



**BRAZIL**

*Time  
Release  
Study*

June 2020



Receita Federal

# Conducting the Study

## Participating Government Bodies:



MINISTÉRIO DA  
AGRICULTURA, PECUÁRIA  
E ABASTECIMENTO



MINISTÉRIO DA  
ECONOMIA



## Support:



UK Government



WORLD BANK GROUP



World Customs  
Organization



MINISTÉRIO DA  
ECONOMIA





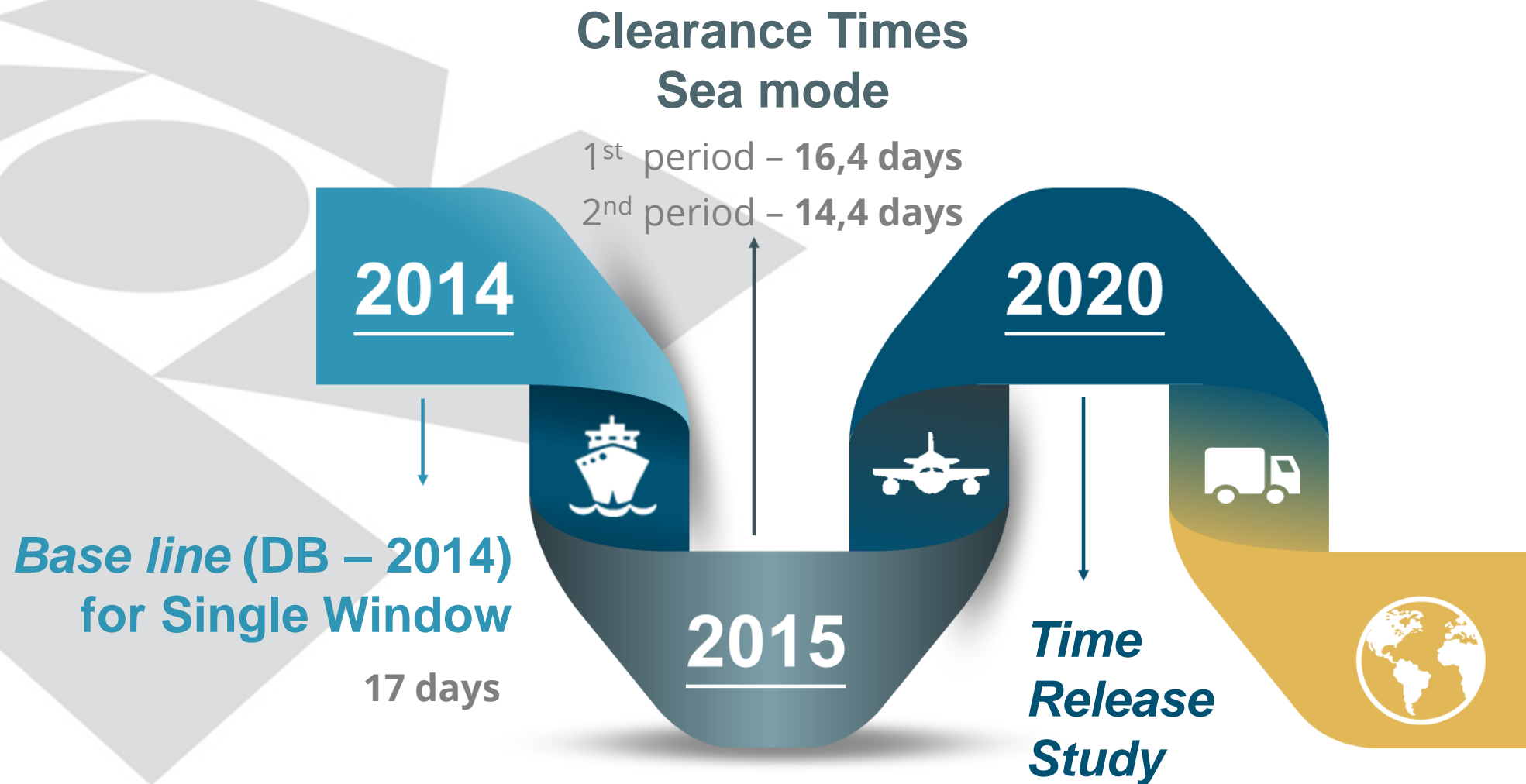
## Study Context

Why measure times in international trade?

Why the time of the whole process and not only customs?

What are the previous initiatives in Brazil?

# Previous initiatives



# Time Release Study by WCO

01 What is TRS?

02 Relationship to the Trade Facilitation Agreement

03 WCO methodology



Study of times

Measuring average clearance times



Explicitly mentioned in AFC

Article 7.6.1



Phases for carrying out the study

Involvement of other bodies and the private sector

# TRS Definition - Brazil



## TRS Definition - Brazil

Total of import  
declarations, object of  
this study:  
262,787



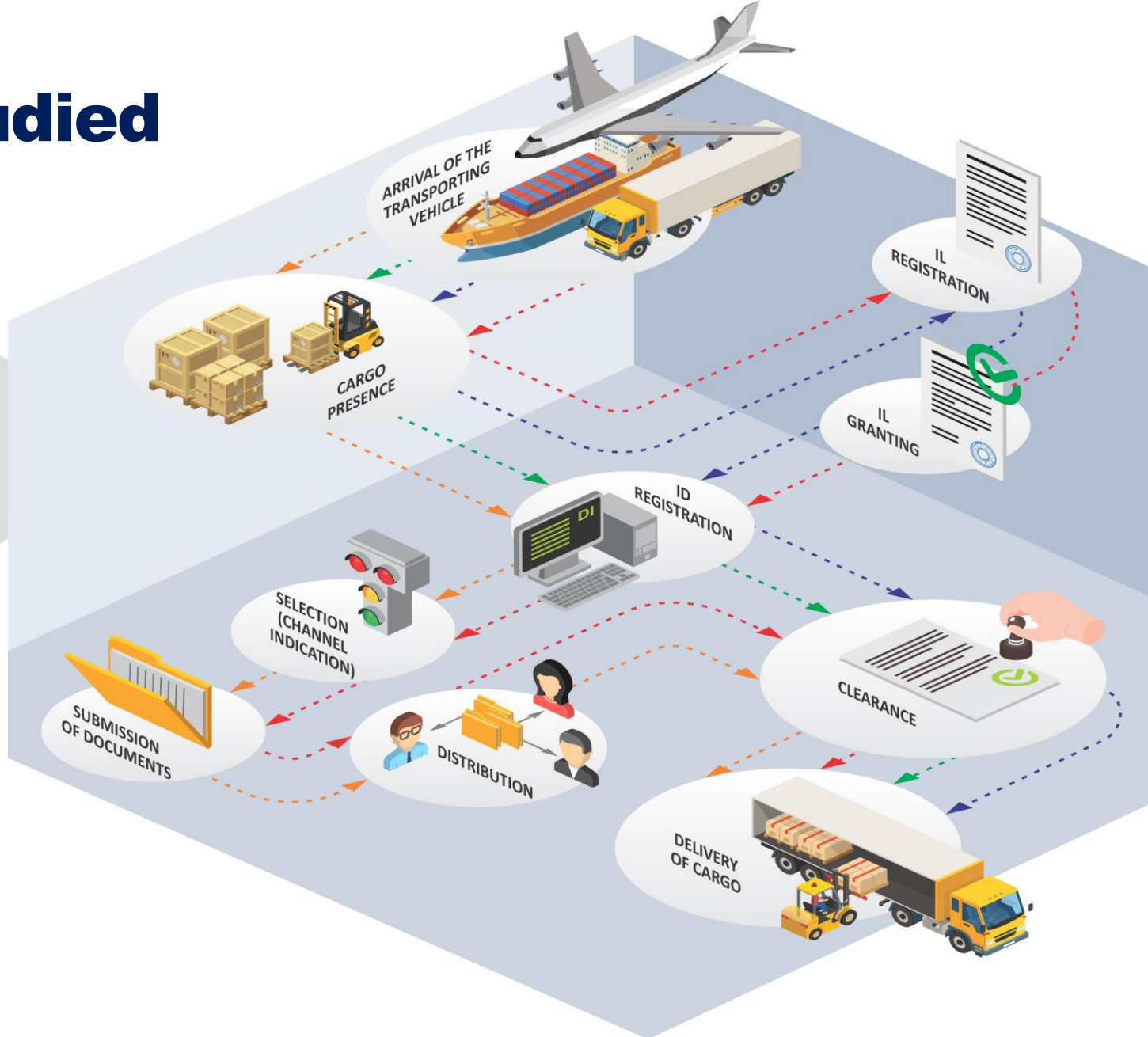
# Flows and stages studied

Flow 1: ----->

Flow 2: ----->

Flow 3: ----->

Flow 4: ----->





# Flows and stages studied

## Flow 1 – green channel without License



It accounts for 87.25% of total operations

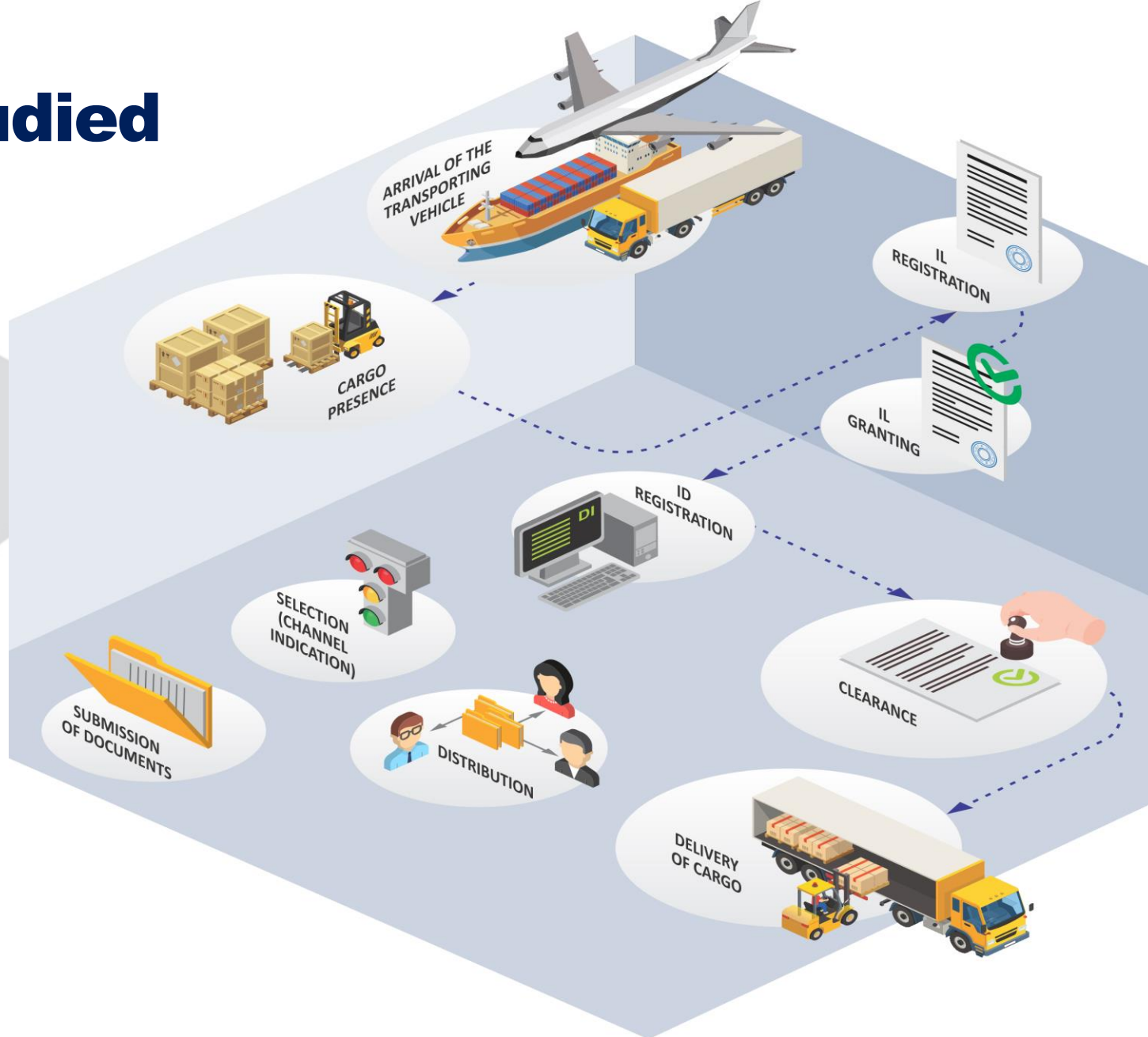


# Flows and stages studied

## Flow 2 – Green channel with License



It accounts for 10.42% of total operations

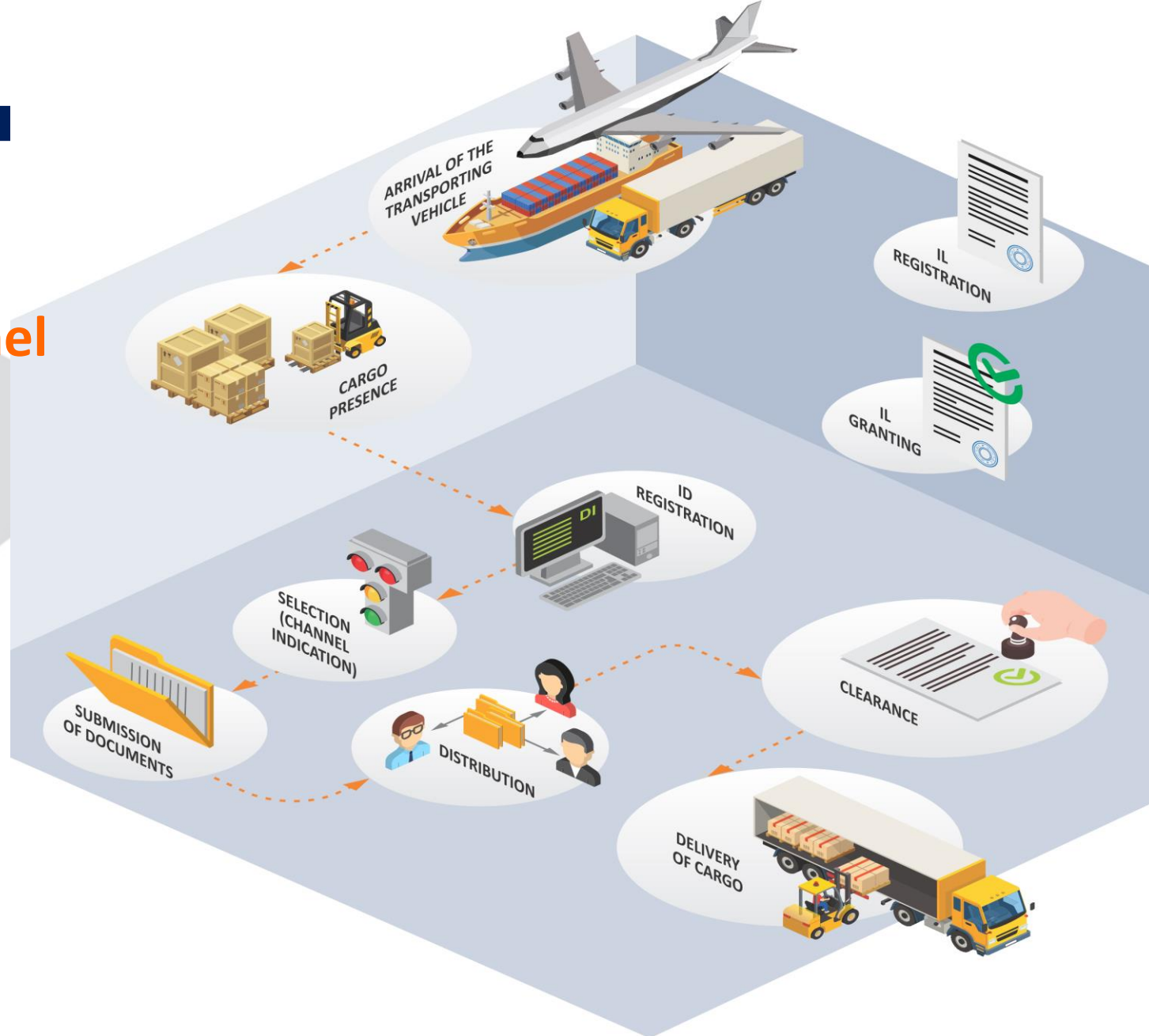


# Flows and stages stu

## Flow 3 – Yellow and red channel without License



It accounts for 2.09% of total operations

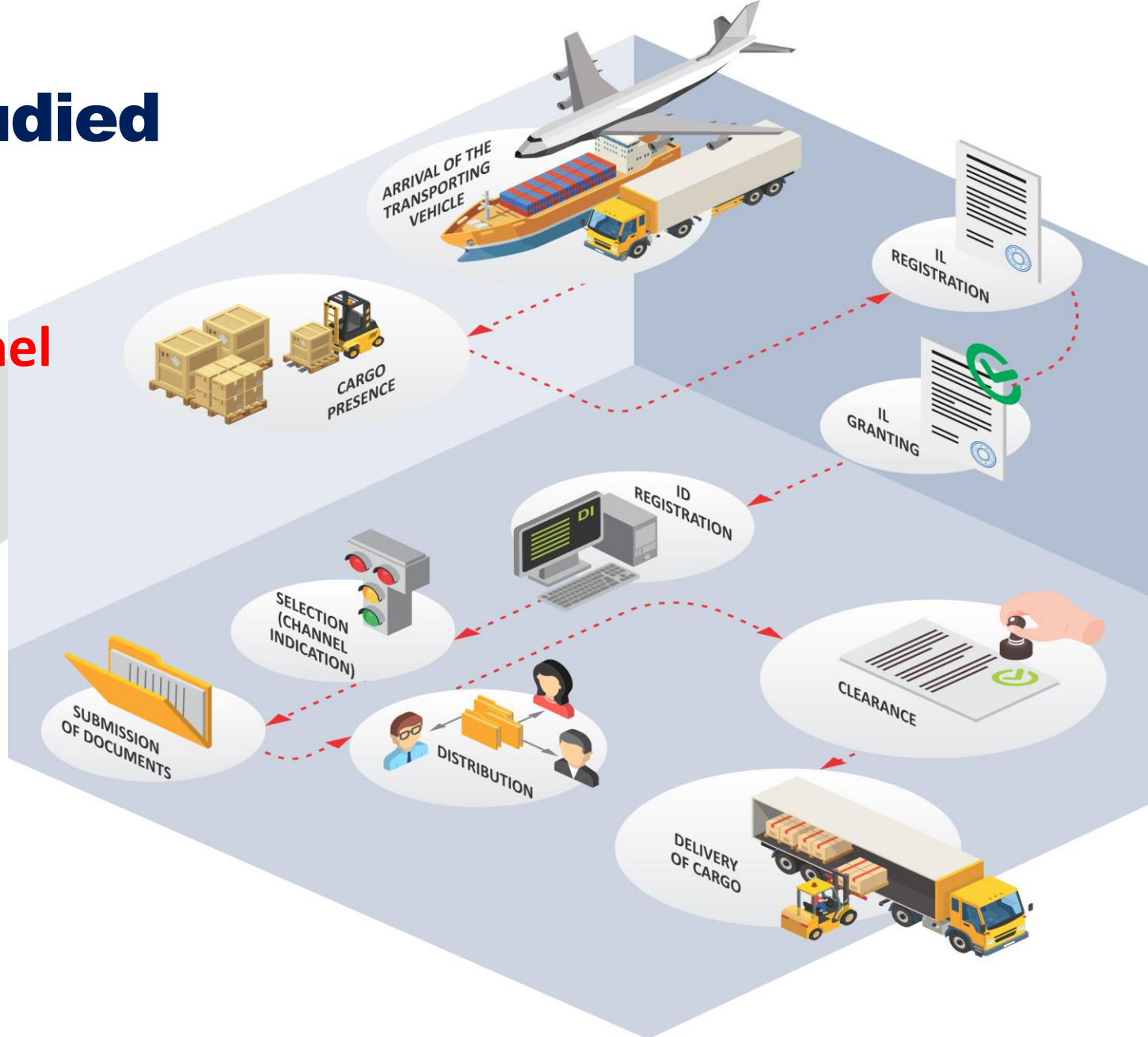


# Flows and stages studied

## Flow 4 – Yellow and red channel with License



It accounts for about 0.24% of total operations



# National average time – per mode



Arrival of the transport  
vehicle

**AVERAGE TIME**



Delivery of the cargo to  
the importer

# Average time measured



**5,8 days**



**9,7 days**

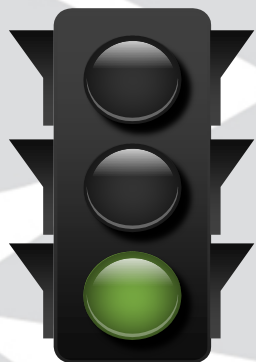


**2,3 days**



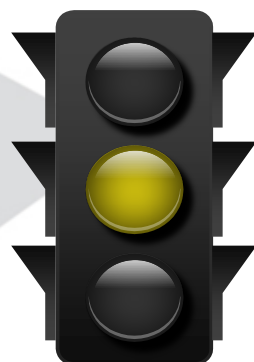
**7,4 days**

# National average time - per channel



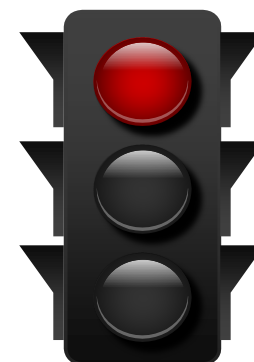
**7,06 days**

**97.68%\***



**27,24 days**

**0.51%\***

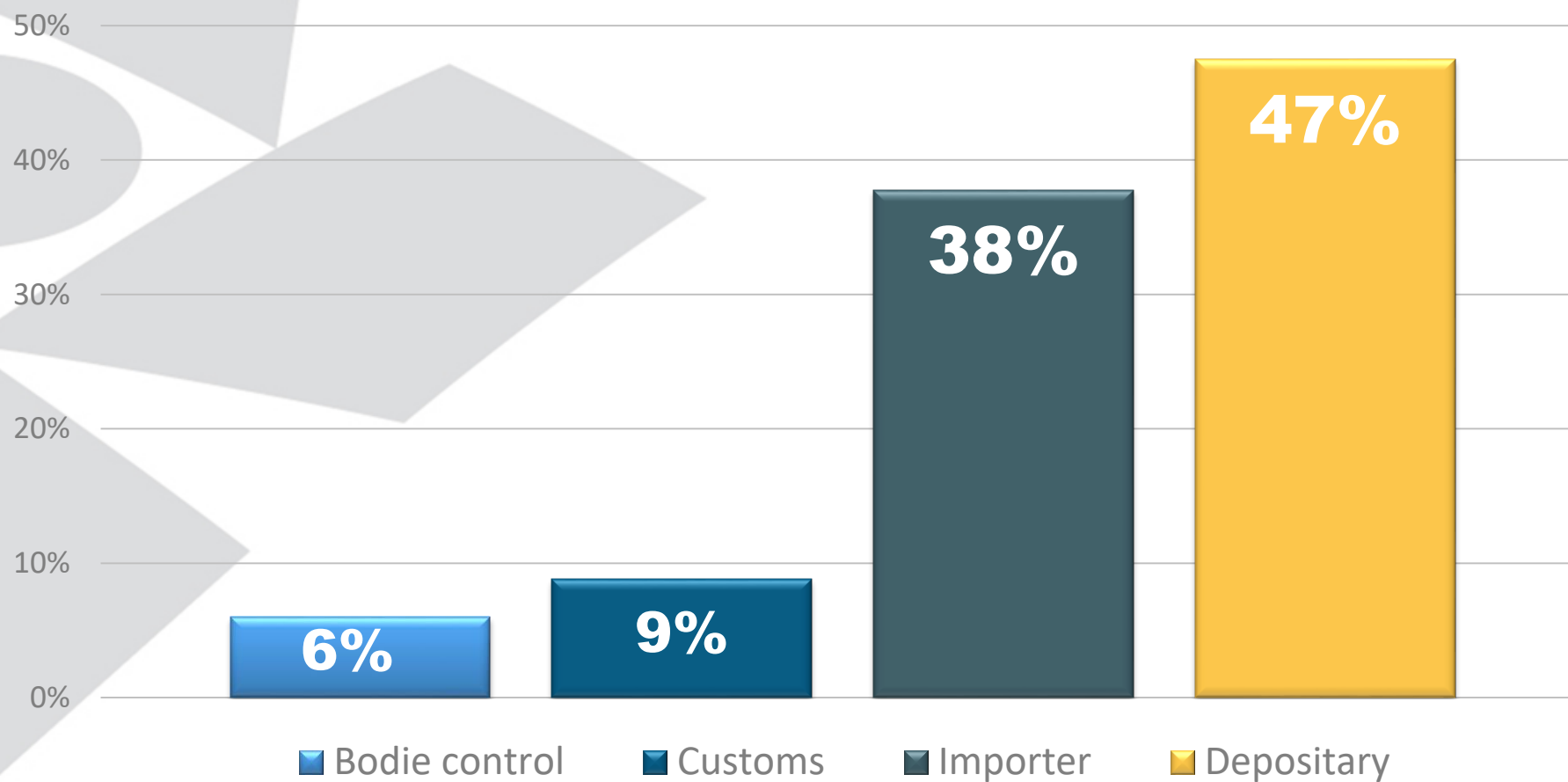


**20,91 days**

**1.82%\***

\* Percentage of total import declarations studied.

# Percentage of time per person in charge - national

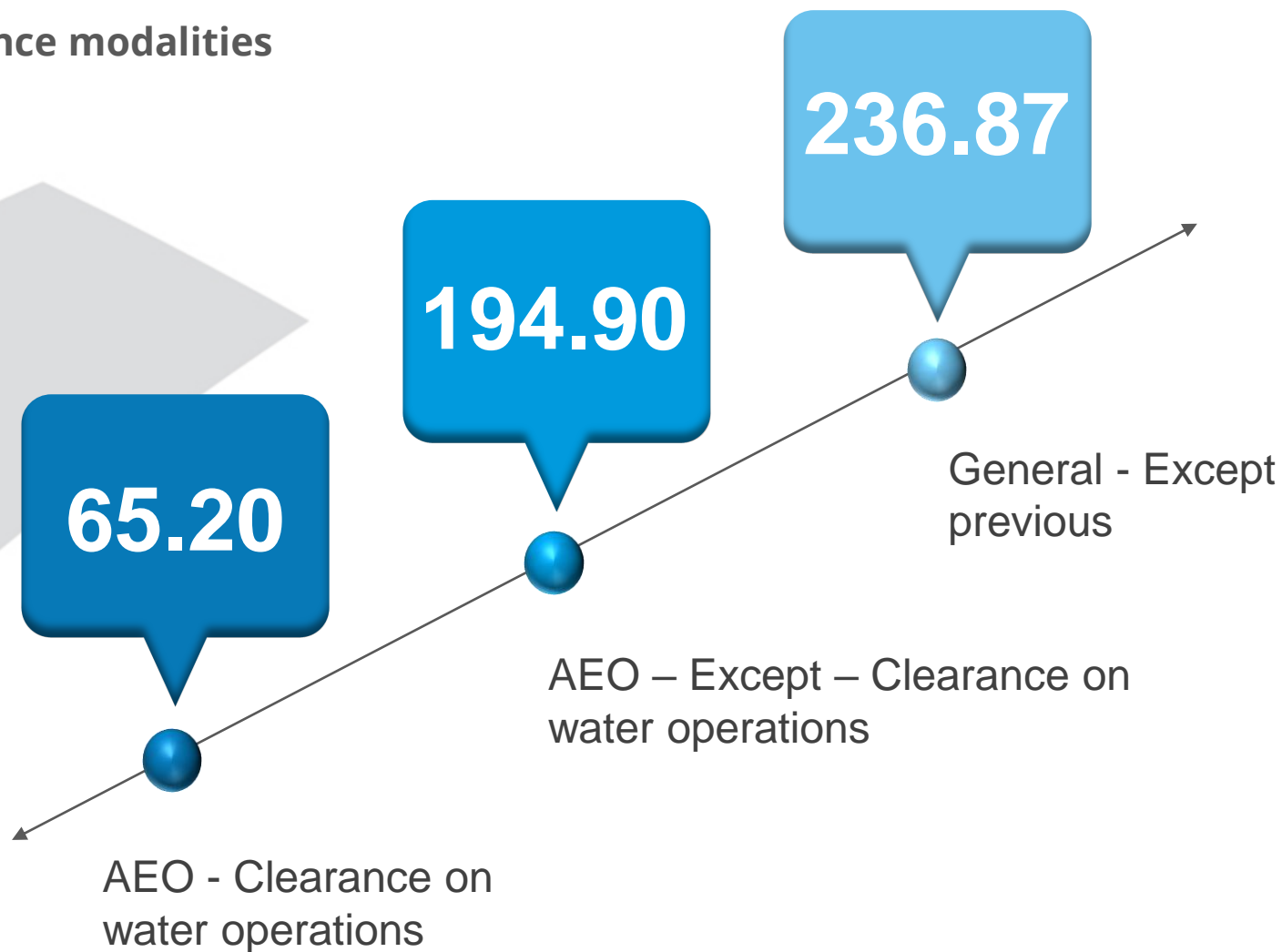




# Authorized Economic Operator

Sea - Comparison among the clearance modalities

Average time (in hours)



# License – Points of Occurrence



Before cargo arrival



After ID registration



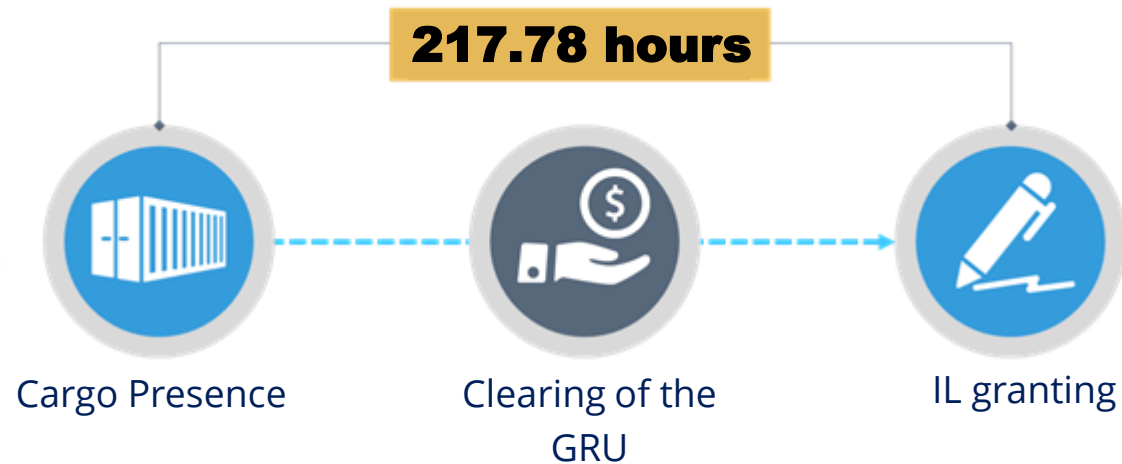
After arrival and before ID registration

# License after arrival of the cargo

✓ Average time for all the control bodies:

Mode	Average Record Time - IL Grant
Sea	108.44
Air	99.71
Road	34.19

✓ The Licensing process steps were not addressed



**64% of the period** is used by the importer to meet the previous requirement of payment



## Wood packaging inspection

Eventos	Tempo (horas)	Part. %
Total time between cargo arrival and its release by Vigiagro	163.34	100%
Time between cargo arrival and its positioning carried out by the Warehouse	111.33	68%
Time between container positioning and Vigiagro analysis	52.01	32%

**It was found that 68% of the time was used for the positioning of the cargo unit**

# Study main findings

01

Intensive risk management in customs control

02

RFB performance represents less than 10% of the time

03

87% of cargoes undergo minimal state intervention

04

Importer can answer almost 80% of the time

05

Average times higher than medians

06

AEO is 32% more agile, Clearance on water is 72% faster

07

Control sequentialism doubles time

08

Low harmonization of procedures and great dispersion of times

09

Various means for paying taxes and fees

# Solutions under Development

- 1 The new air cargo control
- 2 Anticipated registration of Duimp
- 3 Anticipated and coordinated risk management between public agents
- 4 Parallelism between administrative and customs controls, with a single inspection window



- 5 The Foreign Trade Centralized Payment module
- 6 Equalization of the workforce
- 7 The integrated AEO
- 8 Simplification of the regulatory framework
- 9 Anticipation of the analysis of wood packaging inspection by the Mapa

# Recommendations



Ensure support and resources to finalize solutions already under development



Forward suggested revision of the storage charging policy for periods



Harmonize mandatory procedures and sharing of good practices, as the remote physical inspections



Simplify the import tax refunding process



Deepen the analysis of intervals that have different actors



Mandatory attachment of instructive documents for ID registration



Expand the weekdays and times when risk management is carried out



Expansion of scope for future TRS



Rank customs brokers and bonded warehouses according to their performance in foreign trade



Soon

# WEBINAR

Get to know in details the  
Time Release Study Brazil  
**Wait!**



Apoio / Support



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ANVISA

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E ABASTECIMENTO



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MINISTÉRIO DA  
ECONOMIA



PÁTRIA AMADA  
**BRASIL**  
GOVERNO FEDERAL