



Page 5: ABOUT YOU

Q1 COUNTRY LOCATION

TradeMark East Africa,
headquartered in KENYA

Q2 About you

Name	Jennifer Collier Wilson
Position	Chief Results Officer
Organization	TradeMark East Africa
Email Address	jennifer.wilson@trademarkea.com

Page 7: SECTION 1: AID-FOR-TRADE PRIORITIES (AID-FOR-TRADE PRIORITIES FOR YOUR REGION OR TRANSPORT CORRIDOR)

Q3 Does your regional or transport corridor development strategy include trade priorities ? (i.e. Aid-for-Trade priorities) **Yes**

Page 8: SECTION 1: AID-FOR-TRADE PRIORITIES

Q4 If yes, please indicate your Aid-for-Trade priorities:Below are listed the most common priority areas grouped according to broad Aid-for-Trade categories. Please rank the top 5 priority areas among the ones listed below.(1 being the most important)

- Network and/or transport infrastructure of a cross border nature **3**
- Trade facilitation **2**
- Trade policy analysis, negotiations and implementation **4**
- Transport infrastructure (airport, roads, rail, port) **1**
- Other priority areas including: MSMEs, Women's economic empowerment, Youth, etc. (please specify) **5**

Please specify further the priorities that you selected above as well as the main problems/obstacles encountered in furthering them and provide a weblink to the relevant strategy.

TMEA's goal of increasing trade and trade competitiveness is delivered by: (i) reducing barriers to trade to enable trade to flow through the region more efficiently and at reduced cost to traders; and, (ii) improving business competitiveness for trade so businesses, large, medium and small, can trade more. Programmes include: transport and storage infrastructure; standards and non-tariff barriers, ICT for trade; trade policy and regulatory reform; export capabilities; and logistics support to the private sector. TMEA also incorporates cross-cutting programmes including women and trade and trade advocacy.

Page 9: SECTION 1: AID-FOR-TRADE PRIORITIES

Q5 Have your Aid-for-Trade priorities changed since 2016? **No**

Page 10: SECTION 1 : AID-FOR-TRADE PRIORITIES

Q6 If yes, please rank the top 3 drivers of these changes :(Please choose no more than 3 options) **Respondent skipped this question**

Q7 Have these changes been reflected in your dialogue with development partners? **Respondent skipped this question**

Page 11: SECTION 1: AID-FOR-TRADE PRIORITIES

Q8 Please provide names, titles, references or weblinks to policy documents relevant to Aid for Trade in your region or transport corridor. **Respondent skipped this question**

Page 13: SECTION 2: AID FOR TRADE IN SUPPORT OF ECONOMIC DIVERSIFICATION

Q9 Is economic diversification a priority in your regional or transport corridor development strategy?

Yes,

If yes, please provide additional information (including as to how economic diversification is defined and measured).: Countries in East Africa have recently focused on value-added manufacturing (e.g. agro-processing) to increase the value of the exports as well as for job creation.

Q10 What are the main constraints to economic diversification identified in your regional or transport corridor development strategy?(You may tick more than 1 box)

High trade costs ,

Limited customs and other border agency capacity ,

Limited inward foreign direct investment ,

Limited network and/or transport infrastructure of a cross border nature

,

Transport infrastructure (airport, roads, rail, port)

Q11 Please indicate in which category(ies) of aid-for-trade financing your region or transport corridor receives support for economic diversification.(You may tick more than 1 box and/or leave boxes unticked if you do not receive support)

Trade policy and administrative management ,

Trade facilitation,

Regional trade agreements (RTAs) ,

Trade-related infrastructure (Including physical infrastructure)

,

Transport and storage infrastructure ,

Trade development (Including investment promotion, analysis and institutional support for trade in services, business support services and institutions, public-private sector networking, e-commerce, trade finance, trade promotion, market analysis and development)

Q12 Does the aid-for-trade support your region or transport corridor receives for economic diversification align with the priorities established in your national or regional or transport corridor development strategy(ies)?

Yes

Q13 Has your region or transport corridor recorded progress in economic diversification since the launch of the Aid-for-Trade initiative in 2006?

Unsure

Q14 If yes, please specify in which area(s):(You may tick more than 1 box)

Respondent skipped this question

Q15 If yes, please also indicate in which sector(s): (You may tick more than 1 box)

Respondent skipped this question

Page 15: SECTION 2: AID FOR TRADE IN SUPPORT OF ECONOMIC DIVERSIFICATION

Q16 In which category(ies) of Aid for Trade is the support your region or transport corridor receives impactful for economic diversification?(You may tick more than 1 box and/or leave boxes unticked if you do not receive support)

Trade facilitation,
 Trade-related infrastructure (Including physical infrastructure)
 ,
 Transport and storage infrastructure ,
 Business support services,
 Agriculture

Page 16: SECTION 2: AID FOR TRADE IN SUPPORT OF ECONOMIC DIVERSIFICATION

Q17 What factors contribute to the success of the aid-for-trade support your region or transport corridor receives for economic diversification?(You may tick more than 1 box. Please limit your answer to the top five factors)

Alignment of aid-for-trade support with national/regional priorities
 ,
 Coordination among donors ,
 Donor interest in specific projects/programmes ,
 Good digital and ICT connectivity ,
 Good trade-related infrastructure

Q18 What factors may limit the success of the aid-for-trade support that your region or transport corridor receives for economic diversification?(You may tick more than 1 box. Please limit your answer to the top five factors.)

Inadequate infrastructure,
 Lack of country ownership ,
 Poor digital and ICT connectivity ,
 Poor national/regional coordination,
 Weak institutional capacity

Page 17: SECTION 2: AID FOR TRADE IN SUPPORT OF ECONOMIC DIVERSIFICATION

Q19 Does the Aid for Trade you receive help mobilize other forms of development finance for economic diversification (i.e. non-concessional financing, foreign direct investment, remittances, trade finance, etc.).

Yes,

Additional information on how Aid for Trade received helps mobilize other forms of development finance for economic diversification.:

Foreign direct investment can be catalyzed by programmes to take a share of the risk in new investments in trade development infrastructure, such as industrial/sector industrial parks/zones.

Q20 Which development partner(s) are the most important source of aid-for-trade financing for economic diversification in your region or transport corridor?(You may tick more than 1 box)

Belgium,

Canada,

Denmark,

Finland,

The Netherlands ,

Norway,

United Kingdom,

United States,

International Trade Centre (ITC)

Q21 Which South-South partner(s) are the most important source of financing for your economic diversification in your region or transport corridor?(You may tick more than 1 box)

China,

India

Page 18: SECTION 2: AID FOR TRADE IN SUPPORT OF ECONOMIC DIVERSIFICATION

Q22 Looking ahead, in which sector(s) will future support for economic diversification be most required in your region or transport corridor? (You may tick more than 1 box)

Agriculture,

Services

Q23 Looking ahead, in which category of aid-for-trade financing do you think your region or transport corridor will require aid-for-trade support for economic diversification.(You may tick more than 1 box and/or leave boxes unticked if you do not receive support)

Trade facilitation,

Trade-related infrastructure (Including physical infrastructure)

Transport and storage infrastructure

Page 19: SECTION 2: AID FOR TRADE IN SUPPORT OF ECONOMIC DIVERSIFICATION

Q24 Is there any Aid-for-Trade project or programme for economic diversification that you would like to showcase as an example of best practice?(Please provide additional information and include weblinks as relevant)

Respondent skipped this question

Page 21: SECTION 3 : AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q25 Is economic empowerment a priority in your regional or transport corridor development strategy?

Yes,

If yes, please provide additional information on how economic empowerment is prioritized in your regional or transport corridor development strategy.:

In recognition of the importance of improving opportunities for women entrepreneurs, TradeMark East Africa (TMEA) is working with organisations in the region to equip women in business with the skills and networks to grow their exports across East Africa; and to amplify the voice of women in national and regional policy debates. We will do this by helping women in trade to better understand the regulations and procedures that govern the EAC—through advisory services, business hubs; training support and market linkages —so that they can both exploit its open borders and be better equipped to influence the direction of policymaking.

Page 22: SECTION 3 : AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q26 For which groups does your regional or transport corridor development strategy seek to promote economic empowerment?(You may tick more than 1 box)

Women's economic empowerment

Q27 Does your regional or transport corridor development strategy propose any indicators to track economic empowerment or include any targets to achieve?

Yes,

If yes please provide additional information on the indicators or targets on economic empowerment included in your regional or transport corridor development strategy.:

[MORE HERE]

Q28 Does your regional or transport corridor development strategy link economic empowerment to participation in international trade?

Yes,

If yes please provide additional information on how your regional or transport corridor development strategy links economic empowerment to participation in international trade.:

[MORE HERE]

Page 23: SECTION 3: AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q29 Please indicate in which category(ies) of aid-for-trade financing your region or transport corridor receives Aid for Trade for economic empowerment support.(You may tick more than 1 box and/or leave all boxes unticked if you do not receive support)

Business support services

Q30 Does the aid-for-trade support you receive for economic empowerment align with the empowerment priorities established in your transport corridor or regional trade and development strategy(ies)?

Yes

Page 24: SECTION 3: AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q31 How best can Aid for Trade make a contribution to women's economic empowerment in your region or transport corridor?(You may tick more than 1 box. Please limit your answer to the top five factors)

Improving access to information ,

Improving access to foreign markets ,

Improving the provision of services ,

Improving the flow of goods at borders (Trade Facilitation)

,

Supporting the elaboration of gender-sensitive policies

,

Additional information or examples of projects and programmes on how Aid for Trade can make a contribution to women's economic empowerment in your region or transport corridor.:

Examples: Advocacy and policy reform: TMEA partners successfully lobbied for revision of cross-border policies that inhibit women's participation in trade. In Rwanda, TMEA successfully lobbied for removal of a permit requiring women traders to pay for infants to cross borders. Failure to acquire the permit meant women traders had to leave their children on one side of the border in order to trade on the other. TMEA also supported formal adoption of the Cross-Border Traders Charter (CBTC), publicising rights and responsibilities of traders and border officials to all border users. This has been implemented at the Mirama Hills and Mutukula borders and will be rolled out to others across East Africa. Increased transparency and predictability of the trading requirements provides an incentive for women to engage in formal trade from which they can increase the economic gains from trade Dialogue and Coordination: As a result of gender awareness training and in support of the transition of women traders from informal or "illegal routes to formal channels, the East African Revenue Authorities decentralised issuing of simplified Certificates of Origin to women trader associations. These reforms at Katuna, Taveta and

Mirama Hills resulted in time savings and an increase in female traders using formal border crossings. Women are now represented in Joint Border Management Committees through which they present and resolve cases of harassment. TMEA supported inclusion of 13 women trader representatives in committees at one-stop border posts at Mutukula, Katuna, Busia and Malaba and are able to effectively influence reforms on policy and practice in cross border trade. Access to information: Women traders are more vulnerable to abuse and harassment due to information asymmetry. TMEA established resource centres at 7 border posts (Busia, Malaba, Mutukula, Taveta, Mirama Hills, Katuna and Namanga). Here, women traders access market and trading information, report cases of sexual harassment, or seek arbitration in cases of illegal confiscation of goods. On average, 300 traders (male and female) visit the resource centres every month. Through its partners, TMEA facilitates simplification and translation into local languages of information on the key trade policies and procedures and thus empowering even the those traders with basic literacy to trade gainfully.

Q32 What forms of aid-for-trade financing, in your view, best support women's economic empowerment in your region or transport corridor?(You may tick more than 1 box and/or leave all boxes unticked if you do not receive support)

Trade policy and regulations (Including training of trade officials, analysis of proposals and positions and their impact, support for national stakeholders to articulate commercial interest and identify trade-offs, dispute issues, institutional and technical support to facilitate implementation of trade agreements and to adapt to and comply with rules and standards).

,

Trade policy and administrative management

Trade facilitation,

Trade education/training,

Trade development (Including investment promotion, analysis and institutional support for trade in services, business support services and institutions, public-private sector networking, e-commerce, trade finance, trade promotion, market analysis and development.)

,

Business support services,

Additional information on the aid-for-trade financing that, in your view, best supports women's economic empowerment in your region or transport corridor.:

Provision of grants to implementing partners is key as it facilitates interventions more down stream(sub-national and local level) which delivers more sustainable impact. This also enhances both the operational and technical capacity of the implementing partners (e.g. private sector or civil society organisations) and thus improves service delivery and effective representation. Provide of technical assistance is also key in order to build institutional capacity for both implementing and collaborative partners across the region.

Q33 What factors contribute to the success of Aid for Trade in promoting women's economic empowerment in your region or transport corridor? (You may tick more than 1 box. Please limit your answer to the top five factors)

Alignment of aid-for-trade support with national/regional priorities

,

Institutional capacity to implement projects

National/regional coordination,

Sufficient funding and appropriate implementation timelines

,

Additional information on the factors that contribute to the success of Aid for Trade in promoting women's economic empowerment in your region or transport corridor.:

It is important that institutional capacity and coordination is supported at all levels of women's economic empowerment intervention (i.e. at regional, national and local level e.g. the border crossing). In order to have effective change management, institutionalise gender responsive reforms and enable women in trade transition from informal to formal trade, more long terms and sustainable AfT investments are necessary.

Page 25: SECTION 3: AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q34 How best can Aid for Trade make a contribution to the economic empowerment of MSMEs in your region or transport corridor?(You may tick more than 1 box. Please limit your answer to the top five factors)

Improving the flow of goods at borders (Trade Facilitation)

,

Supporting the growth and economic development of women

,

Improving access to information

Improving access to foreign markets

Improving access to global value chains

Improving the provision of services

Q35 What forms of Aid for Trade financing, in your view, best support the economic empowerment of MSMEs in your region or transport corridor?(You may tick more than 1 box and/or leave all boxes unticked if you do not receive support)

Trade policy and regulations (Including training of trade officials, analysis of proposals and positions and their impact, support for national stakeholders to articulate commercial interest and identify trade-offs, dispute issues, institutional and technical support to facilitate implementation of trade agreements and to adapt to and comply with rules and standards).

,

Trade facilitation,

Trade education/training,

Trade development (Including investment promotion, analysis and institutional support for trade in services, business support services and institutions, public-private sector networking, e-commerce, trade finance, trade promotion, market analysis and development.)

Q36 What factors contribute to the success of Aid for Trade in promoting the economic empowerment of MSMEs in your region or transport corridor ? (You may tick more than 1 box. Please limit your answer to the top five factors)

Alignment of aid-for-trade support with national/regional priorities

,

National/regional coordination,

Sufficient funding and appropriate implementation timelines

Page 26: SECTION 3: AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q37 How best can Aid for Trade contribute to Youth economic empowerment in your region or transport corridor ?(You may tick more than 1 box. Please limit your answer to the top five factors)

Respondent skipped this question

Q38 What forms of Aid-for-Trade financing, in your view, best support Youth economic empowerment in your region or transport corridor ?(You may tick more than 1 box and/or leave all boxes unticked if you do not receive support)

Respondent skipped this question

Q39 What factors contribute to the success of Aid for Trade in promoting Youth economic empowerment in your region or transport corridor ? (You may tick more than 1 box. Please limit your answer to the top five factors)

Respondent skipped this question

Page 27: SECTION 3: AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q40 In your view, can Aid for Trade make a contribution to the achievement of the 2030 Sustainable Development Agenda ?

Yes

Q41 If yes, please specify which Sustainable Development Goal or Goals (SDGs) Aid for Trade can help to achieve.(You may tick more than 1 box)Sustainable Development Goals:

- 1. No poverty** ,
- 5. Gender equality** ,
- 8. Decent work and economic growth** ,
- 9. Industry, innovation and infrastructure** ,
- 10. Reduce inequalities** ,
- 13. Climate action** ,

Additional information on the Sustainable Development Goal(s) Aid for Trade can help to achieve.:

Reducing barriers to trade--in particular reducing the time and cost of trade--should translate into better market prices for consumer goods, which has an end effect on household income and poverty reduction. Increasing opportunities for women traders also will also promote gender equality and raise women's incomes, which many studies have shown women invest back into their families and communities for things like health and education. Modernising infrastructure for trade will also have a long term positive environmental effect.

Page 28: SECTION 3: AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q42 Which donor(s) are the most important source of aid-for-trade financing for economic empowerment in your region or transport corridor?(You may tick more than 1 box)

- Belgium,**
- Canada,**
- Denmark,**
- European Union,**
- Ireland,**
- The Netherlands** ,
- Norway,**
- United Kingdom,**
- United States,**

Additional information on the donor(s) are the most important source of aid-for-trade financing for economic empowerment in your region or transport corridor. :

Selections made based on current TMEA investors.

Q43 Which South-South partners are the most important source of financing for economic empowerment in your region or transport corridor?(You may tick more than 1 box)

China,

India

Q44 Looking ahead, in which category(ies) of aid-for-trade financing do you think that further support for economic empowerment will be required in your region or transport corridor.(You may tick more than 1 box and/or leave boxes unticked if you do not receive support)

Trade policy and regulations (Including training of trade officials, analysis of proposals and positions and their impact, support for national stakeholders to articulate commercial interest and identify trade-offs, dispute issues, institutional and technical support to facilitate implementation of trade agreements and to adapt to and comply with rules and standards).

,

Regional trade agreements (RTAs) ,

Trade-related infrastructure (Including physical infrastructure)

,

Trade development (Including investment promotion, analysis and institutional support for trade in services, business support services and institutions, public-private sector networking, e-commerce, trade finance, trade promotion, market analysis and development.)

Page 29: SECTION 3: AID FOR TRADE IN SUPPORT OF ECONOMIC EMPOWERMENT

Q45 Please provide any additional information that you think may be relevant.(Please references in the form or weblinks, document symbols etc.)

Respondent skipped this question

Q46 Is there any Aid-for-Trade project or programme for economic empowerment you would like to showcase as particularly important for your region or transport corridor or as an example of best practice?(Please provide any relevant additional information and include weblinks as relevant)

TMEA's work on Women and Trade has empowered over 27,000 women traders in East Africa through select, high-impact interventions:

1. Skills and knowledge - training in value addition, access to export markets and how to navigate rules and regulations that govern intra-regional (EAC) trade.
2. Market and trading information - accessible through SMS platforms, women trader associations and resource centres at border crossing points.
3. Various advocacy and sensitisation initiatives - campaigns, posters, dialogue, cross-border charter

We plan to scale up these programmes to reach 300,000 women and expand geographical coverage.

<https://www.trademarka.com/womenintrade/>

Page 30: END OF SURVEY

Q47 CONSULTATION (Other organizations/agencies consulted in preparing this questionnaire reply):

Respondent skipped this question
