

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

Q1: REGIONAL ECONOMIC COMMUNITY / TRANSPORT CORRIDOR	Economic Community of West African States (ECOWAS) Commission
Q2: MEMBERSHIP	Benin; Burkina Faso; Cape Verde; Cote d'Ivoire; Gambia; Ghana; Guinea; Guinea Bissau; Liberia; Mali; Niger; Nigeria; Senegal; Sierra Leone; Togo
Q3: ABOUT YOU	
Name:	Kolawole A. Sofola
Position	Principal Programme Officer - Trade
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PAGE 6: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

Q4: How important are trade costs for the competitiveness of exports of goods and services from your region?	Very important
Q5: Additional information.	<i>Respondent skipped this question</i>
Q6: Do your strategies address the issue of trade costs?	Yes

PAGE 7: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

Q7: Which document(s) address(es) the issue of trade costs for exports?	Regional development strategy, Regional infrastructure strategy, Regional specific strategies (e.g. agriculture, etc.)
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REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

Q8: Documents (add weblinks where appropriate): *Respondent skipped this question*

PAGE 8: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

Q9: How important are trade costs for access to imports? Very important

Q10: Do your strategies address the issue of trade costs for imports? Yes

PAGE 9: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

Q11: Which document(s) address(es) the issue of trade costs for imports? Regional infrastructure strategy,
Regional specific strategies (e.g. agriculture, etc.)

Q12: Documents (add hyperlinks where appropriate): *Respondent skipped this question*

PAGE 10: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

Q13: What are the most important sources of trade costs for the export of merchandise goods in your region? (You may tick more than 1 box) Border procedures (trade facilitation),
Tariffs, fees and other charges,
Non-Tariff Measures (including standards),
Transport infrastructure,
Network infrastructure (ICT, power, telecoms)

Q14: Additional information. *Respondent skipped this question*

PAGE 11: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

Q15: What are the most important sources of trade costs for the export of services in your region?(You may tick more than 1 box)

Network infrastructure (ICT, power, telecoms),
Transport infrastructure (e.g. for tourism),
Non-recognition of professional qualifications,
Restrictions on movement of natural persons,
Poor regulatory environment for services,
Tariffs on product inputs (e.g. on computers for ICT services)

Q16: Additional information.

Respondent skipped this question

PAGE 12: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

Q17: In which regional markets to which you export merchandise goods and services do you face the highest trade costs? (Please select no more than 5 regions)

North America, Central America,
Western Europe, Developed Asia, Central Asia

PAGE 13: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

Q18: FOR MERCHANDISE GOODS: For the markets which you have identified as the highest cost, why are the trade costs high? (You may tick more than 1 box)

Border procedures (trade facilitation),
Non-Tariff Measures (including standards),
Transport infrastructure,
Network infrastructure (ICT, power, telecoms),
Access to trade finance

Q19: Additional information.

Respondent skipped this question

Q20: FOR SERVICES: For the markets which you have identified as the highest cost, why are the trade costs high. (You may tick more than 1 box)

Poor network infrastructure (ICT, power, telecoms),
,
Non-recognition of professional qualifications,
Restrictions on movement of natural persons

Q21: Additional information.

Respondent skipped this question

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

PAGE 14: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

Q22: How have your trade costs evolved over the past 5 years ?	Unsure
Q23: Additional information.	<i>Respondent skipped this question</i>

PAGE 16: D.1) REDUCING TRADE COSTS

Q24: Are there on-going regional actions to reduce trade costs?	Yes
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PAGE 17: D.1) REDUCING TRADE COSTS

Q25: Please specify.(You may tick more than 1 box)	<ul style="list-style-type: none"> Initiatives led by your organization, Initiatives led by national governments, Joint public-private sector initiatives, Private sector initiatives, Initiatives supported by development partners, Initiatives supported by non-governmental organizations
Q26: Add text and/or weblinks to information on initiatives:	<i>Respondent skipped this question</i>
Q27: In which areas have actions been undertaken or are actions on-going:	<ul style="list-style-type: none"> Border procedures (trade facilitation), Tariffs, fees and other charges, Non-tariff measures (including standards), Network infrastructure (ICT, power, telecoms), Transport infrastructure, Access to trade finance, Network infrastructure (ICT, power, telecoms), Transport infrastructure (e.g. for tourism), Tariffs on product inputs (e.g. on computers for ICT services)

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

PAGE 18: D.1) REDUCING TRADE COSTS

Q28: Is external support aligned with your priorities on reducing trade costs? Yes

PAGE 19: D.1) REDUCING TRADE COSTS

Q29: How is external support aligned with your priorities?(You may tick more than 1 box) Dialogue with donors has resulted in attention to the issue of trade costs
,
Improved dialogue with the private sector has resulted in this issue being prioritized

PAGE 20: D.1) REDUCING TRADE COSTS

Q30: Why is external support not aligned with your priorities?(You may tick more than 1 box) *Respondent skipped this question*

PAGE 22: E.1) TRADE FACILITATION

Q31: Is trade facilitation reflected as a priority in your regional strategies? Yes

PAGE 23: E.1) TRADE FACILITATION

Q32: In which strategy can trade facilitation be found as a priority?(You may tick more than 1 box) Regional trade strategy,
Regional trade agreement,
Regional development strategy,
Regional infrastructure strategy,
Corridor strategy

Q33: Additional information. *Respondent skipped this question*

PAGE 24: E.1) TRADE FACILITATION

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

Q34: Is trade facilitation included in new strategies currently being formulated or updated ?

Regional trade strategy	Yes
Regional trade agreement	Yes
Regional development strategy	Yes
Regional infrastructure strategy	Yes
Corridor strategy	Yes

Q35: Additional information:

Respondent skipped this question

PAGE 25: E.1) TRADE FACILITATION

Q36: Which, if any, of the following Trade Facilitation Agreement disciplines are covered by existing regional strategies or approaches?(You may tick more than 1 box)

The Agreement as a whole,
Other (please specify)
TFA as a whole in principle although specific disciplines require further work

Q37: Additional information.

The “Improved and Facilitated Trade in West Africa project” is part of a larger program that supports ECOWAS, the WAEMU Commission and West African Member States to accelerate the process of regional integration and an effective common market establishment, thereby increasing intra and inter regional trade. Through the gradual integration of West Africa into the global economy, the program aims to contribute to economic growth and poverty reduction in the region, and to improve the economic wellbeing of the citizens of West Africa.

The principal objective of the project is to improve intra-regional and extra-regional trade in West Africa, by reducing the time and cost to trade, and increasing border agency cooperation and coordination initially in 5 -7 ECOWAS member countries. The project will support national level trade logistics reforms, including: simplification and harmonization of procedures; introduction of risk management; enhancement of automation; improve usage of existing ICT systems (i.e. ASYCUDA); simplification of border clearance procedures; support the countries in preparation for the implementation of the WTO Trade Facilitation Agreement

At the regional level, the project will support: border agency cooperation across the region, increased harmonisation of selected procedures at the regional level; improved valuation of goods across the region; cross learning through peer to peer events to promote regional cooperation

Q38: Would changes need to be made to regional strategies or approaches to integrate, when adopted, Trade Facilitation Agreement disciplines?

Yes

PAGE 26: E.1) TRADE FACILITATION

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

Q39: Where would changes need to made? (You may tick more than 1 box)

Publication and availability of information,
Comment before entry into force ,
Advance rulings, Appeal and review procedures,
Movement of goods intended for import under customs control

Q40: Additional information.

Respondent skipped this question

PAGE 27: E.1) TRADE FACILITATION

Q41: Do you plan to seek Aid-for-Trade support to help make changes to regional policies so as to implement the Trade Facilitation Agreement, after adoption?

Yes, support already being sought

Q42: Please specify where you believe you may need support.(You may tick more than one box)

To develop regional implementation plans,
To support implementation of specific TFA provisions
,
To align commitments with on-going regional programmes

Q43: Additional information.

Respondent skipped this question

PAGE 28: E.1) TRADE FACILITATION

Q44: What difficulties do you face, or do you expect to face, in securing Aid-for-Trade support to help implement trade facilitation reforms and the Trade Facilitation Agreement, when adopted? (You may tick more than 1 box)

Support for trade facilitation reforms and implementation of the Trade Facilitation Agreement already being sought
,
Accessing the necessary expertise,
Problems in formulating requests

Q45: Additional information.

Respondent skipped this question

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

Q46: What impact do you consider that implementation of the Trade Facilitation Agreement, when adopted, will have on the evolution of your region's trade costs?	No capacity to estimate
Q47: Additional information.	<i>Respondent skipped this question</i>
Q48: In which region(s) with which you trade would implementation of the Trade Facilitation Agreement, when adopted, have the biggest impact on the trade costs you face? (You may chose more than 1 option)	North America, South America, Western Europe, Developed Asia, North Africa and the Middle East, Southern Africa
Q49: Additional information.	<i>Respondent skipped this question</i>

PAGE 30: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q50: What outputs have been achieved through regional actions to reduce trade costs? (Please choose no more than 5 options)	Updated customs legislation, New rules on transit, Creation of one-stop border posts, Creation of dialogue with private sector , Improved border infrastructure
Q51: Additional information.	<i>Respondent skipped this question</i>
Q52: What outcomes have been achieved by regional actions to reduce trade costs? (Please choose no more than 5 options)	Fall in border clearance times, Increase in traffic flows through border posts, Increase in exports volumes, Increase in import volumes
Q53: Additional information.	<i>Respondent skipped this question</i>

PAGE 31: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

Q54: What impacts have been achieved by regional actions to reduce trade costs? (Please choose no more than 5 options)	Diversification in export products, Entry into new value chain, Consumer welfare effects, Increase in domestic private sector investment
Q55: Additional information.	<i>Respondent skipped this question</i>
Q56: Which types of actions have achieved the most positive results in reducing trade costs for goods and services? (Please choose no more than 7 options)	Customs reform, Other border agency reforms, Support for compliance with Non-Tariff Measures , Upgrading transport infrastructure, Working with trade partners to recognize professional qualifications , Improving the regulatory environment for services , Improving skills levels in services sectors
Q57: Additional information.	<i>Respondent skipped this question</i>

PAGE 32: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q58: What have been the key factors in achieving successful reductions in trade costs? (Please choose no more than 5 options)	Private sector engagement and commitment, Alignment of donor support with national priorities , Sustained political engagement and commitment by national authorities , Use of regional approach, Commitment of regional partners to goal
Q59: Additional information.	<i>Respondent skipped this question</i>

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

Q60: What contribution do you think reducing trade costs can make to the target of inclusive, sustainable growth?(Please choose no more than 7 options)

Increase in exports, Rise in employment,
Entry into new value chains,
Moving up value chains,
Diversification in export markets,
Foreign direct investment,
Domestic private sector investment

Q61: Additional information.

Respondent skipped this question

PAGE 33: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q62: Has the alignment of Aid-for-Trade support to your organization's needs and priorities changed since the launch of the Aid-for-Trade Initiative in 2005?

Improved

PAGE 34: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q63: How has the alignment improved?(You may tick more than one box)

Better dialogue with donors,
Better dialogue with private sector

Q64: Additional information.

Respondent skipped this question

PAGE 35: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q65: Why has the alignment declined?(You may tick more than one box)

Respondent skipped this question

Q66: Additional information.

Respondent skipped this question

PAGE 36: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

Q67: What impact has the Aid-for-Trade Initiative had since its launch in 2005? (Please choose no more than 5 options)

More attention to trade issues in development ,
More priority given by national authorities to trade issues in national development planning ,
More priority given by regional authorities to trade issues in development planning ,
More priority given by donors to trade issues in national development planning

Q68: Additional information.

Respondent skipped this question

Q69: What potential future contribution can the Aid-for-Trade Initiative make to the post-2015 development agenda?(Please choose no more than 5 options)

Contribution of financing for development,
Contribution to improving the business and regulatory environment ,
Ensuring continued attention to trade issues in development ,
Engaging the private sector in development issues ,
Helping to address issues of inequality

Q70: Additional information.

Respondent skipped this question

PAGE 37: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q71: Additional information on "Reducing trade costs and inclusive, sustainable growth". If there is anything you would like to add on the topic of "Reducing trade costs for inclusive, sustainable growth", which you feel has not been covered in this questionnaire, please use this box.

Respondent skipped this question