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**Business Regulatory, Investment,
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(BRITE)**

TRADING ACROSS BORDERS IN MOLDOVA

RESULTS OF A TIME RELEASE STUDY AT
SELECT BORDER CUSTOMS POSTS AND
INTERNAL CUSTOMS POSTS

January 2014

This report presents the main findings of a trade timing study conducted by the USAID/BRITE program together with the Moldova Customs Service between June and December 2013. The study focuses on the time it takes to import and export goods through both internal and border terminals.

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Contract No. AID-117-I-12-00001

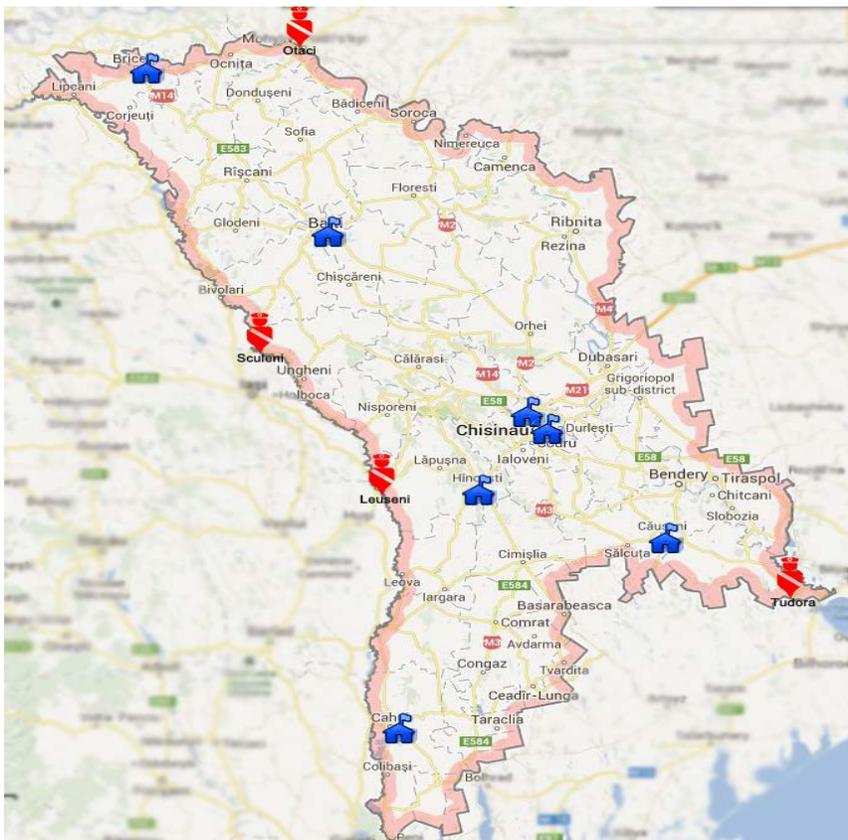
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OVERVIEW

Moldova has made considerable progress in reforming its business environment over the past decade. Much work remains, however, to complete the country's transition to a fully democratic state with an open market economy. Through the Business Regulatory, Investment, and Trade Environment (BRITE) Program, USAID/Moldova is investing in key reforms needed to attract investment, encourage entrepreneurship, increase competitiveness, and solidify the foundation of the country's market economy. Through its trade facilitation activities, the project is supporting the Government of Moldova's trade-related agencies, including the Moldova Customs Service (MCS), to improve the current trade policy framework, increase transparency in the application of trade and customs regulations, and reduce the time and cost of moving goods across borders.

Following a comprehensive trade process mapping exercise, BRITE with the support of the Moldovan Customs Service undertook an assessment to evaluate the time spent by importers and exporters at the Border Crossing Points (BCPs, colored red in the map) and Internal Customs



Points (ICPs, in blue). The four BCPs at Leuseni, Tudora, Otaci and Criva, account for more than 80 percent of the value of goods traded by road and more than 70 percent of the total number of customs declarations lodged.

The study focuses on the time it takes trucks to clear internal and border check point procedures. Basically, the assessment was divided into two parts: the study at BCPs and the study at ICPs, and the latter was divided into 3 sub-assessments, based on the sources of the data.

BCP timing

This section defines the methodology and data collection procedures used to calculate the time it takes trucks to clear BCPs. Additionally, results and discussion points are presented at the end of the section.

Methodology

For the purpose of calculating BCP clearing time, the process was first defined and broken down into sub-processes. Additionally, the main factors affecting BCP clearing were identified.

The methodology covers only the time the trucks spend at the BCP, and doesn't take into account the time for transit and the time at the internal customs terminals.

Table 1 below summarizes the key factors that affect the time it takes trucks to clear BCPs. Timing results will be disaggregated by these factors later in the section.

Table 1

(A) Direction	(B) Week days	(C) Time	(D) Declaration type	(E) State Inspections (other)	(F) Truck load status	(G) Border Crossing Point (BCP)	(H) Simplified customs procedures status
Entering country	Monday-Tuesday	7:00 to 12:00	T1	Veterinary Control	Empty	Leușeni – Albita (Romania)	Holder of simplified procedures
Exiting country	Wednesday-Thursday	12:00 to 17:00.	TIR	Phyto-sanitary Control	Loaded	Tudora – Starokazacie (Ukraine)	Not holder of simplified procedures
	Friday-Sunday	17:00 to 24:00	Import at border			Otași - Moghiliov – Podoliskii (Ukraine)	
		24:00 to 7:00				Sculeni – Sculeni (Romania)	

From a process standpoint, BCP clearing can be conventionally divided into two major parts:

- (A) Time spent in the queue to enter the BCP. This time is calculated only for trucks exiting Moldova, as it wasn't possible to track the queue from the other side of the border (i.e. from Ukraine or Romania)
- (B) Time spent inside the BCP.

Time (B), spent inside the BCP, can be conventionally broken down into two parts:

- (B1) Time spent near the Customs building, where the driver follows several procedures, including dealing with Customs Service inspectors and other representatives, paying at the Bank window, passing the phyto-sanitary and veterinary controls and also dealing with the customs broker.
- (B2) Time spent on services and controls other than in (B1).

The timing of (B1) is more complex, and depends on such factors as: type of customs declaration, type of products, support services addressed to the driver.

(B2) consists of identifiable smaller steps, and it is important to identify and time each one of them individually. This produces a more accurate estimate of (B2) time. As such, the steps involved are as follows:

- (B2.1) Time spent on weighing the truck.
- (B2.2) Time spent on Border Police inspection.
- (B2.3) Time Spent on X-ray scanning.
- (B2.4) Other time in BCP

Table 2 below summarizes the main components of BCP clearing:

Table 2

(A) Time in queue	(B) Time Spent in BCP	
	(B1) Customs procedures	(B2) Other customs procedures
Waiting time to enter BCP (Only calculated for exiting trucks)	Dealing with customs service representatives	(B2.1) Time spent on weighing the truck.
	Pay bank window	(B2.2) Time spent on Border Police inspection.
	Veterinary control	(B2.3) Time Spent on X-ray scanning.
	Customs broker	(B2.4) Other time in BCP

Data collection

This sub-section defines the approaches used to determine the time required by the average truck to clear each sub-process.

Four BRITE observers visited each BCP during 7 full days, having a total of about 196 hours of observations at each BCP during the following periods:

- Leuseni : 14 to 20 May 2013
- Sculeni: 23 to 29 May 2013
- Otaci: 1 to 7 June 2013
- Tudora: 10 to 16 June 2013

Time in queue (A) was calculated by monitoring the average length of the queue prior to entering the BCP during different periods of the day and week. Also, estimates of the BCP entering speed were calculated (example: 20 trucks per hour), which provided an indication of how much time, on average, a truck spends in the queue to enter the BCP.

The data for time (B) was obtained from recordings in the information systems managed by MCS. (B1) time was estimated as the amount of time the truck spends near the Customs House, while the driver follows several procedures inside. The customs inspectors had a form (see Annex 1), that was filled with information regarding the type of declaration and type of goods, which allowed for an estimation the time for each sub procedure from (B1).

(B2) time was calculated as the mathematical difference between (B) and (B1)

(B2.1-B.2.3) times were calculated by monitoring and recording the time spent by each truck during each of the sub-processes. (B 2.4) was calculated as the difference between (B2) time and the sum of (B2.1 – B2.3)

(See next page for results)

BCP Timing Results – Inbound Trucks

Table 3 below presents the BCP timing results, disaggregated by BCP and procedures. These are the results for inbound trucks, entering Moldova.

Table 3

Procedure	Description	Leuseni BCP	Otaci BCP	Sculeni BCP	Tudora BCP
		Min	min	min	Min
Pre-Customs:					
Time spent prior to Border Police control	Time spent from entering BCP until the start of the Border Police control.	15.1	14.3	4.9	1.3
Border Police Control	Time from the beginning of Border Police control until the truck goes for weighing.	5.0	6.7	5.5	5.2
Weighing	Time spent in queue for weighing, weighing procedure.	7.7	5.0	3.2	3.5
Customs:					
Empty truck.	Customs inspector, staying in the queues at Customs, other customs procedures.	44.5	14.1	16.6	10.9
Truck with T1 declaration	Customs broker, customs inspector and bank.	83.5	31.6	91.4	29.2
Truck with import at border declaration	Customs broker, customs inspector and bank.	125.4	40.2	73.0	120.8
Truck with TIR declaration	Customs broker, customs inspector and bank.	54.1	26.8	74.0	38.9
Customs broker	For T1 declarations.	29.3	Insufficient data for disaggregation. (The number of observations for Otaci, Sculeni and Tudora is too low to draw statistically significant averages and/or estimates)		
Customs inspector	For T1 and TIR declarations.	37.8			
Customs broker	For import at border declaration	47.7			
Customs inspector	For import at border declaration	61.4			
Phyto-sanitary control	On average	7.1			
Veterinary control	On average	15.9			
Bank (queue)	Average time spent in queue	0.6			
Bank (procedure)	Average time at bank window.	0.6	2.1	1.6	1.8

BCP Timing Results – Outbound Trucks

Table 4 below presents the BCP timing results, disaggregated by BCP and procedures. These are the results for outbound trucks, leaving Moldova.

Table 4

Procedure	Description	Leuseni BCP	Otaci BCP	Sculeni BCP	Tudora BCP
		min	min	Min	Min
Pre-Customs:					
Queue	Average time spent in queue before entering BCP.	113.0	0.0	14.0	19.0
Time spent prior to Border Police control	Time spent from entering BCP until the start of the Border Police control.	3.3	5.4	17.6	2.0
Border Police Control	Time from the beginning of Border Police control until the truck goes for weighing.	4.7	2.6	3.3	3.9
Weighing	Time spent in queue for weighing, weighing procedure.	5.0	2.8	8.2	4.0
Customs:					
Empty truck.	Customs inspector.	39.7	19.0	30.1	11.2
Truck with T1 declaration	Customs inspector, customs broker and bank.	53.7	17.1	60.5	13.4
Truck with TIR declaration	Customs inspector, customs broker and bank.	50.9	32.1	50.9	15.9
Truck with export at border declaration	Customs broker, customs inspector and bank.	84.6	17.7	36.6	21.0
X-ray scan	Average time a truck stays in queue for X-ray, perform scan and exits X-ray scanning platform.	33.6	0.0	14.1	11.1
Bank (queue)	Average time spent in queue	0.6	2.3	0.5	1.7
Bank (procedure)	Average time at bank window.	0.6	2.1	1.6	1.8

Discussion

The main findings of the BCP timing exercise are summarized below:

- Internal Customs procedures are the most time consuming, in particular for completing the import declaration at BCPs. It can take about two hours at Leuseni and Tudora, but much less time at Otaci. In the case of Leuseni, the longer wait is due to a generally larger volume of passing trucks; in the case of Tudora, it is because some procedures are made while the trucks stay in the queue.
- Entering Moldova takes more time at BCPs, than exiting. There are less procedures and they take less time.
- Empty trucks enter and leave BCPs faster than the loaded trucks, but it also takes some time to follow the procedures and to stay in the queues.
- The queues for entering BCPs take a significant amount of time at Leuseni BCP (about 2 hours on average) and up to 20 minutes on average at Sculeni and Tudora, while at Otaci there are virtually no queues.
- The Border Police control takes about the same amount of time – about 5-7 minutes per truck, with some deviations.
- The weighing procedure also takes about the same amount of time, which is usually under 8 minutes per truck.
- On average, a customs broker spends about half an hour for T1 declaration and about 50 minutes for an import at border declaration.
- Not all the trucks are inspected by ANSA. However, it takes about 7 minutes to make a phyto-sanitary control and about 16 minutes to perform a veterinary control. At present, there are no facilities or specialized equipment at BCPs for this type of inspection.
- The time spent at the bank window is low, usually under 4 minutes, including staying in the queue.

ICP Timing – ASYCUDA Approach

Methodology

BRITE has received and analyzed data from the ASYCUDA system of Moldova Customs. ASYCUDA is an UNCTAD-developed computerized system for customs administration. Although the information is incomplete, it is useful for timing certain processes inside the ICPs.

The general ICP process is as follows:

- Truck enters ICP
- The documents are given to the customs broker.
- The customs broker completes the customs declaration.
- The declaration is registered in the system.
- The driver gets the documents back from the broker.
- The customs inspector analyzes the declaration and takes action according to the corridor (green, yellow, red).
- Truck leaves the ICP.

Data collection

Data were received in electronic format as an Excel spreadsheet. The data could reveal the timing of the following moments only:

- Customs declaration submitted into the ASYCUDA system.
- Customs declaration is assigned a registration number.
- Customs declaration allocated to a customs inspector.
- Customs declaration is validated by a customs inspector.

(See next page for results)

Results

Table 5 below summarizes the results for the time it takes to validate a customs declaration from the moment it was uploaded by the customs broker. Data is disaggregated by ICP terminal, procedure, type of lane (red, yellow, green) and purpose (export, import)

Table 5.

Terminal	Procedure	Export (lanes)			Import (lanes)		
		Red	Yellow	Green	Red	Yellow	Green
Chisinau Varnita	Declaration registered	9.1	5.4	9.0	7.9	6.2	6.0
	Declaration allocated	54.4	56.4	66.1	57.2	54.9	44.1
	Declaration validated	142.5	64.8	34.5	232.5	189.0	40.7
Causeni	Declaration registered	5.4	4.9	5.9	8.4	5.5	8.2
	Declaration allocated	103.1	65.2	77.2	58.4	67.6	64.0
	Declaration validated	55.0	55.5	24.1	68.2	62.1	33.8
Chisinau 1	Declaration registered	16.4	16.1	8.1	6.7	5.9	6.5
	Declaration allocated	58.3	72.9	44.1	46.4	40.6	42.3
	Declaration validated	190.3	157.5	48.1	394.3	315.5	64.9
Balti	Declaration registered	8.5	8.1	13.4	10.9	12.5	14.3
	Declaration allocated	23.6	23.3	19.2	27.7	26.7	29.2
	Declaration validated	55.2	50.5	67.0	94.0	62.6	17.4
Hincesti	Declaration registered	3.6	4.2	4.1	5.0	9.1	4.7
	Declaration allocated	24.1	19.7	21.3	19.6	24.0	15.6
	Declaration validated	32.7	17.2	10.4	62.2	56.2	11.7
Cahul	Declaration registered	16.3	10.2	10.3	8.8	9.9	10.1
	Declaration allocated	26.5	37.0	32.8	53.5	39.7	45.4
	Declaration validated	44.5	21.8	5.9	168.5	121.0	14.2
Briceni	Declaration registered	2.6	2.8	10.4	12.9	7.7	9.8
	Declaration allocated	26.6	25.1	19.4	21.0	20.4	21.0
	Declaration validated	27.8	20.9	5.8	169.3	85.1	25.7

Table 6 below presents data on timing at ICP by processes and types of declaration (import/export) in minutes.

Table 6

	Registration of declaration	Allocation of the declaration	Customs inspection	Total (from submission until validation)
Export	8.7	42.4	58.2	109.3
Import	6.3	41.0	123.3	170.6
Both	7.1	41.4	102.2	150.7

The figure below presents the time it takes to distribute, allocate and validate declarations. The vertical axis shows the percentage of declarations that were cleared in a certain amount of time. The horizontal axis shows the time in minutes.

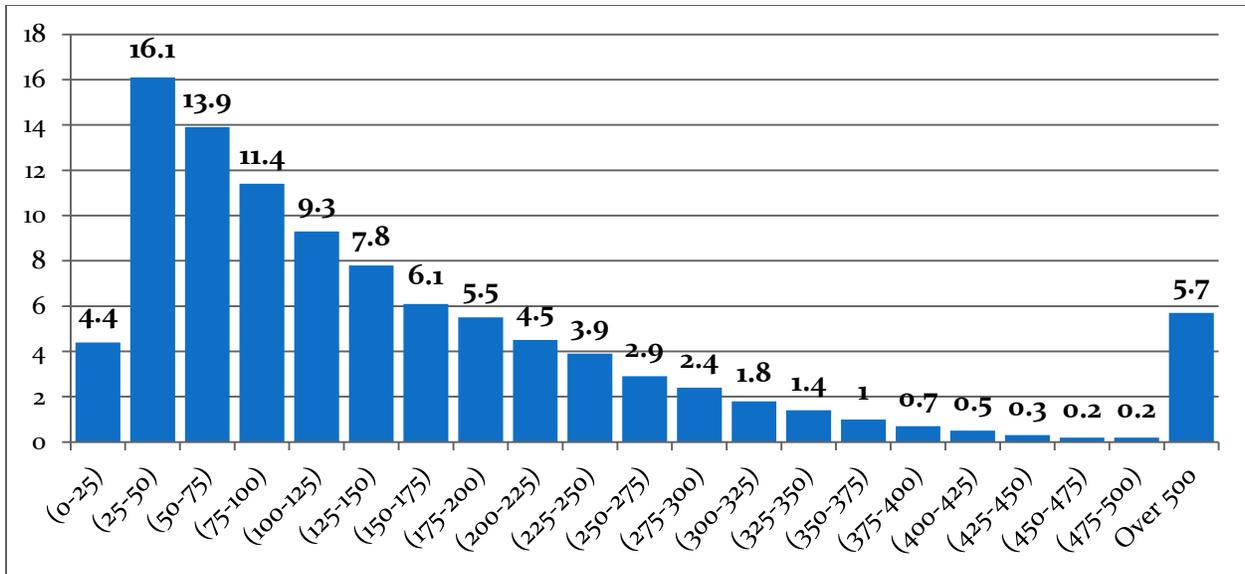


Figure 1.

Discussion

On average, per declaration, it takes 7 minutes to distribute the registered declaration, about 41.5 minutes to allocate it to a customs inspector and about 102 minutes for inspections. There is no significant time difference between the type of declaration (import or export) regarding the time it is allocated to the customs inspector, but the validation of the declaration is two times quicker for exports compared to imports.

ICP Timing – Time at Terminal Approach

Methodology

Although BRITE received the data from ASYCUDA for the time it takes to validate a declaration, analyzing this time alone does not represent a fair estimate of the ICP clearing process, as trucks usually spend more time waiting in terminals, prior to validation. Thus, BRITE, with assistance of the Moldovan Customs Service, requested the information about the time spent by each truck inside three terminals from Chisinau, over a period of 2 months. The data were taken from written registers and introduced in Excel spreadsheets and analyzed. The information obtained included the following:

- Total time spent in the terminal, calculated as the difference between terminal entry and exit times.
- Type of terminal (one of the three analyzed)

Also, BRITE undertook an analysis of the time spent in the terminal as depending on the hour the truck entered the terminal to determine if there is a difference in the time the truck stayed in the terminal before and after Customs extended the operation hours for the terminal, i.e. the months of June and July were analyzed for comparison.

Data collection

Data were taken from paper (manual) registers. In total, more than 4000 observations were introduced.

Results

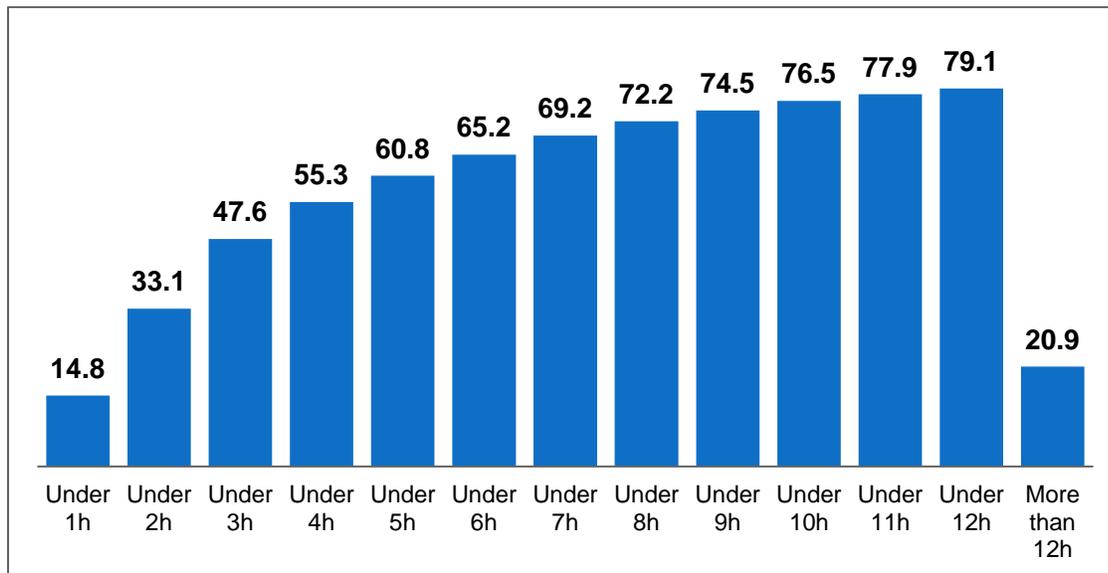


Figure 2. Distribution of the % of trucks, by the time they spent at ICP (cumulative).

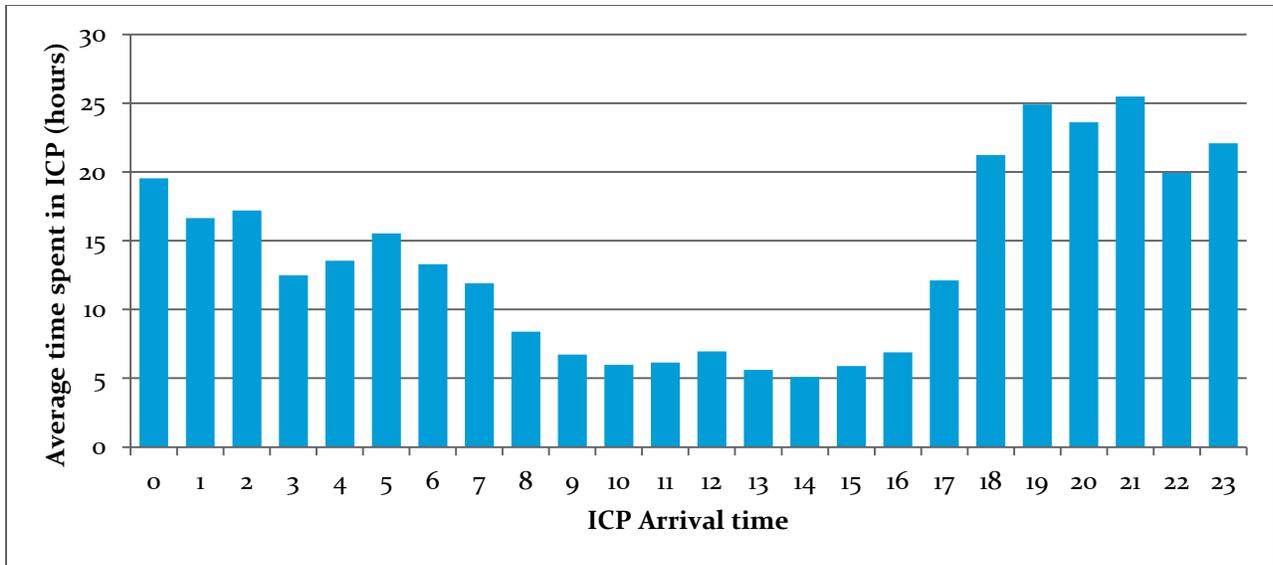


Figure 3. Time spent at an ICP by a truck, distribution among 4,783 trucks at three ICPs in Chisinau, during May-August 2013, by the hour the truck arrived at ICP

Discussion

Starting July 2013, Customs Service introduced changes in the working hours for the customs inspectors at the ICPs, extending it from a normal 8:00-17:00 schedule to 8:00-20:00, including weekends. However, the analysis of the data does not show any significant statistical difference between the time spent by trucks at the terminal before and after introducing the extended hours for ICPs. On average, it's about 8.6 hours, but in 56% of cases it's less than 4 hours. Only in 7% of cases does a truck stay more than 48 hours at the terminal.

In Figure 5 it can be seen that the trucks that arrive at ICPs between 09:00 and 16:00, spent significantly less time at the terminal, while those that arrive between 19:00 and 21:00 stay on average 5 times more (25 hours comparing to 5 hours).

ICP Timing Assessment – Broker Approach

Methodology

The missing part in the ICP timing assessment was the time the customs brokers spend prior to the declaration being uploaded into ASYCUDA. Thus, during two weeks of December 2013, three observers were located by BRITE at three ICPs in Chisinau to time the processes at customs brokers' offices.

Four stages were tracked:

- The documents for preparing the declaration are given to the customs broker physically or by email.
- The customs broker starts working on the customs declaration.
- The customs broker finishes the declaration and uploads it into ASYCUDA.
- The customs broker returns the documents to the driver (if necessary).

The intention was to track whether the time for filling in the import and export declaration is different, and if the number of positions in the declaration affects the time to fill it in.

Data collection

During 5 working days (Tuesday to Monday), three observers were placed in 3 customs brokers offices at Cricova ICP. They worked there for 8 hours a day. During the next 5 working days, two observers were placed at the ICP on Industriala Street and one at the ICP on Petricani Street, it being the smallest of the three. A total of 127 observations were made (customs declarations), of which only two were for export and the others for import.

Results

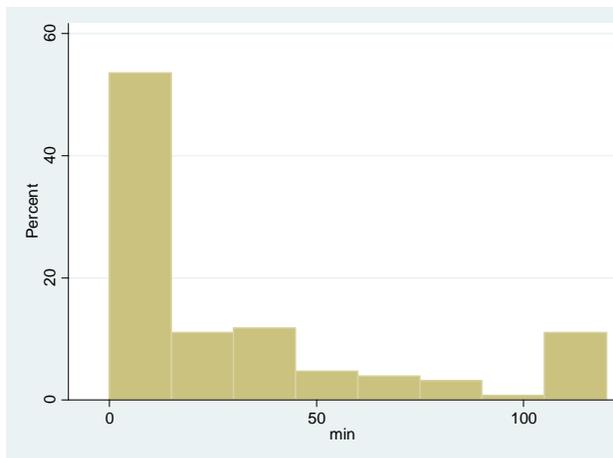


Figure 4. Stage 1: Receipt and review of declaration

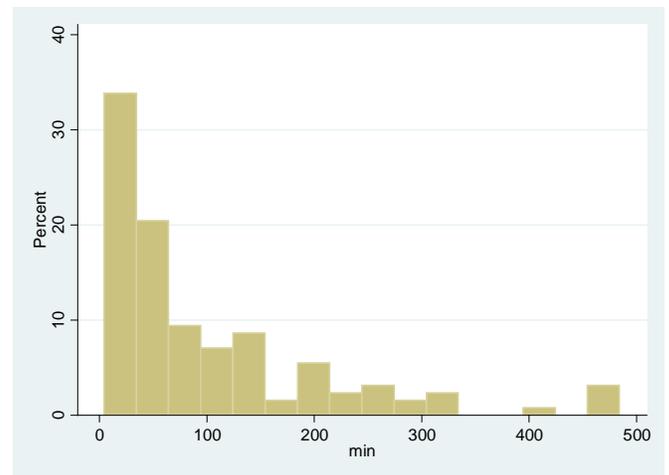


Figure 5. Stage 2/3: Processing declaration and upload into ASYCUDA

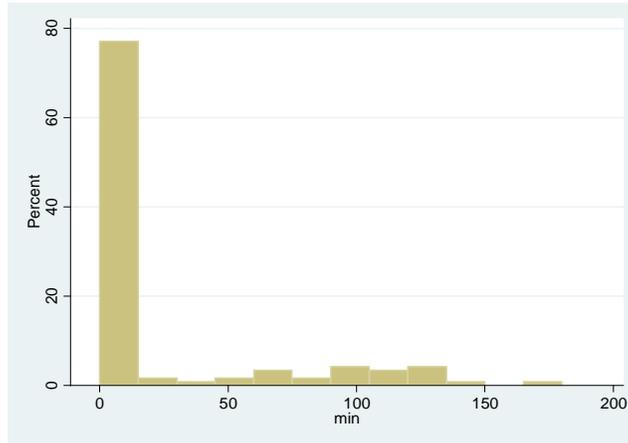


Figure 6.Return of documents to importer/export.

Discussion

In more than 50% of cases, it takes less than 15 minutes for the customs broker to start working on the declaration, after he/she received the necessary documents. Often, the documents are sent by email. Only in 10% of cases does the broker start work on the declaration after at least 2 hours.

About one third of the declarations are prepared by a customs broker within 30 minutes or less, while there are cases when it can take more than one working day.

On average, it takes 29 minutes for the broker to start working on a declaration, 101 minutes to process it and 24 minutes to return the documents to the driver.

There is no significant statistical difference between the number of positions in the declaration and the time to process the declaration.

Final Results

The data received from the ASYCUDA system regarding the BCP timing have not revealed significant differences from the data actually observed. Thus, the total time is about the same if taken from ASYCUDA, or using independent observations, while the individual timing of the process could be made only by timing each process separately and this information cannot be extracted from ASYCUDA or other systems. The observations from ASYCUDA revealed that during the night period (12:00 AM – 7:00 AM), it takes less time for a truck to go through all procedures at BCPs.

All the results are aggregated into two tables: Annex 2 and Annex 3, that represent the timing for the trucks that enter and exit Moldova, by type of procedures, by the BCP and by type of declaration. Also, for ICPs, the color of the corridor is also considered. For BCPs, the data obtained from the field observations wasn't sufficient to identify differences in time for validating the declaration. Also, because the small number of observations about the holders of

simplified customs procedures, it wasn't possible to assess a significant difference in the time spent at BCPs.

Also, there is no statistical evidence that after the extension of the working hours of ICPs, the time spent by a truck, on average, at ICPs changed.

To get aggregated data, the following situation was considered:

For entering Moldova:

- A truck enters Moldova through one of the four BCPs: at Leuseni, Sculeni, Otaci or Tudora.
- If the truck has T1 or TIR declaration, it goes to Chisinau 1 ICP.
- The truck does not undergo extra controls outside the ICP. (phyto-sanitary and veterinary controls)
- The company is located in Chisinau.

For exiting Moldova:

- The company is located in Chisinau
- It goes to ICP for Customs control.
- It leaves Moldova through one of the four BCPs: at Leuseni, Sculeni, Otaci or Tudora.

Below is a simulation of the time of all the stages and the time it takes an average truck entering through the Leuseni BCP, headed to Chisinau 1 ICP with a T1 declaration. This is the most representative type of shipment and route.

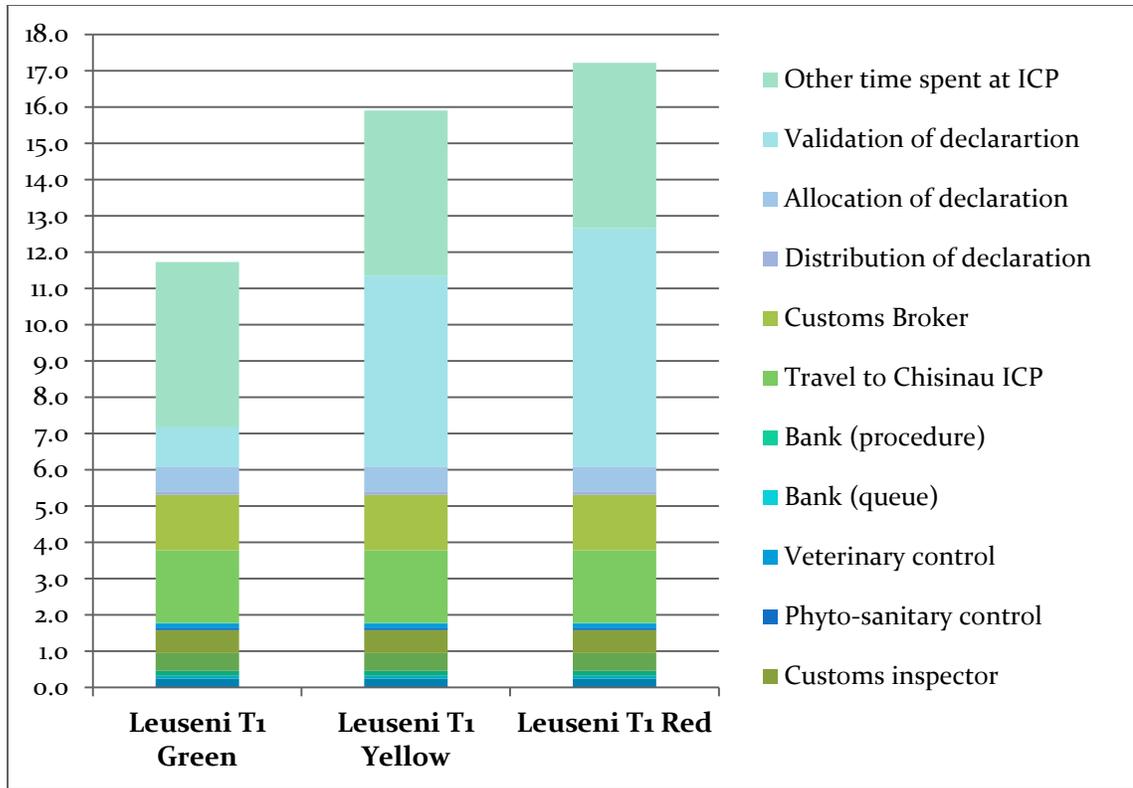


Figure 7. Time spent by a truck for importing, through Leuseni BCP, Chisinau ICP, T1 declaration by type of corridor (hours)

On average, a normal shipment on this route directed to the Green Lane takes nearly 12 hours to fully clear customs and other procedures. On average, such a truck spends about 5.5 hours more for all procedures if the declaration is distributed to the red corridor. Interestingly, the difference between the timing at ICP for the yellow corridor and red corridor is not very significant: a bit more than one hour. Thus, if the truck had the declaration distributed on the red corridor, the validation of the declaration at the ICP takes most of the time. Also, no matter the corridor, each truck spends at least 4 extra hours at the ICP, besides the time for the actual ICP procedures. Usually this is due to the time of arrival of the truck at the ICP. Depending on the time of arrival, a truck can stay up to 10 hours more comparing to the best time to arrive at ICP.

Basically, most of the time is spent at the ICPs. Customs brokers' work is about 1.5 hours, which can be more or less than the validation of the declaration, depending on the corridor color.

At BCPs, most time is dedicated to the Customs inspection and usually all other procedures, except the Customs broker, takes a short period of time.

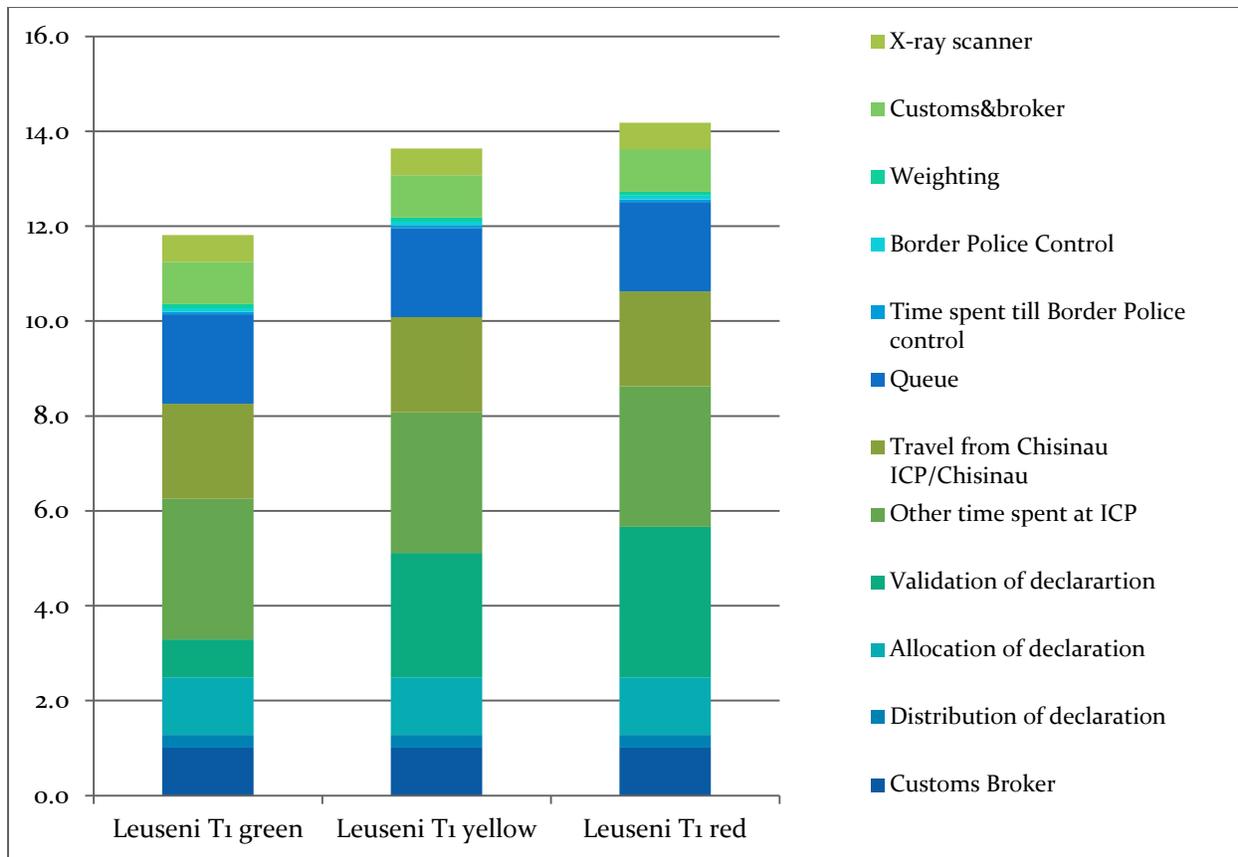


Figure 8. Time spent by a truck for exporting, through Leuseni BCP, Chisinau ICP, T1 declaration and by type of corridor (hours)

A similar situation is for the case of exporting. Considering a company from Chisinau that exports through Leuseni, it will need almost 12 hours to leave the country from the moment it entered Chisinau 1 Terminal, if its T1 declaration was distributed by green corridor. The truck will spend about two hours before entering Leuseni BCP.

Annex 1. BCP timing questionnaire

Cap tractor număr de înmatriculare _____			
Titular al procedurilor simplificate <input type="checkbox"/> Da <input type="checkbox"/> Nu			
INTRARE		IEȘIRE	
<input type="checkbox"/> Camion gol	<input type="checkbox"/> Camion cu marfă	<input type="checkbox"/> Camion gol	<input type="checkbox"/> Camion cu marfă
	<i>Bifați una din următoarele opțiuni:</i> 1. Procedura de intrare <input type="checkbox"/> Import la frontieră <input type="checkbox"/> tranzit T1 <input type="checkbox"/> tranzit TIR 2. Culoar de control <input type="checkbox"/> roșu <input type="checkbox"/> galben <input type="checkbox"/> verde <hr/> Control suplimentar: <input type="checkbox"/> Fitosanitar <input type="checkbox"/> Veterinar		<i>Bifați una din următoarele opțiuni:</i> Procedura de ieșire <input type="checkbox"/> TIR început în interior <input type="checkbox"/> TIR început la frontieră <input type="checkbox"/> Export la frontieră <input type="checkbox"/> Altele

Annex 2. Timing for importing into Moldova

	Procedure	Description	Leuseni BCP				Otaci BCP				Sculeni BCP				Tudora BCP				
			Empty	T1	TIR	Import	Empty	T1	TIR	Import	Empty	T1	TIR	Import	Empty	T1	TIR	Import	
BCP	Time spent until Border Police control	Time spent from entering BCP until the start of the Border Police control.	15.1	15.1	15.1	15.1	14.3	14.3	14.3	14.3	4.9	4.9	4.9	4.9	1.3	1.3	1.3	1.3	
	Border Police Control	Time from the beginning of Border Police control until the truck goes for weighing.	5.0	5.0	5.0	5.0	6.7	6.7	6.7	6.7	5.5	5.5	5.5	5.5	5.2	5.2	5.2	5.2	
	Weighing	Time spent in queue for weighing, weighing procedure.	7.7	7.7	7.7	7.7	5.0	5.0	5.0	5.0	3.2	3.2	3.2	3.2	3.5	3.5	3.5	3.5	
	Customs broker		0.0	29.3	0.0	47.7	0.0	29.3	0.0	47.7	0.0	29.3	0.0	47.7	0.0	29.3	0.0	47.7	
	Customs inspector		35.0	37.8	37.8	61.4	14.1	37.8	37.8	61.4	16.6	37.8	37.8	61.4	10.9	37.8	37.8	61.4	
	Phyto-sanitary control	On average	0.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0	0.0	4.0	4.0	4.0	
	Veterinary control	On average	0.0	7.0	7.0	7.0	0.0	7.0	7.0	7.0	0.0	7.0	7.0	7.0	0.0	7.0	7.0	7.0	
	Bank (queue)	Average time spent in queue	0.0	0.6	0.6	0.6	0.0	2.3	2.3	2.3	0.0	0.5	0.5	0.5	0.0	1.7	1.7	1.7	
	Bank (procedure)	Average time at bank window.	0.0	0.6	0.6	0.6	0.0	2.1	2.1	2.1	0.0	1.6	1.6	1.6	0.0	1.8	1.8	1.8	
Travel 1	Travel to Chisinau ICP	Average estimated time	0.0	120	120	0.0	0.0	0.0	210	210	0.0	0.0	150	150	0.0	150	150	0.0	
ICP	Customs Broker	Median time between the receiving the documents and uploading the declaration in ASYCUDA	0.0	91.5	91.5	0.0	0.0	91.5	91.5	0.0	0.0	91.5	91.5	0.0	0.0	91.5	91.5	0.0	
	Distribution of declaration	Assuming yellow corridor	0.0	5.9	5.9	0.0	0.0	5.9	5.9	0.0	0.0	5.9	5.9	0.0	0.0	5.9	5.9	0.0	
	Allocation of declaration	Assuming yellow corridor	0.0	40.6	40.6	0.0	0.0	40.6	40.6	0.0	0.0	40.6	40.6	0.0	0.0	40.6	40.6	0.0	
	Validation of declarartion	Green corridor		0.0	64.9	64.9	0.0	0.0	64.9	64.9	0.0	0.0	64.9	64.9	0.0	0.0	64.9	64.9	0.0
		Yellow corridor		0.0	315.5	315.5	0.0	0.0	315.5	315.5	0.0	0.0	315.5	315.5	0.0	0.0	315.5	315.5	0.0
Red corridor			0.0	394.3	394.3	0.0	0.0	394.3	394.3	0.0	0.0	394.3	394.3	0.0	0.0	394.3	394.3	0.0	

	Procedure	Description	Leuseni BCP				Otaci BCP				Sculeni BCP				Tudora BCP			
			Empty	T1	TIR	Import	Empty	T1	TIR	Import	Empty	T1	TIR	Import	Empty	T1	TIR	Import
	Other time spent at ICP	Considering an average of 9.24 hours spent by a truck at the terminal, 3.16 hours median time for validation of declaration and 1.52 hours median time for customs broker work	0.0	273.6	273.6	0.0	0.0	273.6	273.6	0.0	0.0	273.6	273.6	0.0	0.0	273.6	273.6	0.0
Total	BCP	hours	1.0	1.8	1.3	2.5	0.7	1.8	1.3	2.5	0.5	1.6	1.1	2.3	0.3	1.5	1.0	2.2
	Travel to Chisinau ICP	hours	0.0	2.0	2.0	0.0	0.0	0.0	3.5	3.5	0.0	0.0	2.5	2.5	0.0	2.5	2.5	0.0
	ICP	Green corridor (hours)	0.0	7.9	7.9	0.0	0.0	7.9	7.9	0.0	0.0	7.9	7.9	0.0	0.0	7.9	7.9	0.0
		Yellow corridor (hours)	0.0	12.1	12.1	0.0	0.0	12.1	12.1	0.0	0.0	12.1	12.1	0.0	0.0	12.1	12.1	0.0
		Red corridor (hours)	0.0	13.4	13.4	0.0	0.0	13.4	13.4	0.0	0.0	13.4	13.4	0.0	0.0	13.4	13.4	0.0
	Grand total	Green corridor (hours)	1.0	11.7	11.2	2.5	0.7	9.8	12.8	6.0	0.5	9.5	11.5	4.8	0.3	12.0	11.5	2.2
		Yellow corridor (hours)		15.9	15.4			13.9	16.9			13.7	15.7			16.1	15.7	
Red corridor (hours)		17.2		16.7	15.2			18.3	15.0			17.0	17.5			17.0		

Annex 3. Timing for exporting from Moldova

	Procedure	Description	Leuseni BCP			Otaci BCP			Sculeni BCP			Tudora BCP			
			Empty	T1	TIR	Empty	T1	TIR	Empty	T1	TIR	Empty	T1	TIR	
ICP	Customs Broker	Median time between the receiving the documents and uploading the declaration in ASYCUDA	0.0	60.5	60.5	0.0	60.5	60.5	0.0	60.5	60.5	0.0	60.5	60.5	
	Distribution of declaration	Assuming yellow corridor	0.0	16.1	16.1	0.0	16.1	16.1	0.0	16.1	16.1	0.0	16.1	16.1	
	Allocation of declaration	Assuming yellow corridor	0.0	72.9	72.9	0.0	72.9	72.9	0.0	72.9	72.9	0.0	72.9	72.9	
	Validation of declarartion	Green corridor		0.0	48.1	48.1	0.0	48.1	48.1	0.0	48.1	48.1	0.0	48.1	48.1
		Yellow corridor		0.0	157.5	157.5	0.0	157.5	157.5	0.0	157.5	157.5	0.0	157.5	157.5
		Red corridor		0.0	190.3	190.3	0.0	190.3	190.3	0.0	190.3	190.3	0.0	190.3	190.3
Other time spent at ICP	Asuming its by 35% less than for the import procedures	0.0	177.8	177.8	0.0	177.8	177.8	0.0	177.8	177.8	0.0	177.8	177.8		
Travel	Travel from Chisinau ICP/Chisinau	Average estimated time	120.0	120.0	120.0	210.0	210.0	210.0	150.0	150.0	150.0	150.0	150.0	150.0	
BCP	Queue	Time spent in queue before entering BCP	113.0	113.0	113.0	0.0	0.0	0.0	14.0	14.0	14.0	19.0	19.0	19.0	
	Time spent until Border Police control	Time spent from entering BCP until the start of the Border Police control.	3.3	3.3	3.3	5.4	5.4	5.4	17.6	17.6	17.6	2.0	2.0	2.0	
	Border Police Control	Time from the beginning of Border Police control until the truck goes for	4.7	4.7	4.7	2.6	2.6	2.6	3.3	3.3	3.3	3.9	3.9	3.9	

	Procedure	Description	Leuseni BCP			Otaci BCP			Sculeni BCP			Tudora BCP		
			Empty	T1	TIR	Empty	T1	TIR	Empty	T1	TIR	Empty	T1	TIR
		weighing.												
	Weighing	Time spent in queue for weighing, weighing procedure.	5.0	5.0	5.0	2.8	2.8	2.8	8.2	8.2	8.2	4.0	4.0	4.0
	Customs&broker	Customs inspector, customs broker and bank.	39.7	53.7	50.9	19.0	17.1	32.1	30.1	60.5	50.9	11.2	13.4	15.9
	X-ray scanner	Average time a truck stays in queue for X-ray, perform scan and exits X-ray scanning platform.	33.6	33.6	33.6	0.0	0.0	0.0	14.1	14.1	14.1	11.1	11.1	11.1
Total	BCP	hours	3.3	3.6	3.5	0.5	0.5	0.7	1.5	2.0	1.8	0.9	0.9	0.9
	Travel to Chisinau ICP	hours	2.0	2.0	2.0	3.5	3.5	3.5	2.5	2.5	2.5	2.5	2.5	2.5
	ICP	Green corridor (hours)	0.0	6.3	6.3	0.0	6.3	6.3	0.0	6.3	6.3	0.0	6.3	6.3
		Yellow corridor (hours)	0.0	8.1	8.1	0.0	8.1	8.1	0.0	8.1	8.1	0.0	8.1	8.1
		Red corridor (hours)	0.0	8.6	8.6	0.0	8.6	8.6	0.0	8.6	8.6	0.0	8.6	8.6
	Grand total	Green corridor (hours)	5.3	11.8	11.8	4.0	10.2	10.5	4.0	10.7	10.6	3.4	9.6	9.7
		Yellow corridor (hours)		13.6	13.6		12.0	12.3		12.5	12.4		11.5	11.5
		Red corridor (hours)		14.2	14.1		12.6	12.8		13.1	12.9		12.0	12.1