



PAGE 5: ABOUT YOU

Q1: Country or customs territory

FRANCE

Q2: About you

Name

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PAGE 7: SECTION 1: AID-FOR-TRADE PRIORITIES

Q3: Do you have an Aid-for-Trade Strategy?

Yes

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Q4: If no, please indicate if your development policy includes trade priorities.

Respondent skipped this question

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Q5: Below are listed the most common priority areas grouped according to broad Aid-for-Trade categories. If yes, please rank the top 5 priorities areas among the items listed.(1 being the most important)

Network infrastructure (power, water, telecommunications)	1
Transport infrastructure (airport, roads, rail, port)	2
International competitiveness	3
Export diversification	4
Regional integration	5

Additional information : 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.

In France, an Aid for Trade strategic framework was validated by the Interministerial Committee for International Cooperation and Development on 5 June 2009. The framework sets out two priority areas for action on regional integration: (i) support for development of regional trade policies connected with international markets; (ii) development of a competitive supply capacity in local, regional and international markets. Since the development of this strategic framework, these priorities have continued to guide France's actions in the Aid for Trade area, with a certain emphasis on regional integration matters. The framework remains relevant, since it has developed hand in hand with new official development assistance objectives: the Gender and Development Strategy 2013 2017, equality between women and men, sustainable development and inclusive growth, etc. The ongoing review of the European Aid for Trade strategy to meet the Sustainable Development Goals will subsequently enable France to renew its strategic framework. Most of the Aid for Trade is implemented by the French Development Agency (AFD) through support projects for different sectors of the economy (agriculture, tourism, banking, port equipment, power grids, etc.). At the request of the partner countries, infrastructure is an essential component of French Aid for Trade. For instance, for the period 2008 2015, the AFD provided some 300 projects worth approximately 10 billion Euros. The bulk of these projects involved either the energy production and supply sector or the transport and storage sector, and for the most part, they involved helping the partners to improve their environmental and quality performance.

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Q6: Has your Aid-for-Trade strategy changed since 2014?

Yes

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Q7: If yes, what are the top 3 drivers of these changes?(Please choose no more than 3 options)

2030 Sustainable Development Goals	1
Green growth objectives	2

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Q8: How has your Aid-for-Trade spending changed since 2014?

Between 0-10% increase ,
Additional information on changes to your Aid-for-Trade spending since 2014.
In 2015, commitments were increased to 2.56 billion Euros from 1.96 billion Euros in 2014, i.e. by 30.6%.
If we add the commitments and the disbursements, French Aid for Trade increased by 8.4% between 2014 and 2015 to 3.86 billion Euros.

Q9: How do you expect your Aid-for-Trade spending to change in the next 5 years?

Unsure,
Additional information on how you expect your Aid-for-Trade spending to change in the next 5 years.
France has committed itself at the international level to continue to supply effective Aid for Trade.
Generally speaking, Aid for Trade is not the subject of specific planning, but fits in perfectly with the country's official development assistance mission.

Q10: Looking ahead, what changes do you expect to your Aid-for-Trade strategy in the next 5 years?

Alignment with the Sustainable Development Goals ,
More focus on climate change and green growth ,
More focus on gender equality ,
More focus on private sector development,
Additional information on changes you expect to your Aid-for-Trade strategy in the next 5 years.
France's Aid for Trade strategic framework was introduced in 2009 as a national offshoot of the European strategic framework for Aid for Trade drawn up in December 2007. Since the European strategic framework is currently being revised, it is likely that the French strategic framework will proceed in the same direction in the coming months and years.
Moreover, France's Aid for Trade priorities will necessarily be geared towards the achievement of the Sustainable Development Goals (SDGs).

Q11: Are you engaging with the private sector in the design, delivery and monitoring of your Aid-for-Trade programmes?

Yes

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Q12: If yes, how are you engaging with the private sector:

Project or programme identification,
Project or programme implementation,
Private sector associations in partner countries

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Q13: In your view, can Aid for Trade make a contribution to the achievement of the 2030 Sustainable Development Agenda ?

Yes

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Q14: If yes, please specify which Sustainable Development Goals (SDGs) you think that Aid for Trade may help to achieve? Sustainable Development Goals:

1. No poverty ,
8. Decent work and economic growth ,
9. Industry, innovation and infrastructure ,
11. Sustainable cities and communities ,
17. Partnership for the goals ,

Additional information on how Aid-for-Trade can contribute to the achievement of the SDGs. Aid for Trade helps to improve access to cities, makes them cleaner and more sustainable, and improves connectivity between the cities and the economic zones, ports and airports. By helping traffic to move more smoothly, it reduces transport costs between regional economic hubs, thereby contributing to economic growth and industry. These factors help to support developing economies in their efforts to achieve their SDGs.

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Q15: Are you integrating women's economic empowerment into your Aid-for-Trade programmes?

Yes,

Additional information on how women's economic empowerment is being integrated into your Aid-for-Trade programmes? (e.g. indicating how these programmes are attempting to impact women and marginalized groups)

In accordance with its Cross cutting Intervention Framework 2014 2017 on gender and the reduction of inequalities between women and men, the AFD aims to integrate gender in at least 50% of the projects it is financing in foreign countries – excluding overall or sectoral budgetary assistance or uncommitted credit lines – by 2017 (with intermediate goals of 30% in 2014, 40% in 2015, 45% in 2016). All projects aimed at reinforcing equality between women and men and the empowerment of women, or at reducing discrimination and inequality based on gender, are counted (assessed according to the OECD DAC marker at the time the project is awarded). All of the operations financed by the AFD are subjected to analysis with a view to reinforcing their gender dimension where appropriate. Projects that are counted as contributing to Aid for Trade are subjected to this same analysis. In 2015, 41.5% of the AFD's projects (all sectors included) incorporated a gender dimension.

Q16: Have you undertaken an evaluation of your Aid-for-Trade support?

Yes,

Additional information on the evaluation of your Aid-for-Trade support. (Please include information on the review's finding and/or a weblink to the evaluation document)

Although France has not undertaken any overall evaluation of its Aid for Trade support, it does regularly evaluate its bilateral programme, the Trade Capacity Building Programme (PRCC), and did so for the period 2015 2016. This programme, implemented by the AFD, provides project funding to the tune of 10 million Euros per year (average contribution: 1.6 million Euros). The programme's objective is to develop trade policies and facilitate regional economic integration of the developing countries, as well as to build up a competitive developing country supply in regional and international markets. The evaluation of the programme revealed its importance with respect to the needs of the beneficiary countries as well as the quality of implementation of the different projects. The flexibility of the scheme allows for the financing of projects that vary widely in terms of supervisory responsibility and focus (family agriculture, geographical indications, structure of the sector, etc.). The bilateral programme has several priorities: firstly, quality assurance, which covers certifications, in particular those relating to fair trade, but also, upgrading to international standards, and regulatory convergence with the European Union, notably as regards sanitary and phytosanitary matters, intellectual property protection, and in particular, the development of geographical indications and fair trade. The programme also finances projects that target the development of collective structures and the strengthening of cooperatives, clusters, commercially oriented social undertakings and other such structures. Finally, trade facilitation is also covered by the programme: speeding up the flow, release and clearance of goods (technical assistance, customs cooperation, training, etc.).

Q17: Is trade facilitation reflected as a priority in your Aid-for-Trade programming? (You may tick more than 1 box)

Yes, Aid-for-Trade strategy with a broader conception of trade facilitation (e.g. trade and transport facilitation)

Additional information on how trade facilitation is reflected as a priority in your Aid-for-Trade programming.

France and the EU joined forces at the 10th WTO Ministerial Conference in Nairobi in December 2015 to obtain, among other things, an agreement on export competition, one of the objectives of the DDA mandate. Moreover, France is extremely eager to see the Trade Facilitation Agreement that was concluded in Bali in December 2013 actually come into force so that we can give our development partners new export opportunities by increasing the fluidity of trade and improving the efficiency of border control procedures. In this connection, France was able to support the International Trade Centre in 2014 in launching a regional trade facilitation project directed towards the WAEMU Secretariat and its member States to help them to programme their commitments under the Trade Facilitation Agreement. Moreover, the EU has been exemplary in terms of special and differential treatment for the LDCs, with the application of the GSP Everything But Arms initiative to all LDCs, giving them duty free access to the European market.

Q18: Are you providing Aid-for-Trade support to implement the Trade Facilitation Agreement?

Yes, direct national programming/project support,

Additional information on Aid-for-Trade support to implement the Trade Facilitation Agreement.

Through the Directorate General of Customs and Indirect Taxation, France has acted via different channels: it has provided experts through the WCO (missions under the MERCATOR programme) and through the European Commission (TAIEX, for example), and has also been involved in bilateral cooperation activities, chiefly in Africa).

PAGE 19: SECTION 2: TRADE FACILITATION AGREEMENT IMPLEMENTATION SUPPORT

Q19: If yes, how are you programming Trade Facilitation Agreement implementation support?(You may tick more than 1 box)

As part of national aid programming dialogues ,

As part of regional aid programming dialogues

PAGE 20: SECTION 2 : TRADE FACILITATION AGREEMENT IMPLEMENTATION SUPPORT

Q20: In which regions are you providing Aid-for-Trade support to implement the Trade Facilitation Agreement? (You may tick more than one box)

Sub-Saharan Africa,
Latin America and the Caribbean ,
Eastern Europe and the Commonwealth of Independent States

PAGE 21: SECTION 2 : TRADE FACILITATION AGREEMENT IMPLEMENTATION SUPPORT

Q21: For implementation of which disciplines of the Trade Facilitation Agreement are you providing Aid-for-Trade support?(You may tick more than 1 box)

Art 5: Other measures to Enhance Impartiality, Non discrimination and Transparency
,
Art 6: Disciplines on Fees and Charges Imposed on or in Connection with Importation and Exportation and Penalties
,
Art 7: Release and Clearance of Goods ,
Art 8: Border Agency Cooperation ,
Art 9: Movement of Goods Intended for Import under Customs Control
,
Art 10: Formalities Connected with Importation, Exportation and Transit
,
Art 11: Freedom of Transit ,
Art 12: Customs Cooperation

PAGE 22: SECTION 2 : TRADE FACILITATION AGREEMENT IMPLEMENTATION SUPPORT

Q22: What difficulties, if any, are you facing in programming and providing support to partner countries or regional economic communities to implement the Trade Facilitation Agreement?(You may tick more than 1 box)

- Accessing global programmes,
- Accessing regional programmes,
- Accessing the necessary expertise,
- Differing priorities of partner countries,
- Ensuring coherence with past programmes,
- Ensuring TFA implementation is a priority in national development planning documents
- ,
- Integrating TFA implementation into on going programmes
- ,
- Lack of information on funding opportunities,
- National coordination and demonstration of political will for TFA reform
- ,
- Problems accessing external funds,
- Programming cycles,
- Problems to quantify TFA implementation needs,
- Problems in formulating requests,
- Additional information on difficulties, if any, are you facing in programming and providing support to partner countries or regional economic communities to implement the Trade Facilitation Agreement. Any of the mentioned difficulties could be encountered, depending on the country. Each country has its own peculiarities.

PAGE 23: SECTION 2 : TRADE FACILITATION AGREEMENT IMPLEMENTATION SUPPORT

Q23: Are you working with the private sector to support implementation of the Trade Facilitation Agreement? No

PAGE 24: SECTION 2 : TRADE FACILITATION IMPLEMENTATION SUPPORT

Q24: If yes, how are you engaging with the private sector:(You may tick more than 1 box) *Respondent skipped this question*

PAGE 26: SECTION 3 : E-COMMERCE

Q25: Does e-commerce (or other digital strategy) feature among the priorities in your national development policy? No

PAGE 27: SECTION 3 : E-COMMERCE

Q26: If yes, please indicate which of the following is included: (You may tick more than 1 box) *Respondent skipped this question*

PAGE 28: SECTION 3: E-COMMERCE

Q27: Do you have any special policy initiatives that cover the area of e-commerce (or other digital strategy)? Unsure

PAGE 29: SECTION 3: E-COMMERCE

Q28: Does e-commerce feature in your in-country dialogues with partner countries? Unsure

PAGE 30: SECTION 3: E-COMMERCE

Q29: If yes, please indicate which of the following is included: (You may tick more than 1 box) *Respondent skipped this question*

Q30: If yes, please indicate how demand from partner countries for e-commerce support has grown in the past 5 years: *Respondent skipped this question*

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Q31: Does e-commerce feature in your dialogues with regional partners e.g. regional economic communities or transport corridors? *Respondent skipped this question*

PAGE 32: SECTION 3 : E-COMMERCE

Q32: If yes, please indicate which of the following : (You may tick more than 1 box) *Respondent skipped this question*

Q33: If yes, please indicate how demand from regional partners for e-commerce support has grown in the past 5 years: *Respondent skipped this question*

PAGE 33: SECTION 3 : E-COMMERCE

Q34: What types of support are you offering for e-commerce development?(You may tick more than 1 box)

Additional information on the types of support you are offering for e-commerce development.
None

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Q35: Are you working with the private sector to support growth in e-commerce in partner countries and regions?

Respondent skipped this question

PAGE 35: SECTION 3: E-COMMERCE

Q36: Based on your experience of e-commerce support programmes, please indicate the main issues that firms and consumers in your partner countries face in accessing and using internet services?(You may tick more than 1 box)

Respondent skipped this question

PAGE 36: SECTION 3 : E-COMMERCE

Q37: What are the most common trade issues that you encounter in your e-commerce support programmes? (You may tick more than 1 box)

Respondent skipped this question

PAGE 37: E-COMMERCE

Q38: Do you anticipate a growth in future demand from partner countries and regional partners in the area of e-commerce?

Unsure

PAGE 38: SECTION 3 : E-COMMERCE

Q39: If yes, please elaborate:

Respondent skipped this question

PAGE 39: SECTION 3 : E-COMMERCE

Q40: In your view, can growth in e-commerce in partner countries and regions make a contribution to women's economic empowerment?

Respondent skipped this question

PAGE 41: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q41: Does your development policy or Aid-for-Trade strategy include trade-related infrastructure development priorities? Yes

PAGE 42: SECTION 4 : INFRASTRUCTURE, SERVICES AND INVESTMENT

Q42: Do you have any special policy initiatives that cover the area of infrastructure or trade-related infrastructure specifically?

Yes,

Additional information on any special policy initiatives that cover the area of infrastructure or trade-related infrastructure specifically.

In 2015, the AFD's development grants (excluding PROPARCO) in the infrastructure and urban development area amounted to some 2.7 billion Euros. In particular, the AFD finances 1 to 2 transport projects per year which can be considered to have a direct impact on the development of trade, particularly in the port and airport sectors. Integration of beneficiary countries in regional or international trade is one of the objectives of the AFD's "transport" Sectoral Intervention Framework, and the main purpose of its activities in that area is to help its partners with their environmental and quality performance (improvement of energy efficiency and the safety of infrastructure, introduction of ISO standards, etc.). The economic analysis conducted before the project is implemented includes ex-ante indicators of its impact on trade (for instance: volume of freight transported, reduction in transport time, price per tonne-kilometre, etc.), indicators which help to ensure the relevance and suitability of the projects to be implemented. A good example of a recent infrastructure project that had an impact on trade is the rehabilitation of the Transgabonais railway (2015). The purpose of the project was to provide access to the interior of the country, to upgrade the railway in such a way as to reduce operational costs, to improve the reliability and availability of transport, and to restore the railway to its original capacity. The main goal of the project is to redress the operational and financial status of the operating company (SETRAG), with two specific objectives: to restore the level of service on the line to 16.5 trains a day, and to improve the governance of SETRAG. The Gabonese State is responsible for overseeing the implementation of the project, and has appointed SETRAG for the purpose. The project was launched in 2015, and will continue until 2023. The investment programme includes investment in infrastructure (93 million Euros) to be funded by the Gabonese State (the authority granting the concession), which will require a loan from the AFD for that amount; and investment in superstructure, safety, signalling, and environmental and social improvements (238 million Euros) to be financed by SETRAG, which has taken out two commercial loans for the purpose with the Société Financière Internationale (82.5 million Euros) and Proparco (50 million Euros, of which 25 million Euros AFD sub-participation).

Q43: Does trade-related infrastructure feature in your in-country dialogues with partner countries? Yes

PAGE 44: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q44: If yes, please indicate which of the following : (You may tick more than 1 box) TRANSPORT INFRASTRUCTURE,
COMMUNICATION INFRASTRUCTURE,
ENERGY-RELATED INFRASTRUCTURE

PAGE 45: SECTION 4 : INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q45: Does trade-related infrastructure feature in your dialogues with regional partners (e.g. regional economic communities or transport corridors)? Yes

PAGE 46: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q46: If yes, please indicate which of the following services trade sectors feature as priority sectors in your national development strategy :(You may tick more than 1 box) TRANSPORT INFRASTRUCTURE,
COMMUNICATION INFRASTRUCTURE,
ENERGY-RELATED INFRASTRUCTURE

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Q47: Do your programmes link trade-related infrastructure to the development of related services sectors? Yes

PAGE 48: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q48: If yes, please specify which services sectors feature as priority sectors in your national development strategy. (You may tick more than 1 box)

COMPUTER AND RELATED SERVICES (e.g., services related to installation of computer hardware, data processing and database services)

,

Market research and public opinion polling services

,

DISTRIBUTION SERVICES (including wholesale and retail trade services)

,

Adult education services,

TRANSPORT SERVICES (passenger and freight transportation)

,

Additional information on service sectors that feature as a priority in your development programmes.
Example of a transport services project: 2 million Euro subsidy granted to the Chamber of Commerce and Industry of Djibouti to finance the support project for Djibouti's international trade operators, implemented by the AFD. Among other things, the project supports the designing of a training centre for port activities, and the planning of an integrated logistical information platform which, once it has been set up, will help all international trade operators to manage the flow of goods and various functions such as handling, transit and customs clearance.

PAGE 49: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q49: Which service sectors do you expect will support implementation of the Trade Facilitation Agreement and will help realize associated economic benefits in partner countries? (You may tick more than 1 box)

Other (please specify)

PAGE 50: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q50: Do your development programmes link growth in services capacity and services trade to growth in industrial capacity and manufacturing exports?

Unsure

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Q51: If yes, please specify which services sectors are identified for growth in industrial capacity and manufacturing. (You may tick more than 1 box)

Respondent skipped this question

PAGE 52: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q52: What are the main issues constraining growth in national services capacity and trade in your partner countries? Issues constraining growth : (You may tick more than 1 box)

Absence of national services policy framework ,
 Access to finance, Costs of services offered,
 Education and vocational training ,
 Lack of recognition internationally of professional or vocational qualifications
 ,
 Low levels of domestic investment ,
 Low levels of foreign direct investment ,
 Poor transport infrastructure (maritime, inland waterway, air, rail, road)
 ,
 Quality of services offered

PAGE 53: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q53: Does your Aid-for-Trade programming include actions to improve the investment climate in partner countries?

Yes

PAGE 54: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q54: If yes, please specify how: (You may tick more than 1 box)

By providing assistance to update investment policy, regulations and/or strategy
 ,
 By training officials,
 Additional information on actions to improve investment climate in partner countries.
 In the framework of its bilateral Aid-for-Trade programme, France supports the Trade Capacity Building Programme (PRCC) for the various structures and organizations whose objective is the promotion of foreign trade (Chamber of Commerce and Industry, etc.).

PAGE 55: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q55: What Aid-for-Trade actions have you taken to support national or regional initiatives to improve the investment climate in partner countries during the past 5 years? (You may tick more than 1 box)

Facilitating entry and operations of foreign investors ,
Focusing on public governance and institutions ,
Training officials

PAGE 56: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q56: Are you providing specific assistance and capacity building to help LDCs utilize services waiver opportunities? No

PAGE 57: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q57: If yes, what kind of support are you providing? (You may tick more than 1 box)

Respondent skipped this question

PAGE 58: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q58: In your view, can the development of services trade contribute to women's economic empowerment? Yes

PAGE 59: SECTION 4: INFRASTRUCTURE, SERVICES, AND INVESTMENT

Q59: If yes, please specify in which services sectors?
Services sectors:(You may tick more than 1 box)

BUSINESS SERVICES AND PROFESSIONAL SERVICES

,

COMMUNICATION SERVICES,

EDUCATION SERVICES,

CONSTRUCTION AND RELATED SERVICES,

DISTRIBUTION SERVICES,

TRANSPORT SERVICES, ENERGY SERVICES,

TOURISM AND TRAVEL RELATED SERVICES,

HEALTH AND SOCIAL SERVICES,

FINANCIAL SERVICES,

ENVIRONMENTAL SERVICES,

Additional information on how the development of services trade can contribute to women's economic empowerment.

The development of any kind of services can contribute to women's economic empowerment.

PAGE 60: END OF SURVEY

Q60: CONSULTATIONPlease list other ministries/agencies consulted in preparing this questionnaire reply.

Respondent skipped this question