

REGIONAL ECONOMIC
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

Q1: REGIONAL ECONOMIC COMMUNITY / TRANSPORT CORRIDOR	NORTHERN CORRIDOR TRANSIT AND TRANSPORT COORDINATION AUTHORITY, NCTTCA
Q2: MEMBERSHIP	Burundi, DR Congo, Kenya, Rwanda, South Sudan, Uganda
Q3: ABOUT YOU	
Name:	Donat M. BAGULA
Position	Executive Secretray
Email Address:	dbagula@ttcanc.org

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.	
40% of Logistics costs are transport costs about 70% of Price of goods are constituted by Logistics costs	
Q6: Do your strategies address the issue of trade costs?	Yes

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Q7: Which document(s) address(es) the issue of trade costs for exports?	Regional infrastructure strategy, Corridor development strategy
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Q8: Documents (add weblinks where appropriate):

www.ttcanc.org
top.ttcanc.org
www.kandalakaskazini.org
www.eachq.org
www.comesa.int

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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

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Q11: Which document(s) address(es) the issue of trade costs for imports? Regional infrastructure strategy,
Corridor development strategy

Q12: Documents (add hyperlinks where appropriate):

www.ttcanc.org/northern corridor infrastructure master plan
/strategic plan 2012/16

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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),
Access to trade finance

Q14: Additional information. *Respondent skipped this question*

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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),
Restrictions on commercial presence,
Restrictions on movement of natural persons

Q16: Additional information.

Respondent skipped this question

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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)

Central and Eastern Europe, South Asia,
North Africa and the Middle East, East Africa,
Southern Africa

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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),
Tariffs, fees and other charges,
Non-Tariff Measures (including standards),
Network infrastructure (ICT, power, telecoms)

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

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Q22: How have your trade costs evolved over the past 5 years ?	Between 0-10% reduction
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)	Initiatives led by your organization, Initiatives led by national governments, Joint public-private sector initiatives, Initiatives supported by development partners
Q26: Add text and/or weblinks to information on initiatives:	
www.ttcanc.org www.roadsidestations.org	
Q27: In which areas have actions been undertaken or are actions on-going:	Reducing trade costs for MERCHANDISE GOODS , Border procedures (trade facilitation), Tariffs, fees and other charges, Non-tariff measures (including standards), Network infrastructure (ICT, power, telecoms), Transport infrastructure, Network infrastructure (ICT, power, telecoms), Transport infrastructure (e.g. for tourism), Reforms of national regulatory frameworks for services , Negotiations with trading partners on access for service suppliers

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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 agreement,
Regional development strategy,
Regional infrastructure strategy,
Corridor strategy

Q33: Additional information. *Respondent skipped this question*

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

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 measures to enhance impartiality, non-discrimination and transparency
,
Release and clearance of goods,
Border agency cooperation,
Movement of goods intended for import under customs control
,
Formalities connected with importation, exportation and transit
,
Freedom of Transit, Customs cooperation,
Establishment and/or continued operation of national committee

Q37: Additional information.

The Northern Corridor Transit and Transport Agreement covers most of the TFA disciplines. However, it requires just to be fully domesticated in national laws and regulations.

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

No

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Q39: Where would changes need to made? (You may tick more than 1 box)	<i>Respondent skipped this question</i>
Q40: Additional information.	<i>Respondent skipped this question</i>

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?	<i>Respondent skipped this question</i>
Q42: Please specify where you believe you may need support.(You may tick more than one box)	<i>Respondent skipped this question</i>
Q43: Additional information.	<i>Respondent skipped this question</i>

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 , Lack of information on funding opportunities , Differing priorities of donors, Integrating TFA implementation into on-going programmes
Q45: Additional information.	<i>Respondent skipped this question</i>
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?	More than 10% increase
Q47: Additional information.	<i>Respondent skipped this question</i>

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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, Western Europe,
Central and Eastern Europe, Central Asia,
South Asia, Central Africa, East Africa,
Southern Africa

Q49: Additional information.

Respondent skipped this question

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)

Respondent skipped this question

Q51: Additional information.

Respondent skipped this question

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 customs revenue,
Increase in traffic flows through border posts,
Increase in exports volumes,
Increase in import volumes

Q53: Additional information.

Respondent skipped this question

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

Q54: What impacts have been achieved by regional actions to reduce trade costs? (Please choose no more than 5 options)

Increase in domestic private sector investment,
Increase in foreign direct investment,
Higher revenues for importers,
Higher revenues for exporters

Q55: Additional information.

Respondent skipped this question

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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,
Upgrading network infrastructure,
Working with trade partners to remove restrictions on movement of natural persons
,
Improving the regulatory environment for services

Q57: Additional information.

Respondent skipped this question

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,
Funding from development partners,
Alignment of donor support with national priorities
,
Sustained political engagement and commitment by national authorities
,
Use of regional approach

Q59: Additional information.

Respondent skipped this question

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,
Diversification in export markets,
Diversification in export products,
Foreign direct investment,
Domestic private sector investment

Q61: Additional information.

Respondent skipped this question

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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

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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*

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Q65: Why has the alignment declined?(You may tick more than one box) *Respondent skipped this question*

Q66: Additional information. *Respondent skipped this question*

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

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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

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