

Singapore Customs' Experience in Time Release Studies

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Major Experience in Time Release Studies (TRS)

Three Phases :

- ❑ Before the advent into a Single Window environment and full fledged use of information technology (IT)
 - ❑ 1970s to 1990
- ❑ National Single Window Environment
 - ❑ 1990s to 2002
- ❑ Post Maturity of the National Single Window
 - ❑ 2002 onwards

The Early Years

- Focus on Applying Reforms to Simplify & Harmonize Customs Processes and Procedures
 - Removal of Customs physical presence in excise factories and petroleum installations
 - Private sector carry out self-policing. auditing and maintenance of records
 - Pre-clearance facilities applied to air courier operators and modification of Red & Green Channel clearance
- Studies included participation of the private sector (design of survey forms, distribution, form filling or research materials)

Single Window Environment

- The Single Window development
 - Mandated by the government encompassing all government agencies and the private sector.
- TradeNet, the single window system
 - Facilitated the compilation of data
 - Integration with other controlling agencies

Single Window Environment

Focus : Refining customs clearance processes and procedures and services provided to the public

- Development of E-Customs Management
 - Services providing efficiency in customs inspections, approval of application for Customs services etc
 - Development of Joint Work Improvement Teams with the Private Sector

Current Phase

Focus : Trade Facilitator and Partner with clients whilst maintaining regulatory role

- Looking towards a supply chain security.
Establishment of a Secure Trade Partnership programme
 - Development of Authorized Economic Operators (AEOs)

Objectives of TRS

- To adopt time and motion studies of the import clearance processes and procedures with the aim of removing bottlenecks
- To undertake reforms within the Department with the intention of benefitting both the department and related public and private sector activities
- To examine effectiveness of client service charters established and improving on service standards
- To establish consistent, transparent and predictability of measures undertaken

Objectives of TRS

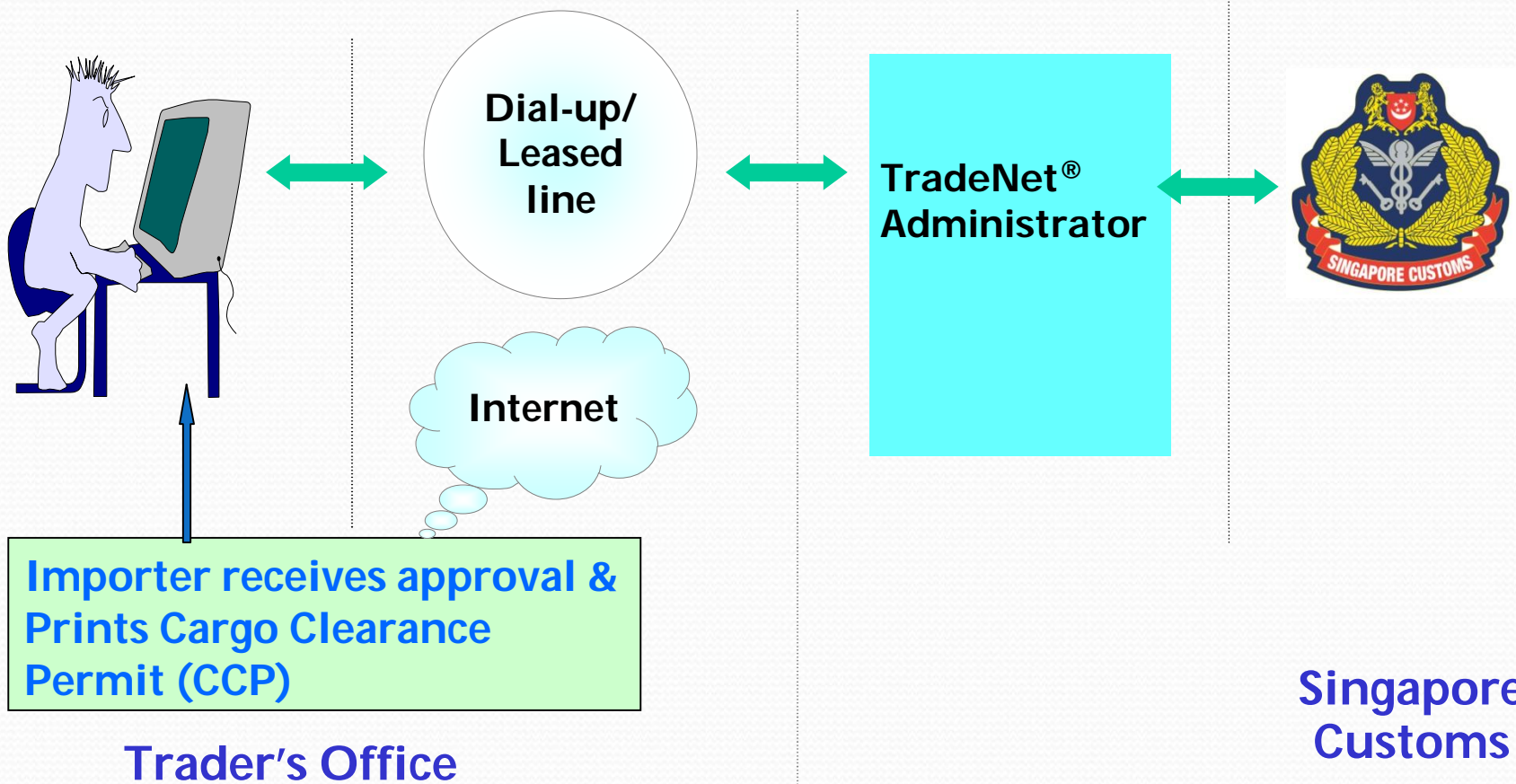
- To reduce clearance and processing time and to achieve savings for both the department and stakeholders in related public and private sectors
- To establish a seamless flow of customs clearance
- To encourage private sector participation and develop meaningful dialogues for the furtherance of improving import and export clearance processes and procedures

Example of the Outcome on Studies of Containerized Clearance



Clearance of Containers From the FTZ

Importer Submits Customs Declaration for Containerized Cargo Through TradeNet (the national Electronic Trade Documentation System)



Clearance of Containers From the FTZ

Customs Systems Using Risk Management Techniques Tag the Container Either for Examination (Red Channel) Or Non-Examination (Green Channel)



Prepares A List of By Container Numbers and CCP With Indication of Red or Green Channel Clearance

**SINGAPORE
CUSTOMS**

**TradeNet®
Administrator**

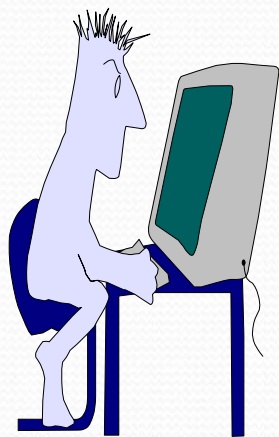


PSA uploads Customs List of Containers With Indication of Red Channel or Green Channel Clearance

**PORT OF SINGAPORE
AUTHORITY (PSA)**

Clearance of Containers From the FTZ

**Freight Forwarder Informs PSA On
Intended collection of Container from
the port premises On Client's behalf**



**FREIGHT
FORWARDER
OFFICE**

**Dial-up/
Leased
line**

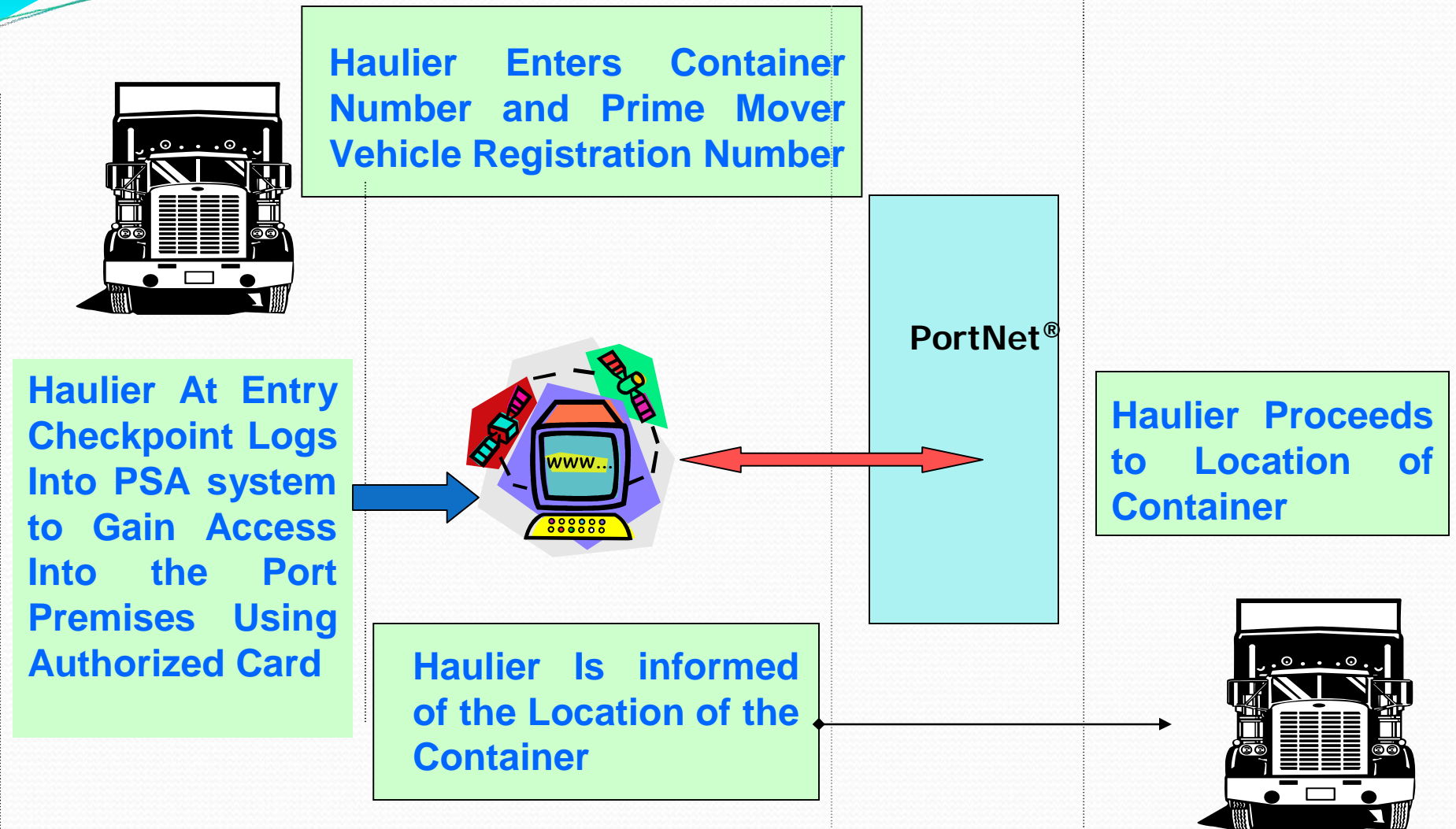
Internet

**PortNet®
Administrator**



**PORT OF
SINGAPORE
AUTHORITY
(PSA)**

Clearance of Containers From the FTZ



ENTRY CHECKPOINT INTO PORT

Clearance of Containers From the FTZ

Haulier presents credentials at Location to PSA Officials and mounts container onto prime mover



PSA informs Haulier Status of Container Clearance at Customs Checkpoint – Proceed Either to the Red or Green Channel



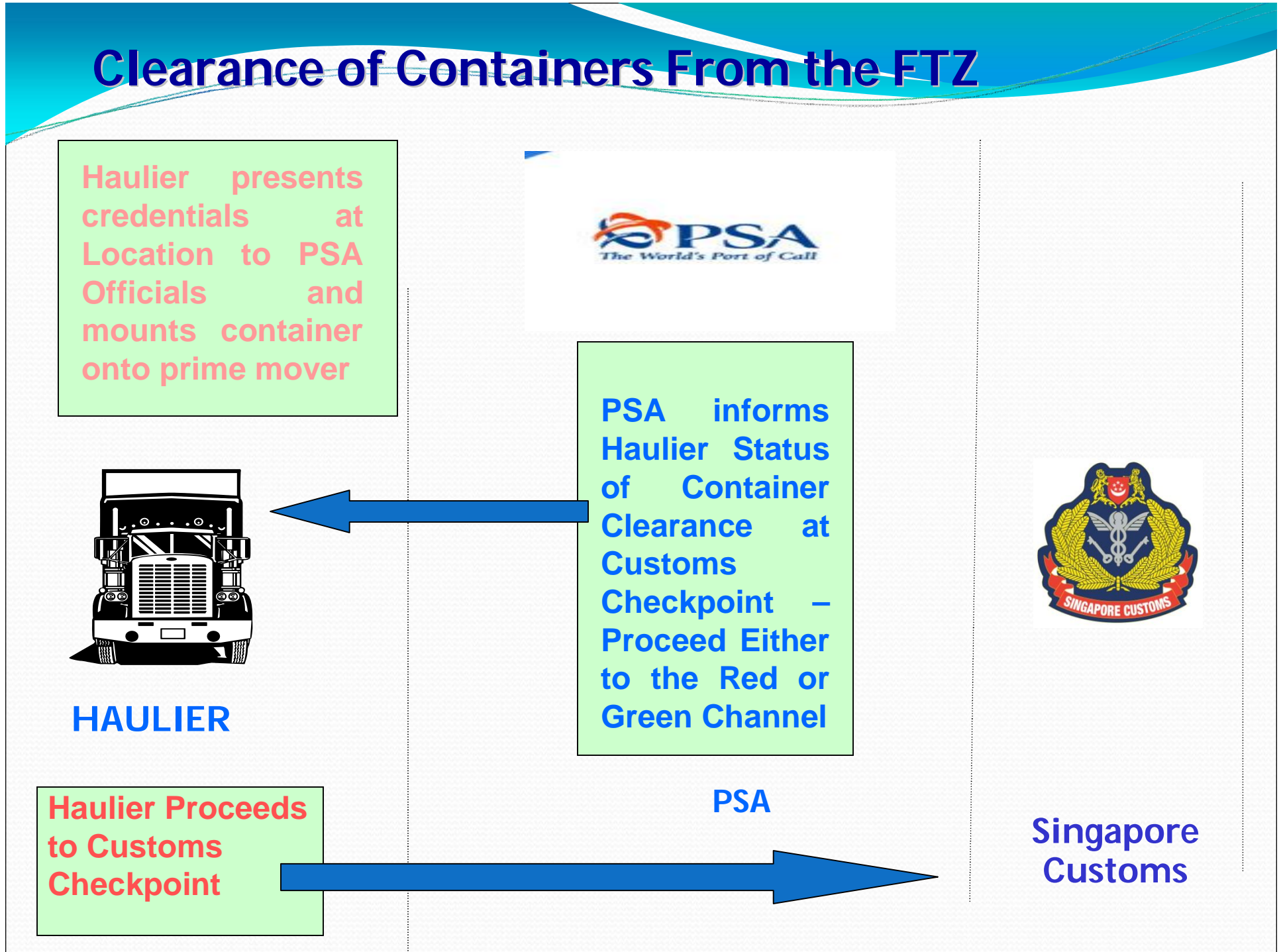
HAULIER



Singapore Customs

Haulier Proceeds to Customs Checkpoint

PSA



Clearance of Containers From the FTZ

PAPERLESS CLEARANCE

HAULIER



Haulier Presents Container to Customs Checkpoint

Either at the Red or Green Channel Clearance Point

The Haulier is not required to produce Cargo Clearance Permits (CCP) for Customs clearance

SINGAPORE CUSTOMS



Customs Keys In Container Number and Retrieves CCP Information on System

A Customs Seal is Affixed to the container at the Red Channel

Container at Green Channel is Released Upon Entry of the Container Number