

Asycuda World Customs

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ASYCUDA is a computerised customs management system which covers most foreign trade procedures. The system handles manifests and customs declarations, accounting procedures, transit and suspense procedures. ASYCUDA generates trade data that can be used for statistical economic analysis. ASYCUDA takes into account the international codes and standards developed by ISO (International Organisation for Standardisation), WCO (World Customs Organization) and the United Nations.

[Asycuda World - Government of the Turks and Caicos Islands](#)

Arriving and/or Departing aircraft and vessels to Barbados are required to register a manifest in ASYCUDA World. Carriers not in possession of a 2-digit IATA Code or Standard Carrier Alpha Code (SCAC) should submit a Customs Carrier Code Application Form to be issued a Customs Carrier Code. [View all News.](#)

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What is ASYCUDAWorld? ASYCUDA is a computerised customs management system which covers most foreign trade procedures. The system handles manifests and customs declarations, accounting procedures, transit and suspense procedures. This system was implemented in Dominica in 2009 and is presently used at all air and seaports on the island

[Dominica Customs & Excise Division - Asycuda World](#)

Directorate National of Customs ASYCUDA World Description This is the production server of ASYCUDA World system. ASYCUDA World Description <http://customs.gov.tl/aw> ...

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Sri Lanka Customs ASYCUDA WORLD This is the ASYCUDA WORLD sample client, containing a basic set of demo documents. ASYCUDA WORLD <http://edoc.customs.gov.lk:8081/help> ...

[ASYCUDA World System - Sri Lanka Customs](#)

As such, the ASYCUDA Selectivity Module allows for the selection of declarations and consignments for inspection to be risk based, using ICT. The aim is to focus customs control on consignments which present a higher degree of risk, while quickly releasing low risk consignments.

[St. Vincent & the Grenadines, Customs & Excise Department](#)

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The Integrated Customs Information System (ICIS) of HM Customs Gibraltar, based on the ASYCUDA system developed by UNCTAD, allows the traders to lodge electronically all their declarations to Customs via one single interface. Data are automatically made available to any customs office and/or control agency, as required.

[HM Customs Gibraltar](#)

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[ASYCUDA | Anguilla Customs Department](#)

identify the economic, political and social experiences that hinder or stimulate investment; and to highlight examples of pan-African investors.

A technical assistance (TA) mission on external sector statistics (ESS) was conducted in The Valley, Anguilla, during March 27–31, 2017. This was the first mission to Anguilla carried out as part of the Caribbean Regional Technical Assistance Centre (CARTAC) work program on external sector statistics (ESS) and in response to requests from the Anguilla Statistics Department (ASD) of Anguilla's Ministry of Finance, Economic Development, Commerce, Tourism, Land & Physical Planning (MFED).¹ The purpose of the mission was to assist the ASD in strengthening the compilation and dissemination of ESS. This is intended to facilitate a robust assessment of external sector developments and policy impact. Reliable ESS are essential for informed economic policy-making by the authorities.

The three regional economic communities (RECs) in Eastern and Southern Africa are the Common Market for Eastern and Southern Africa (COMESA), the East African Community (EAC) and the Southern African Development Community (SADC). Together, they have recognised the need to work towards regional cooperation aimed at the eventual creation of a single regional economic community or Tripartite Free Trade Agreement (TFTA). This will replace the existent RECs in Eastern and Southern Africa to which the member states of these two regions have multiple membership. The TFTA region comprises a total of 27 member states which have a combined population of 527 million people and a combined gross domestic product (GDP) of USD 624 billion. These statistics translate into a potential regional economic powerhouse for Eastern and Southern Africa. One of the major goals of the TFTA is to harmonise trade arrangements among the three RECs, improve the movement of goods and persons within the single integrated region, facilitate the joint implementation of regional infrastructure projects and enhance co-operation of member states. This is a laudable initiative by the member states of the three RECs and it is recognised that regional integration is the first step towards integration into a multilateral trading system. For the TFTA member states, it is crucial that there is an awareness to move towards a review of domestic customs legislation and policy and to develop regional, supranational legislation and regulations in order to gain a stronger competitive edge in the global market. This study shies away from proposing a „quick fix? or „instant benefit? to the harmonisation of TFTA member states customs legislative frameworks and policies and the development of a single automated, interoperable electronic customs system. Rather, it places its focus on long-term sustainable benefits which will be realised over time. The harmonisation of TFTA member state customs legislative policies and the resultant Information and Communications Technology (ICT) reforms to the customs processes of the TFTA member states, though not immediate or short-term, will strategically position the region to conduct business in an increasingly volume driven, fast paced, electronic global economy.

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This paper outlines reforms that have been achieved in the modernization of the customs administrations of francophone sub-Saharan (African) countries since the mid-1990s. It also highlights the remaining issues in this process. Progress has been made in the automation of operations and procedures, with constant and significant efforts to strengthen revenue collection and improve trade facilitation in a number of countries. However, the pace and scope of modernization remains insufficient, particularly in developing customs control and enforcement capacities, and enhancing operational resources and management. The findings suggest that the authorities' strong commitment to reform, organizational and management changes, adequate technical assistance and project management, and effective implementation of modern customs standards, are critical to accelerate the modernization of customs in francophone sub-Saharan Africa.

This paper, based on the considerable practical experience of the IMF's Fiscal Affairs Department, sets out a successful strategy for modernizing customs administration. The essence is to establish transparent and simple rules and procedures, and to foster voluntary compliance by building a system of self-assessment supported by well-designed audit policies. Having set out this strategy--and its benefits--the paper discusses in depth what is required in terms of trade policy, valuation procedures, dealing with duty reliefs and exemptions, controlling transit movements, organizational reform, use of new technologies, private sector involvement, and designing incentive systems for an effective customs administration.

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