0:51	206
Discharge of Goods	Lodgment	125:02	110:06	273	141:53	235:54	150	82:36	94:44	635	98:23	91:16	215
Lodgment	Modification of Registration	27:31	40:53	236	24:37	31:14	115	20:19	33:04	358	18:05	23:52	197
Modification of Registration	Rerouting to Green Lane	2:27	10:36	225	4:08	23:06	114	2:13	9:19	353	1:22	5:50	190
Rerouting to Green Lane	Assessment	1:20	12:30	238	0:11	1:36	115	0:02	0:18	370	0:28	2:36	198
Assessment	Matching of Payments	5:22	17:49	238	7:07	22:22	122	2:35	8:05	585	4:25	12:41	188
Matching of Payments	Customs Clearance	0:40	4:23	229	0:16	0:05	118	0:20	1:04	576	0:21	1:12	181
Customs Clearance	Payment of Cargo Handling Fees	6:16	12:14	38	19:24	50:32	32	16:04	35:55	90	4:57	7:33	42
Payment of Cargo Handling Fees	Release of Goods	0:15	1:21	273	0:11	0:30	150	0:10	0:29	635	0:09	0:21	215
Arrival of Goods	Release of Goods	175:54	150:05	273	198:05	269:31	150	113:17	113:01	635	147:09	129:17	215

**Table A.20 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Type of Commodity**

From	To	Hardware			Fuel and Oil			Chemicals			Tobacco and Spirit		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:01	140	0:06	0:02	180	0:06	0:02	198	0:06	0:02	403
Parking of Aircraft	Discharge of Goods	1:03	0:26	133	1:09	0:26	178	1:10	1:12	195	1:13	1:11	396
Discharge of Goods	Lodgment	82:12	83:01	140	76:05	77:21	180	81:16	86:22	198	79:10	67:33	403
Lodgment	Modification of Registration	23:25	28:36	119	40:23	77:00	151	27:13	46:44	182	17:53	25:29	367
Modification of Registration	Rerouting to Green Lane	1:25	4:22	118	0:27	0:33	150	2:25	9:50	181	1:41	7:12	363
Rerouting to Green Lane	Assessment	0:03	0:24	120	0:02	0:15	159	0:24	4:57	185	0:14	3:54	369
Assessment	Matching of Payments	3:24	10:52	118	4:42	13:43	169	3:00	9:31	176	3:39	11:40	349
Matching of Payments	Customs Clearance	0:18	0:09	111	0:42	5:21	160	0:24	1:46	173	0:25	1:25	338
Customs Clearance	Payment of Cargo Handling Fees	7:54	20:57	20	14:04	24:26	17	7:57	12:33	12	21:45	38:24	48
Payment of Cargo Handling Fees	Release of Goods	0:06	0:18	140	0:06	0:27	180	0:02	0:11	198	0:11	0:53	403
Arrival of Goods	Release of Goods	123:25	89:05	140	129:58	107:29	180	127:24	110:12	198	120:36	80:43	403

**Table A.20 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Type of Commodity**

From	To	Paper and Paper Board			Miscellaneous		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	127	0:06	0:02	496
Parking of Aircraft	Discharge of Goods	1:04	0:31	124	1:10	1:01	487
Discharge of Goods	Lodgment	88:08	86:15	127	107:16	110:10	496
Lodgment	Modification of Registration	24:20	44:20	109	29:10	49:41	409
Modification of Registration	Rerouting to Green Lane	3:01	14:33	108	3:01	12:15	395
Rerouting to Green Lane	Assessment	0:03	0:25	109	1:50	18:03	418
Assessment	Matching of Payments	2:27	8:36	117	3:50	11:50	426
Matching of Payments	Customs Clearance	0:24	1:25	112	0:43	4:36	409
Customs Clearance	Payment of Cargo Handling Fees	18:21	35:31	11	19:34	40:45	77
Payment of Cargo Handling Fees	Release of Goods	0:06	0:33	127	0:09	0:31	496
Arrival of Goods	Release of Goods	138:28	112:29	127	159:59	133:08	496

**Table A.21 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Country of Origin**

From	To	ASEAN			China			East Asia			Europe		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:07	0:02	266	0:06	0:03	23	0:06	0:02	122	0:06	0:02	722
Parking of Aircraft	Discharge of Goods	1:17	0:49	253	1:05	0:38	22	0:56	0:28	118	1:04	0:52	710
Discharge of Goods	Lodgment	98:23	102:31	266	82:30	76:30	23	84:29	73:24	122	103:50	134:45	722
Lodgment	Modification of Registration	22:29	40:16	201	22:55	31:21	22	33:26	65:11	85	24:25	40:18	563
Modification of Registration	Rerouting to Green Lane	1:54	8:43	258	4:04	8:20	23	1:38	7:03	119	3:03	20:15	703
Rerouting to Green Lane	Assessment	0:39	5:54	205	0:05	0:22	22	0:01	0:03	87	0:29	7:40	576
Assessment	Matching of Payments	2:55	9:47	228	3:44	7:52	19	4:22	13:32	109	3:44	11:54	642
Matching of Payments	Customs Clearance	0:45	4:56	219	0:16	0:11	18	0:32	2:02	107	0:44	4:13	619
Customs Clearance	Payment of Cargo Handling Fees	20:18	33:36	38	4:43	9:07	5	15:54	24:35	31	22:23	41:38	88
Payment of Cargo Handling Fees	Release of Goods	1:00	0:56	38	1:14	0:50	5	1:12	1:08	32	1:30	1:39	85
Arrival of Goods	Release of Goods	145:20	120:12	266	127:22	96:46	23	137:34	144:45	112	151:39	160:03	722



**Table A.21 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Country of Origin**

From	To	Japan			US			Others		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:07	0:02	104	0:06	0:02	790	0:06	0:02	189
Parking of Aircraft	Discharge of Goods	1:18	1:49	103	1:16	1:18	778	0:59	0:36	185
Discharge of Goods	Lodgment	119:16	105:36	104	92:51	104:18	790	105:09	115:47	189
Lodgment	Modification of Registration	34:50	39:38	76	25:30	51:15	537	20:17	33:24	118
Modification of Registration	Rerouting to Green Lane	1:03	3:50	102	2:01	12:00	772	1:25	7:33	185
Rerouting to Green Lane	Assessment	0:03	0:26	77	1:13	14:58	545	0:48	6:59	120
Assessment	Matching of Payments	3:42	9:05	92	4:52	15:57	711	2:52	9:04	166
Matching of Payments	Customs Clearance	0:26	1:43	89	0:24	2:31	699	0:17	0:09	160
Customs Clearance	Payment of Cargo Handling Fees	18:19	47:35	19	13:58	26:10	109	31:33	61:07	30
Payment of Cargo Handling Fees	Release of Goods	1:35	2:53	19	1:18	1:45	106	1:28	1:26	31
Arrival of Goods	Release of Goods	174:50	145:44	104	138:58	147:39	790	147:33	135:08	189

**Table A.22 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Value of Commodity**

From	To	Less than PhP100,000				PhP100,001 to PhP500,000				PhP500,001 to PhP1,000,000			
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	855	0:06	0:02	780	0:06	0:02	200			
Parking of Aircraft	Discharge of Goods	1:06	0:52	855	1:14	1:19	763	1:14	1:19	193			
Discharge of Goods	Lodgment	96:43	99:23	855	103:10	131:03	780	107:07	118:51	200			
Lodgment	Modification of Registration	24:58	47:05	728	28:50	45:40	504	26:19	56:45	134			
Modification of Registration	Rerouting to Green Lane	2:19	14:17	828	2:01	12:16	767	2:11	10:10	193			
Rerouting to Green Lane	Assessment	0:12	2:17	743	0:51	9:53	510	3:10	26:06	139			
Assessment	Matching of Payments	2:53	12:26	770	4:43	13:46	686	4:13	12:33	175			
Matching of Payments	Customs Clearance	0:34	3:41	746	0:38	3:56	674	0:21	1:09	166			
Customs Clearance	Payment of Cargo Handling Fees	18:18	38:52	111	15:40	31:17	136	36:17	51:49	25			
Payment of Cargo Handling Fees	Release of Goods	0:59	0:47	111	1:30	2:09	135	1:24	1:24	23			
Arrival of Goods	Release of Goods	144:19	136:32	855	153:40	166:02	780	162:25	148:11	200			

**Table A.22 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Value of Commodity**

From	To	PhP1,000,001 to PhP5,000,000			More than PhP5,000,000		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	278	0:06	0:01	103
Parking of Aircraft	Discharge of Goods	1:05	0:48	275	1:03	0:33	103
Discharge of Goods	Lodgment	97:53	112:35	278	69:37	87:34	103
Lodgment	Modification of Registration	17:25	28:31	186	17:19	23:51	50
Modification of Registration	Rerouting to Green Lane	2:44	21:25	272	2:02	10:00	102
Rerouting to Green Lane	Assessment	0:47	10:22	189	0:01	0:02	51
Assessment	Matching of Payments	5:04	14:38	243	4:53	8:24	93
Matching of Payments	Customs Clearance	0:30	1:42	234	0:15	0:05	91
Customs Clearance	Payment of Cargo Handling Fees	21:28	42:03	38	81:54	26:54	10
Payment of Cargo Handling Fees	Release of Goods	1:41	1:29	38	1:35	1:06	9
Arrival of Goods	Release of Goods	136:50	130:31	278	96:30	106:55	103

**Table A.23 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Period of Lodgment**

From	To	Pre-Arrival Lodgment			Post-Arrival Lodgment		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:01	12	0:06	0:02	2,204
Parking of Aircraft	Discharge of Goods	1:20	0:24	12	1:09	1:04	2,157
Discharge of Goods	Lodgment	0:00	0:00	12	99:21	114:35	2,204
Lodgment	Modification of Registration	43:39	28:35	10	25:04	45:24	1,592
Modification of Registration	Rerouting to Green Lane	1:15	2:02	12	2:15	14:17	2,150
Rerouting to Green Lane	Assessment	0:01	0:01	10	0:43	10:12	1,622
Assessment	Matching of Payments	0:27	0:17	9	4:02	13:06	1,958
Matching of Payments	Customs Clearance	0:18	0:02	9	0:33	3:22	1,902
Customs Clearance	Payment of Cargo Handling Fees	35:53	40:04	4	18:46	37:17	316
Payment of Cargo Handling Fees	Release of Goods	1:37	1:27	4	1:20	1:38	312
Arrival of Goods	Release of Goods	72:20	79:45	12	146:29	147:27	2,204

**Table A.24 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Day of Lodgment**

From	To	Monday				Tuesday				Wednesday			
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	390	0:06	0:02	526	0:06	0:02	482			
Parking of Aircraft	Discharge of Goods	1:08	1:02	379	1:03	0:34	509	1:11	1:25	479			
Discharge of Goods	Lodgment	102:53	94:41	390	90:29	99:56	526	107:43	109:47	482			
Lodgment	Modification of Registration	15:02	23:44	256	18:01	30:48	372	20:47	35:23	368			
Modification of Registration	Rerouting to Green Lane	0:58	3:46	382	2:17	20:59	515	1:43	6:30	471			
Rerouting to Green Lane	Assessment	0:06	0:59	260	0:05	1:04	379	0:43	9:25	374			
Assessment	Matching of Payments	4:20	12:36	350	2:38	8:36	477	3:25	11:01	433			
Matching of Payments	Customs Clearance	0:24	1:30	342	0:43	4:42	464	0:23	1:14	417			
Customs Clearance	Payment of Cargo Handling Fees	9:44	16:34	62	16:24	20:55	23	21:44	48:35	37			
Payment of Cargo Handling Fees	Release of Goods	1:04	0:48	63	0:46	0:42	22	1:15	1:11	37			
Arrival of Goods	Release of Goods	137:15	128:36	390	126:05	122:32	526	147:10	132:40	482			

**Table A.24 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Day of Lodgment**

From	To	Thursday			Friday		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	397	0:06	0:02	421
Parking of Aircraft	Discharge of Goods	1:13	1:10	388	1:13	1:01	414
Discharge of Goods	Lodgment	90:34	88:39	397	103:03	163:54	421
Lodgment	Modification of Registration	28:57	66:48	296	43:48	52:33	310
Modification of Registration	Rerouting to Green Lane	3:27	18:05	381	2:49	12:12	413
Rerouting to Green Lane	Assessment	1:11	11:07	305	1:34	17:37	314
Assessment	Matching of Payments	3:55	13:20	338	6:16	18:48	369
Matching of Payments	Customs Clearance	0:37	3:51	330	0:35	3:43	358
Customs Clearance	Payment of Cargo Handling Fees	21:53	41:49	69	21:33	40:10	129
Payment of Cargo Handling Fees	Release of Goods	1:30	1:51	68	1:31	2:00	126
Arrival of Goods	Release of Goods	149:04	158:02	397	175:12	187:25	412

**Table A.25 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Time of Lodgment**

From	To	AM			PM		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	805	0:06	0:02	1,411
Parking of Aircraft	Discharge of Goods	1:08	0:52	792	1:10	1:10	1,377
Discharge of Goods	Lodgment	109:14	139:47	805	92:52	96:44	1,411
Lodgment	Modification of Registration	18:05	49:57	611	29:34	41:39	991
Modification of Registration	Rerouting to Green Lane	3:20	20:16	781	1:37	9:13	1,381
Rerouting to Green Lane	Assessment	1:07	13:59	623	0:29	6:51	1,009
Assessment	Matching of Payments	3:05	9:51	706	4:32	14:33	1,261
Matching of Payments	Customs Clearance	0:33	3:44	681	0:33	3:07	1,230
Customs Clearance	Payment of Cargo Handling Fees	19:14	31:46	109	18:51	39:56	211
Payment of Cargo Handling Fees	Release of Goods	1:16	1:12	107	1:23	1:49	209
Arrival of Goods	Release of Goods	148:37	168:40	805	144:38	133:33	1,411

**Table A.26 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Processing Period**

From	To	Inclusive of Weekends			Otherwise		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	1,643	0:06	0:02	573
Parking of Aircraft	Discharge of Goods	1:08	0:58	1,597	1:14	1:19	572
Discharge of Goods	Lodgment	122:04	124:16	1,643	32:09	20:43	573
Lodgment	Modification of Registration	29:58	50:33	1,220	9:55	12:17	382
Modification of Registration	Rerouting to Green Lane	2:50	16:26	1,606	0:30	2:24	556
Rerouting to Green Lane	Assessment	0:56	11:40	1,239	0:02	0:16	393
Assessment	Matching of Payments	4:56	15:00	1,435	1:31	4:07	532
Matching of Payments	Customs Clearance	0:36	3:49	1,393	0:25	1:29	518
Customs Clearance	Payment of Cargo Handling Fees	24:54	42:35	228	4:20	7:00	92
Payment of Cargo Handling Fees	Release of Goods	1:17	1:47	224	1:29	1:12	92
Arrival of Goods	Release of Goods	179:39	157:05	1,643	49:49	24:43	573



**Table A.27 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Mode of Lodgment**

From	To	EEC			Non-EEC		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	2,194	0:06	0:02	22
Parking of Aircraft	Discharge of Goods	1:10	1:05	2,148	0:49	0:26	21
Discharge of Goods	Lodgment	99:10	144:57	2,194	61:11	39:16	22
Lodgment	Modification of Registration	24:48	44:22	1,595	114:09	126:31	7
Modification of Registration	Rerouting to Green Lane	2:14	14:15	2,140	3:22	14:56	22
Rerouting to Green Lane	Assessment	0:43	10:12	1,625	0:00	00:00	7
Assessment	Matching of Payments	3:52	12:41	1,946	17:48	31:09	21
Matching of Payments	Customs Clearance	0:33	3:22	1,895	0:15	0:03	16
Customs Clearance	Payment of Cargo Handling Fees	19:20	37:56	307	10:48	14:54	13
Payment of Cargo Handling Fees	Release of Goods	1:20	1:39	303	1:30	1:12	13
Arrival of Goods	Release of Goods	146:02	147:29	2,194	150:15	125:31	22

**Table A.28 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Customs Duties Status**

From	To	Exempt			Non-exempt		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	63	0:06	0:02	2,153
Parking of Aircraft	Discharge of Goods	1:12	1:23	61	1:09	1:04	2,108
Discharge of Goods	Lodgment	183:19	156:43	63	96:20	112:07	2,153
Lodgment	Modification of Registration	12:27	18:24	60	25:41	45:59	1,542
Modification of Registration	Rerouting to Green Lane	2:30	9:37	60	2:14	14:20	2,102
Rerouting to Green Lane	Assessment	0:02	0:07	63	0:45	10:23	1,569
Assessment	Matching of Payments	0:54	3:19	47	4:05	13:13	1,920
Matching of Payments	Customs Clearance	0:34	2:12	46	0:33	3:22	1,865
Customs Clearance	Payment of Cargo Handling Fees	11:16	26:48	7	19:09	37:31	313
Payment of Cargo Handling Fees	Release of Goods	2:52	6:01	7	1:18	1:24	309
Arrival of Goods	Release of Goods	227:02	166:17	63	143:43	146:02	2,153

**Table A.29 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by VAT Status**

From	To	Exempt			Non-Exempt		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	66	0:06	0:02	2,150
Parking of Aircraft	Discharge of Goods	1:09	1:21	64	1:09	1:04	2,105
Discharge of Goods	Lodgment	179:14	165:24	66	96:21	111:43	2,150
Lodgment	Modification of Registration	17:45	28:45	63	25:29	45:51	1,539
Modification of Registration	Rerouting to Green Lane	2:47	10:03	63	2:13	14:21	2,099
Rerouting to Green Lane	Assessment	0:01	0:02	66	0:45	10:23	1,566
Assessment	Matching of Payments	0:50	3:09	52	4:06	13:14	1,915
Matching of Payments	Customs Clearance	0:32	2:05	51	0:33	3:23	1,860
Customs Clearance	Payment of Cargo Handling Fees	11:17	23:29	9	19:12	37:38	311
Payment of Cargo Handling Fees	Release of Goods	2:25	5:18	9	1:18	1:25	307
Arrival of Goods	Release of Goods	226:04	176:24	66	143:37	145:37	2,150

**Table A.30 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Mode of Payment**

From	To	Cash			Non-Cash			Exempt from Customs Duties		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	1,921	0:06	0:02	232	0:06	0:02	63
Parking of Aircraft	Discharge of Goods	1:10	1:06	1,884	1:06	0:40	224	1:12	1:23	61
Discharge of Goods	Lodgment	89:17	91:08	1,921	154:49	210:20	232	183:19	156:43	63
Lodgment	Modification of Registration	24:10	40:27	1,328	35:04	70:43	214	12:27	18:24	60
Modification of Registration	Rerouting to Green Lane	2:08	14:51	1,874	3:05	9:20	228	2:30	9:37	60
Rerouting to Green Lane	Assessment	0:47	10:59	1,353	0:30	5:04	216	0:02	0:07	63
Assessment	Matching of Payments	4:05	13:13	1,920			0	0:54	3:19	47
Matching of Payments	Customs Clearance	0:33	3:22	1,865			0	0:34	2:12	46
Customs Clearance	Payment of Cargo Handling Fees	20:08	39:07	272	12:38	23:44	41	11:16	26:48	7
Payment of Cargo Handling Fees	Release of Goods	1:18	1:17	268	1:16	2:05	41	2:52	6:01	7
Arrival of Goods	Release of Goods	132:18	118:20	1,921	238:15	268:44	232	227:02	166:17	63

**Table A.31 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, Agency Intervention**

From	To	With Intervention			Without Intervention		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:08		1	0:06	0:02	2,215
Parking of Aircraft	Discharge of Goods	2:20		1	1:09	1:04	2,168
Discharge of Goods	Lodgment	46:59		1	98:50	114:31	2,215
Lodgment	Modification of Registration	3:21		1	25:12	45:20	1,601
Modification of Registration	Rerouting to Green Lane	0:03		1	2:14	14:15	2,161
Rerouting to Green Lane	Assessment	00:00		1	0:43	10:11	1,631
Assessment	Matching of Payments	0:14		1	4:01	13:05	1,966
Matching of Payments	Customs Clearance	0:18		1	0:33	3:21	1,910
Customs Clearance	Payment of Cargo Handling Fees	69:43		1	18:49	37:15	319
Payment of Cargo Handling Fees	Release of Goods	1:14		1	1:20	1:38	315
Arrival of Goods	Release of Goods	124:24		1	146:05	147:17	2,215

**Table A.32 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Airport, by Broker-Mediation**

From	To	Broker-Mediated			Direct		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	2,158	0:07	0:02	58
Parking of Aircraft	Discharge of Goods	1:10	1:05	2,113	0:59	0:29	56
Discharge of Goods	Lodgment	98:46	115:15	2,158	100:33	82:12	58
Lodgment	Modification of Registration	25:03	45:08	1,567	31:17	53:34	35
Modification of Registration	Rerouting to Green Lane	2:16	14:25	2,106	1:03	4:23	56
Rerouting to Green Lane	Assessment	0:44	10:18	1,595	0:03	0:17	37
Assessment	Matching of Payments	3:56	12:49	1,917	6:38	20:42	50
Matching of Payments	Customs Clearance	0:33	3:23	1,867	0:17	0:09	44
Customs Clearance	Payment of Cargo Handling Fees	17:49	35:20	304	41:18	61:45	16
Payment of Cargo Handling Fees	Release of Goods	1:19	1:32	301	1:45	3:02	15
Arrival of Goods	Release of Goods	145:45	147:45	2,158	158:15	127:50	58

**Table A.33 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Selectivity Status**

From	To	Super Green			Yellow			Red		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:01	260	0:06	0:01	141	0:06	0:02	406
Parking of Aircraft	Discharge of Goods	1:02	0:32	260	0:55	0:25	141	1:01	0:38	406
Discharge of Goods	Lodgment	9:38	18:44	260	14:15	30:30	141	16:13	31:15	406
Lodgment	Modification of Registration			0	1:13	9:18	141	1:06	2:26	406
Modification of Registration	Rerouting to Green Lane			0	0:05	0:06	138	0:17	3:29	397
Rerouting to Green Lane	Prepayment of Import Fees			0	0:01	0:01	141	0:12	3:23	406
Prepayment of Import Fees	Payment of Cargo Handling Fees	13:55	35:45	39	9:05	17:33	18	10:31	13:34	52
Payment of Cargo Handling Fees	Release of Goods	2:37	1:54	41	3:08	6:03	19	2:38	3:53	56
Arrival of Goods	Release of Goods	16:06	25:54	260	18:14	30:33	141	22:15	34:01	406

**Table A.34 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Type of Commodity**

Commodity	From	To	Food			Textile			Electrical Machinery			Motor Vehicle		
			Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
	Landing of Aircraft	Parking of Aircraft	3:09	7:01	2,881	3:29	4:16	891	3:33	4:03	2,033	3:37	4:32	1,356
	Parking of Aircraft	Discharge of Goods	7:09	7:51	2,880	6:42	7:36	888	7:42	8:26	2,032	7:07	8:06	1,354
	Discharge of Goods	Lodgment	56:40	153:53	2,881	60:30	105:50	891	69:04	72:02	2,033	64:52	75:48	1,356
	Lodgment	Modification of Registration	21:16	55:58	2,845	19:00	45:34	849	19:28	38:36	1,888	11:48	26:23	1,317
	Modification of Registration	Rerouting to Green Lane	5:14	15:58	2,816	3:13	11:36	824	4:15	16:28	1,423	2:30	9:29	1,277
	Rerouting to Green Lane	Prepayment of Import Fees	1:09	6:37	2,852	3:12	25:14	856	5:15	21:06	1,894	1:05	6:06	1,325
	Prepayment of Import Fees	Payment of Cargo Handling Fees			0			0			0			0
	Payment of Cargo Handling Fees	Release of Goods	9:47	20:20	2,881	6:38	13:06	891	7:35	15:54	2,033	7:23	10:16	1,356
	Arrival of Goods	Release of Goods	119:00	202:40	2,881	111:36	129:30	891	126:13	89:49	2,033	112:07	90:03	1,356



**Table A.34 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Type of Commodity**

From	To	Machinery (Non-electrical )			Machinery (Heavy Equipment)			Machinery (Computers)			Iron and Steel		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	4:00	10:10	1,190	3:19	3:42	507	3:52	12:44	667	3:26	9:50	1,191
Parking of Aircraft	Discharge of Goods	7:16	8:13	1,188	8:11	9:17	507	7:56	8:26	666	7:37	8:17	1,190
Discharge of Goods	Lodgment	72:37	69:35	1,190	88:38	94:47	507	63:51	63:25	667	76:18	96:19	1,191
Lodgment	Modification of Registration	19:55	39:27	1,139	26:42	46:36	478	25:09	46:34	630	28:11	44:19	1,150
Modification of Registration	Rerouting to Green Lane	3:05	11:22	1069	233	9:12	455	2:14	8:25	610	4:07	12:31	1,103
Rerouting to Green Lane	Prepayment of Import Fees	2:45	17:31	1,144	5:13	30:45	481	3:18	21:59	634	3:24	20:48	1,155
Prepayment of Import Fees	Payment of Cargo Handling Fees			0			0			0			0
Payment of Cargo Handling Fees	Release of Goods	7:28	10:32	1,190	7:17	10:55	507	7:39	11:10	667	8:20	16:40	1,191
Arrival of Goods	Release of Goods	130:41	91:22	1,190	151:28	119:01	507	125:31	86:08	667	145:24	113:30	1,191

**Table A.34 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Type of Commodity**

Commodity	From	To	Hardware			Fuel and Oil			Chemicals			Tobacco and Spirit		
			Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
	Landing of Aircraft	Parking of Aircraft	3:41	4:37	1,650	3:14	4:10	899	3:31	11:55	1,527	3:32	12:05	1,490
	Parking of Aircraft	Discharge of Goods	7:59	8:10	1,639	7:50	7:41	899	7:14	7:32	1,525	7:30	7:30	1,486
	Discharge of Goods	Lodgment	69:42	72:59	1,650	61:50	56:33	899	71:45	74:12	1,527	71:56	68:48	1,490
	Lodgment	Modification of Registration	27:38	43:46	1,601	39:24	44:47	879	31:59	45:46	1,475	32:38	47:04	1,404
	Modification of Registration	Rerouting to Green Lane	2:53	10:35	1,542	2:47	10:39	857	4:46	14:31	1,443	4:46	14:36	1,383
	Rerouting to Green Lane	Prepayment of Import Fees	3:04	20:49	1,612	0:18	3:34	881	1:45	15:20	1,492	1:44	10:23	1,464
	Prepayment of Import Fees	Payment of Cargo Handling Fees			0			0			0			0
	Payment of Cargo Handling Fees	Release of Goods	7:51	12:07	1,650	9:42	15:10	899	8:45	16:10	1,527	8:23	19:05	1,490
	Arrival of Goods	Release of Goods	132:12	96:02	1,650	146:06	87:33	899	145:59	98:37	1,527	14:24	93:43	1,490

**Table A.34 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Type of Commodity**

	From	To	Paper and Paper Board				Miscellaneous			
			Mean	Std. Dev	N	Mean	Std. Dev	N		
Landing of Aircraft		Parking of Aircraft	3:04	3:40	1,363	3:53	11:27	2,620		
Parking of Aircraft		Discharge of Goods	7:43	9:38	1,357	7:16	8:40	2,614		
Discharge of Goods		Lodgment	66:10	76:00	1,363	61:21	68:26	2,620		
Lodgment		Modification of Registration	23:18	36:56	1,344	26:06	43:30	2,580		
Modification of Registration		Rerouting to Green Lane	1:58	7:32	1,315	2:04	9:14	2,488		
Rerouting to Green Lane		Prepayment of Import Fees	7:24	23:01	1,351	7:28	27:34	2,590		
Prepayment of Import Fees		Payment of Cargo Handling Fees			0			0		
Payment of Cargo Handling Fees		Release of Goods	8:47	14:43	1,363	7:07	13:19	2,620		
Arrival of Goods		Release of Goods	128:05	94:29	1,363	120:00	97:07	2,620		

**Table A.35 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Country of Origin**

From	To	ASEAN			China			East Asia			Europe		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:01	160	0:06	0:02	27	0:06	0:01	189	0:06	0:02	170
Parking of Aircraft	Discharge of Goods	1:04	0:17	160	1:00	0:22	27	0:59	0:29	189	0:56	0:22	170
Discharge of Goods	Lodgment	9:20	14:46	160	22:58	31:03	27	14:14	20:45	189	13:04	33:03	170
Lodgment	Modification of Registration	0:57	1:35	101	0:31	0:24	27	1:32	9:20	141	1:43	4:03	105
Modification of Registration	Rerouting to Green Lane	0:08	0:29	98	0:06	0:10	27	0:05	0:05	136	0:06	0:16	105
Rerouting to Green Lane	Prepayment of Import Fees	0:02	0:08	101	0:01	0:01	27	0:02	0:09	141	0:01	0:01	105
Prepayment of Import Fees	Payment of Cargo Handling Fees	4:54	7:54	18	15:04	13:18	2	5:02	8:00	22	16:45	18:32	32
Payment of Cargo Handling Fees	Release of Goods	1:43	1:07	19	1:57	1:09	2	1:40	1:12	22	3:27	4:16	34
Arrival of Goods	Release of Goods	14:20	14:58	160	37:31	62:07	27	18:13	20:04	189	20:21	33:28	170

**Table A.35 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Country of Origin**

	From	To	Japan			US			Others		
			Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft		Parking of Aircraft	0:06	0:01	112	0:06	0:02	140	0:05	0:01	9
Parking of Aircraft		Discharge of Goods	1:01	0:38	112	1:03	0:59	140	0:54	0:22	9
Discharge of Goods		Lodgment	9:19	15:04	112	19:49	42:19	140	28:13	34:11	9
Lodgment		Modification of Registration	0:27	0:20	72	0:47	1:36	96	1:04	0:38	5
Modification of Registration		Rerouting to Green Lane	0:04	0:06	71	0:52	7:11	93	0:03	0:01	5
Rerouting to Green Lane		Prepayment of Import Fees	0:02	0:05	72	0:45	6:57	96	0:00	0:00	5
Prepayment of Import Fees		Payment of Cargo Handling Fees	6:33	8:24	13	19:07	47:33	21	1:07		1
Payment of Cargo Handling Fees		Release of Goods	1:36	1:09	13	4:01	5:57	25	2:30		1
Arrival of Goods		Release of Goods	14:14	15:39	112	26:02	47:28	140	38:29	38:44	9

**Table A.36 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Value of Commodity**

From	To	Less than PhP100,000			PhP100,001 to PhP500,000			PhP500,001 to PhP1,000,000		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:01	232	0:06	0:02	275	0:06	0:01	119
Parking of Aircraft	Discharge of Goods	0:58	0:17	232	1:01	0:45	275	1:00	0:31	119
Discharge of Goods	Lodgment	16:19	35:57	232	15:17	28:13	275	9:52	16:17	119
Lodgment	Modification of Registration	0:53	1:20	199	1:41	8:57	170	0:58	1:38	76
Modification of Registration	Rerouting to Green Lane	0:05	0:07	194	0:32	5:21	168	0:04	0:05	74
Rerouting to Green Lane	Prepayment of Import Fees	0:23	4:50	199	0:01	0:02	170	0:01	0:01	76
Prepayment of Import Fees	Payment of Cargo Handling Fees	9:33	14:53	23	10:18	13:41	40	11:04	15:57	19
Payment of Cargo Handling Fees	Release of Goods	3:31	5:39	28	2:03	1:36	42	1:50	1:28	18
Arrival of Goods	Release of Goods	22:46	40:39	232	20:14	27:52	275	15:15	17:25	119

**Table A.36 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Value of Commodity**

From	To	PhP1,000,001 to PhP5,000,000			More than PhP5,000,000		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	125	0:06	0:01	56
Parking of Aircraft	Discharge of Goods	1:02	0:33	125	1:03	0:37	56
Discharge of Goods	Lodgment	12:44	22:37	125	6:03	9:28	56
Lodgment	Modification of Registration	0:46	1:14	72	0:57	3:07	30
Modification of Registration	Rerouting to Green Lane	0:04	0:05	69	0:12	0:29	30
Rerouting to Green Lane	Prepayment of Import Fees	0:01	0:02	72	0:02	0:05	30
Prepayment of Import Fees	Payment of Cargo Handling Fees	15:07	47:06	21	15:35	19:31	6
Payment of Cargo Handling Fees	Release of Goods	4:00	5:02	22	1:30	1:28	6
Arrival of Goods	Release of Goods	19:40	33:11	125	12:04	9:21	56

**Table A.37 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Period of Lodgment**

	From	To	Pre-Arrival Lodgment			Post-arrival Lodgment		
			Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft		Parking of Aircraft	0:06	0:01	170	0:06	0:02	637
Parking of Aircraft		Discharge of Goods	0:56	0:19	170	1:01	0:37	637
Discharge of Goods		Lodgment	17:25	30:16	170	00:00	00:00	637
Lodgment		Modification of Registration	1:56	4:05	110	0:56	5:23	437
Modification of Registration		Rerouting to Green Lane	0:05	0:15	109	0:16	3:22	426
Rerouting to Green Lane		Prepayment of Import Fees	0:02	0:10	110	0:11	3:15	437
Prepayment of Import Fees		Payment of Cargo Handling Fees	26:41	15:03	30	5:44	24:40	79
Payment of Cargo Handling Fees		Release of Goods	4:29	4:47	31	2:04	3:08	85
Arrival of Goods		Release of Goods	8:17	4:45	170	22:35	34:18	637



**Table A.38 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Day of Lodgment**

From	To	Monday				Tuesday				Wednesday			
		Mean	Std. Dev	N	N	Mean	Std. Dev	N	N	Mean	Std. Dev	N	N
Landing of Aircraft	Parking of Aircraft	0:06	0:01	122	114	0:06	0:02	114	114	0:06	0:01	117	117
Parking of Aircraft	Discharge of Goods	0:56	0:18	122	114	0:59	0:19	114	114	1:08	1:10	117	117
Discharge of Goods	Lodgment	34:55	46:31	122	114	14:21	20:32	114	114	9:04	15:08	117	117
Lodgment	Modification of Registration	1:01	2:13	78	79	1:19	4:02	79	79	0:53	1:13	75	75
Modification of Registration	Rerouting to Green Lane	0:05	0:07	76	78	0:06	0:08	78	78	0:16	0:48	74	74
Rerouting to Green Lane	Prepayment of Import Fees	0:01	0:03	78	79	0:01	0:00	79	79	0:01	0:02	75	75
Prepayment of Import Fees	Payment of Cargo Handling Fees	11:55	40:55	28	0			0	0			0	0
Payment of Cargo Handling Fees	Release of Goods	1:19	0:54	28	0			0	0			0	0
Arrival of Goods	Release of Goods	41:39	52:21	122	114	20:16	20:59	114	114	15:05	15:27	117	117

**Table A.38 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Day of Lodgment**

From	To	Thursday			Friday			Weekend		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:01	106	0:06	0:02	141	0:06	0:02	207
Parking of Aircraft	Discharge of Goods	0:58	0:19	106	1:00	0:26	141	1:01	0:29	207
Discharge of Goods	Lodgment	11:32	29:31	106	9:37	27:56	141	7:33	9:30	207
Lodgment	Modification of Registration	0:57	1:31	79	2:26	11:21	97	0:25	0:17	139
Modification of Registration	Rerouting to Green Lane	0:03	0:02	77	0:49	7:10	93	0:04	0:05	137
Rerouting to Green Lane	Prepayment of Import Fees	0:03	0:12	79	0:44	6:55	97	0:02	0:04	139
Prepayment of Import Fees	Payment of Cargo Handling Fees	24:20	12:20	6	10:42	15:57	34	9:59	4:13	41
Payment of Cargo Handling Fees	Release of Goods	6:05	9:20	6	2:12	2:06	36	3:31	4:24	46
Arrival of Goods	Release of Goods	16:45	29:50	106	15:55	27:46	141	12:38	21:24	207

**Table A.39 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Time of Lodgment**

From	To	AM			PM		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:03	28	0:06	0:02	779
Parking of Aircraft	Discharge of Goods	1:08	0:18	28	1:00	0:35	779
Discharge of Goods	Lodgment	39:33	46:18	28	12:49	26:30	779
Lodgment	Modification of Registration	2:24	3:21	16	1:06	5:12	531
Modification of Registration	Rerouting to Green Lane	5:03	17:10	16	0:05	0:13	531
Rerouting to Green Lane	Prepayment of Import Fees	4:19	17:02	16	0:02	0:06	531
Prepayment of Import Fees	Payment of Cargo Handling Fees	2:34	0:51	5	11:55	24:45	104
Payment of Cargo Handling Fees	Release of Goods	3:53	3:17	7	2:38	3:48	109
Arrival of Goods	Release of Goods	47:01	45:31	28	18:35	30:02	779

**Table A.40 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Processing Period**

	From	To	Inclusive of Weekends			Otherwise		
			Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft		0:06	0:02	370	0:06	0:01	437
Parking of Aircraft	Discharge of Goods		0:58	0:27	370	1:02	0:40	437
Discharge of Goods	Lodgment		19:26	35:46	370	8:56	17:13	437
Lodgment	Modification of Registration		0:49	1:28	267	1:26	7:04	280
Modification of Registration	Rerouting to Green Lane		0:05	0:18	262	0:22	4:12	237
Rerouting to Green Lane	Prepayment of Import Fees		0:17	4:10	267	0:02	0:07	280
Prepayment of Import Fees	Payment of Cargo Handling Fees		12:57	28:14	73	8:33	12:44	36
Payment of Cargo Handling Fees	Release of Goods		3:09	4:20	79	1:47	1:55	37
Arrival of Goods	Release of Goods		25:19	41:11	370	14:42	17:19	437

**Table A.41 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Mode of Lodgment\***

From	To	EEC			Non-EEC		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Landing of Aircraft	Parking of Aircraft	0:06	0:02	742	0:05	0:01	65
Parking of Aircraft	Discharge of Goods	1:01	0:35	742	0:55	0:19	65
Discharge of Goods	Lodgment	13:37	25:45	742	15:17	45:27	65
Lodgment	Modification of Registration	0:47	5:08	483	3:48	4:34	64
Modification of Registration	Rerouting to Green Lane	0:15	3:11	474	0:05	0:04	61
Rerouting to Green Lane	Prepayment of Import Fees	0:10	3:06	483	0:05	0:16	64
Prepayment of Import Fees	Payment of Cargo Handling Fees	11:37	24:55	102	9:42	11:26	64
Payment of Cargo Handling Fees	Release of Goods	2:36	3:15	109	4:29	8:53	7
Arrival of Goods	Release of Goods	19:24	29:41	742	21:32	44:20	65

**Table A.42 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Airport, by Broker Mediation**

<b>From</b>	<b>To</b>	<b>Broker-Mediated</b>			<b>Direct</b>		
		<b>Mean</b>	<b>Std. Dev</b>	<b>N</b>	<b>Mean</b>	<b>Std. Dev</b>	<b>N</b>
Landing of Aircraft	Parking of Aircraft	0:06	0:02	798	0:07	0:02	9
Parking of Aircraft	Discharge of Goods	1:00	0:35	798	1:03	0:20	9
Discharge of Goods	Lodgment	13:10	27:05	798	64:56	43:08	9
Lodgment	Modification of Registration	1:08	5:11	543	0:41	0:21	4
Modification of Registration	Rerouting to Green Lane	0:14	3:01	531	0:19	0:22	4
Rerouting to Green Lane	Prepayment of Import Fees	0:09	2:55	543	0:01	0:01	4
Prepayment of Import Fees	Payment of Cargo Handling Fees	11:30	24:15	109			0
Payment of Cargo Handling Fees	Release of Goods	2:43	3:47	116			0
Arrival of Goods	Release of Goods	18:57	30:21	798	74:44	46:29	9

**Table A.43 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Selectivity Status**

From	To	Super Green			Green			Yellow			Red		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:24	15:10	1,322	3:23	12:59	611	3:01	8:52	3,045	4:05	8:52	6,863
Arrival of Vessel at Berth	Discharge of First Container	7:32	7:59	1,321	7:42	8:12	610	7:08	7:50	3,035	7:22	8:00	6,842
Discharge of First Container	Discharge of Last Container	2:35	4:18	404	3:39	5:26	233	3:49	13:50	936	3:16	9:03	1,798
Discharge of Last Container	Lodgment	76:69	66:52	1,322	38:36	52:40	611	69:11	79:45	3,045	62:31	118:15	6,833
Lodgment	Modification of Registration			0			0	28:04	39:04	2,921	24:23	45:21	6,708
Modification of Registration	Rerouting to Green Lane			0			0	6:25	17:02	2,499	3:24	12:21	5,576
Rerouting to Green Lane	Assessment			0			0	2:57	14:52	3,045	2:45	14:20	6,863
Assessment	Payment of Custom Duties	6:31	14:56	1,150	34:42	28:01	573	2:06	9:57	2,381	1:48	8:07	2,909
Payment of Custom Duties	Customs Release	2:21	11:41	1,242	0:13	0:57	573	5:49	20:41	2,777	24:03	40:38	6,138
Customs Release	Payment of Arrastre Fees	27:46	48:02	1,304	14:06	25:37	590	10:37	26:01	2,989	8:36	18:53	6,518
Payment of Arrastre Fees	Release of First Container	9:36	16:16	1,322	10:36	17:14	611	9:29	19:55	3,045	8:51	17:53	6,863
Release of First Container	Release of Last Container	21:55	45:47	466	15:56	23:30	259	18:50	34:43	1,076	15:19	29:39	1,960
Arrival of Goods	Release of Goods	125:27	81:40	1,322	109:27	67:42	611	136:33	98:49	3,045	121:13	152:38	6,863

**TableA.44 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Type of Commodity**

From	To	Food			Textile			Electrical Machinery			Motor Vehicle		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:09	7:01	2,881	3:29	4:16	891	3:33	4:03	2,033	3:37	4:32	1,356
Arrival of Vessel at Berth	Discharge of First Container	7:09	7:51	2,880	6:42	7:36	888	7:42	8:26	2,032	7:07	8:06	1,324
Discharge of First Container	Discharge of Last Container	2:48	5:11	899	2:28	3:31	158	4:15	25:02	292	3:29	6:06	333
Discharge of Last Container	Lodgment	56:40	153:53	2,881	60:30	105:50	891	69:04	72:02	2,023	64:52	75:48	1,356
Lodgment	Modification of Registration	21:16	55:58	2,845	19:00	45:34	849	19:28	38:36	1,888	11:48	19:55	1,317
Modification of Registration	Rerouting to Green Lane	5:14	15:58	2,816	3:13	11:36	824	4:15	16:28	1,423	2:30	9:29	1,277
Rerouting to Green Lane	Assessment	1:09	6:37	2,852	3:12	25:14	856	5:15	21:06	1,894	1:05	6:06	1,325
Assessment	Payment of Custom Duties	3:04	10:16	1,949	4:29	15:06	385	11:04	21:35	1,124	5:10	13:13	788
Payment of Custom Duties	Customs Release	11:04	33:52	2,632	15:08	30:34	671	15:49	30:42	1,816	13:34	32:25	1,208
Customs Release	Payment of Arrastre Fees	13:32	32:56	2,831	8:51	18:09	785	3:34	16:31	1,969	6:14	13:47	1,293
Payment of Arrastre Fees	Release of First Container	9:47	20:20	2,881	6:38	13:06	891	7:35	15:54	2,033	7:23	10:16	1,356
Release of First Container	Release of Last Container	19:53	37:58	1,025	7:41	11:53	167	7:06	20:58	306	12:01	18:35	362
Arrival of Goods	Release of Goods	119:00	202:40	2,881	111:36	129:30	891	126:13	89:49	2,033	112:07	90:03	1,356



**Table A.44 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Type of Commodity**

From	To	Machinery (Non-electrical)				Machinery (Heavy Equipment)				Machinery (Computers)				Iron and Steel	
		Mean	Std. Dev	N		Mean	Std. Dev	N		Mean	Std. Dev	N		Mean	Std. Dev
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	4:00	10:10	1,190	3:19	3:42	507	3:52	12:44	667	3:26	9:50	1,191		
Arrival of Vessel at Berth	Discharge of First Container	7:16	8:13	1,188	8:11	9:17	507	7:56	8:26	666	7:37	8:17	1,190		
Discharge of First Container	Discharge of Last Container	4:02	13:01	215	2:53	5:00	116	2:20	2:54	103	2:47	4:22	308		
Discharge of Last Container	Lodgment	72:37	69:35	1,190	88:38	94:47	507	63:51	63:25	667	76:18	96:19	1,191		
Lodgment	Modification of Registration	39:27	46:36	1,139	26:42	46:36	478	25:09	46:34	630	28:11	44:19	1,150		
Modification of Registration	Rerouting to Green Lane	3:05	11:22	1,069	2:33	9:12	455	2:14	8:25	610	4:07	12:31	1,103		
Rerouting to Green Lane	Assessment	2:45	17:31	1,144	5:13	30:45	481	3:18	21:59	634	3:24	20:48	1,155		
Assessment	Payment of Custom Duties	7:49	19:58	695	6:12	17:19	299	8:41	16:35	399	6:24	15:20	675		
Payment of Custom Duties	Customs Release	16:79	35:22	1,084	20:21	37:53	461	15:18	33:30	597	21:14	43:50	1,080		
Customs Release	Payment of Arrastre Fees	8:51	20:39	1,155	10:37	24:58	489	7:09	14:03	654	9:18	19:11	1,141		
Payment of Arrastre Fees	Release of First Container	7:28	10:32	1,190	7:17	10:55	507	7:39	11:10	667	8:20	16:40	1,191		
Release of First Container	Release of Last Container	8:10	14:01	224	8:05	17:35	120	2:54	5:39	107	11:27	22:34	341		
Arrival of Goods	Release of Goods	130:41	91:22	1,190	151:28	119:01	507	125:31	125:31	667	145:24	113:30	1,191		

**Table A.44 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Type of Commodity**

From	To	Hardware			Fuel and Oil			Chemicals			Tobacco and Spirit		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:41	4:37	1,650	3:14	4:10	899	3:31	11:55	1,527	3:32	12:05	1,490
Arrival of Vessel at Berth	Discharge of First Container	7:59	8:10	1,639	7:50	7:41	899	7:14	7:32	1,525	7:30	7:30	1,486
Discharge of First Container	Discharge of Last Container	3:50	17:06	491	2:28	4:50	281	2:38	4:30	358	3:01	4:30	334
Discharge of Last Container	Lodgment	69:42	72:59	1,650	61:50	56:33	899	71:45	74:12	1,527	71:56	68:48	1,490
Lodgment	Modification of Registration	27:38	43:46	1,601	39:24	44:47	879	31:59	45:46	1,475	32:38	47:04	1,404
Modification of Registration	Rerouting to Green Lane	2:53	10:35	1,542	2:47	10:39	857	4:46	14:31	1,443	4:46	14:36	1,383
Rerouting to Green Lane	Assessment	3:04	20:49	1,612	0:18	3:34	881	1:45	15:20	1,492	1:44	10:23	1,464
Assessment	Payment of Custom Duties	5:30	13:25	733	7:57	21:54	650	9:06	20:04	814	6:14	14:31	908
Payment of Custom Duties	Customs Release	23:44	40:35	1,475	13:35	36:08	829	20:52	38:04	1,368	18:48	39:50	1,359
Customs Release	Payment of Arrastre Fees	7:44	19:22	1,584	15:20	13:10	868	11:36	25:38	1,453	11:28	22:06	1,458
Payment of Arrastre Fees	Release of First Container	7:51	12:07	1,650	9:42	15:10	899	8:45	16:10	1,527	8:23	19:05	1,490
Release of First Container	Release of Last Container	15:18	28:44	515	16:18	36:57	311	9:26	19:38	384	23:02	59:34	364
Arrival of Goods	Release of Goods	132:12	96:02	1,650	146:06	87:33	899	145:59	98:37	1,527	145:24	93:43	1,490

**Table A.44 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Type of Commodity**

From	To	Paper and Paper Board			Miscellaneous		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:04	3:40	1,363	3:53	11:27	2,620
Arrival of Vessel at Berth	Discharge of First Container	7:43	9:38	1,357	7:16	8:40	2,614
Discharge of First Container	Discharge of Last Container	3:44	5:30	456	2:57	4:39	395
Discharge of Last Container	Lodgment	66:10	76:00	1,363	61:21	68:26	2,620
Lodgment	Modification of Registration	23:18	36:56	1,344	26:06	46:30	2,580
Modification of Registration	Rerouting to Green Lane	1:58	7:32	1,315	2:04	9:14	2,488
Rerouting to Green Lane	Assessment	7:24	23:01	1,351	7:28	27:34	2,590
Assessment	Payment of Custom Duties	5:24	14:09	841	4:51	14:13	1,377
Payment of Custom Duties	Customs Release	16:20	34:36	1,212	20:40	39:03	2,339
Customs Release	Payment of Arrastre Fees	9:19	21:49	1,292	6:49	17:08	2,501
Payment of Arrastre Fees	Release of First Container	8:47	14:43	1,363	7:07	13:19	2,620
Release of First Container	Release of Last Container	19:21	27:42	530	11:58	33:48	412
Arrival of Goods	Release of Goods	128:05	94:29	1,363	120:00	97:07	2,620

**Table A.45 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Country of Origin**

From	To	ASEAN			China			East Asia			Europe			
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:42	17:50	2,597	4:34	5:02	2,604	4:12	4:35	2,391	3:01	3:01	13:35	1,089
Arrival of Vessel at Berth	Discharge of First Container	6:46	6:52	2,585	8:26	9:21	2,596	6:59	7:20	2,383	8:57	8:57	8:33	1,089
Discharge of First Container	Discharge of Last Container	4:04	13:38	919	3:24	13:26	666	3:06	5:08	553	3:38	3:38	5:23	303
Discharge of Last Container	Lodgment	76:43	79:31	2,597	50:47	69:21	2,604	61:29	77:30	2,391	74:27	74:27	233:02	1,089
Lodgment	Modification of Registration	30:42	38:50	1,936	18:04	31:41	2,523	24:23	37:06	2,124	39:19	39:19	91:59	718
Modification of Registration	Rerouting to Green Lane	4:46	13:32	1,571	2:26	10:43	2,170	3:34	12:16	1,813	7:18	7:18	18:16	571
Rerouting to Green Lane	Assessment	3:52	16:40	2,014	1:43	10:22	2,562	2:15	13:38	2,177	4:37	4:37	20:30	731
Assessment	Payment of Custom Duties	7:52	20:04	1,805	2:27	10:23	1,074	4:16	13:07	941	6:22	6:22	15:38	924
Payment of Custom Duties	Customs Release	12:48	33:08	2,347	21:25	37:22	2,359	23:38	37:56	2,106	6:44	6:44	25:35	1,029
Customs Release	Payment of Arrastre Fees	13:27	28:17	2,512	7:05	16:24	2,489	7:19	16:35	2,231	17:01	17:01	32:04	1,079
Payment of Arrastre Fees	Release of First Container	10:33	21:19	2,597	8:01	16:01	2,604	7:34	15:30	2,391	8:41	8:41	13:10	1,089
Release of First Container	Release of Last Container	22:41	44:26	1,025	13:04	25:23	734	12:27	21:34	585	16:29	16:29	26:35	344
Arrival of Goods	Release of Goods	146:35	95:21	2,597	100:24	90:26	2,604	116:15	93:31	2,391	149:45	149:45	304:41	1,089

**Table A.45 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Country of Origin**

From	To	Japan				US				Others			
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:44	4:45	778	2:31	2:59	969	2:33	3:01	1,493			
Arrival of Vessel at Berth	Discharge of First Container	6:56	8:06	775	6:19	7:19	969	6:43	7:37	1,411			
Discharge of First Container	Discharge of Last Container	3:20	6:11	211	2:04	3:23	257	2:50	5:44	462			
Discharge of Last Container	Lodgment	64:02	75:58	778	76:00	95:09	969	50:59	67:30	1,413			
Lodgment	Modification of Registration	20:53	32:58	584	33:28	45:09	741	23:25	36:00	1,003			
Modification of Registration	Rerouting to Green Lane	3:55	12:53	533	7:20	18:39	613	6:18	18:14	804			
Rerouting to Green Lane	Assessment	1:57	10:27	639	5:20	20:02	759	2:02	12:04	1,026			
Assessment	Payment of Custom Duties	5:17	15:46	507	6:22	16:08	703	3:31	10:48	1,059			
Payment of Custom Duties	Customs Release	11:17	28:33	703	11:37	34:11	881	8:40	27:20	1,305			
Customs Release	Payment of Arrastre Fees	9:45	20:46	754	16:21	35:38	948	17:35	38:09	1,388			
Payment of Arrastre Fees	Release of First Container	10:19	22:02	778	10:47	22:55	969	10:14	17:13	1,413			
Release of First Container	Release of Last Container	16:03	30:46	237	20:39	33:18	294	16:30	31:32	542			
Arrival of Goods	Release of Goods	120:33	90:29	778	150:32	117:24	969	111:34	87:26	1,413			

**Table A.46 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Value of Commodity**

From	To	Less than PhP100,000				PhP100,001 to PhP500,000				PhP500,001 to PhP1,000,000			
		Mean	Std. Dev	N		Mean	Std. Dev	N		Mean	Std. Dev	N	
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:46	4:37	1,211	4:13	11:57	3,955		3:26	7:46	2,233		
Arrival of Vessel at Berth	Discharge of First Container	7:30	8:24	1,207	7:37	8:14	3,938		7:261	7:47	2,226		
Discharge of First Container	Discharge of Last Container	2:24	4:01	111	2:40	11:49	491		3:02	14:42	602		
Discharge of Last Container	Lodgment	62:32	68:26	1,211	55:42	73:12	3,955		63:32	66:31	2,233		
Lodgment	Modification of Registration	26:08	44:57	1,106	19:17	34:21	3,583		30:10	40:20	1,812		
Modification of Registration	Rerouting to Green Lane	4:24	13:29	940	3:00	11:49	3,035		4:54	16:27	1,511		
Rerouting to Green Lane	Assessment	3:01	13:57	1,150	2:10	14:02	3,657		3:41	17:26	1,856		
Assessment	Payment of Custom Duties	2:58	10:52	621	2:32	11:14	1,987		5:37	16:17	1,355		
Payment of Custom Duties	Customs Release	21:55	43:16	1,088	17:34	34:27	3,616		16:36	36:27	2,036		
Customs Release	Payment of Arrastre Fees	6:48	15:21	1,154	8:21	19:39	3,815		12:09	12:46	2,147		
Payment of Arrastre Fees	Release of First Container	6:30	12:40	1,211	7:52	17:02	3,955		9:39	20:05	2,233		
Release of First Container	Release of Last Container	6:02	9:57	118	5:05	11:40	520		10:24	20:35	641		
Arrival of Goods	Release of Goods	118:00	94:10	1,211	105:58	92:19	3,955		129:54	88:35	2,233		

**Table A.46 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Value of Commodity**

	PhP1,000,001 to PhP5,000,000				More than PhP5,000,000			
	Mean	Std. Dev	N		Mean	Std. Dev	N	
Arrival of Vessel at Pilot Station	3:25	11:05	3,660	Arrival of Vessel at Berth	3:01	3:55	782	
Arrival of Vessel at Berth	7:18	7:46	3,656	Discharge of First Container	5:47	7:13	781	
Discharge of First Container	3:10	5:28	1,605	Discharge of Last Container	5:11	12:47	5,622	
Discharge of Last Container	82:30	156:10	3,660	Lodgment	70:00	70:17	782	
Lodgment	30:35	55:33	2,667	Modification of Registration	24:34	29:16	461	
Modification of Registration	5:51	15:46	2,199	Rerouting to Green Lane	3:50	8:57	390	
Rerouting to Green Lane	3:06	13:39	2,729	Assessment	2:15	11:10	516	
Assessment	7:16	17:26	2,471	Payment of Custom Duties	8:58	19:28	579	
Payment of Custom Duties	12:21	30:05	3,304	Customs Release	7:09	23:43	686	
Customs Release	15:07	31:11	3,535	Payment of Arrastre Fees	17:51	42:40	750	
Payment of Arrastre Fees	10:50	19:16	3,660	Release of First Container	11:02	19:50	782	
Release of First Container	18:03	34:24	1,841	Release of Last Container	32:43	45:22	668	
Arrival of Goods	144:38	189:27	3,660	Release of Goods	126:35	84:48	782	

**Table A.47 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Period of Lodgment**

	From	To	Pre-arrival Lodgment			Post-arrival Lodgment		
			Mean	Std. Dev	N	Mean	Std. Dev	N
	Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	2:45	3:38	452	3:44	10:11	11,389
	Arrival of Vessel at Berth	Discharge of First Container	7:16	8:22	450	7:21	7:57	11,358
	Discharge of First Container	Discharge of Last Container	3:36	5:36	129	3:22	10:12	3,242
	Discharge of Last Container	Lodgment	0:00	0:00	452	66:18	103:18	11,389
	Lodgment	Modification of Registration	21:51	32:45	391	25:39	43:58	9,238
	Modification of Registration	Rerouting to Green Lane	2:47	9:16	336	4:24	14:12	7,739
	Rerouting to Green Lane	Assessment	1:45	11:12	395	2:51	14:37	9,513
	Assessment	Payment of Custom Duties	6:07	19:19	307	5:20	15:19	6,706
	Payment of Custom Duties	Customs Release	10:03	26:05	394	15:45	34:27	10,336
	Customs Release	Payment of Arrastre Fees	22:00	38:34	441	11:17	26:04	10,960
	Payment of Arrastre Fees	Release of First Container	9:22	17:18	452	9:11	18:16	11,389
	Release of First Container	Release of Last Container	16:10	34:34	153	17:13	33:11	3,608
	Arrival of Goods	Release of Goods	46:45	44:04	452	128:08	131:53	11,389



**Table A.48 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Day of Lodgment**

From	To	Monday			Tuesday			Wednesday		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	4:10	11:57	2,366	3:44	4:51	2,897	3:16	4:15	2,420
Arrival of Vessel at Berth	Discharge of First Container	7:35	8:26	2,355	7:31	8:15	2,890	7:11	7:30	2,414
Discharge of First Container	Discharge of Last Container	3:00	4:45	729	3:12	5:01	848	4:09	18:42	681
Discharge of Last Container	Lodgment	62:17	69:21	2,366	66:10	64:06	2,897	70:12	83:03	2,420
Lodgment	Modification of Registration	16:31	23:54	1,908	20:57	29:51	2,300	21:15	33:17	2,005
Modification of Registration	Rerouting to Green Lane	2:35	7:12	1,610	4:03	13:57	1,952	4:57	14:30	1,680
Rerouting to Green Lane	Assessment	1:45	9:46	1,939	2:22	11:06	1,290	2:45	15:12	2,057
Assessment	Payment of Custom Duties	6:52	14:34	1,369	5:11	13:36	1,713	3:26	12:06	1,452
Payment of Custom Duties	Customs Release	15:05	33:41	2,100	15:15	33:15	2,672	13:25	29:19	2,224
Customs Release	Payment of Arrastre Fees	7:37	21:11	2,276	9:31	21:53	2,794	11:41	27:18	2,320
Payment of Arrastre Fees	Release of First Container	8:56	21:45	2,366	9:00	16:19	2,897	8:28	16:18	2,420
Release of First Container	Release of Last Container	16:43	32:23	794	19:01	35:51	951	16:36	30:48	763
Arrival of Goods	Release of Goods	112:07	86:17	2,366	121:34	80:55	2,897	126:36	102:03	2,420

**Table A.48 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Day of Lodgment**

From	To	Thursday			Friday		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:00	3:48	2,118	4:19	18:36	2,040
Arrival of Vessel at Berth	Discharge of First Container	6:55	7:08	2,112	7:27	8:21	2,037
Discharge of First Container	Discharge of Last Container	3:30	8:48	605	2:58	6:02	508
Discharge of Last Container	Lodgment	56:52	84:55	2,118	61:36	182:36	2,040
Lodgment	Modification of Registration	25:08	39:28	1,725	47:14	73:46	1,691
Modification of Registration	Rerouting to Green Lane	5:40	17:30	1,421	4:40	15:21	1,412
Rerouting to Green Lane	Assessment	3:26	17:13	1,781	4:04	18:28	1,741
Assessment	Payment of Custom Duties	4:13	14:01	1,280	7:28	22:25	1,191
Payment of Custom Duties	Customs Release	13:57	29:43	1,956	20:56	43:45	1,778
Customs Release	Payment of Arrastre Fees	13:41	30:30	2,055	17:28	32:13	1,956
Payment of Arrastre Fees	Release of First Container	9:45	19:02	2,118	10:02	17:37	2,040
Release of First Container	Release of Last Container	16:42	28:24	673	16:07	37:57	580
Arrival of Goods	Release of Goods	120:14	103:18	2,118	148:00	238:27	2,040

**Table A.49 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Time of Lodgment**

From	To	AM			PM		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:50	10:15	4,504	3:37	9:52	7,337
Arrival of Vessel at Berth	Discharge of First Container	7:18	7:49	4,493	7:22	8:04	7,315
Discharge of First Container	Discharge of Last Container	3:49	15:08	1,281	3:05	4:47	2,090
Discharge of Last Container	Lodgment	71:56	135:40	4,504	58:45	73:55	7,337
Lodgment	Modification of Registration	19:35	50:12	3,650	29:06	38:32	5,979
Modification of Registration	Rerouting to Green Lane	4:03	13:16	3,070	4:31	14:30	5,005
Rerouting to Green Lane	Assessment	2:35	13:56	3,765	2:57	14:50	6,143
Assessment	Payment of Custom Duties	4:56	15:38	2,587	5:37	15:27	4,426
Payment of Custom Duties	Customs Release	16:39	34:02	4,112	14:51	34:17	6,618
Customs Release	Payment of Arrastre Fees	10:19	23:11	4,343	12:33	28:41	7,058
Payment of Arrastre Fees	Release of First Container	9:35	19:50	4,504	8:57	17:11	7,337
Release of First Container	Release of Last Container	16:31	30:39	1,416	17:35	34:43	2,345
Arrival of Goods	Release of Goods	127:22	173:01	4,504	123:36	95:34	7,337

**Table A.50 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Processing Period**

From	To	Inclusive of Weekends			Otherwise		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:59	11:38	8,395	3:01	3:47	3,446
Arrival of Vessel at Berth	Discharge of First Container	7:47	8:30	8,371	6:17	6:23	3,437
Discharge of First Container	Discharge of Last Container	3:14	8:19	2,445	3:42	13:38	926
Discharge of Last Container	Lodgment	80:13	116:01	8,395	23:41	27:46	3,446
Lodgment	Modification of Registration	31:38	49:51	6,692	11:30	16:45	2,937
Modification of Registration	Rerouting to Green Lane	5:20	16:06	5,576	2:08	7:10	2,499
Rerouting to Green Lane	Assessment	3:38	17:01	6,871	0:57	5:04	3,037
Assessment	Payment of Custom Duties	6:19	17:15	5,107	2:48	8:55	1,906
Payment of Custom Duties	Customs Release	16:26	37:11	7,552	13:26	25:40	3,178
Customs Release	Payment of Arrastre Fees	14:11	30:42	8,084	5:37	10:26	3,317
Payment of Arrastre Fees	Release of First Container	10:17	20:55	8,395	6:31	8:10	3,446
Release of First Container	Release of Last Container	16:46	34:10	2,701	18:13	30:46	1,060
Arrival of Goods	Release of Goods	152:07	144:34	8,395	59:01	38:54	3,446

**Table A.51 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Mode of Lodgment**

From	To	EEC			Non-EEC		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:42	9:26	11,067	3:42	16:12	774
Arrival of Vessel at Berth	Discharge of First Container	7:19	7:57	11,035	7:42	8:14	773
Discharge of First Container	Discharge of Last Container	3:20	10:24	3,066	3:40	5:40	305
Discharge of Last Container	Lodgment	65:28	104:35	11,067	39:25	49:52	774
Lodgment	Modification of Registration	25:25	43:42	9,506	31:35	31:39	123
Modification of Registration	Rerouting to Green Lane	4:21	14:05	7,966	3:27	10:55	109
Rerouting to Green Lane	Assessment	2:49	14:33	9,776	2:24	9:54	132
Assessment	Payment of Custom Duties	2:40	10:17	6,294	28:56	28:22	719
Payment of Custom Duties	Customs Release	16:37	35:09	10,000	0:51	6:32	730
Customs Release	Payment of Arrastre Fees	11:15	25:48	10,650	17:59	37:07	751
Payment of Arrastre Fees	Release of First Container	9:00	18:02	11,067	11:55	20:44	774
Release of First Container	Release of Last Container	17:08	33:44	3,425	17:43	27:53	336
Arrival of Goods	Release of Goods	125:41	133:41	11,067	115:41	71:54	774

**Table A.52 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Period of Clearance**

From	To	Pre-arrival Clearance			Post-arrival Clearance		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:31	4:33	187	3:40	10:05	11,654
Arrival of Vessel at Berth	Discharge of First Container	5:29	6:33	185	7:23	7:59	11,623
Discharge of First Container	Discharge of Last Container	3:59	6:13	48	3:22	10:06	3,323
Discharge of Last Container	Lodgment	0:00	0:00	187	64:47	102:36	11,654
Lodgment	Modification of Registration	1:25	3:01	157	25:54	43:49	9,472
Modification of Registration	Rerouting to Green Lane	0:21	0:28	144	4:25	14:09	7,931
Rerouting to Green Lane	Assessment	0:06	0:25	157	2:51	14:37	9,751
Assessment	Payment of Custom Duties	0:58	5:45	145	5:27	15:39	6,868
Payment of Custom Duties	Customs Release	3:21	9:36	180	15:45	34:26	10,550
Customs Release	Payment of Arrastre Fees	37:14	50:04	185	11:16	25:59	11,216
Payment of Arrastre Fees	Release of First Container	9:06	16:32	187	9:11	18:16	11,654
Release of First Container	Release of Last Container	13:00	35:07	58	17:15	33:13	3,703
Arrival of Goods	Release of Goods	36:27	47:45	187	126:27	130:59	11,654

**Table A.53 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Customs Duties Status**

From	To	Exempt			Non-exempt		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	2:29	2:41	73	3:42	10:03	11,768
Arrival of Vessel at Berth	Discharge of First Container	6:44	7:53	73	7:21	7:58	11,735
Discharge of First Container	Discharge of Last Container	2:48	4:30	22	3:22	10:05	3,349
Discharge of Last Container	Lodgment	137:24	124:37	73	63:19	101:48	11,768
Lodgment	Modification of Registration	24:18	34:54	71	25:30	43:38	9,558
Modification of Registration	Rerouting to Green Lane	3:12	8:22	59	4:21	14:04	8,016
Rerouting to Green Lane	Assessment	2:36	10:01	73	2:49	14:32	9,835
Assessment	Payment of Custom Duties	1:58	10:11	45	5:23	15:33	6,968
Payment of Custom Duties	Customs Release	2:02	6:28	49	15:36	34:16	10,681
Customs Release	Payment of Arrastre Fees	16:47	25:11	55	11:40	26:45	11,346
Payment of Arrastre Fees	Release of First Container	7:50	16:04	73	9:12	18:15	11,768
Release of First Container	Release of Last Container	7:08	10:30	23	17:15	33:20	3738
Arrival of Goods	Release of Goods	205:13	159:47	73	124:32	130:13	11,768

**Table A.54 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by VAT Status**

	<b>From</b>	<b>To</b>	<b>Exempt</b>			<b>Non-Exempt</b>		
			<b>Mean</b>	<b>Std. Dev</b>	<b>N</b>	<b>Mean</b>	<b>Std. Dev</b>	<b>N</b>
	Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:00	4:03	1,314	3:47	10:31	10,527
	Arrival of Vessel at Berth	Discharge of First Container	6:444	8:10	1,314	7:25	7:57	10,494
	Discharge of First Container	Discharge of Last Container	2:18	3:57	494	3:33	10:45	2,877
	Discharge of Last Container	Lodgment	66:17	221:35	1,314	63:27	74:51	10,527
	Lodgment	Modification of Registration	21:15	69:24	1,292	26:09	37:59	8,337
	Modification of Registration	Rerouting to Green Lane	5:18	16:05	1,096	4:11	13:41	6,979
	Rerouting to Green Lane	Assessment	1:11	7:26	1,300	3:03	15:15	8,608
	Assessment	Payment of Custom Duties	2:03	10:14	897	5:51	16:05	6,116
	Payment of Custom Duties	Customs Release	11:05	30:40	1,193	16:06	34:35	9,537
	Customs Release	Payment of Arrastre Fees	10:35	20:40	1,277	11:50	27:25	10,124
	Payment of Arrastre Fees	Release of First Container	7:40	15:21	1,314	9:23	18:33	10,527
	Release of First Container	Release of Last Container	14:02	31:58	569	17:44	33:26	3,192
	Arrival of Goods	Release of Goods	120:51	289:19	1,314	125:33	93:26	10,527



**Table A.55 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Mode of Payment**

From	To	Cash			Non Cash			Exempt from Customs Duties		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:43	10:26	10,694	3:32	4:34	1,074	2:29	2:41	73
Arrival of Vessel at Berth	Discharge of First Container	7:23	8:03	10,665	6:58	7:12	1,070	6:44	7:53	73
Discharge of First Container	Discharge of Last Container	3:23	10:04	3,002	3:12	10:18	347	2:48	4:30	22
Discharge of Last Container	Lodgment	60:28	68:37	10,694	91:34	256:36	1,074	137:24	124:37	73
Lodgment	Modification of Registration	23:59	35:41	8,619	39:32	86:26	939	24:18	34:54	71
Modification of Registration	Rerouting to Green Lane	4:13	13:53	7,192	5:25	15:33	824	3:12	8:22	59
Rerouting to Green Lane	Assessment	2:52	14:39	8,879	2:19	13:21	956	2:36	10:01	73
Assessment	Payment of Custom Duties	5:23	15:33	6,968			0	1:58	10:11	45
Payment of Custom Duties	Customs Release	15:36	34:16	10,681			0	2:02	6:28	49
Customs Release	Payment of Arrastre Fees	11:54	26:48	10,658	8:05	25:32	688	16:47	25:11	55
Payment of Arrastre Fees	Release of First Container	9:17	18:42	10,694	8:16	12:48	1,074	7:50	16:04	73
Release of First Container	Release of Last Container	16:37	30:07	7,753	22:42	53:25	382	7:08	10:30	23
Arrival of Goods	Release of Goods	120:21	88:05	10,694	166:10	326:42	1,074	205:13	159:47	73

**Table A.56 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Type of Manifest**

From	To	Consolidated				Non-consolidated			
		Mean	Std. Dev	N	N	Mean	Std. Dev	N	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	5:48	14:26	3,734	2:37	6:58	7,700	7,700	
Arrival of Vessel at Berth	Discharge of First Container	7:28	6:00	3,716	7:19	8:51	7,687	7,687	
Discharge of First Container	Discharge of Last Container	3:46	9:55	1,015	3:06	9:39	2,222	2,222	
Discharge of Last Container	Lodgment	67:01	134:57	3,734	61:00	79:09	7,700	7,700	
Lodgment	Modification of Registration	27:36	49:57	3,408	24:13	39:45	5,856	5,856	
Modification of Registration	Rerouting to Green Lane	3:14	12:08	3,063	5:13	15:24	4,677	4,677	
Rerouting to Green Lane	Assessment	1:32	10:02	3,473	3:41	16:50	6,065	6,065	
Assessment	Payment of Custom Duties	16:11	24:51	317	4:51	14:44	6,695	6,695	
Payment of Custom Duties	Customs Release	40:26	44:55	3,556	3:07	16:50	7,160	7,160	
Customs Release	Payment of Arrastre Fees	7:39	17:08	3,722	13:39	30:08	7,679	7,679	
Payment of Arrastre Fees	Release of First Container	8:49	18:01	3,734	9:24	18:37	7,700	7,700	
Release of First Container	Release of Last Container	16:17	32:02	1,009	17:38	33:45	2,618	2,618	
Arrival of Goods	Release of Goods	128:58	171:08	3,734	121:54	104:19	7,700	7,700	

**Table A.57 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Type of Cargo**

From	To	Containerized			Non-containerized		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:39	10:09	11,407	6:23	5:45	6
Arrival of Vessel at Berth	Discharge of First Container	7:22	8:02	11,376	7:54	10:37	6
Discharge of First Container	Discharge of Last Container	3:18	9:45	3,227	2:13	1:46	2
Discharge of Last Container	Lodgment	62:53	99:48	11,407	24:26	32:29	6
Lodgment	Modification of Registration	25:28	43:48	9,239	31:56	34:54	5
Modification of Registration	Rerouting to Green Lane	4:26	14:14	7,718	0:51	0:58	4
Rerouting to Green Lane	Assessment	2:54	14:46	9,513	1:04	2:19	5
Assessment	Payment of Custom Duties	5:22	15:31	7,010	19:32		1
Payment of Custom Duties	Customs Release	15:29	34:07	10,696	59:13	81:43	6
Customs Release	Payment of Arrastre Fees	11:42	26:45	11,384	1:25	0:52	3
Payment of Arrastre Fees	Release of First Container	9:12	18:26	11,407	16:19	26:10	6
Release of First Container	Release of Last Container	17:17	33:19	3,617	5:38	1:09	2
Arrival of Goods	Release of Goods	124:08	128:57	11,407	76:00	47:01	6

**Table A.58 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Alert Status**

From	To	Alerted			Otherwise		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	2:05	2:41	3,039	4:15	11:28	4,068
Arrival of Vessel at Berth	Discharge of First Container	7:23	10:02	3,035	7:20	7:07	4,061
Discharge of First Container	Discharge of Last Container	2:24	4:31	787	3:40	11:12	1,275
Discharge of Last Container	Lodgment	54:00	59:47	3,039	67:08	112:54	4,068
Lodgment	Modification of Registration	19:14	33:32	2,922	28:14	47:01	2,389
Modification of Registration	Rerouting to Green Lane	3:52	13:05	2,183	4:31	14:22	2,009
Rerouting to Green Lane	Assessment	4:22	18:32	3,013	2:08	12:16	2,499
Assessment	Payment of Custom Duties	1:47	8:13	2,805	7:45	18:30	3,846
Payment of Custom Duties	Customs Release	0:12	2:22	2,806	20:58	38:20	3,838
Customs Release	Payment of Arrastre Fees	10:25	21:22	3,039	12:09	28:26	4,068
Payment of Arrastre Fees	Release of First Container	9:14	17:06	3,039	9:10	18:36	4,068
Release of First Container	Release of Last Container	15:54	33:49	597	17:37	33:02	1,506
Arrival of Goods	Release of Goods	107:52	82:23	3,039	130:57	143:01	4,068

**Table A.59 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Agency Intervention**

From	To	With Intervention			Without Intervention		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	2:51	3:33	510	3:44	10:13	11,331
Arrival of Vessel at Berth	Discharge of First Container	6:07	7:11	509	7:24	8:00	11,299
Discharge of First Container	Discharge of Last Container	2:32	4:01	186	3:35	10:18	3,185
Discharge of Last Container	Lodgment	57:26	76:48	510	64:03	103:06	11,331
Lodgment	Modification of Registration	23:00	37:19	462	25:37	43:51	9,167
Modification of Registration	Rerouting to Green Lane	5:04	12:59	398	4:18	14:05	7,677
Rerouting to Green Lane	Assessment	1:48	9:24	469	2:52	14:42	9,439
Assessment	Payment of Custom Duties	3:18	10:30	346	5:28	15:44	6,667
Payment of Custom Duties	Customs Release	8:22	36:00	453	15:51	34:30	10,277
Customs Release	Payment of Arrastre Fees	14:45	30:07	496	11:33	26:34	10,905
Payment of Arrastre Fees	Release of First Container	7:28	11:40	510	9:16	18:28	11,331
Release of First Container	Release of Last Container	18:18	29:29	208	17:07	33:27	3,553
Arrival of Goods	Release of Goods	118:19	105:37	510	125:20	131:34	11,331

**Table A.60 Mean and Standard Deviation of Time between Time Points in the Formal Import Entry Flow in Seaport, by Broker Mediation**

From	To	Broker-Mediated			Direct		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:42	10:13	11,250	3:40	4:41	591
Arrival of Vessel at Berth	Discharge of First Container	7:20	7:54	11,221	7:34	9:16	587
Discharge of First Container	Discharge of Last Container	3:24	10:20	3,147	2:55	4:48	224
Discharge of Last Container	Lodgment	64:24	103:50	11,250	51:37	59:04	591
Lodgment	Modification of Registration	25:51	44:04	9,157	18:41	31:51	472
Modification of Registration	Rerouting to Green Lane	4:20	14:03	7,660	4:24	13:48	415
Rerouting to Green Lane	Assessment	2:51	14:30	9,429	1:58	14:29	479
Assessment	Payment of Custom Duties	5:08	15:08	6,670	9:46	21:10	343
Payment of Custom Duties	Customs Release	15:36	34:21	10,218	14:21	31:05	512
Customs Release	Payment of Arrastre Fees	11:30	26:29	10,837	15:26	30:57	564
Payment of Arrastre Fees	Release of First Container	9:10	18:16	11,250	9:33	17:38	591
Release of First Container	Release of Last Container	17:01	33:01	3,499	19:25	36:11	262
Arrival of Goods	Release of Goods	125:33	132:31	11,250	115:04	84:33	591

**Table A.61 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Selectivity Status**

From	To	Super Green			Yellow			Red		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	7:17	33:19	175	3:26	3:59	167	4:58	5:22	1,564
Arrival of Vessel at Berth	Discharge of First Container	7:14	6:18	174	11:40	50:44	164	9:44	32:35	1,514
Discharge of First Container	Discharge of Last Container	3:53	6:22	27	3:15	4:30	39	4:19	5:54	435
Discharge of Last Container	Lodgment	58:52	57:20	175	43:09	4:06	167	45:29	85:09	1,564
Lodgment	Modification of Registration			0	13:18	24:23	165	13:29	23:11	1,544
Modification of Registration	Rerouting to Green Lane			0	2:23	6:54	164	3:06	9:28	1,537
Rerouting to Green Lane	Prepayment of Import Fees			0	0:08	0:40	167	0:11	2:05	1,564
Prepayment of Import Fees	Customs Release	22:57	28:35	174	10:30	30:56	163	10:52	24:27	1,520
Customs Release	Payment of Arrastre Fees	3:17	11:38	165	5:09	16:40	157	4:25	12:29	1,516
Payment of Arrastre Fees	Release of First Container	10:24	14:11	175	9:51	10:53	167	10:32	15:02	1,564
Release of First Container	Release of Last Container	8:59	13:31	27	13:37	16:53	39	11:22	17:09	429
Arrival of Goods	Release of Goods	92:14	66:04	175	91:47	78:32	167	98:25	100:00	1,564

**Table A.62 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Type of Commodity**

Commodity	From	To	Food			Textile			Electrical Machinery			Motor Vehicle		
			Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	Arrival of Vessel at Berth	4:55	7:06	86	4:30	8:46	1,757	4:26	4:41	59	6:16	5:28	118
Arrival of Vessel at Berth	Discharge of First Container	Discharge of First Container	14:29	63:58	86	8:36	24:41	1,731	8:06	5:32	59	6:41	5:41	118
Discharge of First Container	Discharge of Last Container	Discharge of Last Container	3:32	5:08	35	3:52	5:22	154	1:23	1:28	6	4:03	3:26	59
Discharge of Last Container	Lodgment	Lodgment	72:19	85:29	86	46:56	75:17	1,757	45:57	139:36	59	41:02	47:05	118
Lodgment	Modification of Registration	Modification of Registration	19:17	33:59	78	13:11	20:20	1,629	6:09	11:27	56	10:54	13:48	114
Modification of Registration	Rerouting to Green Lane	Rerouting to Green Lane	5:00	17:11	78	4:09	9:25	1,629	1:02	3:18	54	1:59	4:49	114
Rerouting to Green Lane	Prepayment of Import Fees	Prepayment of Import Fees	0:07	0:14	78	0:22	4:13	1,648	0:09	0:19	57	0:04	0:07	114
Prepayment of Import Fees	Customs Release	Customs Release	33:09	55:31	85	12:52	25:52	1,626	7:06	14:05	59	4:01	5:52	118
Customs Release	Payment of Arrastre Fees	Payment of Arrastre Fees	4:28	9:16	86	2:51	10:01	1,682	8:42	14:52	57	5:57	19:06	118
Payment of Arrastre Fees	Release of First Container	Release of First Container	8:31	7:56	86	11:32	16:35	1,757	7:18	11:00	59	7:53	5:38	118
Release of First Container	Release of Last Container	Release of Last Container	9:29	9:30	34	7:37	13:27	144	1:38	0:55	5	5:37	8:32	59
Arrival of Goods	Release of Goods	Release of Goods	158:38	145:35	86	97:56	83:14	1,757	81:13	147:59	59	85:06	56:16	118



**Table A.62 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Type of Commodity**

From	To	Machinery (Non-electrical)			Machinery (Heavy Equipment)			Machinery (Computers)			Iron and Steel		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	2:55	3:36	10	5:37	4:23	14	15:57	60:56	26	4:10	4:15	76
Arrival of Vessel at Berth	Discharge of First Container	6:41	3:24	10	6:01	3:42	14	8:27	7:06	26	10:53	15:05	75
Discharge of First Container	Discharge of Last Container			0	0:55		1	0:16	0:11	2	3:20	4:35	20
Discharge of Last Container	Lodgment	47:38	37:35	10	30:27	42:21	14	21:36	29:53	26	41:17	55:06	76
Lodgment	Modification of Registration	9:15	9:38	8	6:15	8:42	12	7:14	8:42	10	14:11	17:26	69
Modification of Registration	Rerouting to Green Lane	0:25	0:27	8	2:45	6:54	12	0:57	1:14	10	2:30	5:01	69
Rerouting to Green Lane	Prepayment of Import Fees	0:36	1:04	9	0:04	0:03	12	0:05	0:11	11	0:38	2:45	70
Prepayment of Import Fees	Customs Release	19:59	45:44	10	6:04	7:41	14	4:57	8:57	26	10:42	30:35	74
Customs Release	Payment of Arrastre Fees	2:28	6:00	10	2:15	5:26	14	5:37	13:49	26	5:02	13:44	74
Payment of Arrastre Fees	Release of First Container	8:12	7:34	10	7:15	6:50	14	6:22	6:20	26	8:09	9:09	76
Release of First Container	Release of Last Container			0	1:33		1	2:57	1:50	2	6:23	7:46	20
Arrival of Goods	Release of Goods	96:24	62:25	10	63:07	41:50	14	63:26	69:47	26	88:15	64:51	76

**Table A.62 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Type of Commodity**

Commodity	From	To	Hardware			Fuel and Oil			Chemicals			Tobacco and Spirit		
			Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	Arrival of Vessel at Berth	3:59	4:40	200	5:40	7:42	41	4:09	4:34	593	4:09	4:43	229
Arrival of Vessel at Berth	Discharge of First Container	Discharge of First Container	12:07	50:09	194	24:02	98:52	38	7:58	11:34	579	9:07	22:48	224
Discharge of First Container	Discharge of Last Container	Discharge of Last Container	4:36	6:19	33	3:05	7:07	27	4:50	6:17	244	2:59	3:52	48
Discharge of Last Container	Lodgment	Lodgment	51:43	54:10	200	22:19	31:04	41	42:38	51:10	593	37:03	44:02	229
Lodgment	Modification of Registration	Modification of Registration	9:34	14:27	188	6:57	17:16	34	12:14	23:27	576	9:21	15:30	224
Modification of Registration	Rerouting to Green Lane	Rerouting to Green Lane	1:52	4:32	167	1:32	4:28	33	3:15	9:21	573	2:55	8:22	224
Rerouting to Green Lane	Prepayment of Import Fees	Prepayment of Import Fees	0:32	4:58	196	0:04	0:16	36	0:21	3:10	581	0:05	0:16	228
Prepayment of Import Fees	Customs Release	Customs Release	13:36	31:48	192	11:15	24:49	41	9:51	20:40	571	10:05	19:14	222
Customs Release	Payment of Arrastre Fees	Payment of Arrastre Fees	4:35	12:32	193	7:47	19:23	39	4:42	11:49	580	4:46	12:35	226
Payment of Arrastre Fees	Release of First Container	Release of First Container	7:36	8:49	200	15:09	18:23	41	9:41	13:05	593	7:57	12:57	229
Release of First Container	Release of Last Container	Release of Last Container	12:05	18:16	30	10:40	10:44	27	12:13	17:52	244	6:05	11:01	47
Arrival of Goods	Release of Goods	Release of Goods	97:37	79:15	200	83:00	199:44	12	90:25	63:05	593	82:22	57:53	229

**Table A.62 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Type of Commodity**

	Paper and Paper Board				Miscellaneous			
	From	To	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth		3:39	4:01	613	4:34	5:17	153
Arrival of Vessel at Berth	Discharge of First Container		8:30	19:46	584	5:58	4:44	144
Discharge of First Container	Discharge of Last Container		3:19	4:44	51	2:06	2:36	31
Discharge of Last Container	Lodgment		46:51	47:46	613	46:12	57:32	153
Lodgment	Modification of Registration		11:02	17:12	597	11:13	14:58	138
Modification of Registration	Rerouting to Green Lane		3:42	8:16	593	0:59	2:58	138
Rerouting to Green Lane	Prepayment of Import Fees		0:44	6:18	603	0:10	0:15	141
Prepayment of Import Fees	Customs Release		10:53	21:38	595	7:18	21:16	152
Customs Release	Payment of Arrastre Fees		4:02	13:15	580	7:11	11:31	149
Payment of Arrastre Fees	Release of First Container		9:54	12:45	613	7:02	6:17	153
Release of First Container	Release of Last Container		13:07	18:58	47	5:57	8:41	30
Arrival of Goods	Release of Goods		92:20	54:50	613	82:03	66:17	153

**Table A.63 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Country of Origin**

From	To	ASEAN			China			East Asia			Europe		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	5:33	25:47	302	6:16	5:48	428	4:39	4:53	1,031	4:47	4:41	13
Arrival of Vessel at Berth	Discharge of First Container	11:24	42:01	292	8:09	13:01	425	9:54	37:33	1,021	5:41	3:44	13
Discharge of First Container	Discharge of Last Container	6:02	7:10	154	2:49	4:17	92	3:38	4:42	191	15:15		1
Discharge of Last Container	Lodgment	46:13	58:25	302	40:58	70:27	428	46:31	48:36	1,031	53:21	85:14	13
Lodgment	Modification of Registration	12:40	25:36	264	11:06	20:19	420	14:49	23:58	910	12:14	17:41	6
Modification of Registration	Rerouting to Green Lane	2:37	11:34	263	1:36	5:43	418	3:53	9:53	905	1:25	1:47	6
Rerouting to Green Lane	Prepayment of Import Fees	0:07	0:38	265	0:08	1:11	428	0:13	2:31	923	0:05	0:08	6
Prepayment of Import Fees	Customs Release	12:11	28:13	301	9:08	18:52	423	12:47	27:09	988	16:00	31:42	13
Customs Release	Payment of Arrastre Fees	5:02	13:45	301	4:36	12:39	410	3:21	10:01	985	2:04	5:36	10
Payment of Arrastre Fees	Release of First Container	12:51	21:38	302	7:48	9:39	420	10:51	13:55	1,031	5:56	3:15	13
Release of First Container	Release of Last Container	12:29	14:52	153	9:31	18:21	91	9:46	15:27	184	24:23		1
Arrival of Goods	Release of Goods	102:37	97:54	302	83:23	79:00	428	99:51	70:17	1,031	76:57	95:00	13

**Table A.63 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Country of Origin**

From	To	Japan				US				Others			
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N			
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:12	3:31	35	1:50	1:14	24	3:27	3:38	73			
Arrival of Vessel at Berth	Discharge of First Container	11:45	30:57	35	6:11	4:59	23	9:11	6:55	70			
Discharge of First Container	Discharge of Last Container	1:38	2:43	19	2:40	4:15	8	4:21	7:30	36			
Discharge of Last Container	Lodgment	41:15	37:22	35	82:46	78:48	24	53:44	295:55	73			
Lodgment	Modification of Registration	9:48	20:23	31	19:42	22:43	19	13:10	22:56	59			
Modification of Registration	Rerouting to Green Lane	3:30	12:08	6	1:59	4:43	19	2:23	5:42	59			
Rerouting to Green Lane	Prepayment of Import Fees	0:45	3:11	31	0:05	0:11	19	0:01	0:02	59			
Prepayment of Import Fees	Customs Release	12:14	35:53	35	19:10	24:40	24	13:24	22:13	73			
Customs Release	Payment of Arrastre Fees	13:44	34:26	35	2:00	5:42	24	11:08	21:04	73			
Payment of Arrastre Fees	Release of First Container	9:53	7:51	35	10:48	7:00	24	11:29	16:24	73			
Release of First Container	Release of Last Container	10:23	10:50	19	8:22	8:04	8	21:09	27:27	63			
Arrival of Goods	Release of Goods	97:49	68:34	35	140:41	72:03	24	109:06	294:27	73			

**Table A.64 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Value of Commodity**

From	To	Less than PhP100,000			PhP100,001 to PhP500,000			PhP500,001 to PhP1,000,000		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:58	4:29	197	6:37	22:18	404	4:51	4:51	316
Arrival of Vessel at Berth	Discharge of First Container	7:27	5:12	195	11:45	49:13	398	8:47	7:20	313
Discharge of First Container	Discharge of Last Container	1:56	3:01	14	2:23	3:49	31	2:34	4:52	43
Discharge of Last Container	Lodgment	47:39	46:18	197	41:27	72:08	404	42:57	58:48	316
Lodgment	Modification of Registration	12:39	19:38	189	11:25	22:02	346	10:29	18:06	290
Modification of Registration	Rerouting to Green Lane	4:45	10:21	188	2:02	7:25	342	2:26	7:39	289
Rerouting to Green Lane	Prepayment of Import Fees	0:31	5:01	192	0:07	1:10	349	0:07	0:33	294
Prepayment of Import Fees	Customs Release	13:15	26:33	187	10:01	26:11	400	12:22	25:53	314
Customs Release	Payment of Arrastre Fees	3:22	9:49	180	4:10	10:55	381	5:16	13:02	301
Payment of Arrastre Fees	Release of First Container	9:54	12:46	197	8:44	12:40	404	12:06	20:41	316
Release of First Container	Release of Last Container	9:13	10:37	13	5:57	8:08	30	5:03	9:47	42
Arrival of Goods	Release of Goods	49:58	53:11	197	89:15	96:47	404	91:38	75:23	316

**Table A.64 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Value of Commodity**

From	To	PhP1,000,001 to PhP5,000,000			More than PhP5,000,000		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	4:48	5:35	878	3:43	3:53	111
Arrival of Vessel at Berth	Discharge of First Container	9:59	35:16	863	6:09	5:38	110
Discharge of First Container	Discharge of Last Container	4:13	5:56	348	6:38	6:19	65
Discharge of Last Container	Lodgment	49:06	98:02	878	34:00	36:02	111
Lodgment	Modification of Registration	15:12	25:58	788	17:13	23:38	96
Modification of Registration	Rerouting to Green Lane	3:15	10:10	786	3:21	8:54	96
Rerouting to Green Lane	Prepayment of Import Fees	0:08	1:04	799	0:25	2:27	97
Prepayment of Import Fees	Customs Release	12:37	26:03	858	10:53	18:17	107
Customs Release	Payment of Arrastre Fees	4:18	13:25	866	5:02	17:14	110
Payment of Arrastre Fees	Release of First Container	10:46	13:24	878	10:35	12:28	111
Release of First Container	Release of Last Container	10:12	14:16	345	24:54	27:51	65
Arrival of Goods	Release of Goods	106:17	111:34	878	89:36	47:45	111

**Table A.65 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, Period of Lodgment**

From	To	Pre-Arrival Lodgment			Post-Arrival Lodgment		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:22	5:06	65	5:06	11:25	1,841
Arrival of Vessel at Berth	Discharge of First Container	8:59	6:44	63	9:42	33:42	1,816
Discharge of First Container	Discharge of Last Container	5:17	8:16	23	4:09	5:41	478
Discharge of Last Container	Lodgment	0:00	0:00	65	47:02	81:00	1,841
Lodgment	Modification of Registration	9:19	18:58	59	13:37	23:25	1,650
Modification of Registration	Rerouting to Green Lane	2:09	9:08	59	3:04	9:15	1,642
Rerouting to Green Lane	Prepayment of Import Fees	0:06	0:30	59	0:11	2:02	1,672
Prepayment of Import Fees	Customs Release	9:00	101:43	65	12:05	25:54	1,792
Customs Release	Payment of Arrastre Fees	22:10	23:22	65	3:44	11:47	1,773
Payment of Arrastre Fees	Release of First Container	6:29	7:33	65	10:36	14:48	1,841
Release of First Container	Release of Last Container	15:38	24:37	23	11:13	16:30	472
Arrival of Goods	Release of Goods	38:56	25:58	65	99:19	96:33	1,841



**Table A.66 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Day of Lodgment**

From	To	Monday			Tuesday			Wednesday		
		Mean	Std. Dev	N	Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	5:25	5:43	431	5:03	5:02	475	5:02	4:52	316
Arrival of Vessel at Berth	Discharge of First Container	9:42	37:31	424	7:16	11:12	471	10:08	35:14	314
Discharge of First Container	Discharge of Last Container	3:22	4:17	138	3:56	5:58	105	2:48	3:45	78
Discharge of Last Container	Lodgment	49:19	42:57	431	49:28	49:29	475	52:49	61:55	316
Lodgment	Modification of Registration	10:08	13:38	384	9:48	17:19	422	12:47	23:53	288
Modification of Registration	Rerouting to Green Lane	2:01	5:41	383	3:03	7:05	419	2:52	7:42	287
Rerouting to Green Lane	Prepayment of Import Fees	0:05	0:20	390	0:17	1:48	428	0:13	1:28	291
Prepayment of Import Fees	Customs Release	10:13	20:32	420	11:34	22:13	453	16:10	33:55	204
Customs Release	Payment of Arrastre Fees	2:33	6:09	415	3:43	12:30	464	4:10	11:17	203
Payment of Arrastre Fees	Release of First Container	8:52	8:30	431	9:42	9:32	475	9:30	17:52	316
Release of First Container	Release of Last Container	10:17	13:28	134	8:53	15:50	105	11:49	19:30	76
Arrival of Goods	Release of Goods	94:22	64:14	431	94:36	58:42	475	106:54	96:59	316

**Table A.66 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Day of Lodgment**

From	To	Thursday			Friday		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:33	4:26	354	6:12	24:41	330
Arrival of Vessel at Berth	Discharge of First Container	13:07	47:32	343	9:04	27:11	327
Discharge of First Container	Discharge of Last Container	5:23	7:04	93	5:51	7:11	87
Discharge of Last Container	Lodgment	30:26	49:29	354	43:34	156:42	330
Lodgment	Modification of Registration	10:37	17:41	319	26:47	36:51	296
Modification of Registration	Rerouting to Green Lane	3:23	9:19	318	4:08	15:06	294
Rerouting to Green Lane	Prepayment of Import Fees	0:04	0:20	324	0:17	4:01	298
Prepayment of Import Fees	Customs Release	8:19	15:46	350	14:46	33:56	330
Customs Release	Payment of Arrastre Fees	5:50	14:30	342	6:27	17:55	314
Payment of Arrastre Fees	Release of First Container	13:44	19:18	354	11:01	17:06	330
Release of First Container	Release of Last Container	13:48	16:58	93	13:19	20:11	87
Arrival of Goods	Release of Goods	81:59	77:36	359	112:02	164:40	330

**Table A.67 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Time of Lodgment**

From	To	AM			PM		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	4:57	12:34	731	5:07	10:23	1,175
Arrival of Vessel at Berth	Discharge of First Container	8:39	27:10	724	10:19	36:24	1,155
Discharge of First Container	Discharge of Last Container	4:22	5:28	173	4:07	6:00	328
Discharge of Last Container	Lodgment	57:40	107:28	731	37:49	55:25	1,175
Lodgment	Modification of Registration	9:54	22:00	650	15:39	23:47	1,059
Modification of Registration	Rerouting to Green Lane	3:33	9:15	645	2:43	9:14	1,056
Rerouting to Green Lane	Prepayment of Import Fees	0:10	1:16	659	0:12	2:20	1,072
Prepayment of Import Fees	Customs Release	11:49	23:01	703	12:04	27:15	1,154
Customs Release	Payment of Arrastre Fees	3:24	12:38	694	4:59	12:54	1,144
Payment of Arrastre Fees	Release of First Container	11:34	17:10	731	9:46	12:46	1,175
Release of First Container	Release of Last Container	11:42	18:18	170	11:16	16:13	325
Arrival of Goods	Release of Goods	105:05	117:18	731	92:24	78:54	1,072

**Table A.68 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Processing Period**

From	To	Inclusive of Weekends				Otherwise			
		Mean	Std. Dev	N	Mean	Std. Dev	N		
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	5:29	13:37	1,243	4:14	4:04	663		
Arrival of Vessel at Berth	Discharge of First Container	10:13	40:40	1,230	8:38	6:49	649		
Discharge of First Container	Discharge of Last Container	3:38	5:03	336	5:23	7:01	165		
Discharge of Last Container	Lodgment	63:23	93:25	1,243	13:40	22:53	663		
Lodgment	Modification of Registration	16:40	26:45	1,120	7:23	12:30	589		
Modification of Registration	Rerouting to Green Lane	3:33	10:37	1,116	2:04	5:41	585		
Rerouting to Green Lane	Prepayment of Import Fees	0:10	1:19	1,134	0:13	2:53	597		
Prepayment of Import Fees	Customs Release	14:36	29:46	1,207	7:07	14:29	650		
Customs Release	Payment of Arrastre Fees	4:37	14:42	1,205	3:57	8:09	630		
Payment of Arrastre Fees	Release of First Container	12:24	17:18	1,243	6:49	5:54	633		
Release of First Container	Release of Last Container	11:44	18:15	331	10:46	13:59	164		
Arrival of Goods	Release of Goods	124:55	107:37	1,243	45:25	21:38	663		

**Table A.69 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Mode of Lodgment**

	From	To	EEC			Non-EEC		
			Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station		Arrival of Vessel at Berth	5:05	11:41	1,747	4:44	4:46	24
Arrival of Vessel at Berth		Discharge of First Container	9:45	34:05	1,722	8:52	20:22	23
Discharge of First Container		Discharge of Last Container	4:07	5:45	478	6:12	7:04	8
Discharge of Last Container		Lodgment	57:37	88:44	1,401	39:55	38:39	24
Lodgment		Modification of Registration	12:46	23:09	1,589	22:44	23:17	19
Modification of Registration		Rerouting to Green Lane	2:55	8:55	1,582	4:32	12:51	19
Rerouting to Green Lane		Prepayment of Import Fees	0:11	2:00	1,611	0:14	1:57	19
Prepayment of Import Fees		Customs Release	11:28	25:33	1,712	17:56	26:58	24
Customs Release		Payment of Arrastre Fees	4:26	12:51	1,683	3:48	12:34	24
Payment of Arrastre Fees		Release of First Container	10:25	14:49	1,404	10:47	12:30	24
Release of First Container		Release of Last Container	11:35	17:14	473	7:57	7:56	8
Arrival of Goods		Release of Goods	97:07	98:34	1,747	98:58	54:06	24

**Table A.70 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Period of Clearance**

From	To	Pre-Arrival Clearance			Post-Arrival Clearance		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	3:21	5:56	19	5:04	11:19	1,887
Arrival of Vessel at Berth	Discharge of First Container	7:13	5:28	18	9:42	33:18	1,861
Discharge of First Container	Discharge of Last Container	0:07	0:07	2	4:13	5:50	499
Discharge of Last Container	Lodgment			0	55:59	85:30	1,547
Lodgment	Modification of Registration	1:11	0:28	19	13:36	23:23	1,690
Modification of Registration	Rerouting to Green Lane	0:19	0:10	19	3:04	9:18	1,682
Rerouting to Green Lane	Prepayment of Import Fees	0:03	0:02	19	0:11	2:00	1,712
Prepayment of Import Fees	Customs Release	1:32	0:51	19	12:05	25:50	1,838
Customs Release	Payment of Arrastre Fees	44:34	22:23	19	3:58	12:00	1,819
Payment of Arrastre Fees	Release of First Container	4:58	9:11	19	10:31	14:40	1,887
Release of First Container	Release of Last Container	0:40	0:52	2	11:27	16:58	493
Arrival of Goods	Release of Goods	31:50	27:01	19	97:55	95:52	1,887

**Table A.71 Mean and Standard Deviation of Time between Time Points in the Warehousing Import Entry Flow in Seaport, by Broker Mediation**

From	To	Broker- Mediated			Direct		
		Mean	Std. Dev	N	Mean	Std. Dev	N
Arrival of Vessel at Pilot Station	Arrival of Vessel at Berth	5:08	12:12	1,579	4:39	4:42	327
Arrival of Vessel at Berth	Discharge of First Container	9:45	33:01	1,554	9:21	33:48	325
Discharge of First Container	Discharge of Last Container	4:16	5:54	458	3:36	4:57	43
Discharge of Last Container	Lodgment	57:38	92:36	1,260	48:42	41:09	287
Lodgment	Modification of Registration	13:22	23:03	1,406	13:58	24:24	303
Modification of Registration	Rerouting to Green Lane	2:41	9:04	1,399	4:42	9:52	302
Rerouting to Green Lane	Prepayment of Import Fees	0:12	2:11	1,424	0:07	0:33	307
Prepayment of Import Fees	Customs Release	11:52	26:44	1,550	12:31	19:50	307
Customs Release	Payment of Arrastre Fees	4:35	13:01	1,526	3:24	11:49	309
Payment of Arrastre Fees	Release of First Container	9:47	14:13	1,579	13:44	16:06	327
Release of First Container	Release of Last Container	11:45	17:01	452	7:55	16:01	43
Arrival of Goods	Release of Goods	97:00	101:41	1,579	98:33	58:22	327

**Table A.73 Analysis of Variance, All Ports**

	ARRIVAL TO RELEASE		LODGMNT TO CUSTOMS RELEASE	
	Mean Difference	Significance	Mean Difference	Significance
<b>Type of Import</b>				
Formal vs. Warehousing	54:11	Y	3:03	Y
<b>Selectivity Status</b>				
SUPER GREEN vs.				
Green	(3:07)	N	(28:28)	Y
Yellow	(25:49)	Y	(28:31)	Y
Red	(12:37)	Y	(22:38)	Y
GREEN vs.				
Yellow	(22:42)	Y	(0:03)	N
Red	(9:29)	Y	5:49	Y
YELLOW vs.				
Red	13:12	Y	5:53	Y
<b>Type of Commodity</b>				
FOOD vs.				
Textile	17:54	Y	3:10	N
Electrical Machinery	5:37	N	(2:56)	N
Motor Vehicle	10:28	N	9:15	Y
Machinery (Non-Electrical)	(18:42)	Y	(1:27)	N
Machinery (Heavy Equipment)	(39:58)	Y	(4:55)	N
Machinery (Computers)	6:14	N	4:17	N
Iron and Steel	(22:10)	Y	(7:54)	Y
Hardware	(7:15)	N	(3:03)	N
Fuel and Oil	(21:30)	Y	(15:42)	Y
Chemicals	(8:29)	N	(7:15)	Y
Tobacco and Spirit	(13:26)	N	(6:38)	Y
Paper and Paper Board	1:45	N	0:06	N
Miscellaneous	(3:02)	N	(3:03)	N
TEXTILE vs.				
Electrical Machinery	(12:16)	Y	(6:07)	Y
Motor Vehicle	(7:26)	N	6:04	Y
Machinery (Non-Electrical)	(36:37)	Y	(4:37)	N
Machinery (Heavy Equipment)	(57:53)	Y	(8:05)	N
Machinery (Computers)	(11:39)	Y	1:07	N
Iron and Steel	(40:05)	Y	(11:04)	Y
Hardware	(25:09)	Y	(6:14)	Y
Fuel and Oil	(39:25)	Y	(18:52)	Y
Chemicals	(26:23)	Y	(10:26)	Y
Tobacco and Spirit	(31:21)	Y	(9:48)	Y
Paper and Paper Board	(16:08)	Y	(3:03)	N
Miscellaneous	(20:57)	Y	(6:13)	Y
ELECTRICAL MACHINERY vs.				
Motor Vehicle	4:50	N	12:12	Y
Machinery (Non-Electrical)	(24:20)	Y	1:29	N
Machinery (Heavy Equipment)	(45:36)	Y	(1:58)	N
Machinery (Computers)	0:36	N	7:14	Y
Iron and Steel	(27:48)	Y	(4:57)	N
Hardware	(12:52)	Y	(0:06)	N
Fuel and Oil	(27:08)	Y	(12:45)	Y
Chemicals	(14:07)	Y	(4:18)	N
Tobacco and Spirit	(19:04)	Y	(3:41)	N
Paper and Paper Board	(3:51)	N	3:03	N
Miscellaneous	(8:40)	N	(0:06)	N
MOTOR VEHICLE vs.				



Machinery (Non-Electrical)	(29:11)	Y	(10:42)	Y
Machinery (Heavy Equipment)	(50:27)	Y	(14:10)	Y
Machinery (Computers)	(4:13)	N	(4:57)	N
Iron and Steel	(32:39)	Y	(17:09)	Y
Hardware	(17:43)	Y	(12:18)	Y
Fuel and Oil	(31:59)	Y	(24:57)	Y
Chemicals	(18:57)	Y	(16:30)	Y
Tobacco and Spirit	(23:55)	Y	(15:53)	Y
Paper and Paper Board	(8:42)	N	(9:08)	Y
Miscellaneous	(13:31)	Y	(12:18)	Y
MACHINERY (NON-ELECTRICAL) vs.				
Machinery (Heavy Equipment)	(21:16)	N	(3:27)	N
Machinery (Computers)	24:57	Y	5:44	N
Iron and Steel	(3:28)	N	(6:26)	N
Hardware	11:27	N	(1:36)	N
Fuel and Oil	(2:48)	N	(14:14)	Y
Chemicals	10:13	N	(5:48)	N
Tobacco and Spirit	5:15	N	(5:10)	N
Paper and Paper Board	20:28	Y	1:34	N
Miscellaneous	15:39	Y	(1:35)	N
MACHINERY (HEAVY EQUIPMENT) vs.				
Machinery (Computers)	46:13	Y	9:12	N
Iron and Steel	17:47	N	(2:59)	N
Hardware	32:43	Y	1:51	N
Fuel and Oil	18:27	N	(10:46)	Y
Chemicals	31:29	Y	(2:20)	N
Tobacco and Spirit	26:31	Y	(1:42)	N
Paper and Paper Board	41:44	Y	5:01	N
Miscellaneous	36:55	Y	1:52	N
MACHINERY (COMPUTERS) vs.				
Iron and Steel	(28:25)	Y	(12:11)	Y
Hardware	(13:29)	Y	(7:21)	Y
Fuel and Oil	(27:45)	Y	(19:59)	Y
Chemicals	(14:43)	Y	(11:33)	Y
Tobacco and Spirit	(19:41)	Y	(10:55)	Y
Paper and Paper Board	(4:28)	N	(4:10)	N
Miscellaneous	(9:17)	N	(7:20)	Y
IRON and STEEL vs.				
Hardware	14:55	Y	4:50	N
Fuel and Oil	0:40	N	(7:47)	Y
Chemicals	13:41	Y	0:38	N
Tobacco and Spirit	8:44	N	1:16	N
Paper and Paper Board	23:56	Y	8:01	Y
Miscellaneous	19:07	Y	4:51	N
HARDWARE vs.				
Fuel and Oil	(14:15)	Y	(12:38)	Y
Chemicals	(1:14)	N	(4:12)	N
Tobacco and Spirit	(6:11)	N	(3:34)	N
Paper and Paper Board	9:01	N	3:10	N
Miscellaneous	4:12	N	0:00	N
FUEL and OIL vs.				
Chemicals	13:01	Y	8:26	Y
Tobacco and Spirit	8:03	N	9:04	Y
Paper and Paper Board	23:16	Y	15:48	Y
Miscellaneous	18:27	Y	12:39	Y

CHEMICALS vs.				
Tobacco and Spirit	(4:57)	N	0:37	N
Paper and Paper Board	10:15	Y	7:22	Y
Miscellaneous	5:26	N	4:12	N
TOBACCO and SPIRIT vs.				
Paper and Paper Board	15:12	Y	6:44	Y
Miscellaneous	10:23	Y	3:35	N
PAPER and PAPER BOARD vs.				
Miscellaneous	(4:48)	N	(3:09)	N
<b>Country of Origin</b>				
JAPAN vs.				
US	(22:54)	Y	(8:29)	Y
East Asia	6:13	N	(2:04)	N
ASEAN	(22:25)	Y	(5:55)	Y
China	16:00	Y	4:11	N
Europe	(25:14)	Y	(6:48)	Y
Others	(1:24)	N	(2:40)	N
US vs.				
East Asia	29:08	Y	6:24	Y
ASEAN	(0:28)	N	2:33	N
China	38:54	Y	12:40	Y
Europe	(2:20)	N	1:40	N
Others	21:29	Y	11:10	Y
EAST ASIA vs.				
ASEAN	(28:39)	Y	(3:50)	Y
China	9:46	Y	6:16	Y
Europe	(31:28)	Y	(4:43)	N
Others	(7:38)	N	4:45	Y
ASEAN vs.				
China	38:25	Y	10:06	Y
Europe	(2:48)	N	(0:53)	N
Others	21:01	Y	8:36	Y
CHINA vs.				
Europe	(41:14)	Y	(10:59)	Y
Others	(17:24)	Y	(1:30)	N
EUROPE vs.				
Others	23:49	Y	9:29	Y
<b>Value of Commodity</b>				
Less than PhP100,000 vs.				
PhP100,000 to PhP500,000	9:10	Y	6:20	Y
PhP500,001 to PhP1,000,000	(7:00)	N	(2:01)	N
PhP1,000,001 to PhP5,000,000	(18:02)	Y	(1:34)	N
More than PhP5,000,000	2:32	N	3:17	N
PhP100,000 to PhP500,000 vs.				
PhP500,001 to PhP1,000,000	(16:10)	Y	(8:21)	Y
PhP1,000,001 to PhP5,000,000	(27:12)	Y	(7:54)	Y
More than PhP5,000,000	(6:37)	N	(3:02)	N
PhP500,001 to PhP1,000,000 vs.				
PhP1,000,001 to PhP5,000,000	(11:01)	Y	0:27	N
More than PhP5,000,000	9:33	Y	5:19	Y
PhP1,000,001 to PhP5,000,000 vs.				
More than PhP5,000,000	20:35	Y	4:51	Y
<b>Period of Lodgment</b>				
Pre-Arrival Lodgment vs. Post-Arrival Lodgment	(86:02)	Y	(1:15)	N

<b>Day of Lodgment</b>				
MIDWEEK vs.				
Monday	8:20	Y	5:22	Y
Friday	(23:00)	Y	(22:25)	Y
Weekend	105:52	Y		
MONDAY vs.				
Friday	(31:20)	Y	(27:47)	Y
Weekend	97:31	Y		
FRIDAY vs.				
Weekend	128:52	Y		
<b>Time of Lodgment</b>				
AM vs. PM	11:49	Y	(6:05)	Y
<b>Processing Period</b>				
Inclusive of Weekends vs. Otherwise	96:37	Y	21:29	Y
<b>Mode of Lodgment</b>				
EEC vs. Non-EEC	12:30	Y	( 7:51)	Y
<b>Period of Clearance</b>				
Pre-Arrival Clearance vs. Post-Arrival Clearance	(85:39)	Y	(27:19)	Y
<b>Customs Duties Status</b>				
Exempt vs. Non-Exempt	(46:35)	Y	3:04	Y
<b>VAT Status</b>				
Exempt vs. Non-Exempt	6:49	N	(1:25)	N
<b>Mode of Payment</b>				
CASH vs.				
Non-Cash	(56:17)	Y	(35:27)	Y
Exempt from Customs Duties	45:37	Y	0:17	N
NON-CASH				
Exempt from Customs Duties	101:55	Y	35:44	Y
<b>Type of Manifest</b>				
Consolidated vs. Non-Consolidated	1:39	N	3:39	Y
<b>Type of Cargo</b>				
Containerized vs. Non-Containerized	(19:17)	N	(46:25)	N
<b>Alert Status</b>				
Alerted vs. Otherwise	(23:32)	Y	(4:30)	Y
<b>Agency Intervention</b>				
With Intervention vs. No Intervention	(1:18)	N	0:32	N
<b>Broker Mediation</b>				
Broker-Mediated vs. Direct	8:19	Y	0:33	N

**Table A.74 Analysis of Variance, Airport**

	ARRIVAL TO RELEASE		LODGMNT TO CUSTOMS RELEASE	
	Mean Difference	Significance	Mean Difference	Significance
<b>Type of Import</b>				
Formal vs. Warehousing	126:30	Y		
<b>Selectivity Status</b>				
SUPER GREEN vs.				
Green	(24:57)	N	(22:58)	N
Yellow	(35:19)	Y	(29:22)	Y
Red	(48:53)	Y	(30:39)	Y
GREEN vs.				
Yellow	(10:22)	N	(6:24)	N
Red	(23:56)	N	(7:40)	N
YELLOW vs.				
Red	(13:34)	N	(1:16)	N
<b>Type of Commodity</b>				
FOOD vs.				
Textile	14:15	N	6:51	N
Electrical Machinery	(1:48)	N	(18:16)	Y
Motor Vehicle	(7:37)	N	7:32	N
Machinery (Non-Electrical)	(78:32)	Y	(11:31)	N
Machinery (Heavy Equipment)	(101:36)	Y	(17:13)	N
Machinery (Computers)	(10:07)	N	5:22	N
Iron and Steel	(47:00)	Y	(10:08)	N
Hardware	(15:04)	N	(1:46)	N
Fuel and Oil	(35:47)	N	(17:36)	N
Chemicals	(14:17)	N	(7:51)	N
Tobacco and Spirit	(23:11)	N	(0:10)	N
Paper and Paper Board	(35:50)	N	(3:16)	N
Miscellaneous	(52:51)	Y	(12:45)	N
TEXTILE vs.				
Electrical Machinery	(16:04)	N	(25:07)	Y
Motor Vehicle	(21:52)	N	0:41	N
Machinery (Non-Electrical)	(92:48)	Y	(18:22)	N
Machinery (Heavy Equipment)	(115:52)	Y	(24:04)	N
Machinery (Computers)	(24:22)	N	(1:28)	N
Iron and Steel	(61:16)	Y	(16:59)	N
Hardware	(29:20)	N	(8:37)	N
Fuel and Oil	(50:03)	Y	(24:27)	N
Chemicals	(28:33)	N	(14:42)	N
Tobacco and Spirit	(37:26)	Y	(7:01)	N
Paper and Paper Board	(50:05)	Y	(10:07)	N
Miscellaneous	(67:07)	Y	(19:36)	N
ELECTRICAL MACHINERY vs.				
Motor Vehicle	(5:48)	N	25:48	Y
Machinery (Non-Electrical)	(76:43)	Y	6:44	N
Machinery (Heavy Equipment)	(99:47)	Y	1:02	N
Machinery (Computers)	(8:18)	N	23:38	Y
Iron and Steel	(45:12)	Y	8:07	N
Hardware	(13:15)	N	16:29	Y
Fuel and Oil	(33:58)	Y	0:39	N
Chemicals	(12:28)	N	10:24	N
Tobacco and Spirit	(21:22)	Y	18:05	Y
Paper and Paper Board	(34:01)	N	14:59	N
Miscellaneous	(51:02)	Y	5:30	N

MOTOR VEHICLE vs.				
Machinery (Non-Electrical)	(70:55)	Y	(19:03)	Y
Machinery (Heavy Equipment)	(93:59)	Y	(24:45)	N
Machinery (Computers)	(2:29)	N	(2:09)	N
Iron and Steel	(39:23)	N	(17:41)	N
Hardware	(7:27)	N	(9:19)	N
Fuel and Oil	(28:10)	N	(25:09)	Y
Chemicals	(6:40)	N	(15:24)	Y
Tobacco and Spirit	(15:33)	N	(7:43)	N
Paper and Paper Board	(28:13)	N	(10:49)	N
Miscellaneous	(45:14)	Y	(20:17)	Y
MACHINERY (NON-ELECTRICAL) vs.				
Machinery (Heavy Equipment)	(23:03)	N	(5:42)	N
Machinery (Computers)	68:25	Y	16:54	Y
Iron and Steel	31:31	N	1:22	N
Hardware	63:27	Y	9:44	N
Fuel and Oil	45:45	Y	(6:05)	N
Chemicals	64:15	Y	3:39	N
Tobacco and Spirit	55:21	Y	11:20	N
Paper and Paper Board	42:42	N	8:14	N
Miscellaneous	25:40	N	(1:13)	N
MACHINERY (HEAVY EQUIPMENT) vs.				
Machinery (Computers)	91:29	Y	22:36	N
Iron and Steel	54:35	N	7:04	N
Hardware	86:31	Y	15:26	N
Fuel and Oil	65:49	N	(0:23)	N
Chemicals	87:18	Y	9:21	N
Tobacco and Spirit	78:25	Y	17:02	N
Paper and Paper Board	65:46	N	13:56	N
Miscellaneous	48:44	N	4:28	N
MACHINERY (COMPUTERS) vs.				
Iron and Steel	(36:53)	Y	(15:31)	N
Hardware	(4:57)	N	(7:09)	N
Fuel and Oil	(25:40)	N	(22:59)	Y
Chemicals	(4:10)	N	(13:14)	Y
Tobacco and Spirit	(13:04)	N	(5:33)	N
Paper and Paper Board	(25:43)	N	(8:39)	N
Miscellaneous	(42:44)	Y	(18:07)	Y
IRON and STEEL vs.				
Hardware	31:56	N	8:22	N
Fuel and Oil	11:13	N	(7:28)	N
Chemicals	32:43	N	2:16	N
Tobacco and Spirit	23:49	N	9:57	N
Paper and Paper Board	11:10	N	6:51	N
Miscellaneous	(5:50)	N	(2:36)	N
HARDWARE vs.				
Fuel and Oil	(20:42)	N	(15:50)	N
Chemicals	0:47	N	(6:05)	N
Tobacco and Spirit	(8:06)	N	1:35	N
Paper and Paper Board	(20:45)	N	(1:30)	N
Miscellaneous	(37:46)	Y	(10:58)	N
FUEL and OIL vs.				
Chemicals	21:29	N	9:44	N
Tobacco and Spirit	12:36	N	17:25	N
Paper and Paper Board	(0:02)	N	14:19	N
Miscellaneous	(17:04)	N	4:51	N

CHEMICALS vs.				
Tobacco and Spirit	(8:53)	N	7:41	N
Paper and Paper Board	(21:32)	N	4:34	N
Miscellaneous	(38:34)	Y	(4:53)	N
TOBACCO and SPIRIT vs.				
Paper and Paper Board	(12:39)	N	(3:06)	N
Miscellaneous	(29:40)	Y	(12:34)	Y
PAPER and PAPER BOARD vs.				
Miscellaneous	(17:01)	N	(9:28)	N
<b>Country of Origin</b>				
JAPAN vs.				
US	(30:24)	N	8:04	N
East Asia	26:31	N	6:27	N
ASEAN	(4:34)	N	13:07	N
China	12:42	N	5:30	N
Europe	(35:04)	Y	9:16	N
Others	(51:01)	Y	18:12	N
US vs.				
East Asia	56:56	Y	(1:36)	N
ASEAN	25:49	Y	5:03	N
China	43:06	N	(2:33)	N
Europe	(4:39)	N	1:11	N
Others	(20:37)	N	10:07	Y
EAST ASIA vs.				
ASEAN	(31:06)	Y	6:40	N
China	(13:49)	N	(0:56)	N
Europe	(61:35)	Y	2:48	N
Others	(77:33)	Y	11:44	N
ASEAN vs.				
China	17:17	N	(7:36)	N
Europe	(30:29)	Y	(3:51)	N
Others	(46:27)	Y	(5:04)	N
CHINA vs.				
Europe	(47:46)	Y	3:45	N
Others	(63:44)	Y	12:41	N
EUROPE vs.				
Others	(15:57)	N	8:56	N
<b>Value of Commodity</b>				
Less than PhP100,000 vs.				
PhP100,000 PhPto500,000	(0:31)	N	(0:30)	N
PhP500,001 to PhP1,000,000	10:50	N	1:03	N
PhP1,000,001 to PhP5,000,000	17:52	N	6:15	N
More than PhP5,000,000	51:36	Y	12:31	Y
PhP100,000 PhPto500,000 vs.				
PhP500,001 to PhP1,000,000	11:21	N	1:34	N
PhP1,000,001 to PhP5,000,000	18:23	N	6:46	N
More than PhP5,000,000	52:07	Y	13:02	Y
PhP500,001 to PhP1,000,000 vs.				
PhP1,000,001 to PhP5,000,000	7:01	N	5:11	N
More than PhP5,000,000	40:45	Y	11:28	N
PhP1,000,001 to PhP5,000,000 vs.				
More than PhP5,000,000	33:43	Y	6:16	N
<b>Period of Lodgment</b>				
Pre-Arrival Lodgment vs. Post-Arrival Lodgment	(106:10)	Y	96:10	Y

<b>Day of Lodgment</b>				
MIDWEEK vs.				
Monday	1:39	N	6:39	N
Friday	(19:07)	N	(21:04)	Y
Weekend	103:28	Y		
MONDAY vs.				
Friday	(20:46)	N	(27:43)	Y
Weekend	101:49	Y		
FRIDAY vs.				
Weekend	122:35	Y		
<b>Time of Lodgment</b>				
AM vs. PM	45:23	Y	(7:40)	Y
<b>Processing Period</b>				
Inclusive of Weekends vs. Otherwise	116:38	Y	25:06	Y
<b>Mode of Lodgment</b>				
EEC vs. Non-EEC	59:56	Y	(28:54)	Y
<b>Customs Duties Status</b>				
Exempt vs. Non-Exempt	(109:06)	Y	(8:54)	N
<b>VAT Status</b>				
Exempt vs. Non-Exempt	116:18	Y	(5:01)	N
<b>Mode of Payment</b>				
CASH vs.				
Non-Cash	(104:50)	Y	(43:23)	Y
Exempt from Customs Duties	107:04	Y	(9:06)	N
NON-CASH				
Exempt from Customs Duties	211:54	Y	34:17	Y
<b>Broker Mediation</b>				
Broker-Mediated vs. Direct	(35:31)	Y	0:45	N

**Table A.75 Analysis of Variance of Formal Entry Flow in Airport**

	ARRIVAL TO RELEASE		LODGMNT TO CUSTOMS RELEASE	
	Mean Difference	Significance	Mean Difference	Significance
<b>Selectivity Status</b>				
SUPER GREEN vs.				
Green	3:24	N	(22:58)	N
Yellow	(62:05)	Y	(29:22)	Y
Red	(51:22)	Y	(30:39)	Y
GREEN vs.				
Yellow	(65:29)	N	(6:24)	N
Red	(54:46)	N	(7:40)	N
Yellow vs.				
Red	10:43	N	(1:16)	N
<b>Type of Commodity</b>				
FOOD vs.				
Textile	(36:30)	N	6:51	N
Electrical Machinery	(86:11)	Y	(18:16)	Y
Motor Vehicle	(7:37)	N	7:32	N
Machinery (Non-Electrical)	(82:24)	Y	(11:31)	N
Machinery (Heavy Equipment)	(104:35)	Y	(17:13)	N
Machinery (Computers)	(19:47)	N	5:22	N
Iron and Steel	(53:38)	Y	(10:08)	N
Hardware	(29:55)	N	(1:46)	N
Fuel and Oil	(36:27)	N	(17:36)	N
Chemicals	(33:54)	N	(7:51)	N
Tobacco and Spirit	(27:06)	N	(0:10)	N
Paper and Paper Board	(44:57)	N	(3:16)	N
Miscellaneous	(66:29)	Y	(12:45)	N
TEXTILE vs.				
Electrical Machinery	(49:41)	N	(25:07)	Y
Motor Vehicle	28:53	N	0:41	N
Machinery (Non-Electrical)	(45:53)	N	(18:22)	N
Machinery (Heavy Equipment)	(68:04)	N	(24:04)	N
Machinery (Computers)	16:42	N	(1:28)	N
Iron and Steel	(17:08)	N	(16:59)	N
Hardware	6:35	N	(8:37)	N
Fuel and Oil	0:02	N	(24:27)	N
Chemicals	2:35	N	(14:42)	N
Tobacco and Spirit	9:23	N	(7:01)	N
Paper and Paper Board	(8:27)	N	(10:07)	N
Miscellaneous	(29:58)	N	(19:36)	N
ELECTRICAL MACHINERY vs.				
Motor Vehicle	78:34	Y	25:48	Y
Machinery (Non-Electrical)	3:47	N	6:44	N
Machinery (Heavy Equipment)	(18:23)	N	1:02	N
Machinery (Computers)	66:23	Y	23:38	Y
Iron and Steel	32:32	N	8:07	N
Hardware	56:16	Y	16:29	Y
Fuel and Oil	49:43	Y	0:39	N
Chemicals	52:16	Y	10:24	N
Tobacco and Spirit	59:04	Y	18:05	Y
Paper and Paper Board	41:13	N	14:59	N
Miscellaneous	19:42	N	5:30	N



MOTOR VEHICLE vs.				
Machinery (Non-Electrical)	(74:46)	Y	(19:03)	Y
Machinery (Heavy Equipment)	(96:57)	Y	(24:45)	N
Machinery (Computers)	(12:10)	N	(2:09)	N
Iron and Steel	(46:01)	Y	(17:41)	N
Hardware	(22:17)	N	(9:19)	N
Fuel and Oil	(28:50)	N	(25:09)	Y
Chemicals	(26:17)	N	(15:24)	Y
Tobacco and Spirit	(19:29)	N	(7:43)	N
Paper and Paper Board	(37:20)	N	(10:49)	N
Miscellaneous	(58:52)	Y	(20:17)	Y
NON-ELECT. MACH. vs.				
Machinery (Heavy Equipment)	(22:10)	N	(5:42)	N
Machinery (Computers)	62:36	Y	16:54	Y
Iron and Steel	28:45	N	1:22	N
Hardware	52:29	Y	9:44	N
Fuel and Oil	45:56	Y	(6:05)	N
Chemicals	48:29	Y	3:39	N
Tobacco and Spirit	55:17	Y	11:20	N
Paper and Paper Board	37:26	N	8:14	N
Miscellaneous	15:54	N	(1:13)	N
HEAVY EQUIPMENT vs.				
Machinery (Computers)	84:47	Y	22:36	N
Iron and Steel	50:56	N	7:04	N
Hardware	74:40	N	15:26	N
Fuel and Oil	68:07	N	(0:23)	N
Chemicals	70:40	N	9:21	N
Tobacco and Spirit	77:28	N	17:02	N
Paper and Paper Board	59:37	N	13:56	N
Miscellaneous	38:05	N	4:28	N
COMPUTERS vs.				
Iron and Steel	(33:51)	N	(15:31)	N
Hardware	(10:07)	N	(7:09)	N
Fuel and Oil	(16:40)	N	(22:59)	Y
Chemicals	(14:06)	N	(13:14)	Y
Tobacco and Spirit	(7:18)	N	(5:33)	N
Paper and Paper Board	(25:10)	N	(8:39)	N
Miscellaneous	(46:41)	Y	(18:07)	Y
IRON and STEEL vs.				
Hardware	23:43	N	8:22	N
Fuel and Oil	17:11	N	(7:28)	N
Chemicals	19:44	N	2:16	N
Tobacco and Spirit	26:32	N	9:57	N
Paper and Paper Board	8:40	N	6:51	N
Miscellaneous	(12:50)	N	(2:36)	N
HARDWARE vs.				
Fuel and Oil	(6:32)	N	(15:50)	N
Chemicals	(3:59)	N	(6:05)	N
Tobacco and Spirit	2:48	N	(1:35)	N
Paper and Paper Board	(15:02)	N	(1:30)	N
Miscellaneous	(36:34)	Y	(10:58)	N
FUEL and OIL vs.				
Chemicals	2:33	N	9:44	N
Tobacco and Spirit	9:21	N	17:25	N
Paper and Paper Board	(8:30)	N	14:19	N
Miscellaneous	(30:01)	N	4:51	N

CHEMICALS vs.				
Tobacco and Spirit	6:47	N	7:41	N
Paper and Paper Board	(11:03)	N	4:34	N
Miscellaneous	(32:34)	N	(4:53)	N
TOBACCO and SPIRIT vs.				
Paper and Paper Board	(17:51)	N	(3:06)	N
Miscellaneous	(39:22)	Y	(12:34)	Y
PAPER and PAPER PRODUCTS vs.				
Miscellaneous	(21:31)	N	(9:28)	N
<b>Country of Origin</b>				
JAPAN vs.				
US	35:51	N	8:04	N
East Asia	37:16	N	6:27	N
ASEAN	29:29	N	13:07	N
China	47:27	N	5:30	N
Europe	23:10	N	9:16	N
Others	27:16	N	18:12	N
US vs.				
East Asia	1:24	N	(1:36)	N
ASEAN	(6:22)	N	5:03	N
China	11:36	N	(2:33)	N
Europe	(12:41)	N	1:11	N
Others	(8:34)	N	10:07	Y
EAST ASIA vs.				
ASEAN	(7:46)	N	6:40	N
China	10:11	N	(0:56)	N
Europe	(14:05)	N	2:48	N
Others	(9:59)	N	11:44	N
ASEAN vs.				
China	17:58	N	(7:36)	N
Europe	(6:19)	N	(3:51)	N
Others	(2:12)	N	5:04	N
CHINA vs.				
Europe	(24:17)	N	3:45	N
Others	(20:11)	N	12:41	N
EUROPE vs.				
Others	4:06	N	8:56	N
<b>Value of Commodity</b>				
Less than PhP100,000 vs.				
PhP100,000 to PhP500,000	(9:21)	N	(0:30)	N
PhP500,001 to PhP1,000,000	(18:06)	N	1:03	N
PhP1,000,001 to PhP5,000,000	7:28	N	6:15	N
More than PhP5,000,000	47:48	Y	12:31	Y
PhP100,000 to PhP500,000 vs.				
PhP500,001 to PhP1,000,000	(8:45)	N	1:34	N
PhP1,000,001 to PhP5,000,000	16:49	N	6:46	N
More than PhP5,000,000	57:10	Y	13:02	Y
PhP500,001 to PhP1,000,000 vs.				
PhP1,000,001 to PhP5,000,000	25:34	N	5:11	N
More than PhP5,000,000	65:55	Y	11:28	N
PhP1,000,001 to PhP5,000,000 vs.				
More than PhP5,000,000	40:20	Y	6:16	N
<b>Period of Lodgment</b>				
Pre-Arrival Lodgment vs. Post-Arrival Lodgment	(74:08)	N	96:10	Y

<b>Day of Lodgment</b>				
MIDWEEK vs.				
Monday	2:33	N	6:39	N
Friday	(35:23)	Y	(21:04)	Y
MONDAY vs.				
Friday	(37:57)	Y	(27:43)	Y
<b>Time of Lodgment</b>				
AM vs. PM	3:59	N	(7:40)	Y
<b>Processing Period</b>				
Inclusive of Weekend vs. Otherwise	129:49	Y	25:06	Y
<b>Mode of Lodgment</b>				
EEC vs. Non-EEC	(4:13)	N	(28:02)	Y
<b>Customs Duties Status</b>				
Exempt vs. Non-Exempt	83:19	Y	(8:54)	N
<b>VAT Status</b>				
Exempt vs. Non-Exempt	82:30	Y	(5:01)	N
<b>Mode of Payment</b>				
CASH vs.				
Non-Cash	(104:50)	Y	(43:23)	Y
Exempt from Customs Duties	(234:17)	Y	(9:06)	N
NON-CASH				
Exempt from Customs Duties	(129:27)	Y	34:17	Y
<b>Agency Intervention</b>				
With Intervention vs. Without Intervention	(21:41)	N	(24:21)	N
<b>Broker Mediation</b>				
Broker-Mediated vs. Direct	(12:30)	N	0:45	N

**Table A.76 Analysis of Variance of Warehousing Entry Flow in Airport**

	ARRIVAL TO RELEASE	
	Mean Difference	Significance
<b>Selectivity Status</b>		
SUPER GREEN vs.		
Yellow	(2:08)	N
Red	(6:09)	Y
YELLOW vs.		
Red	(4:01)	N
<b>Type of Commodity</b>		
TEXTILE vs.		
Electrical Machinery	21:48	Y
Machinery (Computers)	21:30	Y
Chemicals	5:45	N
Others	12:05	N
ELECTRICAL MACHINERY vs.		
Machinery (Computers)	(0:17)	N
Chemicals	(16:03)	N
Others	(9:42)	N
MACHINERY (COMPUTERS) vs.		
Chemicals	(15:45)	N
Others	(9:25)	N
CHEMICALS vs.		
Others	6:20	N
<b>Country of Origin</b>		
JAPAN vs.		
US	(11:48)	N
East Asia	(3:58)	N
ASEAN	(0:06)	N
China	(23:17)	N
Europe	(6:07)	N
Others	(24:14)	N
US vs.		
East Asia	7:49	N
ASEAN	11:41	N
China	(11:29)	N
Europe	5:40	N
Others	(12:26)	N
EAST ASIA vs.		
ASEAN	3:52	N
China	(19:18)	N
Europe	(2:08)	N
Others	(20:16)	N
ASEAN vs.		
China	(23:11)	N
Europe	(6:00)	N
Others	(24:08)	N
CHINA vs.		
Europe	17:10	N
Others	(0:57)	N
EUROPE vs.		
Others	(18:07)	N

<b>Value of Commodity</b>		
Less than PhP100,000 vs.		
PhP100,000 to PhP500,000	2:31	N
PhP500,001 to PhP1,000,000	7:30	N
PhP1,000,001 to PhP5,000,000	3:06	N
More than PhP5,000,000	10:41	Y
PhP100,000 to PhP500,000 vs.		
PhP500,001 to PhP1,000,000	4:58	N
PhP1,000,001 to PhP5,000,000	0:34	N
More than PhP5,000,000	8:10	Y
PhP500,001 to PhP1,000,000 vs.		
PhP1,000,001 to PhP5,000,000	(4:24)	N
More than PhP5,000,000	3:11	N
PhP1,000,001 to PhP5,000,000 vs.		
More than PhP5,000,000	7:35	N
<b>Period of Lodgment</b>		
Pre-Arrival Lodgment vs. Post-Arrival Lodgment	(14:17)	Y
<b>Day of Lodgment</b>		
MIDWEEK vs.		
Monday	(24:17)	Y
Friday	1:26	N
Weekend	4:43	N
MONDAY vs.		
Friday	25:43	Y
Weekend	29:00	Y
FRIDAY vs.		
Weekend	3:16	N
<b>Time of Lodgment</b>		
AM vs. PM	28:26	Y
<b>Processing Period</b>		
Inclusive of Weekends vs. Otherwise	10:37	Y
<b>Mode of Lodgment</b>		
EEC vs. Non-EEC	(2:07)	N
<b>Broker Mediation</b>		
Broker-Mediated vs. Direct	(55:46)	Y

**Table A.77 Analysis of Variance in Seaport**

	ARRIVAL TO RELEASE		LODGMNT TO CUSTOMS RELEASE	
	Mean Difference	Significance	Mean Difference	Significance
<b>Type of Import</b>				
Formal vs. Warehousing	27:45	Y	3:21	Y
<b>Selectivity Status</b>				
SUPER GREEN vs.				
Green	12:07	Y	(27:38)	Y
Yellow	(12:40)	Y	(27:41)	Y
Red	4:34	N	(20:44)	Y
GREEN vs.				
Yellow	(24:47)	Y	(0:02)	N
Red	(7:32)	N	6:53	Y
YELLOW vs.				
Red	17:14	Y	6:56	Y
<b>Type of Commodity</b>				
FOOD vs.				
Textile	17:36	Y	3:07	N
Electrical Machinery	(4:48)	N	(0:20)	N
Motor Vehicle	10:11	N	8:49	Y
Machinery (Non-Electrical)	(10:15)	N	(0:35)	N
Machinery (Heavy Equipment)	(28:57)	Y	(3:10)	N
Machinery (Computers)	(3:02)	N	(3:01)	N
Iron and Steel	(21:49)	Y	(8:34)	Y
Hardware	(8:19)	N	(3:33)	N
Fuel and Oil	(23:12)	Y	(16:31)	Y
Chemicals	(10:17)	N	(7:42)	Y
Tobacco and Spirit	(16:51)	Y	(9:37)	Y
Paper and Paper Board	3:09	N	0:02	N
Miscellaneous	2:14	N	(2:23)	N
TEXTILE vs.				
Electrical Machinery	(22:24)	Y	(3:28)	N
Motor Vehicle	(7:25)	N	5:41	Y
Machinery (Non-Electrical)	(27:51)	Y	(3:43)	N
Machinery (Heavy Equipment)	(46:33)	Y	(6:18)	N
Machinery (Computers)	(20:39)	Y	(6:09)	N
Iron and Steel	(39:25)	Y	(11:42)	Y
Hardware	(25:55)	Y	(6:41)	Y
Fuel and Oil	(40:48)	Y	(19:39)	Y
Chemicals	(27:53)	Y	(10:50)	Y
Tobacco and Spirit	(34:27)	Y	(12:45)	Y
Paper and Paper Board	(14:27)	Y	(3:05)	N
Miscellaneous	(15:21)	Y	(5:31)	Y
ELECTRICAL MACHINERY vs.				
Motor Vehicle	14:59	Y	9:09	Y
Machinery (Non-Electrical)	(5:26)	N	(0:15)	N
Machinery (Heavy Equipment)	(24:08)	Y	(2:50)	N
Machinery (Computers)	1:45	N	(2:41)	N
Iron and Steel	(17:01)	Y	(8:14)	Y
Hardware	(3:30)	N	(3:13)	N
Fuel and Oil	(18:23)	Y	(16:11)	Y
Chemicals	(5:29)	N	(7:22)	Y
Tobacco and Spirit	(12:03)	Y	(9:17)	Y
Paper and Paper Board	(7:57)	N	0:22	N
Miscellaneous	7:02	N	(2:03)	N

MOTOR VEHICLE vs.				
Machinery (Non-Electrical)	(20:26)	Y	(9:25)	Y
Machinery (Heavy Equipment)	(39:08)	Y	(12:00)	Y
Machinery (Computers)	(13:14)	N	(11:51)	Y
Iron and Steel	(32:00)	Y	(17:24)	Y
Hardware	(18:30)	Y	(12:23)	Y
Fuel and Oil	(33:23)	Y	(25:21)	Y
Chemicals	(20:28)	Y	(16:32)	Y
Tobacco and Spirit	(27:02)	Y	(18:27)	Y
Paper and Paper Board	(7:02)	N	(8:47)	Y
Miscellaneous	(7:56)	N	(11:13)	Y
MACHINERY (NON-ELECTRICAL) vs.				
Machinery (Heavy Equipment)	(18:42)	N	(2:34)	N
Machinery (Computers)	7:12	N	(2:25)	N
Iron and Steel	(11:34)	N	(7:58)	Y
Hardware	1:55	N	(2:57)	N
Fuel and Oil	(12:57)	N	(15:56)	Y
Chemicals	(0:02)	N	(7:07)	Y
Tobacco and Spirit	(6:36)	N	(9:01)	Y
Paper and Paper Board	13:24	Y	0:37	N
Miscellaneous	12:29	Y	(1:47)	N
MACHINERY (HEAVY EQUIPMENT) vs.				
Machinery (Computers)	25:54	Y	0:08	N
Iron and Steel	7:07	N	(5:24)	N
Hardware	20:38	Y	(0:22)	N
Fuel and Oil	5:45	N	(13:21)	Y
Chemicals	18:39	N	(4:32)	N
Tobacco and Spirit	12:05	N	(6:27)	N
Paper and Paper Board	32:06	Y	3:12	N
Miscellaneous	31:11	Y	0:47	N
MACHINERY (COMPUTERS) vs.				
Iron and Steel	(18:46)	Y	(5:32)	N
Hardware	(5:16)	N	(0:31)	N
Fuel and Oil	(20:09)	Y	(13:30)	Y
Chemicals	(7:14)	N	(4:41)	N
Tobacco and Spirit	(13:48)	Y	(6:36)	N
Paper and Paper Board	6:12	N	3:03	N
Miscellaneous	5:17	N	0:38	N
IRON and STEEL vs.				
Hardware	13:30	Y	5:01	N
Fuel and Oil	(1:22)	N	(7:57)	Y
Chemicals	11:31	N	0:51	N
Tobacco and Spirit	4:57	N	(1:03)	N
Paper and Paper Board	24:58	Y	8:36	Y
Miscellaneous	24:03	Y	6:11	Y
HARDWARE vs.				
Fuel and Oil	(14:53)	Y	(12:58)	Y
Chemicals	(1:58)	N	(4:09)	N
Tobacco and Spirit	(8:32)	N	(6:04)	Y
Paper and Paper Board	11:28	Y	3:35	N
Miscellaneous	10:33	Y	1:10	N
FUEL and OIL vs.				
Chemicals	12:54	Y	8:48	Y
Tobacco and Spirit	6:20	N	6:54	N
Paper and Paper Board	26:21	Y	16:33	Y
Miscellaneous	25:26	Y	14:08	Y

CHEMICALS vs.				
Tobacco and Spirit	(6:33)	N	(1:54)	N
Paper and Paper Board	13:26	Y	7:44	Y
Miscellaneous	12:31	Y	5:19	Y
TOBACCO and SPIRIT vs.				
Paper and Paper Board	20:00	Y	9:39	Y
Miscellaneous	19:05	Y	7:14	Y
PAPER and PAPER BOARD vs.				
Miscellaneous	(0:54)	N	(2:25)	N
<b>Country of Origin</b>				
JAPAN vs.				
US	(30:43)	Y	(14:41)	Y
East Asia	8:15	N	(3:22)	N
ASEAN	(22:25)	Y	(8:04)	Y
China	21:34	Y	2:53	N
Europe	(29:19)	N	(11:46)	Y
Others	8:07	N	0:40	N
US vs.				
East Asia	38:59	Y	11:18	Y
ASEAN	8:18	N	6:36	Y
China	52:18	Y	17:34	Y
Europe	1:24	N	2:54	N
Others	38:51	Y	15:21	Y
EAST ASIA vs.				
ASEAN	(30:41)	Y	(4:42)	Y
China	13:18	Y	6:15	Y
Europe	(37:34)	Y	(8:24)	Y
Others	(0:07)	N	4:03	Y
ASEAN vs.				
China	43:59	Y	10:58	Y
Europe	(6:53)	N	(3:41)	N
Others	30:33	Y	8:45	Y
CHINA vs.				
Europe	(50:53)	Y	(14:39)	Y
Others	(13:26)	Y	(2:12)	N
EUROPE vs.				
Others	37:27	Y	12:27	Y
<b>Value of Commodity</b>				
Less than PhP100,000 vs.				
PhP100,000 to PhP500,000	10:21	Y	8:10	Y
PhP500,001 to PhP1,000,000	(10:39)	Y	(1:33)	N
PhP1,000,001 to PhP5,000,000	(22:42)	Y	(1:18)	N
More than PhP5,000,000	(7:28)	N	2:51	N
PhP100,000 to PhP500,000 vs.				
PhP500,001 to PhP1,000,000	(21:00)	Y	(9:43)	Y
PhP1,000,001 to PhP5,000,000	(33:04)	Y	(9:29)	Y
More than PhP5,000,000	(17:50)	Y	(5:18)	Y
PhP500,001 to PhP1,000,000 vs.				
PhP1,000,001 to PhP5,000,000	(12:03)	Y	0:14	N
More than PhP5,000,000	3:10	N	4:25	Y
PhP1,000,001 to PhP5,000,000 vs.				
More than PhP5,000,000	15:13	Y	4:10	Y
<b>Period of Lodgment</b>				
Pre-Arrival Lodgment vs. Post-Arrival Lodgment	(78:21)	Y	(3:49)	N



<b>Day of Lodgment</b>				
MIDWEEK vs.				
MONDAY	9:36	Y	5:12	Y
FRIDAY	(24:00)	Y	(22:41)	Y
MONDAY vs.				
FRIDAY	(33:36)	Y	(27:53)	Y
<b>Time of Lodgment</b>				
AM vs. PM	4:58	Y	(8:36)	Y
<b>Processing Period</b>				
Inclusive of Weekends vs. Otherwise	91:47	Y	20:59	Y
<b>Mode of Lodgment</b>				
EEC vs. Non-EEC	8:57	Y	(7:11)	Y
<b>Period of Clearance</b>				
Pre-Arrival Clearance vs. Post arrival Clearance	(86:25)	Y	(27:34)	Y
<b>Customs Duties Status</b>				
Exempt vs. Non Exempt	(23:17)	Y	(3:05)	Y
<b>VAT Status</b>				
Exempt vs. Non Exempt	(0:25)	N	(1:23)	N
<b>Mode of Payment</b>				
CASH vs.				
Non-Cash	(45:27)	Y	(33:23)	Y
Exempt from Customs Duties	22:02	Y	1:00	N
NON-CASH				
Exempt from Customs Duties	67:29	Y	34:23	Y
<b>Type Manifest</b>				
Consolidated vs. Non-Consolidated	7:04	Y	3:29	Y
<b>Type of Cargo</b>				
Containerized vs. Non-Containerized	48:08	N	(1:01)	N
<b>Alert Status</b>				
Alerted vs. Otherwise	(23:32)	Y	4:30	Y
<b>Agency Intervention</b>				
With Intervention vs. Without Intervention	(2:58)	N	0:23	N
<b>Broker Mediation</b>				
Broker-Mediated vs. Direct	12:51	Y	0:40	N

**Table A.78 Analysis of Variance of Formal Entry Flow in Seaport**

	ARRIVAL TO RELEASE		LODGMET TO CUSTOMS RELEASE	
	Mean Difference	Significance	Mean Difference	Significance
<b>Selectivity Status</b>				
SUPER GREEN vs.				
Green	15:59	Y	(29:27)	Y
Yellow	(11:06)	Y	(30:07)	Y
Red	4:13	N	(23:12)	Y
GREEN vs.				
Yellow	(27:06)	Y	(0:40)	N
Red	(11:46)	Y	6:14	Y
YELLOW vs.				
Red	15:20	Y	6:54	Y
<b>Type of Commodity</b>				
FOOD vs.				
Textile	7:23	N	3:55	N
Electrical Machinery	(7:13)	N	(1:34)	N
Motor Vehicle	6:52	N	7:36	Y
Machinery (Non-Electrical)	(11:41)	N	(1:20)	N
Machinery (Heavy Equipment)	(32:28)	Y	(4:28)	N
Machinery (Computers)	(6:31)	N	(4:46)	N
Iron and Steel	(26:24)	Y	(10:11)	Y
Hardware	(13:12)	N	(5:29)	N
Fuel and Oil	(27:06)	Y	(18:37)	Y
Chemicals	(26:58)	Y	(14:01)	Y
Tobacco and Spirit	(26:24)	Y	(13:16)	Y
Paper and Paper Board	(9:05)	N	(3:22)	N
Miscellaneous	(1:00)	N	(4:01)	N
TEXTILE vs.				
Electrical Machinery	(14:36)	N	(5:29)	N
Motor Vehicle	(0:30)	N	3:40	N
Machinery (Non-Electrical)	(19:04)	Y	(5:16)	N
Machinery (Heavy Equipment)	(39:52)	Y	(8:24)	N
Machinery (Computers)	(13:55)	N	(8:41)	N
Iron and Steel	(33:47)	Y	(14:06)	Y
Hardware	(20:35)	Y	(9:25)	Y
Fuel and Oil	(34:29)	Y	(22:32)	Y
Chemicals	(34:22)	Y	(17:57)	Y
Tobacco and Spirit	(33:47)	Y	(17:12)	Y
Paper and Paper Board	(16:28)	N	(7:17)	Y
Miscellaneous	(8:23)	N	(7:56)	Y
ELECTRICAL MACHINERY vs.				
Motor Vehicle	14:06	Y	9:10	Y
Machinery (Non-Electrical)	(4:27)	N	0:13	N
Machinery (Heavy Equipment)	(25:15)	Y	(2:54)	N
Machinery (Computers)	0:41	N	(3:11)	N
Iron and Steel	(19:10)	Y	(8:36)	Y
Hardware	(5:58)	N	(3:55)	N
Fuel and Oil	(19:52)	Y	(17:02)	Y
Chemicals	(19:45)	Y	(12:27)	Y
Tobacco and Spirit	(19:10)	Y	(11:42)	Y
Paper and Paper Board	(1:51)	N	(1:47)	N
Miscellaneous	6:13	N	(2:26)	N

MOTOR VEHICLE vs.				
Machinery (Non-Electrical)	(18:33)	Y	(8:56)	Y
Machinery (Heavy Equipment)	(39:21)	Y	(12:04)	Y
Machinery (Computers)	(13:24)	N	(12:22)	Y
Iron and Steel	(33:16)	Y	(17:47)	Y
Hardware	(20:04)	Y	(13:05)	Y
Fuel and Oil	(33:58)	Y	(26:13)	Y
Chemicals	(33:51)	Y	(21:37)	Y
Tobacco and Spirit	(33:16)	Y	(20:52)	Y
Paper and Paper Board	(15:58)	Y	(10:58)	Y
Miscellaneous	(7:52)	N	(11:37)	Y
MACHINERY (NON-ELECTRICAL) vs.				
Machinery (Heavy Equipment)	(20:47)	Y	(3:07)	N
Machinery (Computers)	5:09	N	(3:25)	N
Iron and Steel	(14:42)	Y	(8:50)	Y
Hardware	(1:31)	N	(4:08)	N
Fuel and Oil	(15:25)	Y	(17:16)	Y
Chemicals	(15:17)	Y	(12:40)	Y
Tobacco and Spirit	(14:43)	Y	(11:56)	Y
Paper and Paper Board	2:35	N	(2:01)	N
Miscellaneous	10:41	N	(2:40)	N
MACHINERY (HEAVY EQUIPMENT) vs.				
Machinery (Computers)	25:57	Y	(0:17)	N
Iron and Steel	6:04	N	(5:42)	N
Hardware	19:16	N	(1:01)	N
Fuel and Oil	5:22	N	(14:08)	Y
Chemicals	5:29	N	(9:33)	Y
Tobacco and Spirit	6:04	N	(8:48)	N
Paper and Paper Board	23:23	Y	1:06	N
Miscellaneous	31:28	Y	0:27	N
MACHINERY (COMPUTERS) vs.				
Iron and Steel	(19:52)	Y	(5:24)	N
Hardware	(6:40)	N	(0:43)	N
Fuel and Oil	(20:34)	Y	(13:50)	Y
Chemicals	(20:27)	Y	(9:15)	Y
Tobacco and Spirit	(19:52)	Y	(8:30)	Y
Paper and Paper Board	(2:33)	N	1:24	N
Miscellaneous	5:31	N	0:45	N
IRON and STEEL vs.				
Hardware	13:11	N	4:41	N
Fuel and Oil	(0:42)	N	(8:26)	Y
Chemicals	(0:34)	N	(3:50)	N
Tobacco and Spirit	(0:00)	N	(3:05)	N
Paper and Paper Board	17:18	Y	6:49	Y
Miscellaneous	25:23	Y	6:10	Y
HARDWARE vs.				
Fuel and Oil	(13:53)	Y	(13:07)	Y
Chemicals	(13:46)	Y	(8:31)	Y
Tobacco and Spirit	(13:11)	Y	(7:47)	Y
Paper and Paper Board	4:06	N	2:07	N
Miscellaneous	12:12	Y	1:28	N
FUEL and OIL vs.				
Chemicals	0:07	N	4:35	N
Tobacco and Spirit	0:42	N	5:20	N
Paper and Paper Board	18:00	Y	15:15	Y
Miscellaneous	26:06	Y	14:36	Y

CHEMICALS vs.				
Tobacco and Spirit	0:34	N	0:44	N
Paper and Paper Board	17:53	Y	10:39	Y
Miscellaneous	25:58	Y	10:00	Y
TOBACCO and SPIRIT vs.				
Paper and Paper Board	17:18	Y	9:54	Y
Miscellaneous	25:24	Y	9:15	Y
PAPER and PAPER BOARD vs.				
Miscellaneous	8:05	N	(0:39)	N
<b>Country of Origin</b>				
JAPAN vs.				
US	(29:59)	Y	(14:44)	Y
East Asia	4:17	N	(3:21)	N
ASEAN	(26:01)	Y	(9:00)	Y
China	20:08	Y	2:46	N
Europe	(29:12)	N	(11:54)	Y
Others	8:59	N	0:46	N
US vs.				
East Asia	34:16	Y	11:22	Y
ASEAN	3:57	N	5:43	Y
China	50:08	Y	17:30	Y
Europe	0:47	N	2:49	N
Others	38:58	Y	15:30	Y
EAST ASIA vs.				
ASEAN	(30:19)	Y	(5:39)	Y
China	15:51	Y	6:07	Y
Europe	(33:29)	Y	(8:33)	Y
Others	4:41	N	4:07	N
ASEAN vs.				
China	46:10	Y	11:46	Y
Europe	(3:10)	N	(2:53)	N
Others	35:00	Y	9:46	Y
CHINA vs.				
Europe	(49:21)	Y	(14:40)	Y
Others	(11:09)	Y	(1:59)	N
EUROPE vs.				
Others	38:11	Y	12:40	Y
<b>Value of Commodity</b>				
Less than PhP100,000 vs.				
PhP100,000 to PhP500,000	12:01	Y	8:24	Y
PhP500,001 to PhP1,000,000	(11:53)	Y	(2:21)	N
PhP1,000,001 to PhP5,000,000	(26:37)	Y	(1:48)	N
More than PhP5,000,000	(8:34)	N	3:16	N
PhP100,000 to PhP500,000 vs.				
PhP500,001 to PhP1,000,000	(23:55)	Y	(10:45)	Y
PhP1,000,001 to PhP5,000,000	(38:39)	Y	(10:12)	Y
More than PhP5,000,000	(20:36)	Y	(5:07)	Y
PhP500,001 to PhP1,000,000 vs.				
PhP1,000,001 to PhP5,000,000	(14:44)	Y	0:32	N
More than PhP5,000,000	3:18	N	5:37	Y
PhP1,000,001 to PhP5,000,000 vs.				
More than PhP5,000,000	18:03	Y	5:05	Y
<b>Period of Lodgment</b>				
Pre-Arrival Lodgment vs. Post-Arrival Lodgment	(81:22)	Y	(3:19)	N

<b>Day of Lodgment</b>				
MIDWEEK vs.				
Monday	10:42	Y	5:34	Y
Friday	(25:10)	Y	(23:22)	Y
MONDAY vs.				
Friday	(35:52)	Y	(28:57)	Y
<b>Time of Lodgment</b>				
AM vs. PM	3:46	N	(9:08)	Y
<b>Processing Period</b>				
Inclusive of Weekends vs. Otherwise	93:05	Y	21:38	Y
<b>Type of Lodgment</b>				
EEC VS. Non-EEC	10:00	Y	(6:37)	Y
<b>Period of Clearance</b>				
Pre-Arrival Clearance vs. Post-Arrival Clearance	(89:59)	Y	(28:08)	Y
<b>Customs Duties Status</b>				
Exempt vs. Non-Exempt	80:41	Y	(4:58)	N
<b>VAT Status</b>				
Exempt vs. Non Exempt	(4:42)	N	(1:57)	N
<b>Mode of Payment</b>				
CASH vs.				
Non-Cash	(45:27)	Y	(33:23)	Y
Exempt from Customs Duties	(90:35)	N	(71:44)	N
NON-CASH				
Exempt from Customs Duties	(45:07)	N	(38:21)	N
<b>Type of Manifest</b>				
Consolidated vs. Non- Consolidated	7:04	Y	3:29	Y
<b>Type of Cargo</b>				
Containerized vs. Non-Containerized	48:08	N	(1:01)	N
<b>Alert Status</b>				
Alerted vs. Otherwise	(23:32)	Y	(4:30)	Y
<b>Agency Intervention</b>				
With Intervention vs. Without Intervention	(7:01)	N	(0:06)	N
<b>Broker Mediation</b>				
Broker-Mediated vs. Direct	10:29	N	1:15	N

**Table A.79 Analysis of Variance of Warehousing Entry Flow in Seaport**

	ARRIVAL TO RELEASE		LODGMET TO CUSTOMS RELEASE	
	Mean Difference	Significance	Mean Difference	Significance
<b>Selectivity Status</b>				
SUPER GREEN vs.				
Yellow	0:27	N	(2:56)	N
Red	(6:10)	N	(4:23)	N
YELLOW vs.				
Red	(6:37)	N	(1:27)	N
<b>Type of Commodity</b>				
FOOD vs.				
Textile	60:41	Y	26:24	N
Electrical Machinery	77:24	N	40:51	Y
Motor Vehicle	73:31	Y	38:21	Y
Machinery (Non-Electrical)	62:13	N	26:27	N
Machinery (Heavy Equipment)	95:30	Y	41:03	Y
Machinery (Computers)	95:11	Y	46:40	Y
Iron and Steel	70:22	Y	28:44	N
Hardware	61:00	Y	30:02	N
Fuel and Oil	75:37	N	36:32	Y
Chemicals	68:12	Y	29:57	N
Tobacco and Spirit	76:15	Y	33:00	Y
Paper and Paper Board	66:18	Y	29:38	N
Miscellaneous	76:34	Y	36:26	Y
TEXTILE vs.				
Electrical Machinery	16:43	N	14:26	Y
Motor Vehicle	12:50	N	11:56	Y
Machinery (Non-Electrical)	1:32	N	0:03	N
Machinery (Heavy Equipment)	34:48	N	14:39	N
Machinery (Computers)	34:30	N	20:16	Y
Iron and Steel	9:41	N	2:19	N
Hardware	0:19	N	3:38	N
Fuel and Oil	14:56	N	10:08	N
Chemicals	7:31	N	3:33	N
Tobacco and Spirit	15:34	Y	6:36	Y
Paper and Paper Board	5:36	N	3:14	N
Miscellaneous	15:53	N	10:02	Y
ELECTRICAL MACHINERY vs.				
Motor Vehicle	(3:52)	N	(2:30)	N
Machinery (Non-Electrical)	(15:11)	N	(14:23)	N
Machinery (Heavy Equipment)	18:05	N	0:12	N
Machinery (Computers)	17:47	N	5:49	N
Iron and Steel	(7:01)	N	(12:07)	N
Hardware	(16:24)	N	(10:48)	N
Fuel and Oil	(1:47)	N	(4:18)	N
Chemicals	(9:11)	N	(10:53)	Y
Tobacco and Spirit	(1:08)	N	(7:50)	N
Paper and Paper Board	(11:06)	N	(11:12)	Y
Miscellaneous	(0:49)	N	(4:24)	N

MOTOR VEHICLE vs.				
Machinery (Non-Electrical)	(11:18)	N	(11:53)	N
Machinery (Heavy Equipment)	21:58	N	2:42	N
Machinery (Computers)	21:39	N	8:19	N
Iron and Steel	(3:09)	N	(9:37)	N
Hardware	(12:31)	N	(8:18)	N
Fuel and Oil	(2:05)	N	(1:48)	N
Chemicals	(5:18)	N	(8:23)	Y
Tobacco and Spirit	2:43	N	(5:20)	N
Paper and Paper Board	(7:13)	N	(8:42)	Y
Miscellaneous	3:02	N	(1:54)	N
MACHINERY (NON-ELECTRICAL) vs.				
Machinery (Heavy Equipment)	33:16	N	14:35	N
Machinery (Computers)	32:58	N	20:12	N
Iron and Steel	8:09	N	2:16	N
Hardware	(1:12)	N	3:35	N
Fuel and Oil	13:24	N	10:05	N
Chemicals	5:59	N	3:30	N
Tobacco and Spirit	14:02	N	6:33	N
Paper and Paper Board	4:04	N	3:10	N
Miscellaneous	14:21	N	9:59	N
MACHINERY (HEAVY EQUIPMENT) vs.				
Machinery (Computers)	(0:18)	N	5:36	N
Iron and Steel	(25:07)	N	(12:19)	N
Hardware	(34:29)	N	(11:00)	N
Fuel and Oil	(19:52)	N	(4:30)	N
Chemicals	(27:17)	N	(11:05)	N
Tobacco and Spirit	(19:14)	N	(8:02)	N
Paper and Paper Board	(29:12)	N	(11:25)	N
Miscellaneous	(18:55)	N	(4:36)	N
MACHINERY (COMPUTERS) vs.				
Iron and Steel	(24:49)	N	(17:56)	Y
Hardware	(34:11)	N	(16:37)	Y
Fuel and Oil	(19:34)	N	(10:07)	N
Chemicals	(26:58)	N	(16:42)	Y
Tobacco and Spirit	(18:56)	N	(13:39)	Y
Paper and Paper Board	(28:53)	N	(17:01)	Y
Miscellaneous	(18:37)	N	(10:13)	N
IRON and STEEL vs.				
Hardware	(9:22)	N	1:18	N
Fuel and Oil	5:14	N	7:48	N
Chemicals	(2:09)	N	1:13	N
Tobacco and Spirit	5:52	N	4:16	N
Paper and Paper Board	(4:04)	N	0:54	N
Miscellaneous	6:11	N	7:42	N
HARDWARE vs.				
Fuel and Oil	14:37	N	6:30	N
Chemicals	7:12	N	(0:04)	N
Tobacco and Spirit	15:15	N	2:58	N
Paper and Paper Board	5:17	N	(0:24)	N
Miscellaneous	15:34	N	6:23	N
FUEL and OIL vs.				
Chemicals	(7:24)	N	(6:35)	N
Tobacco and Spirit	0:38	N	(3:31)	N
Paper and Paper Board	(9:19)	N	(6:54)	N
Miscellaneous	0:57	N	(0:06)	N

CHEMICALS vs.				
Tobacco and Spirit	8:02	N	3:03	N
Paper and Paper Board	(1:54)	N	(0:19)	N
Miscellaneous	8:21	N	6:28	N
TOBACCO and SPIRIT vs.				
Paper and Paper Board	(9:57)	N	(3:22)	N
Miscellaneous	0:18	N	3:25	N
PAPER and PAPER BOARD vs.				
Miscellaneous	10:16	N	6:48	N
<b>Country of Origin</b>				
JAPAN vs.				
US	(42:52)	N	(11:44)	N
East Asia	(2:02)	N	(4:25)	N
ASEAN	(4:48)	N	(1:00)	N
China	14:26	N	2:46	N
Europe	20:51	N	2:20	N
Others	(11:16)	N	(1:18)	N
US vs.				
East Asia	40:50	N	7:18	N
ASEAN	38:04	N	10:43	N
China	57:18	Y	14:30	N
Europe	63:44	N	14:05	N
Others	31:35	N	10:26	N
EAST ASIA vs.				
ASEAN	(2:46)	N	3:25	N
China	16:28	Y	7:12	Y
Europe	22:53	N	6:46	N
Others	(9:14)	N	3:07	N
ASEAN vs.				
China	19:14	N	3:47	N
Europe	25:40	N	3:21	N
Others	(6:28)	N	(0:17)	N
CHINA vs.				
Europe	6:25	N	(0:25)	N
Others	(25:42)	N	(4:04)	N
EUROPE vs.				
Others	(32:08)	N	(3:38)	N
<b>Value of Commodity</b>				
Less than PhP100,000 vs.				
PhP100,000 to PhP500,000	6:42	N	7:37	N
PhP500,001 to PhP1,000,000	1:19	N	4:17	N
PhP1,000,001 to PhP5,000,000	(13:19)	N	(0:06)	N
More than PhP5,000,000	3:22	N	0:26	N
PhP100,000 to PhP500,000 vs.				
PhP500,001 to PhP1,000,000	(5:23)	N	(3:19)	N
PhP1,000,001 to PhP5,000,000	(20:02)	Y	(7:43)	Y
More than PhP5,000,000	(3:20)	N	(7:10)	N
PhP500,001 to PhP1,000,000 vs.				
PhP1,000,001 to PhP5,000,000	(14:39)	N	(4:23)	N
More than PhP5,000,000	2:02	N	(3:50)	N
PhP1,000,001 to PhP5,000,000 vs.				
More than PhP5,000,000	16:41	Y	0:33	N
<b>Period of Lodgment</b>				
Pre-Arrival Lodgment vs. Post-Arrival Lodgment	(60:23)	Y	(7:33)	N



<b>Day of Lodgment</b>				
MIDWEEK vs.				
Monday	(0:15)	N	2:53	N
Friday	(17:55)	N	(18:43)	Y
MONDAY vs.				
Friday	(17:40)	N	(21:36)	Y
<b>Time of Lodgment</b>				
AM vs. PM	12:40	Y	(5:23)	Y
<b>Processing Period</b>				
Inclusive of Weekends vs. Otherwise	79:29	Y	16:59	Y
<b>Mode of Lodgment</b>				
EEC vs. Non-EEC	(1:51)	N	(10:40)	Y
<b>Period of Clearance</b>				
Pre-Arrival Clearance vs. Post-Arrival Clearance	(66:05)	Y	(23:57)	Y
<b>Broker Mediation</b>				
Broker-Mediated vs. Direct	(1:33)	N	(2:54)	N

**APPENDIX B**  
**ROLE OF DIFFERENT AGENCIES IN THE IMPORT PROCESS FLOW**

**B.1 Bureau of Internal Revenue, Department of Finance**

The role of the Bureau of Internal Revenue (BIR) is embodied in Republic Act 8424, also known as the National Internal Revenue Code of 1997. Under the supervision of the Department of Finance (DOF), the BIR is responsible for the assessment and collection of all national internal revenue taxes, fees, and charges. It is also in-charge of the enforcement of all forfeitures, penalties, rewards and fines connected with its mandate.

Through the issuance of an authority to release imported goods (ATRIG), the BIR is able to enforce collection of national internal revenue taxes on imports for both value-added tax (VAT) and excise tax purposes. Application for an ATRIG for VAT purposes is filed with the Revenue District Office (RDO) while application for excise tax purposes is filed with the Excise Tax District Office (ETDO) where the importer is registered or required to register.

An ATRIG is issued on all importations of articles exempt from VAT except those articles specifically identified and enumerated in the Circular issued jointly by the BIR and BOC. In the case of imported goods subject to excise tax, the application for an ATRIG is issued for all importations, whether they are exempt or taxable, including raw materials for production, machineries, equipment, apparatus or any mechanical contrivances especially used for its assembly or production. Before shipments are released, they have to apply for an ATRIG at the ATRIG Section of the BIR. There is really no clear time interval between the arrival of the goods and the application for ATRIG. The moment the importer/broker comes into the ATRIG Section, it is assumed that the goods are already at BOC custody. For agricultural products, ATRIG applications are done after importer/broker has obtained clearance from respective quarantine offices.

For VAT purposes, applications for ATRIG should be accompanied by the following documents: (a) Commercial Invoice; (b) Consular Invoice; (c) Bill of Lading or Airway Bill; (d) Packing List; (e) Import Entry and Internal Revenue Declaration (IEIRD) which is not necessarily required but for tax purposes is issued to assess tax based on the value of the good. If the assessment is based on quantity, IEIRD is no longer required; (f) Certificates for Registration in the appropriate RDO, if the importer is applying for ATRIG for the first time; (g) duly notarized Certificate of Undertaking, for automobiles, feed ingredients, petroleum additives, etc.; and, (h) other documents that may be required such as Certification from BAI, Fertilizer and Pesticides Authority, Food and Drug Authority, etc.

For excisable imports, the following documents should be attached, in addition to the above-mentioned requirements for VAT purposes: (a) Permit to Operate as Excise Taxpayer, if the importer is applying for the first time; (b) Permit to Import, when imported goods include tobacco, alcohol products, raw materials in the assembly or production of the said items or any apparatus or mechanical contrivances used in their

production; and (c) Requisition for Revenue Strip Stamps and Labels (BIR Form 2620) for the issuance of strip stamps, auxiliary and regular labels, in cases of importation of cigars, cigarettes and alcohol products.

Upon submission and authentication of required documents, the BIR matches the Tax Identification Number (TIN) of the importer as declared in the application form with the Registration System of the Integrated Tax System (ITS). The BIR officer determines if the information reflected in the ITS tallies with the declaration in the application. Otherwise, the application will be returned to the importer and the latter will be required to register with the BIR. The BIR officer also verifies whether the importer is BIR-registered for VAT and excise tax.

The BIR verifies whether the article sought to be exempted from VAT complies with the provisions on VAT exemptions under Section 109, and with the requirement on surety bond as prescribed under Section 160 of the Tax Code.

Upon presentation of the required documents, assessment and evaluation of all applications usually take up to 1 day since all applications are processed by batch where a transmittal is prepared within the day for BOC. The following day, the inspection team will proceed to the port of entries (i.e., MICP, POM, and NAIA) to conduct the physical inspection. Physical examination usually takes about 30 minutes to 1 hour depending on the good. For motor vehicles, inspectors randomly check out the brand, seating capacities, and other pertinent features like chassis number, etc.. After inspection, transmittal of approved ATRIGs is again prepared at the BIR office to be forwarded the next day. For ATRIG applications not requiring inspection, they are forwarded to BOC the next day.

In case of doubt, the BIR officer may require submission of the following: (a) samples of the imported goods for laboratory analysis, which is to be taken directly and personally by the BIR officer from the shipment; (b) literature/brochures/product data containing product description of the imported goods; and, (c) certifications from appropriate regulatory government offices authenticating the claims of the importer.

Furthermore, the BIR officer may conduct an ocular inspection in the case of motor vehicles, evaluate product information/literature in case the articles require no laboratory analysis, or refer to the Legal Division of the RDO or the Law Division in the BIR Central Office in case an application for an ATRIG requires legal resolution.

In case an ATRIG is issued for excise tax purposes, the BIR officer coordinates with the importer on the shipment's release from customs custody (date, time, mode of delivery and place of destination of the imported goods). The BIR transmits to the BOC all approved ATRIGs for the day not later than 12:00 noon of the following day.

A BIR officer oversees the physical release of imported goods from the BOC, obtains a copy of proof of payment of excise tax from the importer that will be included in the docket for ATRIG. The BIR officer also checks whether the required auxiliary official labels or internal revenue stamps are duly affixed on the package or container of imported goods prior to their release. Finally, he accompanies the shipment from the BOC up to the time of its receipt at the place of destination.

In practice, there are goods that are not physically examined because of lack of personnel. Even the overseeing of physical release from BOC of certain goods is no longer exercised. However, for automobile importations, inspection is necessary since BIR is strict when it comes to exemption applications.

Due to numerous steps required, this portion of the import release process takes 1-3 days to complete. See Figure B.1 and B.2 for the process flow diagram.

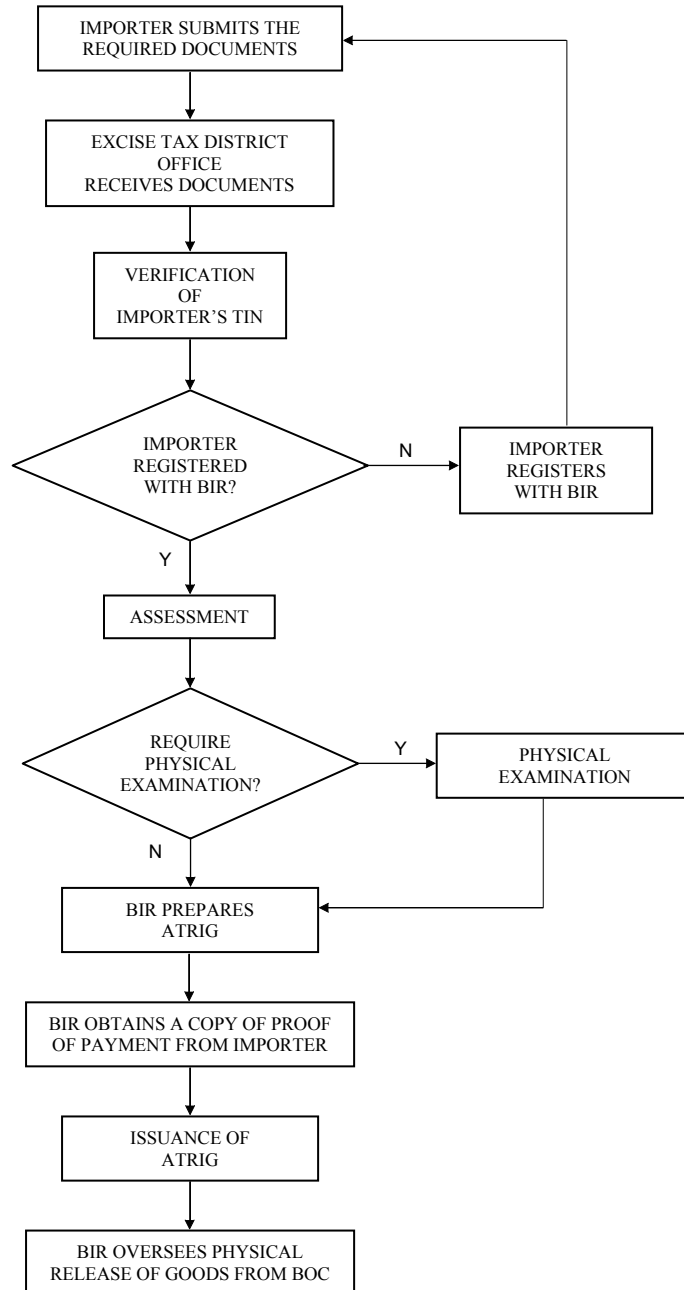
### **Nature and Causes of Delays in the Import Process (BIR)**

At the ATRIG section of the BIR, most delays are usually due to the lack of documentary requirements. There are times when importers or their brokers leave their papers without first checking if they are complete and they sometimes forget to leave their contact numbers. As a result, the action officer will not process the documents. The importer/broker comes back to follow-up the next day only to find out that his papers were not processed. Another cause of delay occurs whenever there are legal and technical issues that need to be settled first between the BIR and importer before ATRIG can be released. This happens in cases where “gray areas” exist in determining the amount of taxes due for payment by the importer. For example, the basis of taxation of chemical additives is not clearly specified in the revenue code. Such are referred to the legal and technical office for an expert opinion on the matter before the ATRIG office can act on the papers (this can take from 1 to 2 weeks). Another example is when the importer (usually oil companies) does not want to execute an Affidavit of Undertaking that BIR requires. This affidavit is something like a waiver to be executed by the importer authorizing the BIR to conduct further inquiry even if the shipments were released from BOC custody, for purposes of determining the actual usage of the product being imported. In cases like these, papers are held and pending for release and it usually takes up to two months before issues are resolved. In addition to these delays, travel time from BIR to the place where shipments are contained (i.e. MICP, POM, NAIA) is also considerable since BIR does not hold office at the ports of entry. Contrary to existing procedures, overseeing the physical release of goods from BOC where ATRIGs are issued does not happen due to the lack of personnel. In practice, some goods do not undergo physical inspection except for automobile importations since the BIR is strict when it comes to exemption applications on these goods.

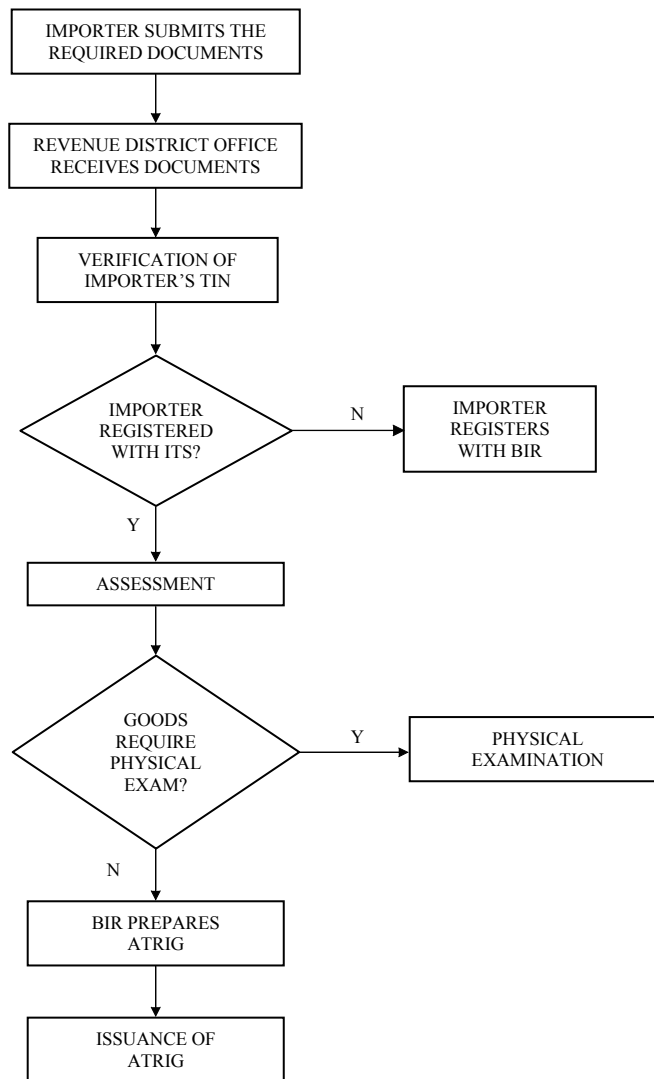
### **B.2 Revenue Office, Department of Finance**

The Revenue Office (RO) of the Department of Finance is responsible for processing applications for exemptions from import duties or taxes by qualified applicants and chartered entities. It has the power to review BOC decisions in cases of seizure, forfeiture, dumping, auction, abatement and refunds, protests, and other tariff and customs related matters.

**Figure B.1**  
**Process Flow at the Bureau of Internal Revenue, for Excise Tax Exemption**



**Figure B.2**  
**Process Flow at the Bureau of Internal Revenue, for VAT Exemption**

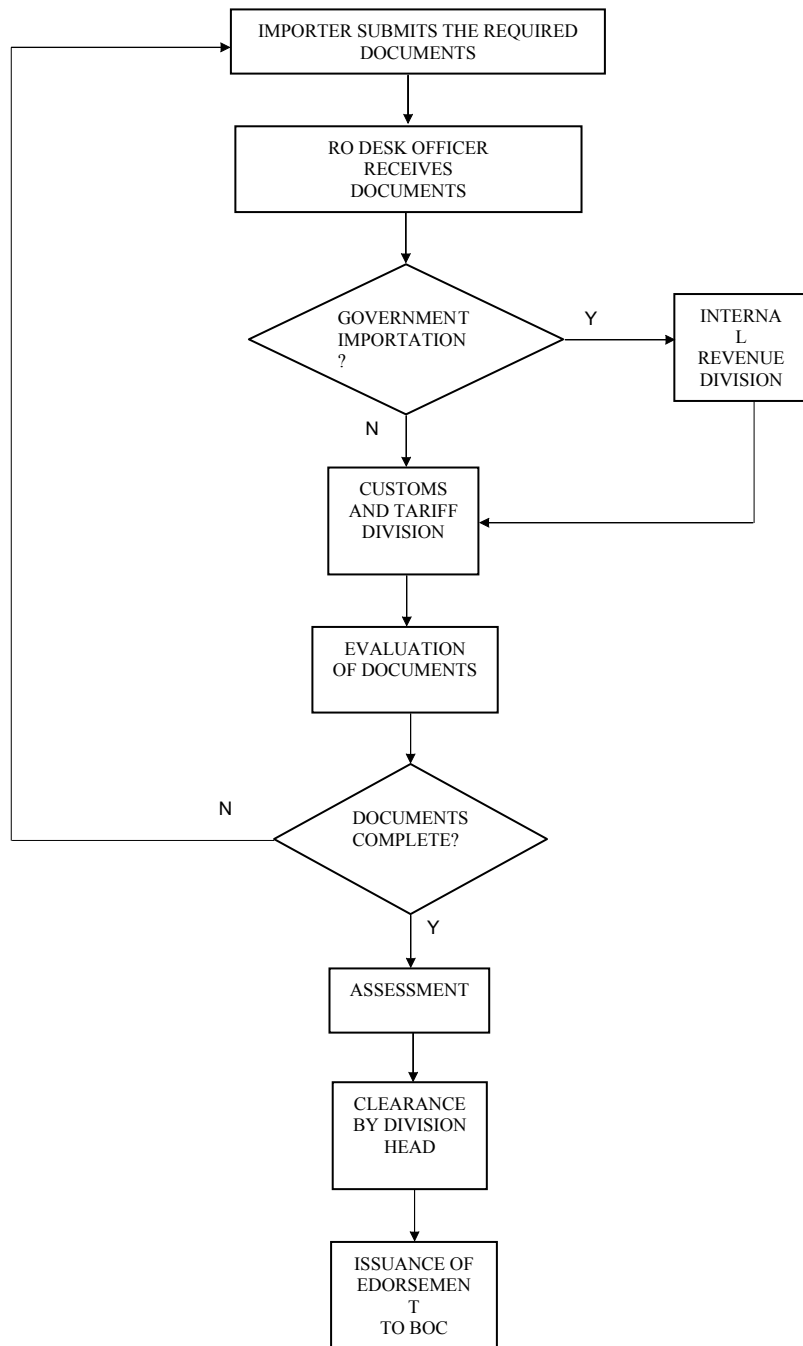


Generally, applications for tax exemptions require the following documents:(a) Letter of Credit (if required) for purposes of knowing the consignee; (b) Affidavit issued by importer (this is usually done when applying to release cargo “under ban” just to facilitate the immediate release of shipment)); (c) Commercial Invoice; (d) Packing List; (e) Airway Bill or Bill of Lading; and, (f) other documents that may be required from the importer such as an endorsement from the government agency regulating the importation of such goods. The usual process is that upon arrival of the shipment, a letter from the importer is filed at the RO requesting an Authority To Release Certificate (ATRC) in the form of an endorsement letter to the BOC with the attached documents. Upon receipt, documents are reviewed and recorded which takes about 5 minutes. For government importations that are tax-exempt, they are forwarded to the Customs and Tariff Division (CTD). Importations by private individuals or entities are processed under the Internal Revenue Division (IRD) within the RO. From here, further evaluation, determination of fees to be paid, and preparation of the ATRC are made. The CTD and IRD evaluate the application for tax exemption, which is then endorsed to the Heads of CTD and IRD for final approval of the head of the Revenue Office. Approved applications are issued an Endorsement to the BOC. The entire process can be accomplished within the day after payment of necessary fees and charges are made. See Figure B.3 for the process flow diagram.

### **Nature and Causes of Delays in the Import Process**

The usual delays happen when the importer or its representative fails to secure an endorsement from the government agency that regulates and monitors such importations. For example, duty and tax-free items imported by a telecommunications company needs an endorsement from the National Telecommunications Commission, or importations by an international organization like the Red Cross or UNDP need an endorsement from the Department of Foreign Affairs. In addition to the failure to secure these endorsements, negligence makes them forget to put their return addresses. In cases like these, applications can be delayed for a month. Obtaining accurate information regarding importation rules and procedures is one major cause of delay especially for first-timers who rely solely on their brokers. There are importations by companies whose documents do not satisfy the Revenue Office. In this case, the Revenue Office conducts an investigation about the activities of these companies through its Research and Monitoring Section. However, due to lack of manpower to conduct an investigation, applications can be delayed for about a week.

**Figure B.3**  
**Process Flow at the Revenue Office**





## TARIFF AND CUSTOMS CODE OF THE PHILIPPINES

Sec. 105. Conditionally-Free Importations. — The following articles shall be exempt from the payment of import duties:

- a. Aquatic products (e.g., fishes, crustaceans, mollusks, marine animals, seaweeds, fish oil, roe) caught or gathered by fishing vessels of Philippine registry;
- b. Equipment for use in the salvage of vessels or aircrafts, not available locally;
- c. Cost of repairs, excluding the value of the article used, made in foreign countries upon vessels or aircraft documented, registered or licensed in the Philippines;
- d. Articles brought into the Philippines for repair, processing or reconditioning to be re-exported upon completion of the repair, processing or reconditioning;
- e. Medals, badges, cups and other small articles bestowed as trophies or prizes, or those received or accepted as honorary distinction;
- f. Personal and household effects belonging to residents of the Philippines returning from abroad including jewelry, precious stones and other articles of luxury;
- g. Wearing apparel, articles of personal adornment, toilet articles, portable tools and instruments, theatrical costumes and similar effects accompanying travelers, or tourists, or arriving within a reasonable time before and after their arrival in the Philippines, which are necessary and appropriate for the wear and use of such persons according to the nature of the journey, their comfort and convenience;
- h. Professional instruments and implements, tools of trade, occupation or employment, wearing apparel, domestic animals, and personal and household effects belonging to persons coming to settle in the Philippines or Filipinos and/or their families and descendants who are now residents or citizens of other countries;
- i. Articles used exclusively for public entertainment, and for display in public expositions, or for exhibition or competition for prizes, and devices for projecting pictures and parts and appurtenances thereof;
- j. Articles brought by foreign film producers directly and exclusively used for making or recording motion picture films on location in the Philippines;
- k. Importations for the official use of foreign embassies, legations, and other agencies of foreign governments;
- l. Imported articles donated to, or for the account of, any duly registered relief organization, not operated for profit, for free distribution among the needy;
- m. Containers, holders and other similar receptacles of any material including craft paper bags for locally manufactured cement for export, including corrugated boxes for bananas, mangoes, pineapples and other fresh fruits for export, except other containers made of paper, paperboard and textile fabrics;
- n. Supplies which are necessary for the reasonable requirements of the vessel or aircraft in her voyage or flight outside the Philippines;
- o. Articles and salvage from vessels recovered after a period of two (2) years from the date of filing the marine protest or the time when the vessel was wrecked or abandoned, or parts of a foreign vessel or her equipment, wrecked, abandoned in Philippine waters or elsewhere;
- p. Coffins or urns containing human remains, bones or ashes, used personal and household effects (not merchandise) of the deceased person, except vehicles, the value of which does not

exceed ten thousand pesos (P10,000.00), upon identification as such;

q. Samples of the kind, in such quantity and of such dimension or construction as to render them unsalable or of no appreciable commercial value;

r. Animals (except race horses), and plants for scientific, experimental, propagation, botanical, breeding, zoological and national defense purposes;

s. Economic, technical, vocational, scientific, philosophical, historical, and cultural books and/or publications;

t. Philippine articles previously exported from the Philippines and returned without having been advanced in value or improved in condition by any process of manufacture or other means;

u. Aircraft, equipment and machinery, spare parts commissary and catering supplies, aviation gas, fuel and oil, whether crude or refined, and such other articles or supplies imported by and for the use of scheduled airlines operating under Congressional franchise;

v. Machineries, equipment, tools for production, plants to convert mineral ores into saleable form, spare parts, supplies, materials, accessories, explosives, chemicals, and transportation and communication facilities imported by and for the use of new mines and old mines which resume operations;

w. Spare parts of vessels or aircraft of foreign registry engaged in foreign trade when brought into the Philippine exclusively as replacements or for the emergency repair thereof;

x. Articles of easy identification exported from the Philippines for repair and subsequently reimported;

y. Trailer chassis when imported by shipping companies for their exclusive use in handling containerized cargo.

*Specific provisions omitted.*

### **B.3 Mabuhay Lane, Department of Finance**

To expedite the processing of tax exemptions, the Department of Finance issued Department Order 29-94 creating the Mabuhay Lane. The goal is to release tax exemption documents within 24 hours from the submission of complete documentary requirements. Before its inception in 1994, applications for tax and duty exemptions usually lasted a week or longer as papers passed through numerous officers before their transmittal to the BOC.

The Mabuhay Lane caters exclusively to selected sectors, namely: (a) export-oriented firms (BOI and Non-BOI registered); (b) importer of books, periodicals and other similar items or articles; (c) non-stock, non-profit educational institutions; (d) returning residents, persons coming to settle permanently, recalled foreign service personnel, and other persons similarly situated, including the sale of exempt motor vehicles; (e) importation under Section 105 of the Tariff and Customs Code of the Philippines pertaining to livestock; (f) importation by the ADB; and (g) importation with DOE Recommendation for Energy Contract.

The number and type of documents required for tax exemptions depends on the nature of imported goods. For example, for imports of capital equipment by export-oriented firms, the documents required include: (a) Letter of Request; (b) Bill of Lading or Airway Bill; (c) Invoice; (d) DOF-RC Form 1; (e) copy of Certificate of Authority (endorsement) from BOI; (f) Pro-Forma Invoice; and, (g) Letter of Credit.

For import of books and other periodicals, the required documents include: (a) Bill of Lading or Airway Bill; (b) certified true copy of Invoice; (c) Packing List with title of books; (d) authority of representative (in lieu of consignee); (e) duly notarized Affidavit, and (f) Letter of Application. Meanwhile, importation of personal effects requires the following documents: (a) Letter of Request for duty tax exemption; (b) original passport; (c) Bill of Lading or Airway Bill; (d) Packing List; (e) Affidavit of Ownership; and, (f) Authority to Representative (in lieu of consignee). There is also a need to secure an endorsement from the government agency that regulates such importations (*e.g.*, Department of Education, Department of Energy, etc...)

The Records Management Division of DOF can receive the documents from the importer for recording purposes and pass them to the Mabuhay Lane. However the usual process is that upon arrival of the shipment, the importer or its representative (most of the time, these are the brokers) applies personally at the ML office. An Action Officer in the Mabuhay Lane checks the completeness of the documents and outlines the necessary processes for the particular exemption being applied. This is then forwarded to the appropriate division that will act on the papers depending on the nature of importation. After further evaluation, an endorsement is prepared addressed to the BOC for comment/approval by the chief officer of ML after payment of necessary fees have been made. The DOF Assistant Secretary in charge of the RO exercises final approval of tax exemptions. Once approved, an Endorsement to BOC is prepared to complete the process. On the average it takes about 3 hours to process and obtain a clearance. See Figure B.4 for the process flow diagram.

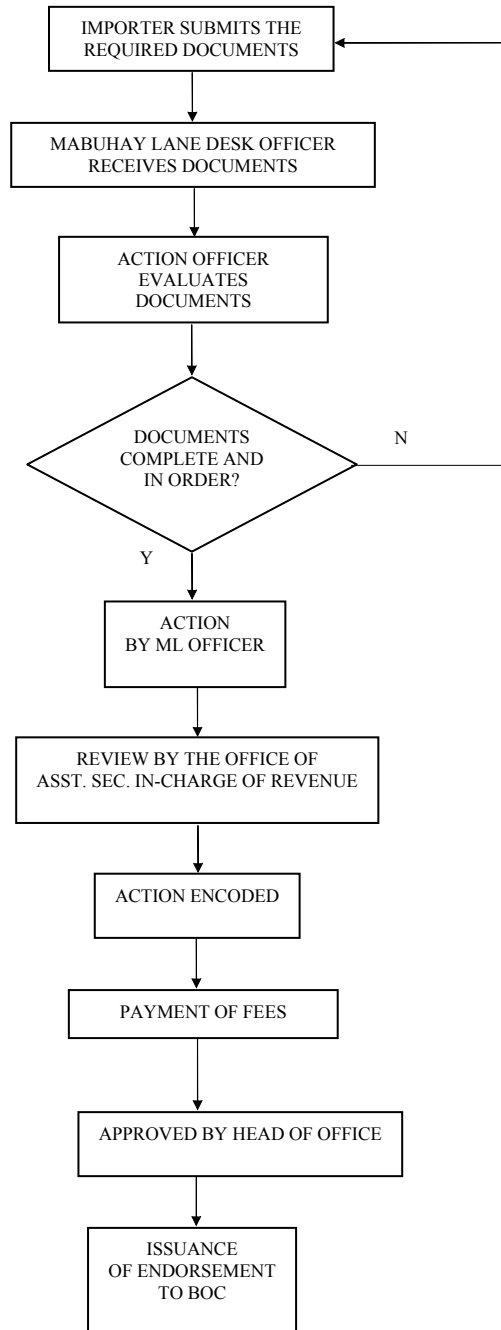
There is also an express delivery system of data to BOC through the electronic duty/tax exemption system linking the Mabuhay Lane and BOC systems. This mechanism has considerably reduced the processing time in the Mabuhay Lane and has shortened the processing time in BOC. However, the system has been inoperative for quite some time and needs to be restored and upgraded to continue servicing the BOC and ML-DOF.

## **Nature and Causes of Delays in the Import Process (Mabuhay Lane-DoF)**

The usual delays encountered by the agency happens whenever the importer or its representative (typically the broker) fails to provide the necessary attachments specially the endorsement from the government agency that regulates/monitors such importations. Examples of these endorsements are: from the Department of Education for importations of non-stock, non-profit educational institutions; from the Department of Energy for importations of firms with energy contracts; or from the Board of Investments for importations of BOI registered firms; among others. When this happens, delays may take 1 or 2 days. Delays are simply caused by the lack of information especially for first timers.

There are also cases where the agency has to conduct an ocular inspection of the site where the shipment is to be used (particularly capital equipment). For example, if a school or a university imports a unit of elevator, inspection is needed before the request for clearance is granted. Although the agency is mandated to expedite papers within hours upon receipt of documents, instances such as this usually take about a day or two.

**Figure B.4**  
**Process Flow at the Mabuhay Lane**



#### **B.4 Bureau of Import Services, Department of Trade & Industry**

The Bureau of Import Services (BIS), an attached agency of the Department of Trade and Industry (DTI), was created under Executive Order 133. It is mandated to perform the following functions: (a) adopt sound policies, programs and guidelines; (b) effectively and efficiently administer import rules and regulations; (c) implement beneficial programs that provide relief to industries against unfair import trade practices; and, (d) disseminate timely and accurate information on imports to domestic industries.

The agency's main function is to process and evaluate importation applications of used cars of returning citizens or foreign service personnel (this is termed No-dollar Importation or NDI), spare parts of brand new cars, brand new motorcycle parts, non-exempt importations of the government, used cargo tires, and used tires. Also covered are donations by organizations or institutions, and importation of second-hand motor vehicles of returning residents or migrants.

For importations of goods cited above, BIS issues the following: (1) Certificate of Authority to Import (CAI); (2) endorsements to the Land Transportation Office (LTO), Department of Finance (DOF) and to the BIR in order for shipments to be released from BOC; and (3) Release Certificate. The importer fills up an application form (depending on the type of importation) and attaches the required documents for processing and approval. BIS has different application forms depending on the type of importation that also require specific attachments. However, the usual attachments are the pro-forma invoice (with date and number), passport, and affidavit of undertaking. All applications should be filed prior to the arrival of shipment at the port of entry. On the average, processing, evaluation, and approval of application takes 3 days. The importer goes to BOC for the actual release of the goods.

For NDIs, BIS conducts a personal interview with the importer after processing of the documents. This would take about 20 to 30 minutes. The BIS inspector, together with the importer goes to the BOC compound to conduct a physical inspection of the vehicle together with inspectors from BOC and BIR. This is the only time that BIS is actually involved in the actual process flow of imported goods. Inspection may take only 15 to 20 minutes depending on the number of vehicles to be inspected. After payment of fees and charges, goods are released by stamping the documents and issuance of CAI and an endorsement to LTO. Upon arrival of shipment, the importer files a Letter of Request for stripping and pays the corresponding stripping charges in favor of the shipping lines. The filing of a Formal Entry Declaration at BOC requires the following documents: (a) Bill of Lading or Airway Bill; (b) Packing List and/or Commercial Invoice; (c) CAI, which is filed before the vehicle is shipped; (d) motor vehicle registration; (e) passport; and, (f) copy of computation.

Upon arrival of imported vehicles, the importer makes an advance payment of taxes and duties to BOC. The BIS does not conduct a physical inspection of imported goods except for NDIs. In such cases, a BIS officer examines the goods in the presence of a BOC officer. Additional taxes and duties are paid if the inspection establishes further charges. When the importer submits the ATRIG issued by the BIR, BIS endorses a Release Clearance to BOC. An endorsement for the registration of the vehicle to the

Land Transportation Office is made by the BIS upon the presentation of the original copy of the Certificate of Payment of taxes and duties.

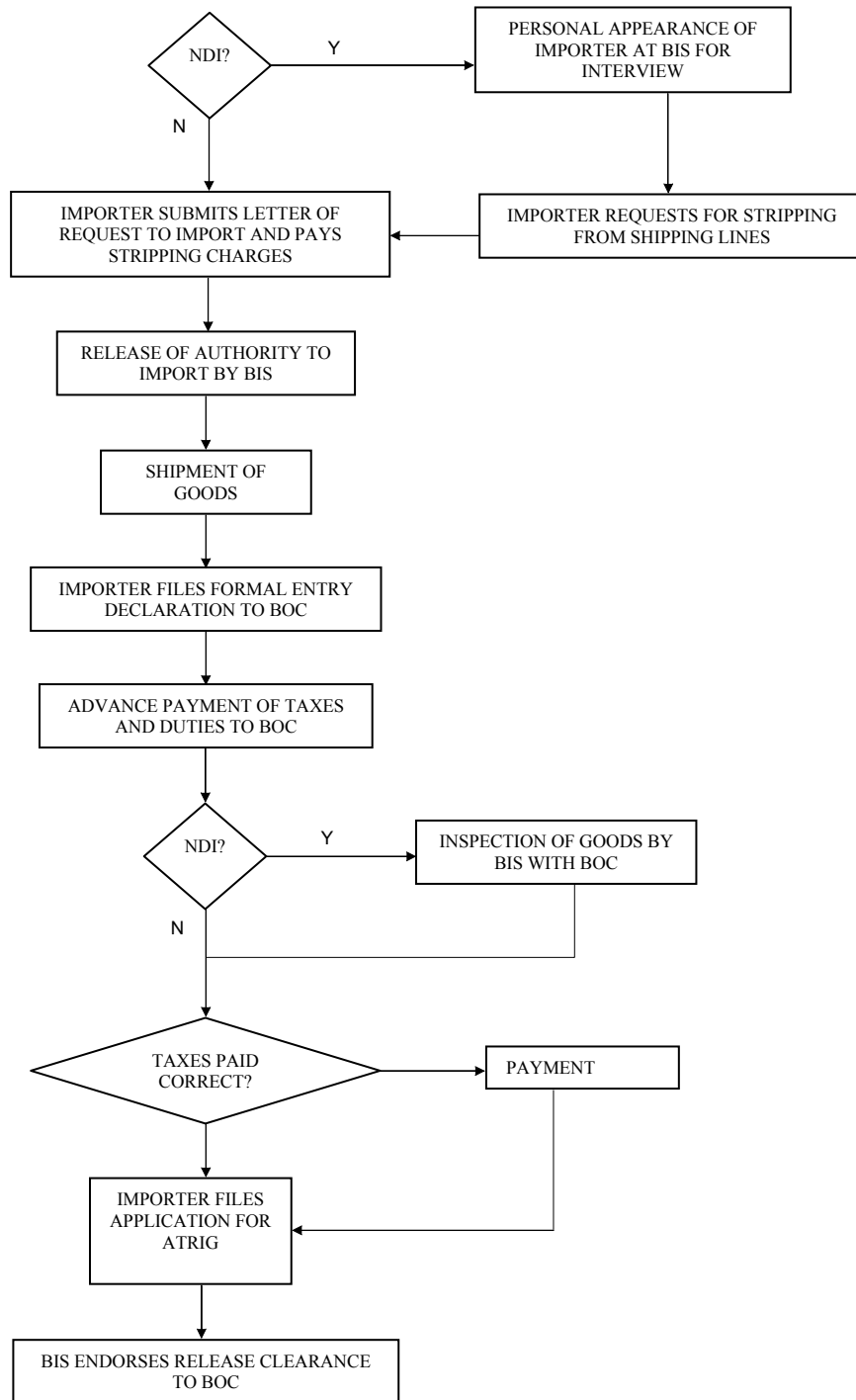
Because of the travel time from BIS to BOC, release of the vehicle depends on the time the inspection was conducted. Most of the time, release is made the next day, or if inspection was conducted earlier in the morning, the vehicle can be released in the afternoon. The time difference between the interview and inspection also depends on the time the interview was conducted. If the interview was conducted in the morning, inspection is done in the afternoon, while if it was conducted in the afternoon, inspection is done the next day. See Figure B.5.

### **Nature and Causes of Delays in the Import Process**

The processing of applications and the issuance of the Certificate of Authority to Import (CAI) by the Bureau of Import Services should take place prior to the arrival of shipment. Thus, in the actual flow of imports, BIS is not directly involved except in the case of NDIs. These are for importations of used cars of returning citizens (*balikbayans*), foreign service personnel, or foreign diplomats assigned in the Philippines. This is the only time the agency is directly engaged in the process flow, where BIS inspectors conduct physical inspection of the imported vehicle at the container yard together with BOC and BIR to determine if additional taxes are still due. Delays usually come with NDIs when importers or their brokers fail to comply with BIS importation rules. Examples of these include: (1) failure to attach photocopy of passport; (2) registration of vehicle is not within the five-month requirement of BIS prior to importation; and (3) failure to secure Emission Certificate from the Land Transportation Office.

One reason for delays is the lack of information on the part of the importer/broker regarding the documentary requirements. There is a notion however, that the delay is due to the deliberate effort of these brokers to slow down the processing time in order to obtain profits from importers. Another source of delay is when the importer files an application when the shipment is already in the custody of the BOC (as per BIS procedures, applications are approved within 3 days upon application). Instances such as these would take the importer 1 week on the average before the shipment is released.

**Figure B.5**  
**Process Flow at the Bureau of Import Services**





## **B.5 Bureau of Fisheries and Aquatic Resources, Department of Agriculture**

The Bureau of Fisheries and Aquatic Resources (BFAR) was reconstituted under Republic Act 8550 or the Philippine Fisheries Code of 1998, to become a line Bureau of the Department of Agriculture. One of its functions is to implement an inspection system for import and export of fishery and aquatic products, and fish processing establishments consistent with international standards to ensure product quality and safety.

As part of its mandate, BFAR conducts physical examination of imported fish and aquatic products before the goods can be released by the BOC. Upon arrival of the vessel, the BFAR inspector, together with the rest of the boarding team, meets the vessel at the pilot station, boards the vessel, and inspects the contents of the storage, the vessel's manifest, and the crew's stock of food. Actual duration time of pre-inspection is 10 to 15 minutes while the travel time from the pier to the vessel and back again is about one hour. After the initial inspection, BOC assumes jurisdiction over the shipment; once an application for inspection by the importer/broker is filed, BFAR acquires jurisdiction.

Upon application of importer/broker, BFAR reviews and evaluates the documents and attachments, which include (1) fish health certificate issued by the country of origin; (2) bill of lading; (3) import permit issued by the central office which should be accomplished 1-2 weeks before the shipment arrives in the Philippines; (4) BOC import entry; and, (5) other documents that may be required upon arrival of the goods. This process usually takes 5 minutes.

BFAR then waits for advise from BOC or the importer/broker to conduct the physical inspection at the container yard. Actual inspection usually takes 15 to 20 minutes during which the inspector checks labels and randomly checks the contents of the van for possible inclusion of banned items. After this, documents are stamped and the Fisheries Quarantine Services Inspection Clearance (FQSIC) and a release order are issued. Upon receipt of the release order, the importer pays regulatory fees and service charges to the Special Collecting Officer. The broker goes back to BFAR to pay the necessary fees and the goods are then released from BFAR's custody. For goods requiring laboratory analysis, samples are taken during the inspection and brought to the laboratory facility for testing; results are released after 1 week. The entire process of securing clearance from BFAR takes anywhere from two to six hours to complete. See Figure B.6 for the process flow diagram.

At the NAIA office of BFAR, the usual process takes less time to complete since the volume of transactions is much lower and the containment area is adjacent to the quarantine office within the BOC-NAIA compound. It is also important to note that there is no waiting time for the physical examination to begin since quarantine officers can examine the cargo even without the participation of other agencies. Upon arrival of the cargo in the containment area, the importer/broker files an application for inspection attaching the required documents. After evaluating the documents, which takes about 5 minutes, the inspector goes to the containment area to conduct physical examination, check labels, and open one or two boxes at random. Actual inspection takes from 10 to 15 minutes to complete. After the importer/broker pays

the necessary fees and charges (which takes about 2 to 3 minutes), documents are stamped as approved by BFAR and the cargo is released from BFAR's custody, and turned over to BOC for further evaluation. For items needing laboratory analysis, the cargo is brought to the lab facility where results are given within 24 hours.

### **Nature and Causes of Delays in the Import Process**

The Bureau of Fisheries and Aquatic Resources has its field offices at the three main ports of entry – MICP, POM, and NAIA - to conduct quarantine inspection of imported (as well as to be exported) fishery and other aquatic products before they can be released by BOC.

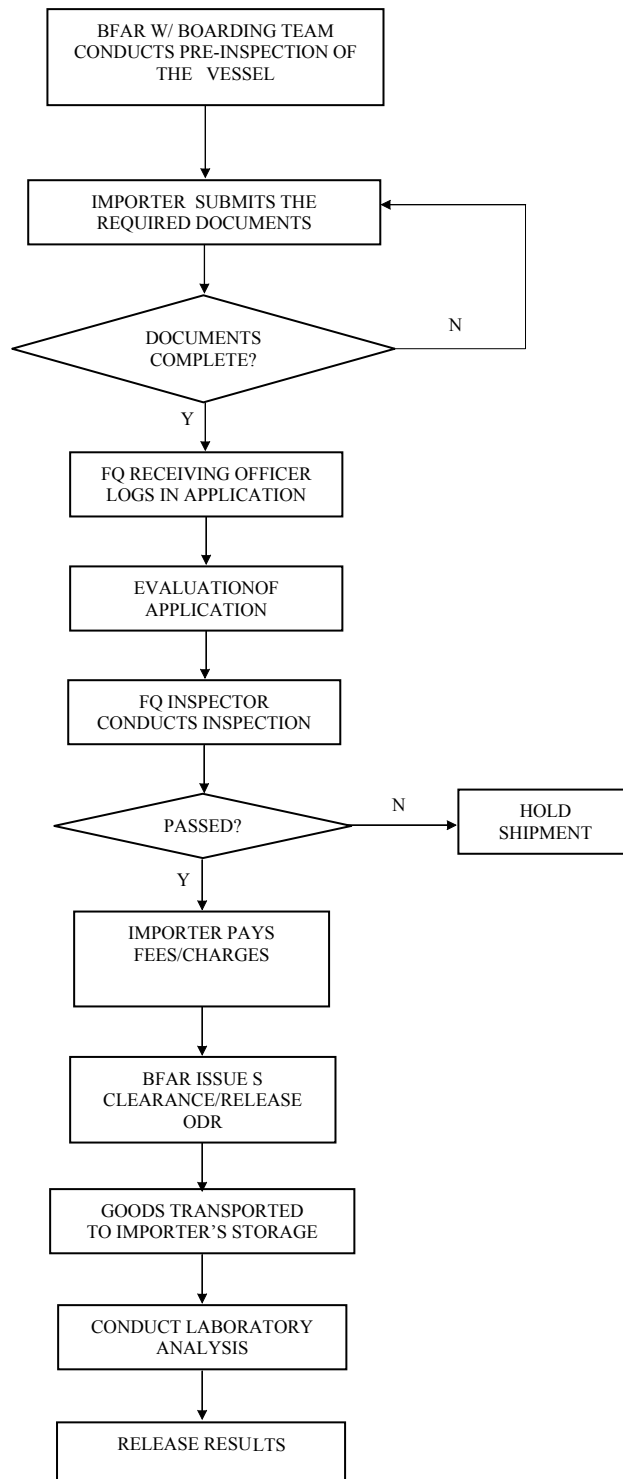
At the MICP, delays usually start upon arrival of the vessel at the pilot station where the boarding team meets the vessel offshore. There are times when the vessel does not have enough space to position itself and the boarding team has to wait for at least an hour or two before the vessel brings down the ladder for the boarding team to start pre-inspection. Delays occur during the stage of filing the application when the importer/broker provides incomplete set of documents. In particular, the import permit, which should have been filed in advance, is overlooked. Because of this, shipments are delayed for at least one week. Sometimes, the importer does not understand the implementing rules of BFAR in terms of what species are prohibited and what are allowed. During the physical examination of the cargo, the stripping of the container, which is done only once, gets delayed when representatives of concerned agencies do not come on time. As a matter of procedure, the agency conducts random sampling of goods for laboratory analysis. In practice however, laboratory tests are no longer done, unless there are obvious reasons like emission of foul odor. Shipments of firms involved in processing, canning, and restaurants undergo laboratory examinations for accreditation purposes. Results may take from 2 weeks to 1 month to be released, although the goods are already at the importers' custody. This is because there is no facility for immediate laboratory analysis.

At the Port of Manila, the common cause of delay is the failure of the importer/broker to submit documentary requirements especially the import permit issued by the BFAR central office. Goods that do not have a health certificate from the country of origin are either confiscated or sent back. From BFAR's viewpoint, there seems to be an information gap between the broker and importer, and between the importer and BFAR regarding importation rules and procedures. Whenever there are documentary problems, the delay usually takes about 2 to 4 days to get resolved. During the inspection proper, it is standard procedure for the whole inspection team composed of all involved agencies to be present. However, there are times when inspection is delayed for 1½ to 2 hours since some agencies are not present. Another cause of delay is the importer/broker's lack of money to pay immediately the necessary charges and fees.

At NAIA, there is no "waiting time" involved before inspection commences unlike at POM and MICP. BFAR quarantine officers can examine the cargo even without the presence of other agencies. Moreover, travel time from the office to the containment area is not a problem since the quarantine office is located right beside the BOC building. The usual delay takes place when the importer fails to present complete

documents when filing an application for inspection. Most of the time, importers fail to provide the import permit issued by the central office and the health certificate issued from country of origin. If the importer fails to present a health certificate, the shipment is immediately confiscated. It was noted that some importers do not have correct information about the procedures. In this case, shipment is delayed for about 1 week or the time it takes to comply with the requirements. Some importers reason out that their cargoes are just samples (especially when the good in question is not prohibited) as an excuse for the lack of import permits, a ploy that BFAR perceives to be an attempt to outsmart them.

**Figure B.6**  
**Process Flow at the Bureau of Fisheries and Aquatic Resources**



## **B.6 Bureau of Animal Industry, Department of Agriculture**

The Bureau of Animal Industry (BAI) was created by virtue of Republic Act 3639 on 1 January 1930. Executive Order 292 and the Administrative Code of 1987 mandate the BAI, among others, to prescribe standards for the quality of manufacture, importation, labeling, advertising, distribution and sale of livestock, poultry and allied industries.

Due to sanitary and phytosanitary concerns, all importers of meat and meat products must obtain a Veterinary Quarantine Importation Certificate (VQIC) or Import Clearance issued by the BAI. The documentary requirements include: (a) Health Certificate issued by the concerned government agency from the country of origin; (b) Airway Bill or Bill of Lading; (c) Import Permit; and, (d) BOC Import Entry. These are submitted to the Veterinary Quarantine (VQ) Officer in BAI.

Before a VQIC can be issued, the importer submits an application for inspection together with the necessary attachments/requirements. The review and evaluation of documents takes about 5 minutes per application. Complete application documents are submitted to the VQ Officer for evaluation. In particular, the VQ Officer checks if the date of issuance of the Import Permit precedes the date of issuance of Bill of Lading. For meat and meat products, the VQ Officer conducts the preliminary physical examination in the presence of a BOC Officer. For dairy products and feeds, however, BAI only checks appropriate documents. A new regulation requires that shipments be physically examined in the presence of the Presidential Security Group.

BAI waits for advise to physically examine the cargo at the container yard. The waiting time for the inspection to commence may vary depending on the availability of other concerned agencies that are also involved in the examination of the cargo. The usual waiting time before inspection starts is about 1 to 2 hours on the average. This is because as a practice, container vans are stripped only once to avoid too much exposure that may damage the quality of the cargo plus the fact that stripping fee is costly. Actual inspection by the BAI may take only about 10 to 15 minutes. Documents are sent back at the POM office and the importer pays the necessary inspection fees and service charges, a procedure that may take about 5 minutes. BAI then issues a Release Order and the VQIC.

Compared to other ports of entry, the NAIA quarantine office is relatively easier to manage because of the proximity of the containment area to the customs building, and the lower volume of shipments that are subject to inspection. Before the VQIC can be issued, the importer/broker files an application for inspection together with the attached documents. Pertinent documents are accomplished before the shipment leaves the country of origin. Processing time for obtaining the import permit is 3 days. Review of documents takes about 5 minutes after which the inspector immediately goes to the containment area to inspect the shipment. Most of the shipments that are subject to inspection at NAIA are live animals. The average time of inspection is 30 minutes depending on the shipment to be inspected. For live animals like pets, ducklings, layers, and game fowls, the average time is 10 minutes. Inspection of live cattle, pigs, and horses, takes longer since these animals are “branded” after inspection (e.g. average time is 15 minutes per horse). Payment takes about 2 to 3

minutes after which the VQIC is issued to the importer. Depending on the nature of the shipment, processing time takes about a few minutes to a couple of hours. See Figure B.7 for the process flow diagram.

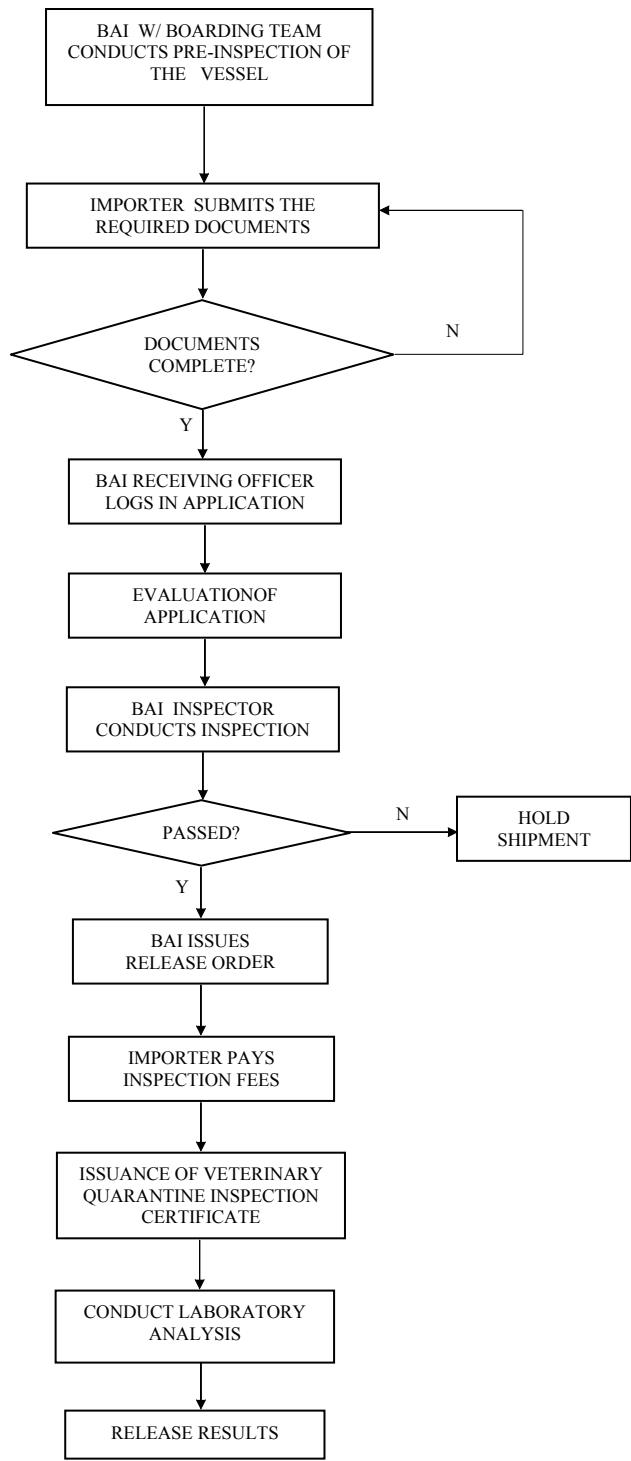
### **Nature and Causes of Delays in the Import Process**

The most common deviation from prescribed procedures that delays the import process as experienced by BAI at MICP is the lack of appropriate documentary attachments and inconsistencies in the supporting documents. Examples are the absence of a health certificate issued by the country of origin or the date in the import permit is not consistent with the date of departure (BAI prescribes that the date must be before departure of the vessel from the origin). It was noted that most first time applicants do not know the right information about items that are subject to quarantine. In such cases, it usually takes one week for the importer to comply.

With regards to BAI at POM, delays happen if the equipment used to unload the containers is malfunctioning. For equipment breakdown, delays can reach up to 1 day. Another source of delay is the absence or tardiness of personnel of other involved agencies for inspection, a hitch that adds 1 to 2 hours wait. But the major cause of delays in the import flow is the outright violation of import rules such as inconsistencies between the date of issue in the import permit and the date of departure from origin. The most common reason is importers' ignorance of exact procedures and regulations. Violations such as these take the importer 2 days on the average to have his/her documents cleared by the Bureau of Animal Industry (BAI).

Shipments entering NAIA are mostly live animals and a small volume of frozen meat products, which are usually passed off as samples. The usual hindrance to smooth import flow takes place upon receipt of documents and the consignee has no import permit from the BAI central office. This is often committed by some diplomats and returning citizens who have the wrong notion that house pets are not subject to import permit regulations. It was noted that the reason is the lack of information, a problem that can be resolved if there is a complete list of species subject to quarantine posted at all ports of entry, in the internet, and in travel guides. Airline companies should also cooperate in informing importers about Philippine import regulations. Because of the reasons cited above, the shipments are delayed from 3 days to 1 week depending on how fast importers can secure the documents.

**Figure B.7**  
**Process Flow at the Bureau of Animal Industry**



## **B.7 Bureau of Plant Industry, Department of Agriculture**

The Bureau of Plant Industry (BPI) was created through Republic Act 3639 primarily to undertake plant research and development, and to improve the country's crop production. The Reorganization Law of 1932 strengthened BPI's mandate to include crop protection and technology transfer. Presidential Decree 1433 further empowered BPI to prevent the introduction of pests in the country and prevent further spread of plant pests to pest-free areas. Hence, part of BPI strategies is strict implementation and enforcement of plant quarantine laws and regulations in the import and export of plant products, and in the internal movements of restricted crops.

Upon arrival at the pilot station, a plant quarantine officer, together with the boarding team, first inspects the documents for verification. Documentary requirements include: (1) bill of lading; (2) BOC import entry; (3) BPI import permit issued by BPI central office before arrival of shipment; (4) phytosanitary certificate; and, (5) for certain importations such as rice, an accreditation from NFA and a Letter of Credit from Landbank. Examination of these documents takes about 10 minutes. The importer is then required to fill up an application form and submit it with attachments upon berth of the vessel. After evaluation of documentary attachments, BPI waits for the notice of inspection before going to the container yard for the inspection. Actual physical examination takes about 15 to 20 minutes. A clearance certificate is then issued for cleared cargo after the physical inspection. The importer goes back at BPI office to pay the necessary charges. The BPI inspector then stamps the documents ready for release.

BPI conducts a follow-up inspection at the importer's warehouse and takes a few samples for a thorough pest diagnosis. The working system at BPI allows for at least 1 week before the results are released. At MICP, follow-up inspection (for laboratory analysis) is about 3 hours after approval of the documents if the importer's storage is within the South Harbor. If the storage is outside Manila, it usually takes about 1 to 2 weeks to conduct laboratory analysis. Release of laboratory results usually takes about 2 weeks to 1 month.

At the BPI-NAIA, as soon as the cargo arrives at the containment area, the importer/broker files an application for inspection together with supporting documents. This is the point where BPI obtains jurisdiction over the shipment. For some plant species, endorsement from DENR is required. For rice varieties, endorsement from the National Food Authority is needed, and for coconut, an endorsement from the Philippine Coconut Authority. Upon evaluation of documents, which takes about 5 minutes, physical inspection is immediately done at the containment area. Actual inspection time takes about 20 minutes. If the inspector sees no reason to doubt the cargo, it is then released upon payment of fees and charges, which takes about 3 to 5 minutes at the most. Some plant species have to be brought to the laboratory for fumigation and are released only after 24 hours. For those requiring further analysis, the cargo will be contained at BPI for about a week before it can be released. Depending on the nature of shipment, processing time takes anywhere from an hour to 8 hours. See Figure B.8 for process flow diagram.



## **Nature and Causes of Delays in the Import Process (BPI)**

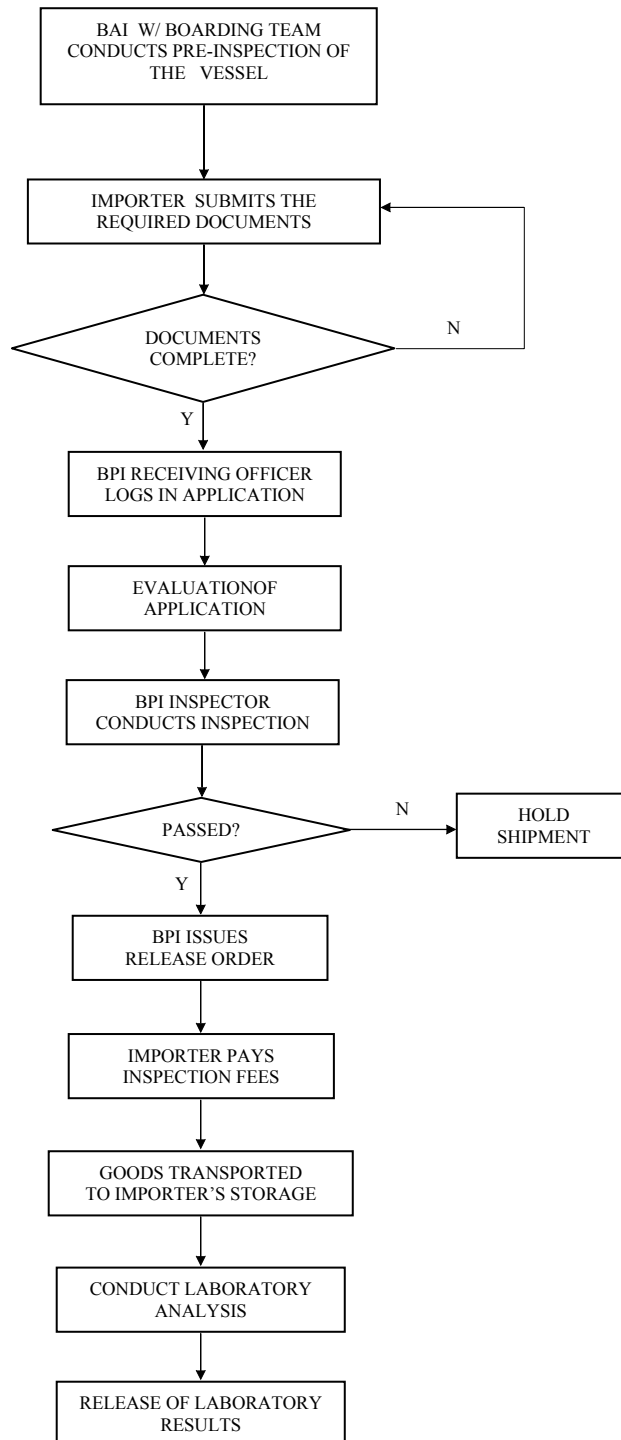
At BPI-MICP, one of the major sources of delay is the failure to comply with BPI requirements such as submission of a phytosanitary certificate from the country of origin. There are also cases of misdeclared items being mixed with legally declared ones. One particular reason for this is incorrect information given to importers that some plant species no longer require phytosanitary or import permits. This adds to the delay and could result in confiscation of the entire shipment. According to a BPI officer, it is puzzling to think that importers do not seem to know the procedures when they have brokers to do the job for them. Perhaps the problem lies in the level of transparency between importers and the brokers.

There is no laboratory facility within the MICP compound where BPI could conduct plant analysis. For lack of documentation such as an import permit, the delay can reach about 3 days to 1 week. If phytosanitary permit is missing, the shipment is confiscated or sent back to its origin. Laboratory analyses are usually issued too late, e.g., about a month after the cargo has been released from BPI custody; this is due to the lack of a laboratory facility within the MICP compound.

At the BPI office at POM, delays in the physical examination of the goods take place because not all agencies are present. After the evaluation of the documents, the BPI inspector has to wait for the notice of inspection (usually 1 to 2 hours). Importers also fail to comply with BPI requirements. Aside from the lack of import permit from the central office, some difficulties arise in the interpretation of the rules. For example, there are plant products that are not governed by any plant quarantine prohibition such as fresh flowers, bouquets, and other floral arrangements as long as they are free from sand, soil, or other prohibited materials. This prohibition clause is sometimes overlooked by importer/broker. Travel time of the inspector from office to the container yard and back again for the payment stage also takes up 20 to 30 minutes.

Within BPI-NAIA, the failure to secure an import permit from BPI Central office is one cause of delay in the import process. One of the reasons cited is the importer's lack of information on the required documents for some specific plant species like orchids and other ornamental plants, which according to importers, is not governed by any plant quarantine prohibition. This delays the release of the shipment for about 3 days to 1 week depending on the time it takes the importer to comply with the requirements. There are instances where cargoes are abandoned by the importer if their chances of complying are deemed nil. For allowable species, shipments can still be released after 1 or 2 days if the importer is a first-time offender without fines. However, second offenders are blacklisted. Restricted species are confiscated outright.

**Figure B.8**  
**Process Flow at the Bureau of Plant Industry**



**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Discharge to lodgment**

<b>Procedural Aspect</b>	<b>VANI</b>	<b>VAN2</b>
Deviation of actual from prescribed procedures	Shipping lines submit inbound manifest one day after, instead of 24 hours before arrival of vessel as required. Importer cannot lodge until the inbound manifest is uploaded by BOC.	
Sources of delay	a) Delay in the submission of inbound manifest by shipping lines. Importer cannot lodge until the inbound manifest is uploaded by BOC.	<p>a) Delay in the submission of inbound manifest by shipping lines.</p> <p>b) BOC's refusal to eliminate the "check-writing" requirement of single administrative document (SAD). This discourages the use of EDI and web-based lodgment facilities offered by VANS.</p> <p>c) At NAIA, brokers/importers deliberately delay the filing of their import declarations until the afternoon of the day. In this way, the goods are released late in the afternoon or evening. Two possible reasons for this behavior: a) trucks are banned from plying major roads during the day; b) goods are released faster using "backdoor release" facilities.</p>
Suggestions to improve the system	<p>a) Eliminate requirement for importer to present hard copy of the manifest as this discourages the use of web-based lodgment.</p> <p>b) Eliminate requirement for "check-writing" of SAD as it discourages the use of on-line payment service offered by VANS.</p>	<p>a) BOC should streamline its procedures and fees to encourage greater use of electronic processing of import documents.</p>

**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Discharge to lodgment**

	<b>BOC Officer 1</b>	<b>PCCI</b>
Deviation of actual from prescribed procedure		a) Entry encoder communicates directly to broker in case of errors in import declaration. The prescribed procedure is all communication should be coursed through the "Declarant".
Sources of delay	Transmission of notice of payment by banks to BOC is NOT a source of delay for lodging import entries. However, it is a source of delay for customs clearance. Matching of importer's payment to bank and assessed duties may be delayed because of the ff: a) error in the transmission by the bank; b) delay in the transmission by the bank; c) importer fails to pay the excess of assessed duties over the initial payment.	a) Limitation in the processing speed of ACOS servers. b) BOC allows lodgment only until 5 pm; sometimes allow for extension until 7 pm. c) For EDI lodgment, ACOS processes the entries by batch, while entries lodged through EEC are processed real time.
Suggestions to improve the system	a) Upgrading of payment server. b) More frequent transmission of payment files by banks	a) Consider an alternative to ASYCUDA since upgrading in the current system is constrained by proprietary rights.

**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Discharge to lodgment**

	<b>Broker 1</b>	<b>Broker 2</b>
Deviation of actual from prescribed procedures		
Sources of delay	<p>a) Delay in the arrival of original copies of invoice, packing list and bill of lading which are required for lodging import declaration.</p> <p>b) The original bill of lading must be presented to and stamped by the shipping line before it can be used for import declaration.</p> <p>c) Queue in EEC lasts on average between 30 minutes to 1 hour.</p>	<p>a) For deferred payment, only one individual has signing authority in the Collection Division of BOC.</p>
Suggestions to improve the system		<p>a) Reform current system using the Express Cargo Clearance Facility (ECCF) as model.</p> <p>b) Improve the CIIS accreditation to allow for greater reliance on post clearance audit system.</p>

**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Lodgment to Modification of Registration**

		<b>BOC Officer 2</b>	<b>BOC Officer 3</b>
Deviation of actual from prescribed procedure		<p>a) Shipping lines do not provide complete description of goods. This prevents advance clearance of cargo.</p> <p>b) Few import cargoes selected “red” are actually examined.</p>	
Sources of delay		<p>a) Increasing number of selected entries due to requests by other agencies. For example, the Office of the President ordered all refrigerated cargoes to be selected “red.” A similar request was made by DENR for all hazardous cargoes, and by DOF for all shipments from China.</p> <p>b) Limitations in the infrastructure of seaport arrastre do not allow most containers to be examined as required. Only 30 containers per day can be examined. Arrastre gives priority to discharging vessels over physical examination when deploying their facilities.</p> <p>c) Risk management system is seldom updated because no regular feedback is received from examiners/appraisers.</p> <p>d) RMG is understaffed and lacks funding, hence the risk management system cannot be improved.</p>	<p>a) Five divisions in BOC have authority to issue an alert on the cargo.</p> <p>b) Actual procedures often deviate from prescribed.</p> <p>c) Intelligence information is not used to update the risk management system.</p>
Suggestions to improve the system		<p>a) Risk assessment parameters have to be regularly reviewed.</p> <p>b) RMG must be given control over the risk assessment screen. At present, all modifications in the screen have to be approved by the Intelligence Enforcement Group and implemented by the MISTG. RMG can only recommend changes in the screen. The current set-up compromises the confidentiality of the risk management system.</p>	<p>a) Fewer import controls.</p> <p>b) Changing the mindset of BOC personnel.</p>

**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Lodgment to Modification of Registration**

<b>BOC Officer 4</b>		<b>BOC Officer 5</b>
<p>Deviation of actual from prescribed procedure</p>	<p>According to the Examiner/Appraiser, he is not aware of prescribed procedures for the examination of cargoes in the industry that he is in charge of (food). Normally, checks are made of the original copy of the invoice, that the actual examination matches with the tariff rate in the customs code, and contents are as declared in the packing slips.</p>	<p>a) Importer provides ambiguous description of goods. Verification of product information may be lengthy.</p> <p>b) When the import is "hit" by the valuation screen, the VRIS may need 1 to 2 days to obtain reference value for the commodity if this is not readily available in the database.</p> <p>c) Examiners have to commute from the BOC office to the warehouse (about 1 to 2 kms.) to conduct the examination.</p> <p>d) Delays in the issuance of import clearance from other agencies such as NTC, DA, BFAD, etc.</p> <p>e) Importer fails to attach insurance document in the declaration form.</p> <p>f) The value of goods indicated in the invoice submitted by the importer is doubtful. In this case, BOC requires submission of purchase order or any proof of payment.</p> <p>g) Some commodities are not clearly classified in the Tariff Code. For example, computerized equipment is not in the Code and is often declared by the importer as "computer" which has no tariff duty.</p> <p>h) Tariff Code does not include recent amendments.</p>
<p>Sources of delay</p>	<p>a) Valuation by VCRC</p> <p>b) Computer breakdown</p> <p>c) Difficulty of inspecting cargoes as containers are mounted in trucks when brought to the designated examination area.</p> <p>d) Need to coordinate with members of the Presidential Security Guard who are required to be present when conducting physical examination.</p>	

<b>BOC Officer 4</b>		<b>BOC Officer 5</b>
<p>Suggestions to improve the system</p>	<p>a) Upgrade the computer system (hardware) in the section  b) Improve risk management system to reduce the hits. (The examiner/appraiser observed that before, the number of hits were a small fraction of the total cargoes, now they are a large fraction.)</p>	<p>Examiners have to update their copies of the Code by themselves.</p> <p>Description of commodities in cargo should be as specific as possible and contained in the Tariff and Customs Code (which in turn needs to be regularly updated).</p> <p>The delays are unavoidable. The procedures are necessary to avert undervaluation and misdeclaration of imports.</p>



**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Lodgment to Modification of Registration**

	<b>BOC Officer 6</b>	<b>BOC Officer 7</b>
Deviation of actual from prescribed procedure		
Sources of delay	<p>a) Payments for some cargoes are due 30 days after delivery date. In this case, the importer has difficulty presenting proof of payment. Sales contract or purchase order may be presented in lieu of receipt, but BOC does not accept facsimile.</p> <p>b) Limited number computers available to examiners and appraisers for verification of the value of commodity.</p> <p>c) Computers are often down.</p>	<p>a) Declarations may cover more than 50 items.</p> <p>b) Only 2 computers are available for verification of commodity valuation. This is shared by 75 examiners/appraisers.</p> <p>c) Risk management system needs to be improved. Imports of MNCs are often “hit” by the valuation screen even when they have good standing.</p>
Suggestions to improve the system	<p>a) Implementation of Single Administrative Document to reduce documentary requirements.</p>	<p>a) Upgrading of computer hardware.</p>

**APPENDIX C. INTERVIEW SURVEY NOTES**  
**Process: Lodgment to Modification of Registration**

<b>Broker 1</b>	
Deviation of actual from prescribed procedure	
Sources of delay	<ul style="list-style-type: none"> <li>a) Some containers are without proper markings and labels.</li> <li>b) Freight charges are not clearly indicated in the invoice.</li> <li>c) Insurance paid is not clearly indicated in the invoice.</li> <li>d) Disputes over the transaction value of the commodity.</li> </ul>
Suggestions to improve the system	<ul style="list-style-type: none"> <li>a) Use of pre-arrival inspection system to allow for pre-arrival clearance of cargoes.</li> <li>b) Use of home consumption value to reduce disputes over true value of the commodity.</li> </ul>

**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Customs clearance to payment of arrastre fees**

<b>BOC Officer 8</b>	
Deviation of actual from prescribed procedure	
Sources of delay	<ul style="list-style-type: none"> <li>a) Frequent and long computer down time.</li> <li>b) Current OLRs has an 8-minute cycle time.</li> <li>c) Production servers often experience “long wait”. This happens when there are more than 75 users in one port at any one time.</li> <li>d) Limitations in hardware and software of payment and clearance system.</li> <li>e) Multiple platforms</li> <li>f) Cannot eliminate requirement for submission of hard copy of bill of lading because the current system has limited data warehousing and data mining capabilities.</li> </ul>
Suggestions to improve the system	<ul style="list-style-type: none"> <li>a) Single end-to-end operating system</li> <li>b) Shift from client-server environment to internet-based environment</li> <li>c) Upgrade of computer hardware</li> <li>d) Upgrade of computer software</li> </ul>

**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Customs clearance to payment of arrastre fees**

	<b>Arrastre 1</b>	<b>Cargo handler 1</b>
Deviation of actual from prescribed procedure		
Sources of delay	<p>a) All rolling cargoes have to be fully stripped.</p> <p>b) Queue in payment: at most 2 hours during peak hours from 3:00 to 5:00 pm. On average, 1 container can be processed in 4 minutes.</p>	<p>a) Warehouse is about 500 meters away from BOC Office.</p>
Suggestions to improve the system	<p>a) Electronic payment of arrastre fees. (ICTSI has started with this since October 2001, albeit on a limited scale; only 3 banks are involved, and cash and manager's check are the only accepted modes of payment.)</p>	<p>a) Assignment of more Customs personnel in the warehouse.</p>

**APPENDIX C. INTERVIEW SURVEY NOTES**  
**Process: Berth to discharge**

<b>Procedural Aspect</b>	<b>Arrastre 1</b>	<b>Arrastre 2</b>
Deviation of actual from prescribed procedure		Advance information prior to vessel arrival allows the arrastre to plan for proper berth and the discharge of containers. The PPA standard of 22 moves/hour is normally followed. Generally the more information given in advance the more appropriate is the berth management (e.g., containers declaring certain products such as “chocolates” have to be placed below other containers to reduce heat exposure)
Sources of delay	<ul style="list-style-type: none"> <li>a) Lashings have to be manually removed.</li> <li>b) Discharging can only start 15 to 30 minutes after the vessel arrives at berth because a second party of BOC has to board the vessel. This translates to about 15 to 30 minutes lost time.</li> <li>c) Inclement weather</li> <li>d) “Inverted” containers: shipping line fails to check whether containers are properly stacked in the vessel.</li> </ul>	<ul style="list-style-type: none"> <li>a) Some formalities may not be completed even if the vessel is already docked (e.g., quarantine and immigration inspection) which will require discharge equipment to await customs permission.</li> <li>b) Some self-containing vessels may want to use their own equipment for discharge.</li> <li>c) Equipment breakdown</li> <li>d) Computer systems failure (down time sometime averages 3 hours)</li> <li>e) Coordination with the Import Specialist Team (IST).</li> </ul>
Suggestions to improve the system		<p>Some procedures may not be necessary (e.g., the step from entry encoding to entry processing division, the import specialist assessment).</p> <p>There is need to improve the selectivity process.</p>

**APPENDIX C. INTERVIEW SURVEY NOTES**

**Process: Payment of import fees to clearance: warehousing entry**

		<b>BOC Officer 9</b>	<b>BOC Officer 10</b>
Deviation of actual from prescribed procedure			
Sources of delay	a) Insufficient bonds posted by the importer.	a) If the import was initially lodged as transshipment, importer/broker does not have the incentive to accelerate the completion of import process since the goods are already with the consignee. b) Importer firm usually has only one authorized signatory for bonds charging. Thus, when not enough bond is posted, the broker still has to go back to the importer to have the bonds charge slip signed.	
Suggestions to improve the system		a) Upgrade of computer hardware	

**APPENDIX C. INTERVIEW SURVEY NOTES**  
**Process: Intervention of Other Agencies**

	<b>BAI - MICP</b>	<b>BAI - POM</b>	<b>BAI - NAIA</b>
Deviation of actual from prescribed procedures	Importer/brokers do not follow strictly the prescribed procedures, e.g., lack of documentary attachments, inconsistencies in dates of departure with date of import permit.	Violation of import rules and regulations such as inconsistencies in the date of issue of import permit with the date of vessel departure from country of origin.	Lack of import permit from the BAI Central Office.  Non-observance or lack of knowledge of import regulations.
Sources of delay	Lack of knowledge and/or laxity in adherence to import procedures.  Ignorance of what type of goods are subject to quarantine regulations.	Lack of full knowledge of import rules and regulations on the part of brokers and/or importers.  Malfunction of equipment used to unload containers.  Absence or tardiness of personnel of other agencies who should be present in the inspection of containers.	Some diplomats and returning residents have the wrong notion that house pets are not subject to import regulations.  Pure negligence on the part of the importer.
Suggestions to improve the system	Importers, aside from brokers, should gain knowledge of import procedures.  Computer linkage between BOC and BAI for easier identification of shipments subject to quarantine	Selective imposition of monetary fines for violation or non-observance of import rules and regulations.	A list of species subject to quarantine regulation should be posted in all ports of entry, internet and travel guides.  Airline companies should cooperate in advising importers about Philippine import regulations.

	<b>BAI - MICP</b>	<b>BAI - POM</b>	<b>BAI - NAIA</b>
	regulations.		<p>Sharing of information with BOC through computer linkage.</p> <p>Provision for larger office space at the NAIA, and laboratory facilities within the NAIA compound to replace lab at the Nayong Pilipino which is quite a distance from the airport.</p>



**APPENDIX C. INTERVIEW SURVEY NOTES**  
**Process: Intervention of Other Agencies**

	<b>BPI - MICP</b>	<b>BPI - POM</b>	<b>BPI - NAIA</b>
Deviation of actual from prescribed procedures	Non-observance of rules and regulations such as proper documentation, misdeclaration, etc.	Failure to comply with import rules and regulations.	Non-submission of required documents such as import permit from BPI Central Office. In case of allowable species, shipments are released in a couple of days and fines are usually waived for first-time offenders. Second-time offenders are blacklisted. In the case of restricted species, the shipment is confiscated outright.
Sources of delay	Lack of proper documentation such as phytosanitary certificate from country of origin. Or presence of phyto certificate when such is no longer required.  Misdeclaration of goods and/or mixing of undeclared with declared items.  Laboratory analysis cannot be immediately done because there is no lab facility at MICP	After the pre-inspection at pilot station, physical examination at the container yard takes time to commence.  Gray areas in the interpretation of the law. For example, there are plant products which are not governed by quarantine prohibition, e.g., fresh flowers, bouquets, other floral arrangements, provided they are free from sand, soil and other prohibited materials.  Absence/tardiness of personnel of other agencies required to be present in the physical	Inadequate knowledge of import regulations on the part of importers, especially of certain plants such as orchids and ornamentals.

	<b>BPI - MICP</b>	<b>BPI - POM</b>	<b>BPI - NAIA</b>
Suggestions to improve the system	<p>Continuous publication of manuals and pamphlets on import procedures and regulations.</p> <p>Utilization of internet as a medium to disseminate information.</p> <p>Computer link between BPI and BOC.</p>	<p>examination of shipments.</p> <p>Travel time between the BPI office and the container yard.</p> <p>Posting in the internet of all regulations and requirements concerning importation.</p> <p>There are instances of agricultural products being released without clearance from BPI. There is need to enhance BOC-BPI coordination. BPI should provide BOC with complete list of goods subject to quarantine, while BOC should submit to BPI a copy of import manifests for the latter to immediately identify goods subject to quarantine.</p> <p>Immediate implementation of the proposed MOA between BOC and BPI on computer linkage.</p>	<p>All plant species subject to quarantine regulations should be posted in the internet, ports of entry and travel guides.</p> <p>Airline companies should cooperate in informing importers on Philippine regulations on plant imports.</p> <p>Provision for larger office space at the NAIA, and establishment of laboratory facilities at the NAIA compound to replace the one at the Nayong Pilipino, which is far from BPI office.</p>

**APPENDIX C. INTERVIEW SURVEY NOTES**  
**Process: Intervention of Other Agencies**

	<b>BFAR - MICP</b>	<b>BFAR - POM</b>	<b>BFAR - NAIA</b>
Deviation of actual from prescribed procedures	Lack of proper documentation or non-observance of import regulations.	Failure to submit documentary requirements.	The common deviation pertains to failure of importer to submit complete documentation such as the import permit issued by BFAR Central Office and the health certificate issued at the country of origin.
Sources of delay	<p>Sometimes, pre-inspection of the boarding team cannot start because vessel has to wait for space for pilot station. Also, the boarding team may have to wait for the vessel to lower its ladder.</p> <p>Delays in completion of import documents.</p> <p>Absence/tardiness of personnel of other agencies required to be present during physical examination of containers.</p> <p>Broker's mis-interpretation of BFAR's implementing rules and regulations as to what are prohibited species or marine products.</p>	<p>Absence/tardiness of other members of the inspection team during the stripping of containers.</p> <p>Brokers/importers wait for the next day to pay for charges and fees.</p> <p>There is an information gap between broker and importer, and also between importer and BFAR with regards to allowable and prohibited marine products.</p> <p>Lack of funds on the part of importer to pay fees/charges. Payment is delayed for the next day or two.</p>	<p>Lack of knowledge of import procedures or regulations.</p> <p>Some importers attempt to evade paying duties and taxes by passing off their goods as "samples" even if they are of commercial quantity.</p>

	<b>BFAR - MICP</b>	<b>BFAR - POM</b>	<b>BFAR - NAIA</b>
<p>Suggestions to improve the system</p>	<p>Absence/tardiness of personnel of other agencies required to be present during the stripping of containers.</p> <p>Deliberate effort of brokers to delay the processing of imports in order to obtain additional budget/profits from client importers.</p> <p>Lessen the red tape to avoid overlapping functions among agencies.</p> <p>Setting up computer linkage between BOC and BFAR to provide BFAR access to the import manifest and thus identify questionable shipments in advance.</p>	<p>While there is no problem in coordinating with BOC, there are too many agencies involved with overlapping functions.</p>	<p>Posting of list of species and marine products subject to quarantine regulations at the internet, ports of entry and in travel guides.</p> <p>Airline companies should cooperate in disseminating information about marine products that are subject to import regulations.</p> <p>Setting up of BOC-BPI computer linkage for advance monitoring of incoming cargoes.</p> <p>Establishment of laboratory facilities at the NAIA compound to replace the lab at the Nayong Pilipino.</p>

**APPENDIX C. INTERVIEW SURVEY NOTES**  
**Process: Intervention of Other Agencies**

	<b>Mabuhay Lane</b>	<b>Revenue Office</b>
Deviation of actual from prescribed procedures	<p>Deviation takes the form of non-submission of required documents especially the endorsements from agencies that regulate or monitor such importation such as DOE, DepEd, BOI, etc.</p> <p>Electronic communication between BOC and DOF has been down for some time; thus all transmittal to BOC have to be hand carried.</p>	<p>Failure to submit required documents especially from government agencies that regulate imports. For example, telecom equipment must be endorsed by NTC before being granted duty and tax-free privileges, or importation by UNDP or Red Cross has to be endorsed by DFA.</p>
Sources of delay	<p>Breakdown of computer linkage between BOC and DOF, hence transmittal to BOC has to be hand carried.</p> <p>Inadequate knowledge, especially on the part of first-timer importers on import procedures and regulation.</p> <p>DOF has no satellite offices nor personnel for deployment at major ports to process tax exemption applications.</p>	<p>In cases of failure to obtain endorsements, negligence in supplying information on their return address considerably delay processing, sometimes to about a month.</p> <p>There are cases where the RO has to conduct an investigation to ascertain the veracity of the information supplied by the importer or the broker. Inadequate manpower of the Revenue Office delays the conduct of investigation.</p>
Suggestions to improve the system	<p>Setting up of communication line between DOF-ML and the brokers, but more especially with the importers themselves. One way of doing this is posting pertinent import information in the internet.</p>	<p>Priority should be given to measures to obtain accurate information.</p>

	<b>Mabuhay Lane</b>	<b>Revenue Office</b>
	<p>Regular upgrading of the Electronic Tax and Duty Exemption System, an express delivery system between DOF-ML and BOC district offices. The system is presently inoperable.</p>	

**APPENDIX C. INTERVIEW SURVEY NOTES**  
**Process: Intervention of Other Agencies**

	<b>BIR</b>	<b>BIS</b>
Deviation of actual from prescribed procedures	<p>Physical examination of all imports cannot be accomplished due to shortage of BIR personnel.</p> <p>Oversight on the physical release of goods from BOC control cannot be undertaken for all imports due to lack of BIR personnel. BIR is however strict on examination and release of imported automobile and parts.</p>	<p>Deviations from prescribed procedures involve non-submission of documents and/or failure to comply with BIS import regulations. These deviations are common in the case of No Dollar Importation (NDI) of used vehicles.</p> <p>Filing of an application to import after goods have already arrived at the BOC. The prescribed procedure is that actual shipment should precede the filing and approval of the application to import (by at least 15 days).</p>
Sources of delay	<p>Resolution of legal and technical issues between importer/broker and the BIR. Examples include: (i) chemical additives that are not clearly covered by the Revenue Code; and (ii) importer's (usually oil firms) refusal to execute an affidavit of undertaking which is required by the BIR; lawyers on both sides can take up two months to resolve the legal issues.</p> <p>Incomplete documentation of application.</p> <p>Since the BIR does not have satellite office at the customs (or container yards) premises, travel time of BIR personnel to inspection area delays the processing of imports.</p>	<p>Inadequate information about BIS regulations on the part of importer. An example pertains to violation of a regulation that imported used vehicles must have been registered in the name of the importer at least 5 months prior to shipment.</p>
Suggestions to improve the system	<p>Immediate action on the part of concerned agencies once issues or documentation problems are resolved.</p>	<p>Adequate dissemination of information to importers and brokers on BIS rules and regulations including</p>

	<p style="text-align: center;"><b>BIR</b></p> <p>Implementation of the MOA between the BIR and the BOC on the gradual phase out of the ATRIG. The first phase of the phase out covering agri food products was put on hold due to issue of BOC-BIR check and balance.</p>	<p style="text-align: center;"><b>BIS</b></p> <p>fees and charges. This could be done through the internet.</p>
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**APPENDIX D. WORK SCHEDULE OF UPECON RESEARCH TEAM**

Activities	January				February				March				April				May		June	
	1W	2W	3W	4W	1W	2W	3W	4W	1W	2W	3W	4W	1W	2W	3W	4W	1W	2W		
1																				
Methodology Meeting																				
Preparation of Inception Report																				
Consultation with BOC, other government agencies and private sector																				
Test Run Study																				
Data Collection and Processing																				
Preparation of Interim Report																				
Preparation of Actual Survey																				
2																				
Target Survey Week																				
Preparation of Progress Report																				
Data Collection																				
3																				
Data encoding, cleaning																				
Statistical analysis																				
Preparation for Interview Survey																				
Interview Survey																				
Preparation of Final Report																				

 Inception Report     
  Interim Report     
  Progress Report     
  Final Report

**DATA DICTIONARY**

***Time Differences***

<b>NAME</b>	<b>DESCRIPTION</b>
AGRECREL	Time difference between receipt and release of documents by intervening agency
AINSPECT	Time difference between beginning and end of physical examination of goods by intervening agency
ARELCREL	Time difference between end of intervention of other agencies and Customs clearance
ASESPAYC	Time difference between assessment and payment of Customs duties
ASESRELC	Time difference between assessment of goods and release of goods by Customs (for consumption entries)
BFCONTIN	Time difference between arrival of vessel at berth and discharge of first container (for seaport)
CONTLODG	Time difference between discharge of goods from aircraft and entry lodgment
EXFCEXLC	Time difference between release of first and last containers by arrastre
FLCONTIN	Time difference between discharge of first and last container from vessel
INSPBEND	Time difference between beginning and end of physical examination of goods by Customs
INSPRERO	Time difference between end of physical examination of goods by Customs and rerouting to green lane
LANDPARK	Time difference between landing and parking of aircraft
LCONTLOD	Time difference between discharge of last container from vessel and entry lodgment
LODAGDOC	Time difference between beginning of intervention of intervening agencies and lodgment
LODGASES	Time difference between lodgment and assessment of goods (for consumption entries)
LODGRELC	Time difference between lodgment and release of goods by Customs
LODINSPB	Time difference between lodgment and start of physical examination by Customs
LODREGMO	Time difference between lodgment and modification of registration
LODPREPD	Time difference between lodgment and payment of import processing fees (for warehousing entries)
PACONTIN	Time difference between landing of aircraft and discharge of goods from aircraft
PAYAEXFC	Time difference between payment of arrastre fees and release of first container by arrastre
PAYAEXIT	Time difference between payment of cargo handling fees and release of goods by cargo handler
PAYCRELC	Time difference between payment of customs duties and release of goods by Customs
PILBERTH	Time difference between arrival of vessel at pilot station and arrival of vessel at berth

<b>NAME</b>	<b>DESCRIPTION</b>
PILOTEXI	Time difference between arrival of vessel at the pilot station / landing of aircraft and release of goods by arrastre/cargo handler
PILOTLOD	Time difference between arrival of vessel at the pilot station / landing of aircraft and lodgment
PREPDREL	Time difference between payment of IPF and release by Customs
PRPDPAYA	Time difference between prepayment of import fees and payment of arrastre fees (for warehousing entries)
REGREROT	Time difference between modification of registration and rerouting to green lane
RELCPAYA	Time difference between release of goods by Customs and payment of arrastre fees
REROTASE	Time difference between rerouting to green lane and assessment (for consumption entries)
ROTPREPD	Time difference between rerouting to green lane and payment of IPF (for warehousing entries)

***Time Points***

AGDOCREC	Date and time of receipt of documents by intervening agency
AGDOCREL	Date and time of release of documents by intervening agency
AGINSPBE	Date and time of start of physical examination by intervening agency
AGINSPEN	Date and time of end of physical examination by intervening agency
ARASOLRS	Date and time of arrastre OILRS
ARCARELB	Date and time of physical release of first container from arrastre / release of goods from cargo handler
ARRELEND	Date and time of physical release of last container from arrastre
ASESPRPD	Date and time of assessment/prepayment of import fees
BERTPARK	Date and time of arrival of vessel at berth; date and time of landing of aircraft
BONDSREC	Date and time of receipt of bonds charging application
BONDSREL	Date and time of approval of bonds charging application
CRELEASE	Date and time of Customs OILRS
DISCHRGB	Date and time of arrival of goods at the warehouse of the cargo handler in airport; in seaport, date and time of discharging of first container from the vessel
DISCHRGE	Date and time of discharging of last container from the vessel
LODGMEN	Date and time of lodgment
PAYARCAR	Date and time of payment of arrastre/cargo handling fees

PAYCUSTM	Date and time of payment of custom duties
PHYINSPB	Date and time of start of physical examination of cargo by BOC
PHYINSPE	Date and time of end of physical examination of cargo by BOC
PILOTLAN	Date and time of arrival of vessel at pilot station; date and time of parking of aircraft
REGMODIF	Date and time of modification of registration
REROTGL	Date and time of rerouting to green lane

**Codes**

AGINTERV	Intervention by other agencies; 1 = with intervention; 0 = otherwise
BILADING	Bill of lading/airway bill number
BROKRMED	Intervention by broker; 1= broker-mediated; 0 = direct
CARGTYPE	Type of manifest: 1 = consolidated 0 = non-consolidated; 3 = not specified
COLORCOD	Selectivity status
CONTAINR	Type of cargo; 1 = containerized; 0 = non-containerized
CUTAX_RE	Recoding of Customs duties and taxes: 1 = non-exempt; 0 = exempt
DAYLOD_R	Day of lodgment recorded; 0 = Midweek (Tues-Thurs); 1 = Monday; 2 = Friday; 3 = Weekend (Sat-Sun)
DAYLODGE	Day of lodgment; 1 = Monday; 2 = Tuesday; 3 = Wednesday; 4 = Thursday; 5 = Friday; 6 = Saturday; 7 = Sunday
DUTVALUE	Value of commodity
DUTXPAID	Duties and taxes paid
ENTRYNUM	ACOS-assigned entry number
EXAGENCY	Name of intervening agency
EXAMFLAG	Exam flag (MICP entries only)
HSCODENO	Harmonized System (HS) Code number
HSCODE_R	Recoding of HS code based on commodity classification by Customs
IMPOTYPE	Type of import: C = consumption; W = warehousing
INCWKEND	Processing period; 1 = inclusive of weekend; 0 = otherwise
INTERNET	Mode of entry lodgment; 1 = Non-EEC; 0 = EEC
MANIFEST	Vessel registry number
MODEPYMT	Mode of payment

MODEPAY_R	Mode of payment recorded; 1 = cash; 0 = non-cash; 3 = exempt from customs duties
NTWEIGHT	Net weight of cargo (in kilos)
OPERATOR	Operator code
ORIGIN_R	Recoding of country of origin: 1 = Japan; 2 = US; 3 = East Asia (Taiwan, Hong Kong, South Korea); 4 = ASEAN; 5 = China; 6 = Europe; 7 = other countries
ORIGINCO	Country of origin
PORTCODE	Port code, of which: P02A = Port of Manila; P02B = MICP; P03 = NAIA
PRELODGE	Period of lodgment; 1 = pre-arrival lodgment; 0 = post-arrival lodgment
PRERELES	Period of clearance; 1 = pre-arrival release; 0 = post-arrival release
SERIALNO	Serial document number
STATCODE	OLRS status code; 1 = special stop; 2 = consolidated manifest; 3 = no house bill of lading
STATCODR	Alert status; 1 = alerted; 0 = otherwise
TIMELODGD	Time of lodgment: 0 = morning; 1 = afternoon
TINBROKR	Broker's tax identification number
TINIMPRT	Importer's tax identification number
VALUE_RE	Recoding of dutiable value of commodity: 1 = < P100,000; 2 = P100,001 to P500,000; 3 = P500,001 to P1,000,000; 4 = P1,000,001 to P5,000,000; 5 = > P5,000,000
VAT_PAID	VAT paid by importer
VATPAY_R	Recoding of VAT payment: 1 = non-exempt; 0 = exempt

