

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

<b>Q1: REGIONAL ECONOMIC COMMUNITY / TRANSPORT CORRIDOR</b>	TRANSPORT CORRIDOR
<b>Q2: MEMBERSHIP</b>	SADC
<b>Q3: ABOUT YOU</b>	
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Position	Project Manager
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PAGE 6: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

<b>Q4: How important are trade costs for the competitiveness of exports of goods and services from your region?</b>	Very important
<b>Q5: Additional information.</b>	
To reduce the cost of doing business in our region remains imperative to eventually improve the quality of life for our citizens in SADC	
<b>Q6: Do your strategies address the issue of trade costs?</b>	Yes

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<b>Q7: Which document(s) address(es) the issue of trade costs for exports?</b>	Regional development strategy, Regional trade strategy, Regional infrastructure strategy, Corridor development strategy
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**Q8: Documents (add weblinks where appropriate):** *Respondent skipped this question*

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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 development strategy,  
Regional trade strategy,  
Regional infrastructure strategy,  
Regional specific strategies (e.g. agriculture, etc.)  
,  
Corridor development strategy

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

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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 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*

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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 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),  
Transport infrastructure,  
Network infrastructure (ICT, power, telecoms),  
Access to trade finance

**Q19: Additional information.**

*Respondent skipped this question*

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**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)

Poor transport infrastructure (e.g. for tourism),

Restrictions on movement of natural persons,

Poor regulatory environment for services,

Tariffs on product inputs (e.g. on computers for ICT services)

**Q21: Additional information.**

*Respondent skipped this question*

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

**Q22: How have your trade costs evolved over the past 5 years ?**

Between 0-10% reduction

**Q23: Additional information.**

*Respondent skipped this question*

**PAGE 16: D.1) REDUCING TRADE COSTS**

**Q24: Are there on-going regional actions to reduce trade costs?**

Yes

**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,

Initiatives supported by non-governmental organizations

**Q26: Add text and/or weblinks to information on initiatives:**

The MoU's established along two of our transport corridors to streamline and follow through on trade facilitation measures contributed significantly towards reducing trade costs and to eliminate non - tariff barriers.

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**Q27: In which areas have actions been undertaken or are actions on-going:**

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),  
Reforms of national regulatory frameworks for services  
,  
Negotiations with trading partners on access for service suppliers  
,  
Tariffs on product inputs (e.g. on computers for ICT services)

**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)**

No opinion

**PAGE 22: E.1) TRADE FACILITATION**

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<b>Q31: Is trade facilitation reflected as a priority in your regional strategies?</b>	Yes
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**PAGE 23: E.1) TRADE FACILITATION**

<b>Q32: In which strategy can trade facilitation be found as a priority?(You may tick more than 1 box)</b>	Regional trade strategy, Regional trade agreement, Regional development strategy, Regional infrastructure strategy, Corridor strategy
<b>Q33: Additional information.</b> In terms of WTO provisions to which Namibia and most SADC countries are a signatory, as well as MoU's on corridor development and as per SADC protocols on transport and meteorology trade facilitations remains a key issue that enjoys priority attention both from SADC member states and development partners	

**PAGE 24: E.1) TRADE FACILITATION**

<b>Q34: Is trade facilitation included in new strategies currently being formulated or updated ?</b>	
Regional trade strategy	Yes
Regional trade agreement	Yes
Regional development strategy	Yes
Regional infrastructure strategy	Yes
Corridor strategy	Yes
<b>Q35: Additional information:</b>	
<i>Respondent skipped this question</i>	

**PAGE 25: E.1) TRADE FACILITATION**

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**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,  
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.**

*Respondent skipped this question*

**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**

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

Publication and availability of information,  
Comment before entry into force ,  
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

**Q40: Additional information.**

*Respondent skipped this question*

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PAGE 27: E.1) TRADE FACILITATION

<b>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?</b>	Yes, after adoption of the Trade Facilitation Agreement
<b>Q42: Please specify where you believe you may need support.(You may tick more than one box)</b>	To develop regional implementation plans, To support regional scheduling of commitments, To support national ratification, To support implementation of specific TFA provisions , To align commitments with on-going regional programmes
<b>Q43: Additional information.</b>	<i>Respondent skipped this question</i>

PAGE 28: E.1) TRADE FACILITATION

<b>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)</b>	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, Problems accessing funds, Accessing the necessary expertise, Ensuring TFA implementation is a priority in regional development planning documents , Problems in formulating requests, Integrating TFA implementation into on-going programmes
<b>Q45: Additional information.</b>	<i>Respondent skipped this question</i>

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<b>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?</b>	More than 10% increase
Q47: Additional information.	<i>Respondent skipped this question</i>
<b>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)</b>	Central Africa, East Africa, Southern Africa
Q49: Additional information.	<i>Respondent skipped this question</i>

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

<b>Q50: What outputs have been achieved through regional actions to reduce trade costs? (Please choose no more than 5 options)</b>	Updated customs legislation, Updated customs working practices, Improved cooperation between border agencies, Creation of trade facilitation committees, Creation of dialogue with private sector
Q51: Additional information.	<i>Respondent skipped this question</i>
<b>Q52: What outcomes have been achieved by regional actions to reduce trade costs? (Please choose no more than 5 options)</b>	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.	<i>Respondent skipped this question</i>

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

Diversification in export markets,  
Higher revenues for exporters,  
Entry into new value chain,  
Increase in foreign direct investment,  
Fall in poverty

**Q55: Additional information.**

*Respondent skipped this question*

**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,  
Upgrading transport infrastructure,  
Improving access to trade finance,  
Removing domestic restrictions on commercial presence  
,  
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,  
Alignment of projects with private sector priorities  
,  
Alignment of donor support with national priorities  
,  
Sustained political engagement and commitment by national authorities  
,  
Use of regional approach

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**Q59: Additional information.**

It is of paramount importance to secure private sector buy-in and commitment through soft market testing and to ensure that donor support is aligned to national priorities.

**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,  
Entry into new value chains,  
Moving up value chains,  
Foreign direct investment,  
Domestic private sector investment,  
Consumer welfare effects, Fall in poverty

**Q61: Additional information.**

Necessary to have a conducive and enabling regulatory environment that will enable countries to have a fairly robust productive capacity in moving up the value chains

**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)**

No opinion

**Q66: Additional information.**

*Respondent skipped this question*

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

**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 private sector to trade issues

**Q68: Additional information.**

None

**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

,

Engaging the private sector in development issues

,

Making a contribution to economic growth and poverty eradication through inclusive, sustainable development

,

Helping to address issues of inequality

**Q70: Additional information.**

Improve the productive capacity of African states to move up the value chain, create new industries, improve quality of life for African citizens, and better integration into global economy

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.**

None

