

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

<b>Q1: REGIONAL ECONOMIC COMMUNITY / TRANSPORT CORRIDOR</b>	ORGANISATION OF EASTERN CARIBBEAN STATES
<b>Q2: MEMBERSHIP</b>	ANTIGUA AND BARBUDA DOMINICA GRENADA, MONTSERRAT (NON WTO MEMBER), ST. KITTS/NEVIS, SAINT LUCIA, ST.VINCENT AND THE GRENADINES, ASSOCIATE MEMBERS AND NON WTO MEMBERS ANGULLA , BRITISH VIRGIN ISLANDS
<b>Q3: ABOUT YOU</b>	
Name:	DIDACUS JULES
Position	DIRECTOR GENERAL
Email Address:	djules@oecs.org

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>	<i>Respondent skipped this question</i>
<b>Q6: Do your strategies address the issue of trade costs?</b>	Yes

PAGE 7: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

**Q7: Which document(s) address(es) the issue of trade costs for exports?**

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

**Q8: Documents (add weblinks where appropriate):**

OECS GROWTH AND DEVELOPMENT STRATEGY  
CARICOM REGIONAL STRATEGIC ACTION PLAN FOR SERVICES  
5-YEAR COMMUNITY STRATEGIC PLAN

**PAGE 8: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY**

**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

**PAGE 9: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY**

**Q11: Which document(s) address(es) the issue of trade costs for imports?**

Regional trade strategy

**Q12: Documents (add hyperlinks where appropriate):**

- Consultancy on the Development of a Framework for the Establishment of a Regime for the Free Circulation of Goods in the OECS
- Final Report- Study on the Policy Options for the Trade Facilitation Architecture required for the establishment of the OECS Economic Union

**PAGE 10: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY**

**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),  
Access to trade finance

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

**Q14: Additional information.**

fuel/energy costs

PAGE 11: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

**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),  
Non-recognition of professional qualifications,  
Restrictions on commercial presence,  
Restrictions on movement of natural persons,  
Tariffs on product inputs (e.g. on computers for ICT services)  
,  
Low levels of skills in the services sector

**Q16: Additional information.**

- Restrictive government regulations particularly at the provincial or state level

PAGE 12: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

**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)**

North America, South America, The Caribbean

PAGE 13: C.1) TRADE COSTS AND YOUR REGIONAL / CORRIDOR STRATEGY

**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, Access to trade finance

**Q19: Additional information.**

*Respondent skipped this question*

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

**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),  
Non-recognition of professional qualifications,  
Domestic restrictions on commercial presence,  
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% increase

**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,  
Initiatives supported by development partners

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

*Respondent skipped this question*

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

**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,

Reducing trade costs for SERVICES,

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

**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)**

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)**

Other (please specify)  
differing levels of economic development and  
priorities within the members of the Caribbean  
Community (CARICOM) of which OECS Member  
States are also members

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

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

**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 strategy,  
Regional trade agreement

**Q33: Additional information.**

The Revised Treaty of Basseterre establishing the OECS Economic Union and the Revised Treaty of Chaguaramas which establishes the CARICOM Single Market and Economy both contain provisions that are geared towards facilitating trade

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

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

Regional development 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

**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?** No

**PAGE 26: E.1) TRADE FACILITATION**

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

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

**Q40: Additional information.**

*Respondent skipped this question*

**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?**

*Respondent skipped this question*

**Q42: Please specify where you believe you may need support.(You may tick more than one box)**

*Respondent skipped this question*

**Q43: Additional information.**

*Respondent skipped this question*

**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 ,  
Problems accessing funds ,  
Accessing the necessary expertise ,  
Ensuring TFA implementation is a priority in regional development planning documents ,  
Demonstration of political will for reform ,  
Ensuring coherence with past programmes

**Q45: Additional information.**

*Respondent skipped this question*

**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?**

Between 0-10% reduction

**Q47: Additional information.**

*Respondent skipped this question*

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

**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, South America, Western Europe

**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)**

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.**

*Respondent skipped this question*

**Q52: What outcomes have been achieved by regional actions to reduce trade costs? (Please choose no more than 5 options)**

Unsure

**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)**

Unsure

**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

**Q57: Additional information.**

*Respondent skipped this question*



REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

PAGE 32: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

<b>Q58: What have been the key factors in achieving successful reductions in trade costs? (Please choose no more than 5 options)</b>	Unsure, Other (please specify) assessments have not been undertaken recently to identify the factors that significantly impact trade costs
<b>Q59: Additional information.</b>	<i>Respondent skipped this question</i>
<b>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)</b>	Increase in exports, Moving up value chains, Diversification in export markets, Diversification in export products, Foreign direct investment, Increase in imports, Consumer welfare effects
<b>Q61: Additional information.</b>	<i>Respondent skipped this question</i>

PAGE 33: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

<b>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?</b>	No change
--	-----------

PAGE 34: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

<b>Q63: How has the alignment improved?(You may tick more than one box)</b>	<i>Respondent skipped this question</i>
<b>Q64: Additional information.</b>	<i>Respondent skipped this question</i>

PAGE 35: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

<p><b>Q65: Why has the alignment declined?(You may tick more than one box)</b></p>	<p>Aid for Trade has not been included in the dialogue with donors</p> <p>,</p> <p>Aid for Trade has not been included in the dialogue with South-South partners</p>
<p><b>Q66: Additional information.</b></p>	<p><i>Respondent skipped this question</i></p>

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

<p><b>Q67: What impact has the Aid-for-Trade Initiative had since its launch in 2005? (Please choose no more than 5 options)</b></p>	<p>More attention to trade issues in development,</p> <p>More priority given by national authorities to trade issues in national development planning</p> <p>,</p> <p>More priority given by regional authorities to trade issues in development planning</p> <p>,</p> <p>More priority given by private sector to trade issues</p>
<p><b>Q68: Additional information.</b></p>	<p><i>Respondent skipped this question</i></p>
<p><b>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)</b></p>	<p>Contribution of financing for development,</p> <p>Contribution to improving the business and regulatory environment</p> <p>,</p> <p>Ensuring continued attention to trade issues in development</p> <p>,</p> <p>Engaging the private sector in development issues</p> <p>,</p> <p>Making a contribution to economic growth and poverty eradication through inclusive, sustainable development</p>
<p><b>Q70: Additional information.</b></p>	<p><i>Respondent skipped this question</i></p>

**PAGE 37: F.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH**

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE

**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*