

REGIONAL ECONOMIC  
COMMUNITY/TRANSPORT CORRIDOR QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

<b>Q1: REGIONAL ECONOMIC COMMUNITY / TRANSPORT CORRIDOR</b>	Pacific Islands Forum Secretariat
<b>Q2: MEMBERSHIP</b>	N/A
<b>Q3: ABOUT YOU</b>	
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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>	
cost of transportation are some of the highest in the world due to remoteness, diseconomies of scale	
<b>Q6: Do your strategies address the issue of trade costs?</b>	Yes

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<b>Q7: Which document(s) address(es) the issue of trade costs for exports?</b>	Regional development strategy, Regional trade strategy, Regional infrastructure strategy
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**Q8: Documents (add weblinks where appropriate):**

Pacific Aid for Trade Strategy 2014-2017 [www.forumsec.org](http://www.forumsec.org)  
Framework for Pacific Regionalism [www.forumsec.org](http://www.forumsec.org)  
Trade Agreements; National Trade Policy Frameworks; National Export Strategies and Pacific Regional Infrastructure Facility

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**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

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

Regional infrastructure strategy

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

Pacific Petroleum Project

**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),  
Transport infrastructure,  
Network infrastructure (ICT, power, telecoms),  
Access to trade finance

**Q14: Additional information.**

Transport, infrastructure and access to trade finance

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**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),  
Poor regulatory environment for services,  
Low levels of skills in the services sector

**Q16: Additional information.**

Costly communication charges and lack of skilled labour and ineffective competition regulations create considerable challenges. for tourism services many pacific Island Countries lack adequate wharf/port facilities for cruise ships and large commercial jets as well as hotel accommodation.

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**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, Western Europe,  
Central and Eastern Europe, Pacific Islands,  
Other (please specify) Actually everywhere.

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**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)**

Non-Tariff Measures (including standards),  
Transport infrastructure,  
Network infrastructure (ICT, power, telecoms),  
Access to trade finance

**Q19: Additional information.**

Logistic costs and compliance standards and certification requirements are the highest costs.

**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,  
Restrictions on movement of natural persons,  
Poor regulatory environment for services

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**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 ?**

More than 10% increase

**Q23: Additional information.**

due to increasing prices of commodities (i.e fuels) which lead to increase in shipping costs as well as increasing cost of access to trade finance would be the most challenging issues

**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,  
Joint public-private sector initiatives,  
Private sector initiatives,  
Initiatives supported by development partners,  
Initiatives supported by non-governmental organizations

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

Various bodies/institutions are collaborating on this issue with varying degree of success. Pacific Islands Countries Trade Agreement (PICTA) also assists in reducing trade costs amongst Pacific Island Countries. Pacific Islands Forum Secretariat (PIFS) and Office of the chief Trade Adviser (OCTA) are also assisting Pacific Island Countries to conclude Economic Partnership Agreement (EPA and Pacific Agreement on Closer Economic Relations (PACER Plus). this will promote trade and easier access to the EU and Australia and New Zealand markets.

There are a variety of projects that work towards reducing trade costs to varying degrees. The (SPEITTO Strengthening Pacific Economic Integration through Trade programme is one such example, where one of the project components the Strengthening Pacific Tourism Capacity building Project (SPTCBP) works with small Tourism operators to access low cost websites to enable them to increase their bookings through direct online access. This is an EU funded programme funded from the 10th EDF.

Women in Business Samoa is a good example of producers working with a middleperson to provide products for a MNE at competitive prices which then reduces shipping costs due to large volume of exports.

**Q27: In which areas have actions been undertaken or are actions on-going:**

Border procedures (trade facilitation),  
Tariffs, fees and other charges,  
Non-tariff measures (including standards),  
Network infrastructure (ICT, power, telecoms),  
Transport infrastructure,  
Access to trade finance,  
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

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**Q29: How is external support aligned with your priorities?(You may tick more than 1 box)**

Dialogue with donors has resulted in attention to the issue of trade costs

,

Dialogue with South-South partners has resulted in attention to the issue of trade costs

,

Improved dialogue with the private sector has resulted in this issue being prioritized

,

Other (please specify) Bilateral engagements

PAGE 20: D.1) REDUCING TRADE COSTS

**Q30: Why is external support not aligned with your priorities?(You may tick more than 1 box)**

No opinion

PAGE 22: E.1) TRADE FACILITATION

**Q31: Is trade facilitation reflected as a priority in your regional strategies?**

Yes

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**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,

Regional infrastructure strategy

**Q33: Additional information.**

Trade Policy Frameworks, PICTA, EPA and Pacific Aid for Trade Strategy 2014-2017. However a regional strategy covering the entire range of TF issues needs to be considered.

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

Regional trade strategy	Yes
Regional trade agreement	Yes
Regional development strategy	Yes
Regional infrastructure strategy	Yes

**Q35: Additional information:**

The Secretariat of the Pacific Community (SPC) was working on a regional infrastructure study in 2014. EPA had regional economic integration plus reduction of trade barriers (and costs) as key objectives.

**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)**

- Publication and availability of information,
- Appeal and review procedures,
- Release and clearance of goods,
- Border agency cooperation,
- Movement of goods intended for import under customs control
- ,
- Formalities connected with importation, exportation and transit
- ,
- Freedom of Transit, Customs cooperation,
- Establishment and/or continued operation of national committee

**Q37: Additional information.**

Covered in detail under EPA (being negotiated) but not covered under a specific regional strategy on trade facilitation. The WTO TFA only covers WTO members i.e. 6 Pacific island Countries therefore 8 Pacific Island Countries are not assisted by the WTO in this area.

**Q38: Would changes need to be made to regional strategies or approaches to integrate, when adopted, Trade Facilitation Agreement disciplines?** Yes

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

Publication and availability of information,  
Comment before entry into force ,  
Appeal and review procedures,  
Other measures to enhance impartiality, non-discrimination and transparency  
,  
Release and clearance of goods,  
Border agency cooperation,  
Movement of goods intended for import under customs control  
,  
Formalities connected with importation, exportation and transit  
,  
Freedom of Transit, Customs cooperation,  
Establishment and / or continued operation of national committee

**Q40: Additional information.**

Changes would need to be discussed at the regional level as Pacific island Countries have 6 WTO members. The other non WTO members would also need technical and financial assistance to update laws and undertake capacity building/training and other development partners will need to provide urgent assistance in the area.

**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?**

Yes, support already being sought



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

To develop regional implementation plans,  
To support regional scheduling of commitments,  
To support national ratification,  
To support implementation of specific TFA provisions  
,  
To align commitments with on-going regional programmes  
,  
To align commitments with other on-going programmes

**Q43: Additional information.**

For WTO and non WTO members

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**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,  
Demonstration of political will for reform,  
Problems in formulating requests

**Q45: Additional information.**

Assistance is being provided to WTO members but the non WTO members risk being neglected

**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?**

More than 10% reduction

**Q47: Additional information.**

*Respondent skipped this question*

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**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, Developed Asia, East Asia,  
South Asia, Pacific Islands

**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,  
Improved cooperation between border agencies,  
Creation of trade facilitation committees

**Q51: Additional information.**

Oceania Customs Organisation and PIFS continue to collaborate in this area. UNCTAD is assisting Pacific island countries to introduce, update and implement the robust ASYCUDA system and single window. New Zealand has assisted smaller Pacific Islands countries through introductory, updating and implementing the less complex PC Trade System.

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

Increase in customs revenue,  
Decline in informal payments

**Q53: Additional information.**

More work still neede to improve Pacific Island Countries performance in this area.

**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)**

Diversification in export markets,  
Higher revenues for exporters,  
Rise in employment,  
Increase in foreign direct investment,  
Increase in domestic private sector investment

**Q55: Additional information.**

Interim EPA (signed by Fiji and PNG) and SPARTECA - (mainly benefiting textile exports to Australia and New Zealand from Fiji) have had significant impact in these countries. The MSG trade agreement has also been positive.

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**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,  
Upgrading transport infrastructure,  
Upgrading network infrastructure,  
Improving access to trade finance,  
Working with trade partners to remove restrictions on movement of natural persons  
,  
Improving the regulatory environment for services  
,  
Improving skills levels in services sectors

**Q57: Additional information.**

*Respondent skipped this question*

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

**Q58: 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,  
Alignment of projects with private sector priorities  
,  
Funding from development partners,  
Sustained engagement of development partners,  
Use of regional approach

**Q59: Additional information.**

*Respondent skipped this question*

**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)**

Increase in exports, Rise in employment,  
Rise in female employment,  
Entry into new value chains,  
Diversification in export markets,  
Foreign direct investment,  
Domestic private sector investment

**Q61: Additional information.**

*Respondent skipped this question*

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<p><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></p>	<p>Improved</p>
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<p><b>Q63: How has the alignment improved?(You may tick more than one box)</b></p>	<p>Better dialogue with donors, Better dialogue with private sector</p>
<p><b>Q64: Additional information.</b></p> <p>A better understanding of the range that Aid for trade covers brings it all under one framework. As a region we now have a Pacific Aid for Trade Strategy and working towards the establishment of a Pacific Regional Trade and Development Facility.</p>	

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<p><b>Q65: Why has the alignment declined?(You may tick more than one box)</b></p>	<p>No opinion</p>
<p><b>Q66: Additional information.</b></p> <p style="text-align: right;"><i>Respondent skipped this question</i></p>	

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<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>Increase in resources available for trade development , More attention to trade issues in development, 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 , More priority given by donors to trade issues in national development planning</p>
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Q68: Additional information.

*Respondent skipped this question*

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)

Contribution of financing for development,  
Contribution to improving the business and regulatory environment

,

Making a contribution to economic growth and poverty eradication through inclusive, sustainable development

,

Positive impacts on women's economic empowerment

,

Contribution to green growth through the creation of green value chains

Q70: Additional information.

*Respondent skipped this question*

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

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.

There is a need to give special attention to SIDS due to the high transport costs.