TRS in Japan

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Overview

- 12 TRSs conducted so far (first in 1991)
- The most recent TRS from March 12 – 18, published in July, 2018

Sampling

- Import cargo selected at random
  - Non-AEO approximately 2,900(sea) + 2,400(air)
  - AEO approximately 1,000(sea) + 800(air): AEO

- Selected Customs offices
  - 9 Regional Customs 15 offices(sea) + 8 offices (air)

Method

- Distribution of survey sheets to Customs brokers etc.
1. Aggregated Data on sea
2. Aggregated Data on air
3. Study Method

<table>
<thead>
<tr>
<th>通関所要時間</th>
<th>海上貨物</th>
<th>2.1時間に短縮、航空貨物 0.3時間を維持</th>
</tr>
</thead>
<tbody>
<tr>
<td>通関所要時間</td>
<td>(税関への入荷書から入荷許可までの所要時間)の平均は、海上貨物で2.1時間と前回調査(平成27年)に比べて0.3時間短縮しました。航空貨物で、0.3時間と前回調査(平成27年)並みの所要時間となっています。</td>
<td></td>
</tr>
<tr>
<td>AEO輸入者の特例申告貨物(AEO貨物)に係る通関所要時間については、海上貨物で0.1時間、航空貨物で0.0時間と、前回調査並びの所要時間となっています。</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(注) AEO(Authorized Economic Operator: 証定事業者)輸入者は、貨物のセキュリティ管理を含む法令遵守体制が整備された輸入者として税関長が承認を行った者であり、AEO輸入者については、貨物の引取り後に納税申告(特別申告)を行うことが認められている。</td>
<td></td>
<td></td>
</tr>
<tr>
<td>平成28年10月より実施した、輸入申告書の自由化を利用して輸入申</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Changes in the Meantime Required for a Time Period from Arrival to Release on Sea Cargo

<table>
<thead>
<tr>
<th>Year</th>
<th>Arrival~Warahousing</th>
<th>Warahousing~Declaration</th>
<th>Declaration~Release</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>47.6</td>
<td>94.5</td>
<td>26.1</td>
</tr>
<tr>
<td>1992</td>
<td>45.2</td>
<td>84.9</td>
<td>19.8</td>
</tr>
<tr>
<td>1993</td>
<td>39.4</td>
<td>63.7</td>
<td>13.1</td>
</tr>
<tr>
<td>1996</td>
<td>35.4</td>
<td>49.5</td>
<td>10.2</td>
</tr>
<tr>
<td>1998</td>
<td>35.1</td>
<td>46</td>
<td>5.6</td>
</tr>
<tr>
<td>2001</td>
<td>31.1</td>
<td>37.8</td>
<td>4.9</td>
</tr>
<tr>
<td>2004</td>
<td>26</td>
<td>36.8</td>
<td>4.3</td>
</tr>
<tr>
<td>2006</td>
<td>26.8</td>
<td>33.7</td>
<td>3.3</td>
</tr>
<tr>
<td>2009</td>
<td>26.3</td>
<td>33</td>
<td>3.1</td>
</tr>
<tr>
<td>2012</td>
<td>27</td>
<td>31.2</td>
<td>2.6</td>
</tr>
<tr>
<td>2015</td>
<td>26.7</td>
<td>30.4</td>
<td>2.4</td>
</tr>
<tr>
<td>2018</td>
<td>29.6</td>
<td>30.2</td>
<td>2.1</td>
</tr>
</tbody>
</table>

- **a. -18.3hrs**
- **b. -33.7hrs**
- **c. -21.1hrs**

> *Introduction of “Pre-arrival examination” in 1991*
## Policy Evaluation through TRS (2)

### Changes in the meantime required for a time period from arrival to release on air cargo

<table>
<thead>
<tr>
<th>Arrival ～ Warahousing</th>
<th>Warehousing ～ Declaration</th>
<th>Declaration ～ Release</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.7</td>
<td>41.6</td>
<td>2.3</td>
</tr>
<tr>
<td>8.6</td>
<td>42.7</td>
<td>1.6</td>
</tr>
<tr>
<td>7.5</td>
<td>34.6</td>
<td>1.6</td>
</tr>
<tr>
<td>6.7</td>
<td>37.9</td>
<td>1.8</td>
</tr>
<tr>
<td>3.5</td>
<td>27.3</td>
<td>0.7</td>
</tr>
<tr>
<td>3.5</td>
<td>21.6</td>
<td>0.6</td>
</tr>
<tr>
<td>2.6</td>
<td>14</td>
<td>0.4</td>
</tr>
<tr>
<td>1.2</td>
<td>12.8</td>
<td>0.4</td>
</tr>
<tr>
<td>5.5</td>
<td>10.1</td>
<td>0.4</td>
</tr>
<tr>
<td>7</td>
<td>6</td>
<td>0.3</td>
</tr>
<tr>
<td>7.4</td>
<td>5.1</td>
<td>0.3</td>
</tr>
<tr>
<td>8.2</td>
<td>3.7</td>
<td>0.3</td>
</tr>
</tbody>
</table>

- **a. -9.2hrs**
- **b. -14.9hrs**
- **c. -8.7hrs**

- Introduction of “Pre-arrival examination” in 1991
- Introduction of “Release upon arrival” in 1996
- 24 hours operation started in 2003
Comparison between AEO and non-AEO

MEANTIOME REQUIRED FOR A TIME PERIOD OF THE PROCEDURES FROM ARRIVAL TO RELEASE OF AEOs

- Arrivai ~ Warehousing
- Warehousing ~ Declaration
- Declaration ~ Permission

AEO:
- Arrivai: 3.9
- Warehousing: 23.5
- Declaration: 0

non-AEO:
- Arrivai: 8.2
- Warehousing: 3.7
- Declaration: 0.3
What is TRS for?

**TRS** to monitor and evaluate Customs policies
—As an indicator in “MOF Policy Evaluation”

**TRS** to create political/administrative incentive

**TRS** to be more transparent

**TRS** to raise awareness of new systems