



FEDERATION OF INDIAN  
EXPORT ORGANISATIONS



**BRUEF**  
EMPOWERING GROWTH

# Survey on Timeline of Export and Import of Containers through JNPT

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## Introduction

For a developing country of India's size and potential, undertaking trade facilitation reforms is an urgent need today to match pace with the growing global trade. This requires simplification and harmonization of procedures in order to reduce the time and cost taken for trading across borders. India's performance in World Bank's Ease of Doing Business Report has only shown a marginal improvement over the last few years (Table 1).

With India's ratification of WTO's Trade Facilitation Agreement (April, 2016), there is an extended onus on the government for identifying action areas in order to reduce trade procedures and the associated time and cost. Various steps have been undertaken for this- there are fewer restrictions on foreign direct investment, tax holidays are given to developers, public-private partnerships (PPPs) are promoted for infrastructural projects, and single window for trade facilitation (SWIFT) has been launched by Customs. It is also estimated that there is a requirement of around USD 1 trillion towards infrastructural investment in India during the 12th Five Year Plan period, 2012-2017, to maintain India's growth trajectory. At a point, when the world is tending to India, it is likely to witness an increasing flow of rail, road and port traffic. With Indian economy on an exponential growth curve and Indian government's strong inclination to enhance trade and investment, foreign companies are turning to India for emerging market deals.

Parameter/Year	2015	2016	2017
Overall ranking	134	131	130
Trading Across Borders	126	144	143

Parameter	Time to export (hr)		Time to import (hr)	
	Documentary Compliance	Border Compliance	Documentary Compliance	Border Compliance
2016	61	88	67	311
2017	58	85	65	307

*Source: [www.doingbusiness.org](http://www.doingbusiness.org)*

Table 2 shows that time to export and import through Nhava Sheva port (JNPT) in Maharashtra, as represented in the World Bank Doing Business Report (2017).

This report undertakes a comprehensive and analytical study of the various procedures and agencies involved in the supply chain for export and import through JNPT. It involves an analytical assessment of the time taken at various intervention points, such as the origin and destination of a container in terms of Container Freight Stations (CFS), Inland Container Depot (ICD), or Direct Port Entry/Delivery, the mode of transportation required for these, and the process of assessment, registration and examination, among others. Apart from this, the role of partner government agencies (PGAs) and shipping lines in the process have also been analysed.

## Objectives

1. To track supply chain of import/ export at JNPT through identification of all the procedures, agencies and stakeholders
  - ✓ Inclusive of all formats of port entry and delivery such as Direct Port Delivery, Direct Port Entry, CFS facilitated, Factory stuffed and ICD facilitated through rail, etc
2. To calculate the time taken for import and export of Containers through JNPT on a monthly basis.
3. To specifically identify dwell time at various agencies in the process. These would include, but not be restricted to, the following:

### Border Compliance

- ✓ Customs Clearance and Inspections: Time taken by the Customs for export and import clearances.
- ✓ Port Handling: Time taken by Terminal, CFS's and ICD's for export and import.
- ✓ Allied Agencies: Time taken by agencies such as FSSAI, PQ, etc during the course of import and export.

### Documentation Compliance

- ✓ Time taken to obtain, prepare and submit documents required during export and import but not to be restricted to Clearance, Inspection, Port Handling, etc
4. Parking lots and Port gate: Time taken for entry and exit through these areas
  5. Data from various agencies would be collected and analyzed to calculate the time taken for movement of export & import containers from JNPT.
  6. Identification of action areas and measures for reducing dwell time during the course of export and import of containers from JNPT aiming to meet specified Government targets:
    - ✓ Procedure-wise area of intervention
    - ✓ Stakeholder-wise area of action

### Stakeholders

1. **Customs Broker:** Also known as Customs House Agent (CHA), a customs broker is a representative or an agent of the importer/exporter, and prepares and submits documents for clearing goods through Customs. He/she holds a customs licence for practise and is well versed with customs rules, regulations and tariffs.
2. **Customs:** It is the official department of the government with the authority to check goods and travellers. In international trade, Customs collect duty on imported goods as levied by the government, and provide clearance on both export and import goods.
3. **Container Freight Station (CFS) and Inland Container Depot (ICD):** A Container Freight Station is an extension of the port. It is the custodian of goods after they are cleared from the terminal. The process of customs clearance takes place inside the CFS.
4. **Port/Terminal:** A port is the point of entry of goods and travellers into the country. It provides facilities for berthing of vessels, and loading/unloading of cargo. A terminal is part of the port wherein different berths may be a part of the terminal. It may be cargo-specific or be designed to handle all types of cargo.
5. **Shipping line:** A shipping line is a company that operates fleet of ships which transport cargo to different parts of the world. While most shipping lines are owners of the containers they carry, some lines lease the same from an external organisation.

### Methodology

1. **Preliminary assessment** on parameters of border compliance, customs compliance, and documentary compliance at JNPT
2. **Data collection** from stakeholders such as terminal operators, customs – Jawaharlal Nehru Customs House (JNCH) and ICD Tuglakabad, CFS operators, and CONCOR
3. **Data analysis** entailing the process of data cleaning and analysis of the collected data through SAS, STATA and MS Excel. It would entail stakeholder-wise calculation of dwell time and finally, consolidation of the same in the process chain of EXIM trade
4. **Report** preparation describing average timelines for export and import value chains, and qualitatively indicating areas of improvement. The following parameters have been considered during analysis

and report preparation:

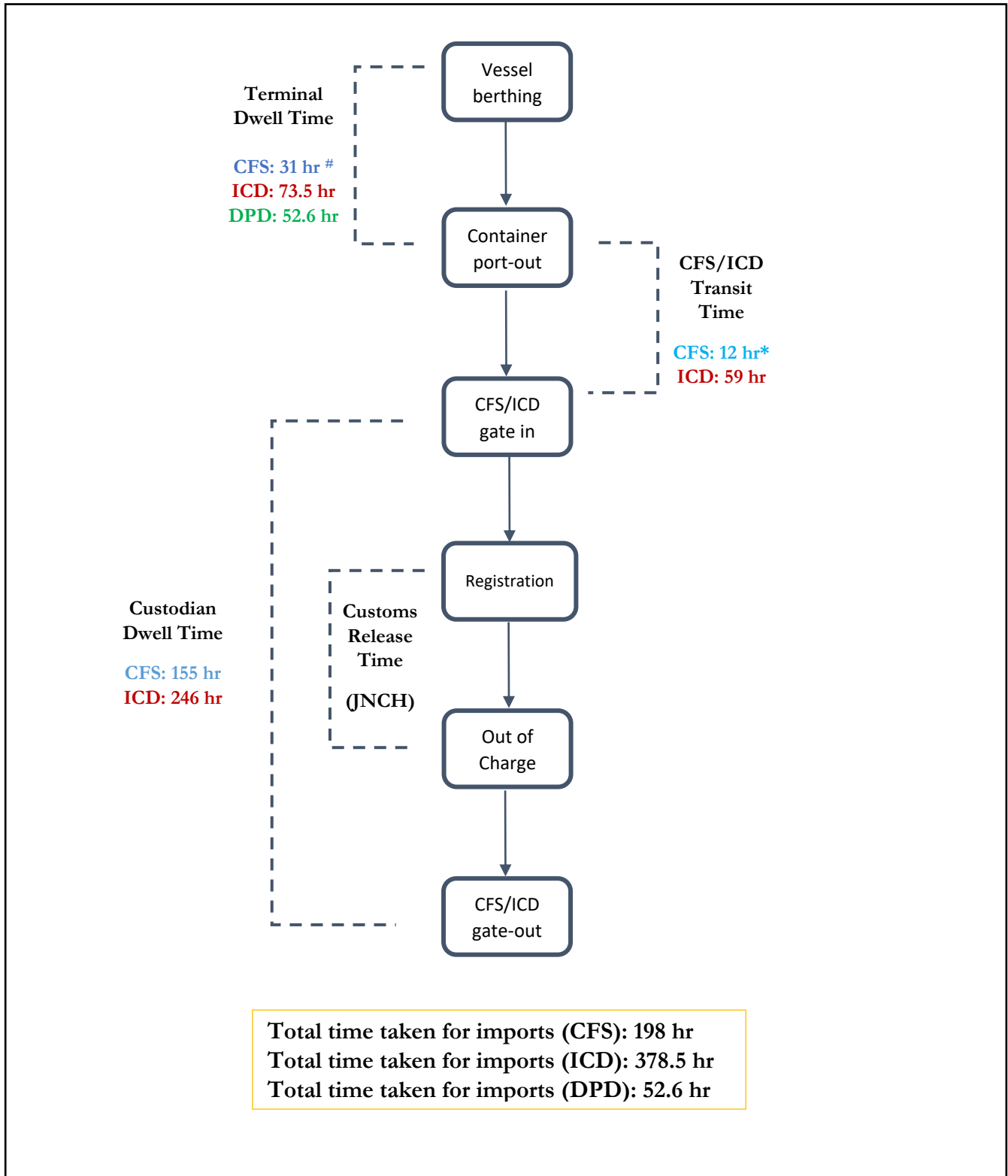
- a. Out of the total number of containers imported and exported at JNPT, the sample size considers the containers under the import and export category and not the containers meant for transshipment. Further, only Full Container Load (FCL) containers are considered for this study.
- b. The time in the tables is recorded in the hour format that is *hh:mm:ss*. However, in the figures and charts, it is recorded in a decimal format. For example, a time of 04:30:00 recorded in the table is represented as 4.5 hrs in the figure.
- c. The total time taken in each process is calculated from the average time taken from the first entry of the agency process to the time taken at the last entry. This is done so because the sample size of each process under the agency differs.

#### Limitations of the study

- a. Transit time calculation for port to CFS: Due to duplication of data and many entries of a particular container number at the port, it was difficult to calculate transit time. Hence, based on observation and various previous researches we have used an average time of 12 hours as transit time for CFS.
- b. Missing entries in data sets: many entries in the data sets were missing or not recorded by the agencies. For instance, out of 10 CFS, only 2 CFS recorded the time of shipping line delivery order.
- c. Data error: at a number of agencies, data errors were recorded. For instance, at certain CFS, the gate-out time was before the gate-in time. Further, duplication of data was observed in the data provided by the PGAs.

# IMPORT

Figure 1: Import process from JNPT



\*assumed due to data error

\*\* Inclusive of the assumed time

#weighted average from table 4 for all three categories

## 1. Import Process

The import cycle starts from shipping line filing an Import General Manifest (IGM), electronically in the ICES, 72 hours prior to arrival of the vessel at port, to the time the goods are out for delivery from a CFS, ICD or through DPD. In between, various processes take place and a minimum of five agencies play a role, which can be assessed in terms of terminal dwell time, road/rail transit time, customs release time and CFS dwell time (Figure 1 above). Apart from this, in the overall process of imports, the time taken by the shipping line and the partner government agencies (PGAs) has also been calculated.

### 1.1. Terminal Dwell Time

Terminal dwell time is the calculation of the time a container is at the terminal. It is calculated as the average time taken from berthing of vessel to the time of container evacuation from port gate. Terminal dwell time varies with respect to the destination of the container – Container Freight Station (CFS), Inland Container Depot (ICD) or Direct Port Delivery (DPD) to importer.

The total dwell time of container at Jawaharlal Nehru Port Container Terminal (JNPCT) and Gateway Terminal International Container Terminal (GTICT) is 44 hrs and 38.60 hrs, respectively. Further categorisation of containers is given in table 3 and table 4. The detailed process is recorded in annexure 1.1. In case of DPD, the dwell time of the container at the terminal is its total time taken for import. It can be observed from table 4 that dwell time of DPD at the terminal is more than that of a CFS-bound container.

Parameter	JNPCT (n)	GTICT (n)
<b>Total number of import containers</b>	<b>40,479</b>	<b>47,321</b>
Number of CFS bound containers	31,348 (77.44%)	34,210 (72.38%)
Number of ICD bound containers	7,640 (18.87%)	10,937 (22.77%)
Number of Direct Port Delivery (DPD)	1,491 (3.68%)	2,174 (4.83%)

*Note: Figures in the bracket give the percentage share*

Parameter	JNPCT			GTICT		
	CFS	ICD	DPD	CFS	ICD	DPD
Average dwell time (vessel berthing to container out of port) (hr)	33:44:39	84:45:09	43:30:03	28:46:14	65:34:18	58:36:35
<b>Average terminal dwell time (hr)</b>	<b>43:50:50</b>			<b>38:39:24</b>		
<b>Average port dwell time (hr)</b>	<b>40:59:27</b>					

### 1.2. Transit Time - CFS and ICD

Transit time is the time taken for the container to reach the custodian- which can either be a CFS or an ICD. The rail transit time for ICD is calculated based on the difference between the time of loading on rail to the arrival (gate-in) of the container at ICD (Table 5). The CFS transit time is taken from the time of exit of a container from port to its arrival (gate-in) at the CFS. This time is calculated on the basis of field observation.

Parameter	CFS	ICD Tuglakabad
Average time taken (hr)	12*	59

*\* on the basis of field observation*

### 1.3. Customs Release Time

#### 1.3.1. Jawaharlal Nehru Customs House (JNCH)

Customs release time is the time taken by the customs authorities, be it at the dock, at CFS or at ICD, to give Out-of-Charge (OOC) to a bill of entry for delivery of container(s) to the importer. It is calculated as the average time between assessment to OOC (in case of RMS and Group (I) B/E) and registration of a container to OOC (in case of Group (II) B/E). It must be noted that the process of customs release is not linear; many agencies play a parallel role such as the PGAs, the importer/ customs broker, shipping line and the CFS. The total number of bills of entry received were 49,796 (Table 6). The detailed process is highlighted in annexure 1.2.

Table 6: Total Customs Release Time (CFS) for October 2016		
	RMS	Group
Total number of B/E (n)	25,557	24,239
<b>Average Customs Release Time (from assessment to OOC) (hr)</b>	<b>107:48:01</b>	<b>126:23:43</b>

#### 1.3.2. Customs at ICD Tuglakabad

Once a container is received at ICD Tuglakabad, the customs release time starts from assessment till out of charge is given (annexure 1.4). The total number of inward B/E to ICD is 10,850 (Table 7). However, please note that only 9,686 group B/E meant for second check are assessed in ICD (Table 7.1- annexure 1). The

Table 7: Total Customs release time (ICD Tuglakabad) for October 2016	
Total number of B/E (n)	10,850
<b>Total time taken from assessment to OOC (hr)</b>	<b>94:36:03</b>

other B/E may either be RMS facilitated or first check group B/E, both of which are assessed at the dock.

### 1.4. Custodian Dwell Time

#### 1.4.1. CFS Dwell Time

CFS dwell time is calculated from the time of gate-in of a container in the CFS to gate-out from the CFS. In the below analysis, data from 9 CFS has been analysed (Table 7.1 – Annexure 1.3). The total average time taken by all CFS is also given in table 7. CFS specific dwell time for 9 CFS at JNP is given in figure 5. Please note that the total time taken by CFS is calculated in terms of gate-in to gate-out due to the sample size being different for each process and many parallel process by customs, customs broker and shipping line taking place.

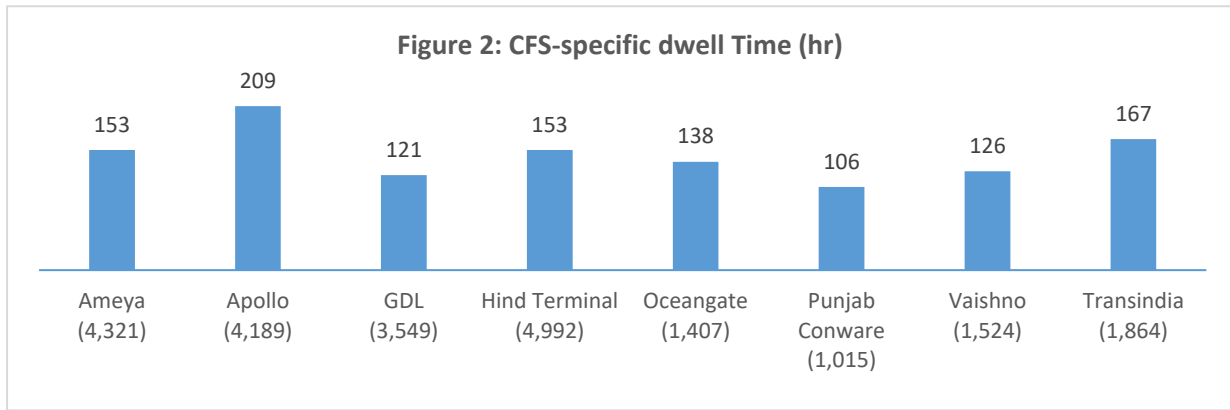


Table 8: CFS specific dwell time				
	A	B	C	D
CFS (9 CFS   n=26989)	Average time taken from gate-in to seal cutting	Average time taken from seal cutting to OOC	Average time taken from OOC to Gate-out#	Total (Gate-in to gate out)*
<b>Total</b>	<b>100:31:24</b>	<b>61:27:23</b>	<b>45:11:35</b>	<b>155:00:03</b>

\* D should be taken as the true representation of the overall CFS dwell time. However, column D should not be seen as summation of columns A, B and C because the number of entries for A,B and C is not same.

#in column C, as time is not recorded for OOC in CFS data, therefore, a difference of 24 hours is recorded as zero in the calculations. In order to overcome this statistical bias, we have added 12 hours to the calculated time taken in column C.





#### 1.4.2. Container Corporation (CONCOR) - Tuglakabad Dwell Time

The dwell time for CONCOR is calculated from discharge of the container at port to its gate out from CONCOR. Please note that this time taken by CONCOR is inclusive of the time taken customs (Tuglakabad) to release the containers (Table 9).

Table 9: CONCOR dwell time			
	A	B	C
CONCOR (ICD Tuglakabad) (n=4525)	Average time taken from arrival at ICD to OOC	Average time taken from OOC to Gate-out	Total (Arrival gate out)
<b>Total</b>	<b>187:12:42</b>	<b>62:39:45</b>	<b>246:09:22</b>
<i>*C is not the sum of A and B because of the inconsistent sample size in the data set at each step. Therefore, C should be taken as the true representation of the overall ICD dwell time</i>			

#### 1.5. Other Supporting Agencies

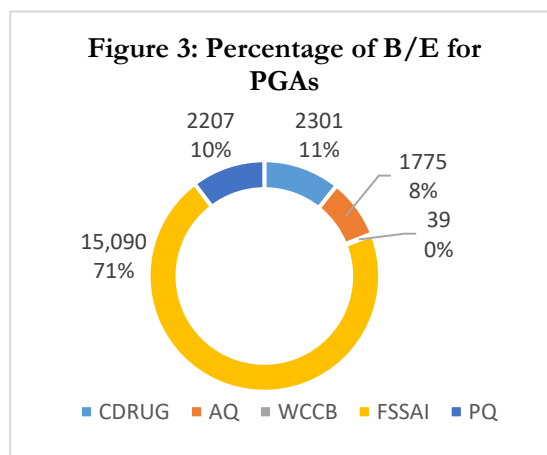
##### 1.5.1. Shipping Line - Delivery Order

The shipping line provides delivery order (DO) as a final confirmation for delivery of cargo to the customs broker. Any delay by shipping line to provide delivery order is added in the total dwell time of container at CFS/ICD. Some DOs are given after issue of OOC by customs, while other at the same time or prior to OOC (Table 10). The average time taken by for receiving a delivery order from arrival of a container at CFS is approximately 113 hrs.

Table 10 : Average time taken for Delivery Order by Shipping Line	
<b>Total no. of DO</b>	<b>6,399*</b>
No. of DO prior to OOC	1,559
No. of DO given post OOC	1,239
No. of DO received on same day as OOC	3,601
<b>Average time taken from CFS gate-in to receiving delivery order</b>	<b>112:57:58</b>
<i>*this data is provided by only 2 CFS (out of 8), therefore the number reflected here is lower than the actual number of containers going to the CFS from both terminals in table 3</i>	

##### 1.5.2. Partner Government Agencies (PGAs)

Partner government agencies (PGAs) are the allied agencies that are required to examine and provide clearance to certain types of cargo. They play a key role in the overall process of cargo clearance. Formerly, the time required by these agencies was added in the customs release time, however, some of cargo (particularly perishable) is now released before the arrival of report by PGAs on the basis of a bond guarantee. While the time taken by these agencies may not add to the overall dwell time, it is important to note that some agencies take as much as 12 days to publish reports despite initiation of SWIFT in April, 2016. This report analyses the time taken from sample collection to publishing of report by five PGAs- Drug controller (CDrug), Animal Quarantine(AQ), Wildlife Crime Control Bureau (WCCB), Food Safety and Standards Authority of India (FSSAI) and Plant Quarantine (PQ) (Table 11). Please note that the reports for some agencies like PQ and FSSAI may also be received after out-of-charge due to nature of the cargo.



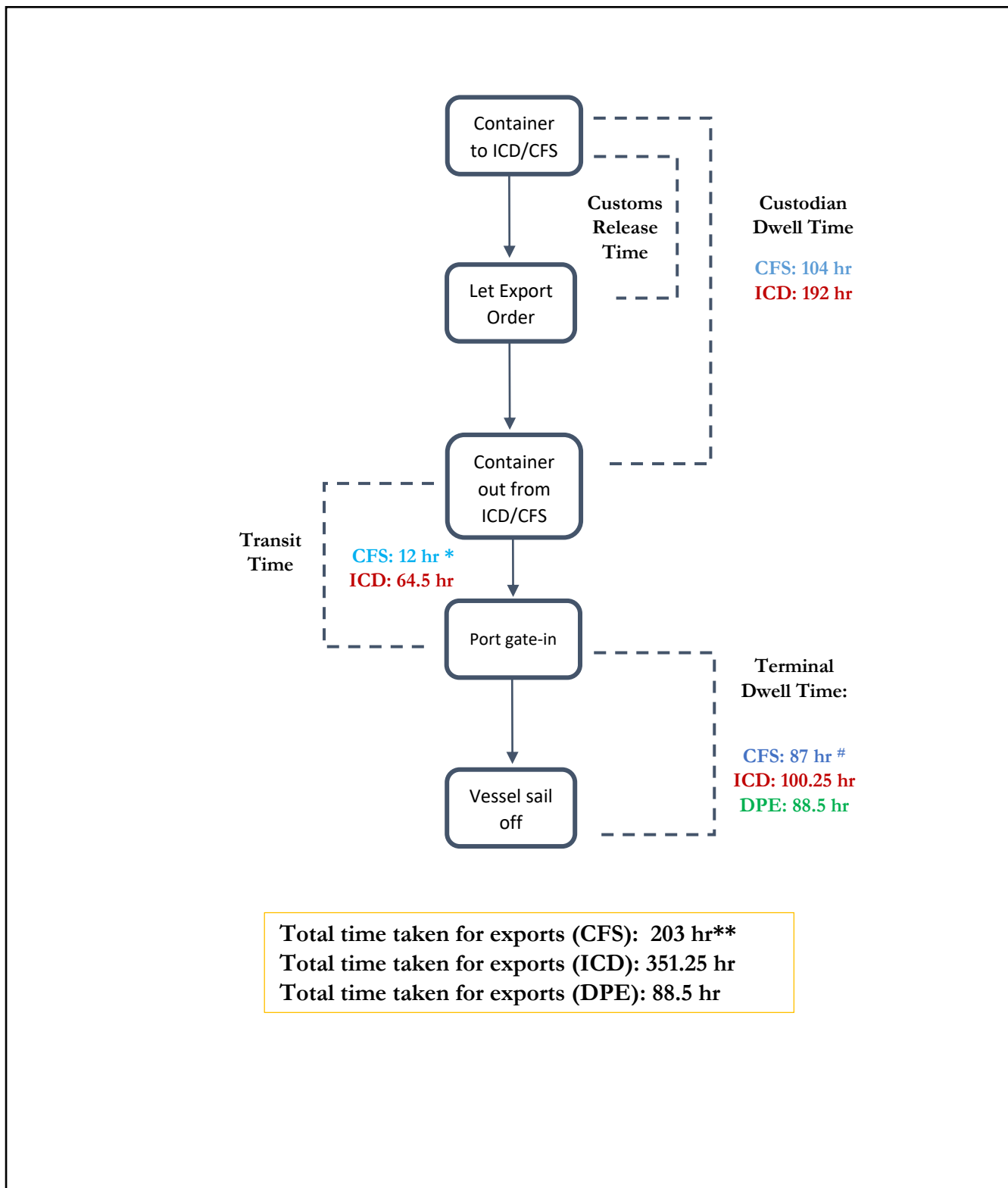
It must also be noted that out of the total number of B/E of October 2016 meant for testing, 70 per cent go to FSSAI which has the highest dwell time of 12 days.

**Table 11: Average time taken by PGAs**

	CDrug	AQ	WCCB	FSSAI	PQ
Total number of B/E (n)	2301	1775	39	15,090	2207
<b>Time taken from sample collection to report publishing (hr)</b>	<b>100:54:34</b>	<b>135:33:59</b>	<b>52:24:38</b>	<b>289:26:39 (12.06 days)*</b>	<b>198:20:13</b>

\*For FSSAI, data has been provided interns of 'days' and not hours. During analysis, days is converted into hours (1 day = 24 hrs)

Figure 4: Export process from JNPT



\*assumed due to data error

\*\* Inclusive of the assumed time

#weighted average from table 17 for all three categories

## 2. Export Process

The export cycle starts from filing of shipping bill to vessel sail off. In between, various processes take place and a minimum of five agencies play a role, which can be assessed in terms of terminal dwell time, road/rail transit time, customs release time and CFS dwell time (Figure 6).

### 2.1. Customs Release Time

#### 2.1.1. Jawaharlal Nehru Customs House (JNCH)

Customs release time is calculated from the time of filing of shipping bill to giving 'Let Export Order' (LEO). Here, it is separately calculated for CFS and ICD.

Table 12: Average time taken for Let Export Order for October 2016	
Total no. of Shipping Bill (n)	49,997
<b>Average time taken from filing of shipping bill to giving LEO (hr)</b>	<b>55:08:07</b>

#### 2.1.2. Customs ICD Tuglakabad

ICD dwell time is calculated from issue of export carting order to gate-out of container from ICD. Shipping bill is not taken as a starting point for this activity because some S/B are filed prior to export carting, while others are filed post export carting order.

Table 14: Customs ICD Tughlakabad Dwell Time for October 2016	
Total no. of shipping bill	13,119
<b>Average time taken from registration to LEO</b>	<b>14:05:26</b>

### 2.2. Custodian Dwell Time

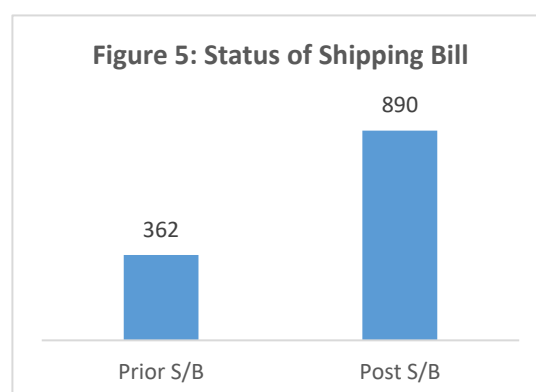
#### 2.2.1. CFS Dwell Time

CFS dwell time is calculated from issue of export carting order to gate-out of container from CFS. Shipping bill is not taken as a starting point for this activity because some S/B are filed prior to export carting, while others are filed post export carting order (figure 7).

Table 13: CFS specific dwell time for October 2016				
	A	B	C	D
CFS (10 CFS   n= 32,112)	Average time taken from Export Carting Order (ECO) to container stuffing	Average time taken from container stuffing to movement order	Average time taken from movement order to gate out	Total (ECO to gate out)*
<b>Total</b>	<b>78:59:06</b>	<b>28:16:01</b>	<b>5:46:32</b>	<b>103:56:08</b>
* D should be taken as the true representation of the overall CFS dwell time. However, column D should not be seen as summation of columns A, B and C because the number of entries for A,B and C is not same				

#### 2.2.2. CONCOR (ICD Tuglakabad)

CONCOR dwell time is calculated from arrival of the container at CONCOR to the arrival of container at the port. It would include the transit time by rail operated by CONCOR (annexure 2.3). Figure 7 also gives the number of shipping bills filed prior to container arrival at ICD in



comparison to the number of shipping bills filed after arrival. It must be noted that the number of shipping bills filed after arrival of container at ICD is high, which significantly increases the dwell time of the container at ICD.

Table 15: CONCOR (Tuglakabad) Dwell Time			
	A	B	C
ICD (Shipping bill (n)= 1,252)	Average time taken from container arrival at ICD to putting of customs seal (hr)	Average time taken from putting of customs seal to container loading on wagon (hr)	Total time taken from container arrival at CONCOR to loading on wagon*
<b>Total</b>	<b>192:12:11</b>	<b>20:59:52</b>	<b>191:56:48</b>
<i>* C should be taken as the true representation of the overall CONCOR dwell time. However, column C should not be seen as summation of columns A and B because the number of entries for A and B is not same</i>			

### 2.3. Transit Time - CFS and ICD

Export transit time is the time taken for the container to reach the port. The rail transit time for ICD is calculated based on the difference between the time of loading on rail to the arrival (gate-in) of the container at port (Table 16). The CFS transit time is taken from the time of exit of a container from CFS to its arrival (gate-in) at the port. This time is calculated on the basis of field observation.

Table 16: Transit time of export containers to JNPT for October 2016		
Parameter	CFS	ICD Tuglakabad
Average time taken (hr)	12*	64
<i>* on the basis of field observation</i>		

### 2.4. Terminal Dwell Time

Terminal dwell time is calculated as the time taken from arrival of container at port to vessel sail off time.

Table 17: Categorisation of export containers for October 2016		
Parameter	JNPCT (n)	GTICT (n)
<b>Total number of export containers</b>	<b>11,921</b>	<b>24,485</b>
Number of containers from CFS	8,078 (67.77%)	6,898 (28.17%)
Number of containers from ICD	3,843 (32.24%)	16,334 (66.71%)
Number of Direct Port Entry (DPE)	**	1,253 (5.11%)
<i>**due to coding error in the original data sheet, DPE could not be identified</i>		

Table 18: Step-wise dwell time of export containers for October 2016						
Parameter	JNPCT			GTICT		
	CFS	ICD	DPE	CFS	ICD	DPE
Average time taken from container arrival at port to vessel sail off (hr)	93:15:40	134:19:25	**	79:35:00	92:17:49	88:38:46
<b>Average terminal dwell time (hr)</b>	<b>101:37:41</b>			<b>88:31:40</b>		
<b>Average port dwell time</b>	<b>95:38:58</b>					

## ANNEXURE 1 - Imports

### 1.1. Terminal Dwell Time

Table 4.1: Step-wise dwell time of import containers for October 2016						
Parameter	JNPCT			GTICT		
	CFS	ICD	DPD	CFS	ICD	DPD
Average time from vessel berthing to container discharge (hr)	12:24:12	13:07:12	11:47:57	7:01:14	7:10:22	6:42:38
Average time taken from container discharge to container out of port (hr)	21:20:33	71:38:00	31:42:06	21:45:00	58:25:38	51:53:57
Average dwell time (Vessel berthing to container out of port) (hr)	33:44:39	84:45:09	43:30:03	28:46:14	65:34:18	58:36:35
<b>Average terminal dwell time (hr)</b>	<b>43:50:50</b>			<b>38:39:24</b>		
<b>Port Dwell Time (hr)</b>	<b>40:59:27</b>					

### 1.2. Customs Release time

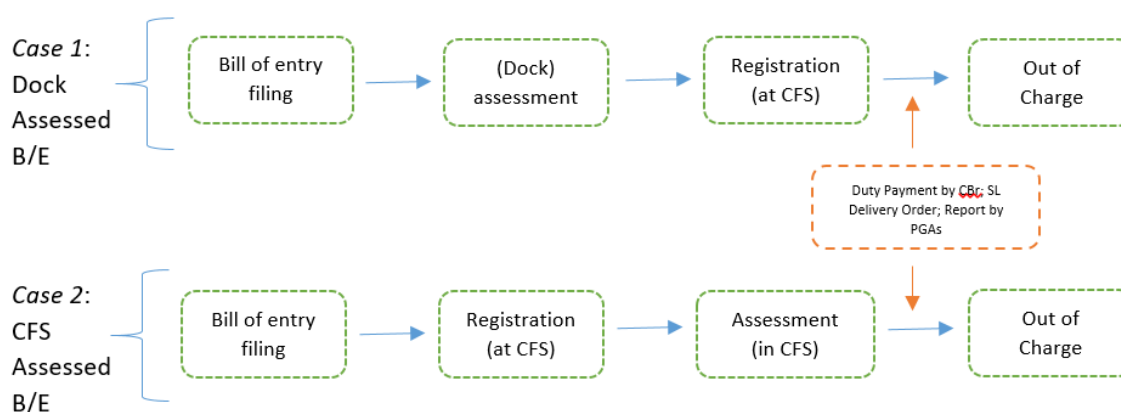


Table 6.1: Customs release time for dock assessed B/E		
	RMS	Group
No. of B/E	24,967	22,896
Average time from (dock) assessment to registration*	95:44:24	95:09:19
Average time from registration to OOC	13:53:10	30:58:20
<b>Total Time</b>	<b>109:37:34</b>	<b>126:03:39</b>

Table 6.2: Customs release Time for B/E assessed in CFS		
	RMS	Group
No. of B/E	590	1,343
Average time from registration to assessment	96:56:20	89:18:47
Average time from assessment to OOC	32:19:41	37:45:55
<b>Total Time</b>	<b>129:16:01</b>	<b>127:04:43</b>

### 1.3. CFS Dwell Time

Table 8.1: CFS specific dwell time				
	A	B	C	D

CFS	Average time taken from gate-in to seal cutting	Average time taken from seal cutting to OOC	Average time taken from OOC to Gate-out	Total (Gate-in to gate out)
<b>Total</b>	<b>100:31:24</b>	<b>61:27:23</b>	<b>45:11:35</b>	<b>155:00:03</b>
Ameya (n=4,321)	82:04:10	85:14:37	26:30:48	153:23:30
Apollo (n=4,189)	130:49:11	112:56:59	38:45:51	209:46:02
GDL (n=3,549)	80:03:36	06:06:03	40:16:52	120:56:53
Hind Terminal (n=4,992)	114:56:06	69:10:46	40:19:50	153:18:23
Oceangate (n=1,407)	99:25:14	61:49:33	35:38:00	137:52:01
Punjab Conware (n=1,015)	77:55:06	1:20:54	33:50:57	106:45:46
Seabird (n=4,128)	88:18:14	N/A	N/A	N/A
Vaishno (n=1,524)	87:19:56	70:56:30	34:50:24	126:46:17
Transindia (n=1864)	126:34:03	N/A	N/A	167:18:22

#### 1.4. Customs Release Time - ICD Tughlakabad

Table 7.1: Customs dwell time in ICD Tughlakabad (hr)	
Total number of B/E	10,850
Average time taken from container inward to B/E submission (hr)	117:11:05
Average time taken from B/E submission to assessment (hr)	37:21:10
Average time taken from assessment to payment (hr) (n= 9,686) <i>(note: payment is only for 'second check' containers)</i>	39:48:28
Average time taken from payment to registration (hr) (n=8,691) <i>(note: registration is only for 'second check' non-RMS/group containers)</i>	47:51:50
Average time taken from registration to examination report (hr)	16:02:54
Average time taken from examination report to OOC (hr)	17:40:02
<b>Total time taken from assessment to OOC (hr)</b>	<b>94:36:03</b>

#### Dwell Time by PGAs

Table 11.1 Average time taken by PGAs					
	CDrug	AQCS	WCCB	FSSAI	PQ
Total number of B/E (n)	2301	1775	39	15,090	2207
Time taken from B/E filing to sample collection (hr)	14:55:41	14:30:27	14:03:51	20:15:56 (0.84 days)	20:41:44
<b>Time taken from sample collection to report publishing (hr)</b>	<b>100:54:34</b>	<b>135:33:59</b>	<b>52:24:38</b>	<b>289:26:39</b> <b>(12.06 days)*</b>	<b>198:20:13</b>

\* For FSSAI, data has been provided interns of 'days' and not hours. Here, days is converted into hours during analysis

## ANNEXURE 2 - Exports

### 2.1. CFS Dwell Time

Table 13.1: CFS specific dwell time for October 2016				
CFS	Average time taken from Export Order to container stuffing	Container stuffing to movement order	Movement order to gate out	Total (ECO to gate out)
<b>Total</b>	<b>78:59:06</b>	<b>28:16:01</b>	<b>5:46:32</b>	<b>103:56:08</b>
Ameya (n=3,629)	91:32:51	12:25:06	02:16:22	106:14:18
Apollo (n=916)	126:53:17	24:38:54	07:26:57	140:13:18
GDL (n=5,288)	82:50:53	11:02:59	09:0:27	102:31:48
Hind Terminal (n=4,907)	72:52:01	36:09:55	4:07:33	111:21:28
Oceangate (n=736)	59:16:00	32:12:14	N/A	N/A
Punjab Conware (n=12,902)	70:02:30	39:27:09	04:40:11	94:27:27
Seabird (n=499)	81:19:17	22:04:50	06:24:42	103:47:49
Vaishno (n=807)	89:37:01	32:05:38	07:29:50	127:37:04
Transindia (n=1,077)	108:58:23	23:59:11	03:02:58	133:52:25
AllCargo (n=1,351)	84:53:42	06:26:19	18:51:45	104:14:30

### 2.2. Customs Release Time - ICD Tughlakabad Dwell Time

Table 14.1: ICD Tughlakabad Dwell Time for October 2016	
Total no. of shipping bill	13,119
Average time taken from registration at ICD to examination (hr)	07:50:00 (0.31 days)
Average time taken from examination to LEO generation	03.69 (0.15days)
Average time taken from LEO to stuffing	87:39:17 (3.65 days)
<b>Average time taken from registration to LEO</b>	<b>14:05:26</b>