Q1: COUNTRY
Yemen

Q2: ABOUT YOU
Name: Iqbal Bahader
Position: Deputy Minister/ EIF Focal Point
Ministry / Organization: Ministry of Industry and Trade
Email Address: iqbal19532003@yahoo.co.uk
Phone Number: 967 711188967

Q3: CONSULTATION (Other ministries/agencies consulted in preparing this questionnaire reply):
Ministries of Industry and Trade, Agriculture, Transportation, Customs Authority, General Federation of Chambers of Commerce and Industry, Yemen Standard and Metrology Organization

Q4: Do you have Aid-for-Trade priorities? Yes

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
- Transport infrastructure (airport, roads, rail, port): 1
- Cross-border infrastructure: 2
- Connecting to value chains: 3

PAGE 4: B.1) ABOUT YOU

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

PAGE 7: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES
Q6: Additional information.  
Respondent skipped this question

Q7: Have your Aid-for-Trade priorities changed since 2012?  
Yes

Q8: What are the top 3 drivers of these changes? (Please choose no more than 3 options)  
Economic crisis, Regional integration, New trade capacity needs

Q9: Additional information.  
These priorities have arisen following the accession to the WTO and the inception of the economic crisis

Q10: Have these changes been reflected in your national development strategy?  
No

Q11: Have these changes been reflected in your dialogue with development partners?  
Yes

Q12: Is trade facilitation reflected as a priority in your national or regional development policy?  
Yes

Q13: In which existing policy document(s) can trade facilitation be found as a priority? (You may tick more than one box)  
National trade strategy

Q14: Additional information.  
Trade facilitation exists in a fragmented manner. However, DTIS update has underscored it as a priority area.

Q15: Is trade facilitation included in new draft policy documents currently being updated and formulated?  
Yes
Q16: Please indicate in which new draft policy documents, currently being updated or formulated, trade facilitation is included:
Other (please specify) DTIS update

Q17: Additional information.
Respondent skipped this question

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

Q19: Additional information.
Sector specific policies rather than strategies.

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

Q21: Which document(s) address(es) the issue of trade costs for exports?
Sector specific strategies (e.g. agriculture, etc.), Other (please specify) Sector specific policies rather than strategies

Q22: Additional information.
Respondent skipped this question

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

Q24: Additional information.
Import procedures have been relaxed and simplified as part of requirements to accession process to the WTO.

Q25: Additional information.

Q26: Additional information.
**Q25:** Do national policies address the issue of trade costs for imports?  
Yes

**Q26:** Which document(s) address(es) the issue of trade costs for imports?  
Sector specific strategies (e.g. agriculture, etc.)

**Q27:** Additional information.  
Respondent skipped this question

**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),  
Non-Tariff Measures (including standards),  
Transport infrastructure,  
Network infrastructure (ICT, power, telecoms)

**Q29:** Additional information.  
Yemen's exports to the Gulf countries face border processing and non-tariff obstacles without appropriate justifications.

**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),  
Non-recognition of professional qualifications,  
Restrictions on movement of natural persons,  
Low levels of skills in service sectors

**Q31:** Additional information.  
Respondent skipped this question
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, East Africa

Q33: Indicate your home region.

Respondent skipped this question

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)

- Border procedures (trade facilitation),
- Non-Tariff Measures (including standards),
- Transport infrastructure,
- Network infrastructure (ICT, power, telecoms)

Q35: Additional information.

Respondent skipped this question

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),
- Poor transport infrastructure (e.g. for tourism),
- Recognition of professional qualifications,
- Restrictions on movement of natural persons

Q37: Additional information.

Respondent skipped this question

Q38: How have your trade costs evolved over the past 5 years?

No Change

Q39: Additional information.

The hike in costs was mainly attributed to lifting of fuel subsidies, which have out weighted any cost reduction in trade.

The hike in costs was mainly attributed to lifting of fuel subsidies, which have out weighted any cost reduction in trade.
Q40: Does your Government use any of the following sources to address the issue of trade costs? (You may choose more than 1 option)

- World Bank Doing Business Index,
- World Customs Organizations Time Release Study

Q41: Additional information.

- Respondent skipped this question

Q42: Do you validate the results? (You may tick more than 1 box)

- No

Q43: Additional information.

- There are no mechanisms to validate results.

Q44: Is your government taking national action to reduce trade costs?

- Yes

Q45: What national action is your government taking? (You may tick more than 1 box)

- National government initiatives,
- Joint public-private sector initiatives,
- Initiatives supported by development partners

Q46: Additional information.

- National initiatives include bilateral agreement on transportation, joint Public-Private sector initiative through Public-Private sector dialogue. Donors support of ASYCUDA++ and other initiatives

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

- Border procedures (trade facilitation),
- Tariffs, fees and other charges,
- Network infrastructure (ICT, power, telecoms),
- Unsure

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

- Yes
**Q49: Please specify (You may tick more than 1 box)**
- Regional economic community,
- Free trade agreements,
- Initiatives supported by development partners

**Q50: In which areas have regional actions been undertaken or are on-going? (You may tick more than 1 box)**
- Border procedures (trade facilitation),
- Tariffs, fees and other charges,
- Non-Tariff Measures (including standards),
- Negotiations with trading partners on access for service suppliers

**Q51: Additional information.**
Border procedures, facilitation of truck movement; reduction of tariffs; negotiations to comply with Gulf Standard and Meteorology organization

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

**Q53: Additional information.**
To some extent, especially in the area of customs reforms, funding of awareness raising workshops but the volume of aid is generally insufficient.

**Q54: How is external support aligned with your needs?(You may tick more than 1 box)**
- Improved dialogue with the private sector has resulted in this being prioritized
- Improved dialogue with regional partners has resulted in this being prioritized

**Q55: Additional information.**
Dialogue with donors has addressed trade costs and so has dialogue with the private sector but funds has been limited in reality.
Q56: Why is external support not aligned with your needs? (You may tick more than 1 box)

Respondent skipped this question

Q57: Additional information.

Respondent skipped this question

Q58: What impact would implementation of the Trade Facilitation Agreement, when adopted, have on the evolution of your trade costs?

Between 0-10% reduction

Q59: Additional information.

Respondent skipped this question

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)

All regions, Western Europe, North Africa and the Middle East, East Africa

Q61: Additional information.

Eventually all regions, but in the short time most benefits will be to North Africa and Middle East, East Africa and Western Europe

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?

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

WTO 2014
UNCTAD 2008
Other 2014
(please specify)
USAID and EU project

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

Q66: Please specify why.
Our most recent update Needs Assessment was conducted in June 2014 but some new aspects may arise with the ever changing political and economic situation in Yemen

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

To develop national implementation plans,
To support implementation of specific TFA provisions,
To align support with on-going national reform programmes,
To align commitments with on-going regional programmes
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)

- Lack of information on funding opportunities,
- Differing priorities of in-country donors,
- Problems accessing external funds,
- Problems to quantify TFA implementation needs,
- Accessing regional programmes,
- Accessing global programmes

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,
- Advance rulings,
- Release and clearance of goods,
- Border agency cooperation,
- Movement of goods intended for import under customs control,
- Formalities connected with importation, exportation and transit,
- Customs cooperation

Q70: Additional information.

It will be hard to adopt as a whole, but especially in the areas indicted above.

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)

- Private sector engagement and commitment,
- Funding from development partners,
- Commitment of regional partners to goal

Q72: Additional information.

Although limited progress has been made, large increase of oil derivatives has out weighed gains.

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,
- Greater transparency,
- Updated customs working practices,
- Improved cooperation between border agencies,
- Tariff reform

Q74: Additional information.

Respondent skipped this question

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

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,
- Increase in export volumes,
- Increase in import volumes

Q76: Additional information.

Exports and imports have moderately increased

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)

- Diversification in export markets,
- Higher revenues for exporters,
- Higher revenues for importers,
- Rise in employment

Q78: Additional information.

There have been diversification of exports to some extent.

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
- Tariff reforms
- Removing domestic restrictions on commercial presence

Q80: Additional information.

- Respondent skipped this question

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

- Increase in exports
- Rise in employment
- Entry into new value chains
- Diversification in export markets
- Increase in imports

Q82: Additional information.

- The impact will depend on the extent of cost reduction

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?

- No change

Q84: If it has improved, please specify why. (You may tick more than one box)

- Respondent skipped this question

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
<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
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<tbody>
<tr>
<td>Q87: What impact has the Aid-for-Trade Initiative had since it was launched in 2005?(You may tick more than 1 box)</td>
<td>Other (please specify) N/A</td>
</tr>
<tr>
<td>Q88: Additional information.</td>
<td>Respondent skipped this question</td>
</tr>
<tr>
<td>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)</td>
<td>Mainstreaming of trade issues in national policy, Engaging the private sector in national trade and development policy planning, Coherence in trade and development policy, Catalyst for Aid-for-Trade flows, Contribution to inclusive, sustainable growth</td>
</tr>
<tr>
<td>Q90: Additional information.</td>
<td>Respondent skipped this question</td>
</tr>
<tr>
<td>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)</td>
<td>Contribution of financing for development, Contribution to improving the business and regulatory environment, Engaging the private sector in development issues, Helping to create the conditions for employment</td>
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<tr>
<td>Q92: Additional information.</td>
<td>The impact of Aid-for Trade will depend on its volume and continuity</td>
</tr>
<tr>
<td>Q93: How in your view could the Aid-for-Trade Initiative be improved?</td>
<td>Through increasing the volume of Aid-for Trade and putting it under one umbrella to facilitate coordination. An ideal alternative is to place it under the EIF programme for example.</td>
</tr>
</tbody>
</table>
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