Functional Aspect of ASYCUDA World Implementation

ASYCUDA World Regional Seminar
Pokhara, Nepal
September 8, 2015

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Presentation Outlines

- Current ASYCUDA Status
- AW Functionalities to be used
- E-Customs and sub-modules
- Issues and challenges

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ASYCUDA Implementation Steps

- First Phase – DOC and TIA Customs (1996 – 1998)
- Second Phase – Installed in 3 Major Customs :

  (1998 – 2001)
- Third Phase - (2007 - 2010)
  - Online Monitoring (WAN)
  - Broker Module
  - Selectivity Module

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Current System

ASYUCDA++

•Expansion to 6 more major customs (2002 – 2011)

•Currently in 18 Major Customs and 2 Sub-Customs Offices.

Major Modules in operation

•MODBRK

•MODCBR

•MODSEL

•MODACC

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Difficulties with Current System

- Not Full Automation
- Decentralized Implementation
- Difficulty to get statistics
- Difficulty in inter-operability (Data Exchange with other systems)
- HR Development (training)
- Technological constraints – informix database
  - A lot of wait problems

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ASYCUDA++ to ASYCUDA World

- Funded By ADB

- Contract Singed with UNCTAD: December 31, 2014

- Inception mission completed

- Prototype is being developed (Biratnagar workshop)

- Functional Training (Sept 20, 2015)

- Implementation schedule:

  o Prototype Completion: September 2015

  o Piloting (in three sites): January 2016

  o Rollout: gradually

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Proposed Declaration Processing Path

- Broker: makes Declaration - Checks manifest and Assesses the declaration
  - If Green or Blue then makes the payment
    - Bank: updates the system through xml message exchange
  - If Yellow: Customs officer verifies documents, amends if necessary, re-routes and assesses declaration
    - Broker pays the duty and bank updates the system
  - If red: Customs officer verifies documents, if declaration is in order Customs officer amends if necessary, re-routes and assesses declaration
    - If not in order then Customs officer updates the inspection act and penalizes or cargo is seized as per Customs Act.
- cargo release officer issues release order and Broker prints the exit note
- Gate: updates the exit of the cargo

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Planned Major AW Functionalities

- Declaration (for declaration submission)
- Accounting and Payment (for duty payment and statistics)
- Selectivity (for Risk Management)
- Warehouse (for Storage of goods)
- Valuation Control (TSC)
- Cargo Manifest
  - entry and exit control of cargo).

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Valuation and selectivity in AW

- Valuation Control and Selectivity Module will be fully utilized.
- Valuation Database with Tarif Specification Code
- Red, Green, Yellow and Blue channels
- Central and District level Risk Management Committee (For Risk Profiling)
- Enhancement of Risk Module (Upgraded / Sub-Module) – automated risk profiling

Sub-Modules

- Full Automation with sub-modules – e-customs
- Department of Customs Identified 9 major sub-modules (Revenue Loss, Temporary Vehicle Entry/Exit, Bank Guarantee, PCA, Valuation Review Process, Case Handling etc)
- Sub-Modules will be developed within ASYCUDA world (With same technology)

Legislative Changes

Title	Existing	Changes needed
Definition of Declaration	hard copy, written	Electronic copy
Definition of Declarant	Not mentioned	Need to be added
Definition of Customs officer	Only person	Customs Automation System also
Definition of Guarantee	Only Bank Guarantee	Deposit too
Definition of Customs Automation	Not Defined	Need to be Defined
Valuation	Only officer	Customs Automation System also
Duty Assessment	Only Customs Officer	Customs Automation System also
Authority for heading and sub-heading management	only for statistics purpose	for valuation as well (TSC)
Digital Signature	Not mentioned	New Added
Risk Management	Not Clear Channels	Clearly Mentioned

Issues to be addressed in AW

- Nepal need to process large numbers of shipment and data which require expedited clearance.
- Pre-arrival Clearance may be required for WTO TFA.
- User Specifications and Process Requirements: Specifications, clearance process requirements and operational models relevant to Courier industry should be taken into account;
- Process Improvements: AW should comply with clearance processes to conform to international best practice such as WCO Guidelines for the Immediate Release of Consignments and WTO TFA requirements. For example, low value shipments should not require full customs entries, and should be subject to simplified procedures in line with WCO instruments.

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Challenges

- Network Connectivity
- Timely implementation
  - NNSW implementation and interfacing
- Full Automation (integration with e-Customs)
- High Recurring Cost
- Skilled Manpower Turnover
- Digital signature
- Legislative Changes
- Data Migration for statistics

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Let's Make together AW a boon not a bane

Thank You

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