

PARTNER
COUNTRY QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

Q1: COUNTRY	PERU
Q2: ABOUT YOU	
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Q3: CONSULTATION (Other ministries/agencies consulted in preparing this questionnaire reply) :	<i>Respondent skipped this question</i>

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 facilitation	3
Transport infrastructure (airport, roads, rail, port)	5
Cross-border infrastructure	1
Export diversification	4
Connecting to value chains	2

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Q6: Additional information.

Respondent skipped this question

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

No

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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,
National trade strategy,
Other (please specify)
Translation DB: National Competitiveness Plan,
Transport Services Logistics Development Plan

Q14: Additional information.

Respondent skipped this question

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?

Yes

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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:	National trade strategy, Other (please specify) Translation DB: National Competitiveness Plan, Transport Services Logistics Development Plan
Q17: Additional information.	<i>Respondent skipped this question</i>

PAGE 14: D.1) TRADE COSTS

Q18: How important are trade costs for the competitiveness of your exports?	Very important
Q19: Additional information.	<i>Respondent skipped this question</i>
Q20: Do your national policies address the issue of trade costs for exports?	Yes

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Q21: Which document(s) address(es) the issue of trade costs for exports ?	National trade strategy, Other (please specify) Translation DB: National Competitiveness Plan, Transport Services Logistics Development Plan
Q22: Additional information.	<i>Respondent skipped this question</i>

PAGE 16: D.1) TRADE COSTS

Q23: How important are trade costs for access to imports?	Very important
Q24: Additional information.	<i>Respondent skipped this question</i>

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

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Q26: Which document(s) address(es) the issue of trade costs for imports? *Respondent skipped this question*

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

Q29: Additional information. *Respondent skipped this question*

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,
Low levels of skills in service sectors

Q31: Additional information. *Respondent skipped this question*

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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)	Central Asia, South Asia, Central Africa, East Africa, Southern Africa
Q33: Indicate your home region.	South America

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, Transport infrastructure, Network infrastructure (ICT, power, telecoms), Access to trade finance
Q35: Additional information.	
Translation DB: The absence of logistics platforms is included in transport infrastructure.	
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), Inefficient government regulations
Q37: Additional information.	<i>Respondent skipped this question</i>

PAGE 23: D.1) TRADE COSTS

Q38: How have your trade costs evolved over the past 5 years ?	Between 0-10% increase
Q39: Additional information.	<i>Respondent skipped this question</i>

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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 government, Research by donor funded project, World Bank Doing Business Index, World Bank Logistic Performance Index, World Customs Organizations Time Release Study , World Economic Forum Global Competitiveness Report
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)	<i>Respondent skipped this question</i>
Q46: Additional information.	<i>Respondent skipped this question</i>
Q47: In which areas have national actions been undertaken or are on-going? (You may tick more than one box)	<i>Respondent skipped this question</i>

PAGE 28: E.1) REDUCING TRADE COSTS

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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,
Free trade agreements, 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),
Tariffs, fees and other charges,
Non-Tariff Measures (including standards),
Transport infrastructure,
Network infrastructure (ICT, power, telecoms),
Reforms of national regulatory frameworks for services
,
Negotiations with trading partners on access for service suppliers
,
Tariffs on product inputs (e.g. on computers for ICT services)

Q51: Additional information. *Respondent skipped this question*

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.

Translation DB: Peru receives international cooperation, but there are several requirements that need to be covered (border infrastructure, technology, etc.)

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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

Q55: Additional information.

Translation DB: Despite answering "yes" above, questionnaire logic has enabled Peru to also jump and choose option as if answer had been "no", i.e.

"Trade costs have not been included in dialogue with donors."

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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

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?

Between 0-10% reduction

Q59: Additional information.

Respondent skipped this question

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)

All regions

Q61: Additional information.

Translation DB: The Trade Facilitation Agreement introduces global changes.

These involve improvements in procedures of the measures taken by control authorities (SENASA, DIGESA, etc.) and improving customs procedures. It is for this reason that reducing trade costs is expected to have an impact in all regions.

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PAGE 36: F.1) TRADE FACILITATION AGREEMENT

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

PAGE 37: F.1) TRADE FACILITATION AGREEMENT

Q64: Please specify the organization(s) involved in and year(s) of each needs assessment.	
WTO	2013

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?	No
Q66: Please specify why.	<i>Respondent skipped this question</i>

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 implementation of specific TFA provisions
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PAGE 40: F.1) TRADE FACILITATION AGREEMENT

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 , National coordination and demonstration of political will for TFA reform
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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)

Border agency cooperation,
Customs cooperation,
Other (please specify)
Translation DB: Control notifications and reinforced inspections.

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)

Alignment of projects with private sector priorities
,
Sustained political engagement and commitment by national authorities
,
Use of regional approach

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.)
,
Tariff reform,
Creation of electronic single windows,
Creation of dialogue with private sector

Q74: Additional information.

Respondent skipped this question

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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,
Reduction in customs revenue,
Increase in export volumes

Q76: Additional information.

Translation DB: The decrease in border clearance times has come about because of the New Advance Customs Clearance System which allows for shorter export procedures. The establishment of the ESW-VUCE has also reduced costs and streamlined the export processes.

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

Diversification in export markets,
Diversification in export products,
Higher revenues for exporters,
Increase in domestic private sector investment

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)

Upgrading network infrastructure

Q80: Additional information.

Respondent skipped this question

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

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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,
Diversification in export products,
Foreign direct investment,
Domestic private sector investment

Q82: Additional information.

Respondent skipped this question

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

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

Respondent skipped this question

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

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Q87: What impact has the Aid-for-Trade Initiative had since it was launched in 2005?(You may tick more than 1 box)	Increase in resources available for trade development , More attention to trade issues in development , More priority given by donors to trade issues in national development planning
Q88: Additional information.	<i>Respondent skipped this question</i>

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)	Mainstreaming of trade issues in national policy , Coherence in trade and development policy, Contribution to inclusive, sustainable growth
Q90: Additional information.	<i>Respondent skipped this question</i>
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, Making a contribution to economic growth and poverty eradication through inclusive, sustainable development , Helping to create the conditions for employment, Contribution to green growth through the creation of green value chains
Q92: Additional information.	<i>Respondent skipped this question</i>
Q93: How in your view could the Aid-for-Trade Initiative be improved?	
Translation DB: Peru considers that Aid for Trade is an important contribution in helping trade development and poverty reduction. The Initiative could be improved by refining the monitoring, coordination and information on how to access resources under this Initiative. It is also important in terms of experience, i.e. in transmitting good practices applied in other countries so that these can be replicated in Peru.	

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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