



# Islamic Republic of Afghanistan

Workshop on Single Electronic Window Development in  
CAREC  
14-17 July 2009, Singapore

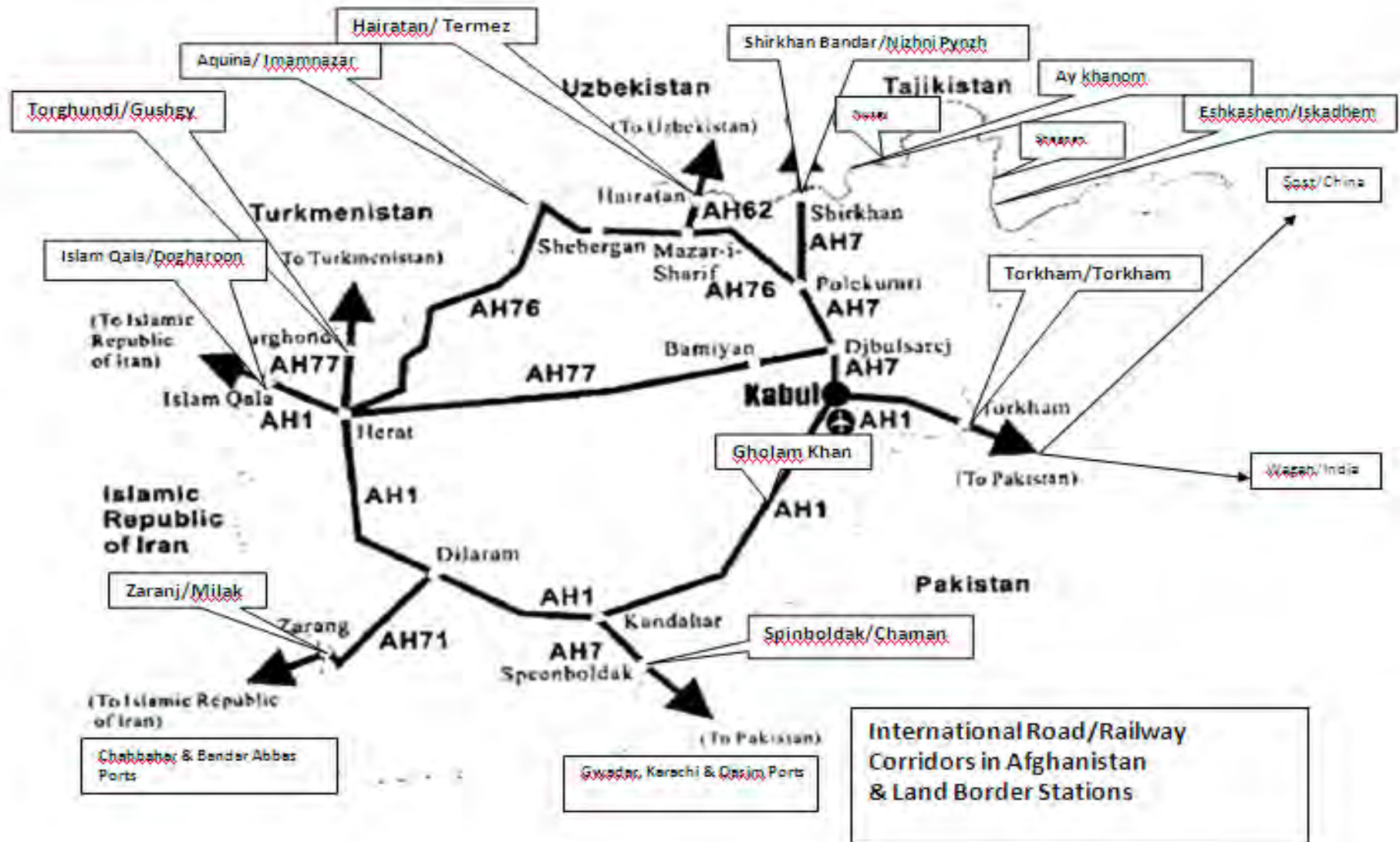
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# Afghanistan's Map

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# Where Did the Silk Road Go?

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- Private Power versus Public Power: who is enriched by trade?
- Localised controls over traffic
- The lack of standardised arrangements, in physical, procedural and administrative dimensions
- Who gains from Trade Facilitation?

# Rebuilding the Road through Consensus: Regional Agreements on Trade and Transit

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- Existing Agreements of Afghanistan :
  - Uzbekistan
  - Tajikistan
  - Turkmenistan
- Agreements currently being negotiated by Afghanistan
  - China
  - Pakistan

# Ministerial Responsibility for Transit and Trade Facilitation in Afghanistan

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- Core responsibility is MOCI
- Ministry of Finance is strongly involved, especially for customs and border ports
- Ministry of Transport and Aviation for regulation of services provision and associated conditions
- Ministry of Public Works for physical infrastructure
- Ministry of Interior for border controls
- Private sector is the prime user

# Readiness of Afghanistan for Electronic Government

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- ITU, which publishes data for more than 200 countries, has no figures on Afghanistan
- Approximately 10 % of all Government staff in Kabul may have a computer for work purposes
- If, approximately, we assume there are about 150,000 people in Government, then this would give a Kabul government stock of roughly 15,000 computers
- Elsewhere, including transit points, the stock is far smaller
- Private users interested in transit and trade are relatively more important

# Key International Agencies Assisting Afghanistan in Transit and Trade Facilitation

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- Physical Infrastructure: ADB, World Bank
- Facilitation Procedures: WTO, WCO
- Customs Procedures: WCO, UNCTAD
- Scope for Electronic Upgrading: ITU

# Challenges and Trade Barriers in CAREC Countries

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- Trade Taxes (export, import, and other trading restrictions)
- Border and Trade Transit impediments

# Afghan Customs Department (ACD)

## Towards SEW

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- Adoption of Automated System (ASYCUDA)
- Development of IT Infrastructure at Customs Offices & border stations
- Automated link with Bank, traffic authorities e.t.c
- Standardization of Customs Procedures
- Signing MOUs with Border authorities.
- Implementation of one stop show at Kabul Airport for exports.

# ASYCUDA Potential Benefits

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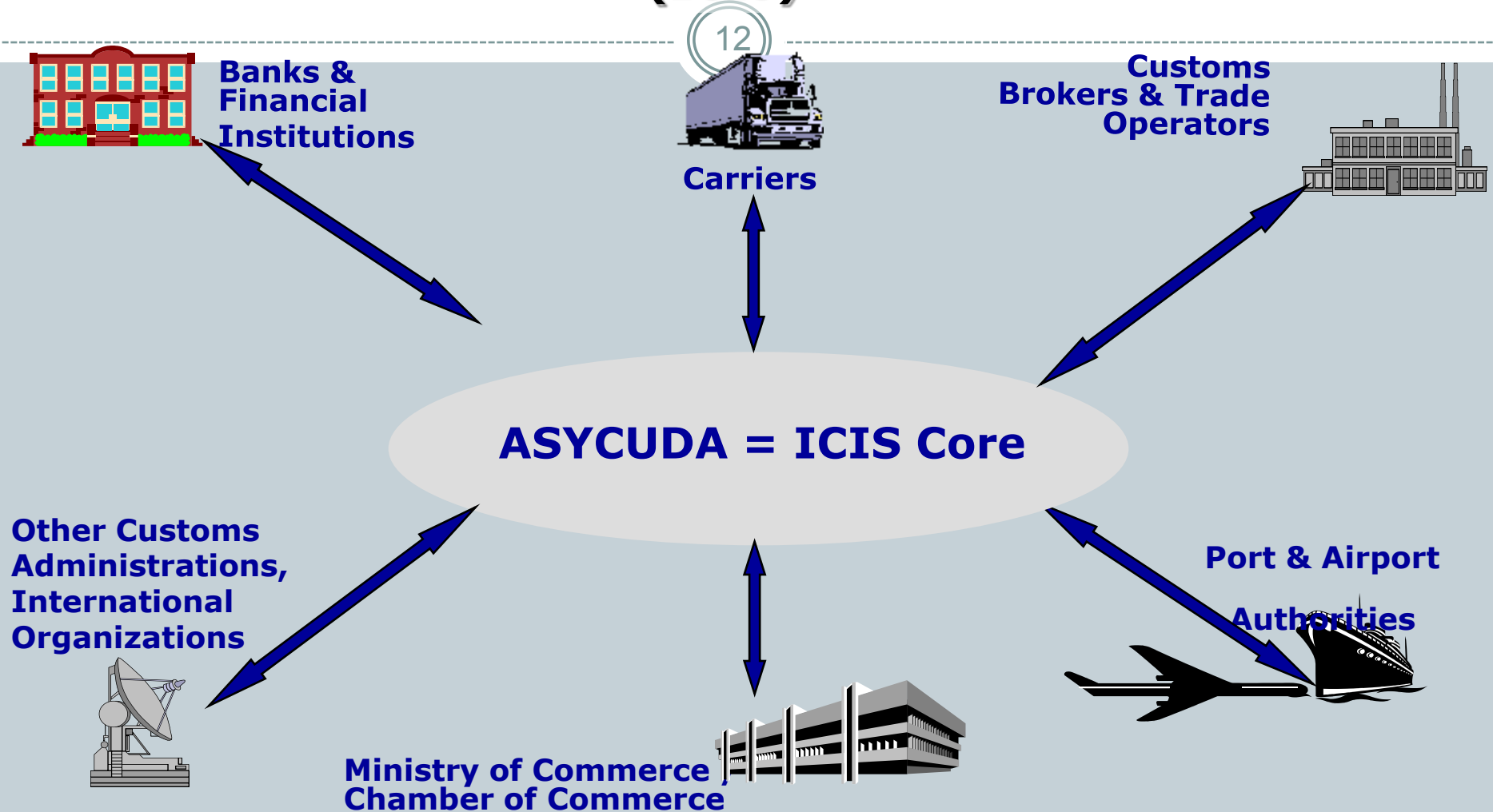
- Reduced / simplified number of documents;
- Streamlined, transparent procedures;
- Equitable decision making;
- Improved clearance times;
- Reduced trade costs;
- Timely and reliable trade statistics.
- Possibility for Trade Data Exchange
- Uses, HS Tariff, UN Layout Key & ISO standards.

# ASYCUDA & Single Window Approach

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- Complete Customs Automation Solution ( Import , Export , Transit)
- Full DTI ( Direct Trader Input)
- Registration of Traders
- Bank & Payments
- Possibility of sending EDI Messages
- Implementation of SAD

# Integrated Customs Information System (ICIS)



# Towards a Road Map for SEW: The Six Challenges

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- The Communication Challenge: how to bring potential users (traders) and the operators (government) into a common effort
- The Investment Challenge: how to identify and carry out the most useful investments in equipment and physical facilities
- The Institutional Challenge: how to create proper governance structures among the Ministries involved in Afghanistan
- The Capacity Development Challenge: how to build up the skills required to operate and manage an SEW system
- The Regional Cooperation Challenge: how to work with neighboring countries to create a smooth system
- The Trust Challenge: how to move towards a faster, lower cost, and potentially safer trade facilitation environment in a region where mistrust has marked contemporary history

# Thank You for Attention

## Q&A ??

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