

PARTNER
COUNTRY QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

Q1: COUNTRY	SIERRA LEONE
Q2: ABOUT YOU	
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Q3: CONSULTATION (Other ministries/agencies consulted in preparing this questionnaire reply) :	Ministry of Finance, ministry of Works and Infrastructure, National revenue Authority, Ministry of Agriculture

PAGE 6: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES

Q4: Do you have Aid-for-Trade priorities?	Yes
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PAGE 7: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES

Q5: 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 12 listed .(1 being the most important)

Trade policy analysis, negotiations and implementation	5
Trade facilitation	4
Cross-border infrastructure	3
Competitiveness	2
Export diversification	1

PARTNER
COUNTRY QUESTIONNAIRE

Q6: Additional information.

Lessons learned from the implementation of the 2006 DTIS and the second PRSP 2008-2012 is that a holistic approach is needed for trade related strategies and investments to truly achieve their intended purpose. Such an approach entails investments and strategies be underpinned by institutional reforms and the capacity needed to fully carry them out which requires careful planning and sequencing. This was unfortunately the case for Sierra Leone, therefore, the full benefits of progress made in areas like building of hard infrastructure and adoption of numerous trade related national strategies did not translate into lower trade costs, value added exports, and reliable supply chains. This is evidenced by Sierra Leone's position in the 2013 Global Competitiveness Rankings which places the country second from last. As the country makes the transition from the Agenda for Change to the Agenda for Prosperity with aspirations to achieve middle-income status by 2035, it becomes more important than ever to overcome both supply side and institutional impediments to trade and boost the overall competitiveness of the country.

PAGE 8: C.2) YOUR GOVERNMENT'S AID FOR TRADE PRIORITIES

Q7: Have your Aid-for-Trade priorities changed since 2012? No

PAGE 9: C.2) YOUR GOVERNMENT'S AID FOR TRADE PRIORITIES

Q8: What are the top 3 drivers of these changes? (Please choose no more than 3 options) *Respondent skipped this question*

Q9: Additional information. *Respondent skipped this question*

Q10: Have these changes been reflected in your national development strategy? *Respondent skipped this question*

Q11: Have these changes been reflected in your dialogue with development partners? *Respondent skipped this question*

Q12: Is trade facilitation reflected as a priority in your national or regional development policy? *Respondent skipped this question*

PAGE 10: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES

Q13: In which existing policy document(s) can trade facilitation be found as a priority? (You may tick more than one box) National development strategy,
Other (please specify)
The Sierra Leone Diagnostic Trade Integration study Update, 2013 and the Sierra Leone Medium Term programme for coordinated Aid for Trade Resource Mobilization and delivery, 2014

PARTNER
COUNTRY QUESTIONNAIRE

Q14: Additional information.

Further prioritization of trade facilitation by the Government of Sierra Leone is manifested by the extension of the ASSYCUDA system from the main sea port to two other between Sierra leone and Guinea and Sierra Leone and Liberia respectively

PAGE 11: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES

Q15: Is trade facilitation included in new draft policy documents currently being updated and formulated? Unsure

PAGE 12: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES

Q16: Please indicate in which new draft policy documents, currently being updated or formulated, trade facilitation is included: *Respondent skipped this question*

Q17: Additional information. *Respondent skipped this question*

PAGE 14: D.1) TRADE COSTS

Q18: How important are trade costs for the competitiveness of your exports? Very important

Q19: Additional information. *Respondent skipped this question*

Q20: Do your national policies address the issue of trade costs for exports? Yes

PAGE 15: D.1) TRADE COSTS

Q21: Which document(s) address(es) the issue of trade costs for exports ? National development strategy,
Other (please specify)
The Customs Act 2011, Being an Act to modernise and simplify the laws relating to customs and the prohibition and control of the importation and exportation of certain goods and to provide for related matters.

PARTNER
COUNTRY QUESTIONNAIRE

Q22: Additional information.

In addition, the temporary ban that was placed in 2012 on the exportation of certain products like rice palm oil and timber on food security and environmental protection grounds have been lifted. In addition, the importance of trade costs as a one of the determining factor in attracting foreign direct investment is seriously analysed in pillar four " International Competitiveness" of the Country's Poverty reduction strategy paper 3 or Agenda for Prosperity

PAGE 16: D.1) TRADE COSTS

Q23: How important are trade costs for access to imports? Very important

Q24: Additional information.

High trade cost for accessing imports directly from Sierra Leone is reflected in high prices for the same goods when compared to the prices in the neighbouring countries of Guinea and Liberia. This has to a large extent been responsible for the increase in illegal activities like smuggling across the porous borders, thus leading to loss of customs revenue for the Government

PAGE 17: D.1) TRADE COSTS

Q25: Do national policies address the issue of trade costs for imports? Yes

PAGE 18: D.1) TRADE COSTS

Q26: Which document(s) address(es) the issue of trade costs for imports? National development strategy,
Other (please specify)
Sierra Leone Integrated Transport Policy,
Strategy and Investment Plan 2013

Q27: Additional information. *Respondent skipped this question*

PAGE 19: D.1) TRADE COSTS

Q28: What are the most important sources of trade costs for the export of merchandise goods? (You may choose more than 1 option) Border procedures (trade facilitation),
Tariffs, fees and other charges

PARTNER
COUNTRY QUESTIONNAIRE

Q29: Additional information.

Export procedures have still not been harmonized as there is no one stop shop for the processing of export documents

PAGE 20: D.1) TRADE COSTS

Q30: What are the most important sources of trade costs for the export of services? (You may choose more than 1 option)

Network infrastructure (ICT, power, telecoms),
Transport infrastructure (e.g. for tourism),
Poor regulatory environment for services

Q31: Additional information.

Poor internet connectivity countrywide and poor transport infrastructure especially in the attractive tourist destinations in the country remain the biggest bottlenecks or sources of trade cost for services

PAGE 21: D.1) TRADE COSTS

Q32: 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)

Western Europe, Developed Asia, West Africa

Q33: Indicate your home region.

West Africa

PAGE 22: D.1) TRADE COSTS

Q34: FOR MERCHANDISE GOODS: For the markets which you have identified as the highest cost, why are trade costs high? (You may choose more than 1 option)

Tariffs, fees and other charges,
Non-Tariff Measures (including standards),
Transport infrastructure

Q35: Additional information.

In the case of western Europe, the main source of trade cost can be attributed to SPS concerns and tariff escalation

Q36: FOR SERVICES: For the markets which you have identified as the highest costs, why are trade costs high? (You may choose more than 1 options)

Poor network infrastructure (ICT, telecoms)

Q37: Additional information.

Respondent skipped this question

PARTNER
COUNTRY QUESTIONNAIRE

PAGE 23: D.1) TRADE COSTS

Q38: How have your trade costs evolved over the past 5 years ?	Unsure
Q39: Additional information.	<i>Respondent skipped this question</i>

PAGE 24: D.1) TRADE COSTS

Q40: Does your Government use any of the following sources to address the issue of trade costs? (You may choose more than 1 option)	Research by donor funded project, World Bank Doing Business Index
Q41: Additional information.	<i>Respondent skipped this question</i>
Q42: Do you validate the results? (You may tick more than 1 box)	Yes, dialogue with private sector, Yes, dialogue with government
Q43: Additional information.	<i>Respondent skipped this question</i>

PAGE 26: E.1) REDUCING TRADE COSTS

Q44: Is your government taking national action to reduce trade costs?	Yes
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PAGE 27: E.1) REDUCING TRADE COSTS

Q45: What national action is your government is taking ?(You may tick more than 1 box)	National government initiatives, Initiatives supported by development partners
Q46: Additional information.	<p>The Government of Sierra Leone as well as development partners have undertaken a lot of initiatives to address policy, regulatory as well as the infrastructural bottlenecks. The introduction of the ASSYCUDA systems at border crossing points has to some extent reduced border procedures. In addition, Highways leading to both Guinea and Liberia have drastically reduced the cost of travel.</p>

PARTNER
COUNTRY QUESTIONNAIRE

Q47: In which areas have national actions been undertaken or are on-going? (You may tick more than one box)

Border procedures (trade facilitation),
Network infrastructure (ICT, power, telecoms),
Access to trade finance,
Transport infrastructure (e.g. for tourism)

PAGE 28: E.1) REDUCING TRADE COSTS

Q48: Is your government engaged in regional actions to reduce trade costs?

Yes

PAGE 29: E.1) REDUCING TRADE COSTS

Q49: Please specify (You may tick more than 1 box)

Regional economic community,
Corridor initiatives

Q50: In which areas have regional actions been undertaken or are on-going? (You may tick more than 1 box)

Border procedures (trade facilitation),
Network infrastructure (ICT, power, telecoms),
Network infrastructure (ICT, power, telecoms),
Transport infrastructure (e.g. for tourism)

Q51: Additional information.

As a member of the Economic community of the West African States, Sierra Leone is fully participating in the the ECOWAS Infrastructure Development Agenda which is guided by Goal 2 of the ECOWAS regional strategic plan, "To facilitate the development of infrastructure for the attainment of a Competitive Business Environment and Investment Capacities

PAGE 30: E.1) REDUCING TRADE COSTS

Q52: Is external support aligned with your national and regional needs to reduce trade costs ?

Yes

Q53: Additional information.

These projects are in tandem with both national and continental infrastructure development agenda such as the African Union (AU), PIDA (Programme for Infrastructure Development in Africa) for which ECOWAS is the designated coordinator of projects in West Africa

PAGE 31: E.1) REDUCING TRADE COSTS

PARTNER
COUNTRY QUESTIONNAIRE

Q54: How is external support aligned with your needs?(You may tick more than 1 box)	External support is aligned with national priorities to reduce trade costs , Dialogue with donors has resulted in attention to the issue of trade costs , Improved dialogue with regional partners has resulted in this being prioritized
Q55: Additional information.	<i>Respondent skipped this question</i>

PAGE 32: E.1) REDUCING TRADE COSTS

Q56: Why is external support not aligned with your needs?(You may tick more than 1 box)	<i>Respondent skipped this question</i>
Q57: Additional information.	<i>Respondent skipped this question</i>

PAGE 34: F.1) TRADE FACILITATION AGREEMENT

Q58: What impact would implementation of the Trade Facilitation Agreement, when adopted, have on the evolution of your trade costs?	No capacity to estimate
Q59: Additional information.	<i>Respondent skipped this question</i>

PAGE 35: F.1) TRADE FACILITATION AGREEMENT

Q60: In which regions would the implementation of the Trade Facilitation Agreement, when adopted, have the biggest impact on the trade costs you face ? (Please choose no more than 5 options)	Western Europe, Developed Asia, West Africa
Q61: Additional information.	The above identified regions are the mai trading partners of sierra leone

PAGE 36: F.1) TRADE FACILITATION AGREEMENT

PARTNER
COUNTRY QUESTIONNAIRE

Q62: Do you plan to seek Aid-for-Trade support to help implement the Trade Facilitation Agreement, when adopted ?

Yes, after TFA adoption

Q63: Have you undertaken a Trade Facilitation Needs Assessment?

No

PAGE 37: F.1) TRADE FACILITATION AGREEMENT

Q64: Please specify the organization(s) involved in and year(s) of each needs assessment.

Respondent skipped this question

PAGE 38: F.1) TRADE FACILITATION AGREEMENT

Q65: Do you plan to request a new Trade Facilitation Needs Assessment or an update of an existing assessment?

Yes

Q66: Please specify why.

As Sierra Leone have not previously undertaken any trade facilitation needs assessment, undertaking one is therefore crucial in order to identify the capacity gaps and technical assistance needs for the implementation of the agreement

PAGE 39: F.1) TRADE FACILITATION AGREEMENT

Q67: Where might you need support to implement the Trade Facilitation Agreement, when adopted? (You may tick more than 1 box)

To support scheduling of commitments,

To support implementation of specific TFA provisions

,

To align support with on-going national reform programmes

PAGE 40: F.1) TRADE FACILITATION AGREEMENT

PARTNER
COUNTRY QUESTIONNAIRE

Q68: What difficulties do you face, or do you expect to face, in securing Aid-for-Trade support to help implement the Trade Facilitation Agreement, when adopted ? (You may tick more than 1 box)

Differing priorities of in-country donors ,
National coordination and demonstration of political will for TFA reform
,
Programming cycles

PAGE 41: F.1) TRADE FACILITATION AGREEMENT

Q69: Which disciplines of the Trade Facilitation Agreement, when adopted, will prove the hardest to implement and where Aid-for-Trade support should be focused?(You may tick more than 1 box)

The Agreement as a whole

Q70: Additional information.

Respondent skipped this question

PAGE 43: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q71: What have been the key factors in achieving successful reductions in trade costs? (Please choose no more than 5 options)

Not applicable (trade costs did not decline)

Q72: Additional information.

Respondent skipped this question

PAGE 44: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q73: What outputs have been achieved by actions taken to reduce trade costs? (Please choose no more than 5 options)

Updated customs legislation,
New or updated transport infrastructure (roads, bridges, etc.)
,
New network infrastructure (e.g. ICT, power),
Creation of one-stop border posts

Q74: Additional information.

These efforts have however only impacted on the time element of trade costs

PAGE 45: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

PARTNER
COUNTRY QUESTIONNAIRE

Q75: What outcomes have been achieved by actions taken to reduce trade costs? (Please choose no more than 5 options)

Reduction in border clearance times,
Increase in customs revenue,
Reduction in informal payments,
Increase in traffic flows through border posts

Q76: Additional information.

Respondent skipped this question

PAGE 46: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q77: What impacts have been achieved by actions taken to reduce trade costs? (Please choose no more than 5 options)

Unsure

Q78: Additional information.

Respondent skipped this question

PAGE 47: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q79: 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,
Upgrading transport infrastructure

Q80: Additional information.

Respondent skipped this question

PAGE 48: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

Q81: What contribution can reducing trade costs make to the target of inclusive, sustainable growth? (Please choose no more than 7 options)

Diversification in export products,
Foreign direct investment,
Domestic private sector investment,
Increase in imports, Consumer welfare effects,
Reduction in poverty

Q82: Additional information.

Reduce trade cost could attract more FDI, create more jobs generate more income a hence contribute to poverty reduction

PARTNER
COUNTRY QUESTIONNAIRE

PAGE 50: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

Q83: Has the alignment of Aid-for-Trade support to your national needs and priorities changed since the launch of the Aid-for-Trade Initiative in 2005? Improved

PAGE 51: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

Q84: If it has improved, please specify why.(You may tick more than one box) No opinion

PAGE 52: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

Q85: Why has the alignment declined?(You may tick more than 1 box) *Respondent skipped this question*

Q86: Additional information. *Respondent skipped this question*

PAGE 53: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

Q87: What impact has the Aid-for-Trade Initiative had since it was launched in 2005?(You may tick more than 1 box) 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

Q88: Additional information. *Respondent skipped this question*

PAGE 54: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

Q89: What potential future contribution could the Enhanced Integrated Framework for LDCs make to the post-2015 development agenda? (Please choose no more than 5 options) Engaging the private sector in national trade and development policy planning
,
Coherence in trade and development policy,
Catalyst for Aid-for-Trade flows

PARTNER
COUNTRY QUESTIONNAIRE

Q90: Additional information.

The Current EIF Tier 1 project contributed immensely to the mainstreaming of trade in the 3rd PRSP as is evidenced in pillars 1 and 4 of the PRSP3. To ensure sustainability however, LDCs would still require additional support particularly in the areas of Institutional capacity for trade related institutions, donor coordination and public-private consultative mechanism

Q91: What potential future contribution could the Aid-for-Trade Initiative make to the post-2015 development agenda? (Please choose a maximum of 5 options)

Contribution of financing for development,
Contribution to improving the business and regulatory environment
,
Positive impacts on women's economic empowerment
,
Contribution to green growth through the creation of green value chains

Q92: Additional information.

Respondent skipped this question

Q93: How in your view could the Aid-for-Trade Initiative be improved?

The Aid for trade initiative can be improved through proper coordination among development partners. Currently, there are a lot of duplications of interventions among development partners thereby resulting in wastage of scarce resources

PAGE 55: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

Q94: 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