



PAGE 4: B.1) YOUR CASE STORY: TITLE AND DESCRIPTION

Q1: TITLE OF CASE STORY

The Haitian economy faces a number of challenges—from the damage of recent natural disasters, to ineffective policy and poor infrastructure. The World Bank is helping Haiti to overcome these challenges by reducing trade and transportation costs, boosting competitiveness, and increasing regional integration.

Q2: CASE STORY ABSTRACT

The Bank has completed a comprehensive diagnostic of the trade facilitation environment in Haiti including: a customs audit using the Customs Assessment Trade Toolkit (CATT); a review of the port and maritime industry using the Trade and Transport Facilitation Assessment (TTFA) toolkit; a national survey of Haiti's trucking industry; and an analysis of Haiti's ability to integrate with formal supply chains in key products. The diagnostic phase has been a crucial step toward the development of a national trade facilitation road map and a single window system. The second phase of the project is ongoing, and seeks to implement the diagnostic recommendations on the most pressing needs: trade facilitation constraints with the Dominican Republic; creating an online trade information portal; developing a modernization plan for customs administration; and capacity building for SMEs. The program is funded through the Trade Facilitation Facility, a multi-donor trust fund dedicated to helping developing countries realize economic development and poverty reduction through trade.

Q3: LONG DESCRIPTION OF THE CASE STORY

PUBLIC SECTOR CASE STORY TEMPLATE

The Haitian economy faces a number of challenges—from the damage of recent natural disasters, to ineffective policy and poor infrastructure. Since the 1960s, Haiti's GDP per capita has contracted 30% and exports of goods have significantly underperformed compared to other countries of the region. The deficiency of basic infrastructures services and trade logistics also constitutes a major impediment to development in Haiti, which ranks 153 out of 155 economies on the 2012 Logistics Performance Index. The World Bank Group is assisting the Haitian government in its efforts overcome these challenges by reducing trade and transportation costs, boosting competitiveness, and increasing regional integration.

The Bank has completed a comprehensive diagnostic of the trade facilitation environment in Haiti including: a customs audit using the Customs Assessment Trade Toolkit, or CATT (<http://customscatt.org/>); a review of the port and maritime industry using the Trade and Transport Facilitation Assessment (TTFA) toolkit (<http://hdl.handle.net/10986/2490>); a national survey of Haiti's trucking industry; and an analysis of Haiti's ability to integrate with formal supply chains in key agricultural and textile products. The diagnostic phase—completed in August 2014—has been a crucial step toward the development of a national trade facilitation road map and a single window system.

The second phase of the project is currently ongoing, and seeks to implement the diagnostic recommendations on the most pressing needs: trade facilitation constraints with the Dominican Republic; creating an online trade information portal; developing a modernization plan for customs administration; and capacity building for small participants, including through the training of at least 60 Haitians SMEs and agriculture cooperatives. The program is funded through the Trade Facilitation Facility, a multi-donor trust fund dedicated specifically to helping developing countries realize economic development and poverty reduction through trade.

These trade facilitation improvements have the potential to yield important gains for Haiti, including improved competitiveness, a more attractive investment climate and increased FDI (essential for the government's efforts to attract foreign capital and new technologies especially in assembly industries), economic transformation, export-led growth, employment creation and poverty reduction.

Most recently, a World Bank team traveled to Port au Prince in September 2014 for a week long workshop with the main public and private stakeholders intervening on trade logistics in the country, including the Ministry of Commerce and Industry, in order to discuss ways to strengthen the Haitian Trade Facilitation program. The recommendations presented to the government were based on the findings from the first phase of the program, and many centered on key agricultural products—avocado, mango, coffee, vetiver, and rice—as well as textiles. Mangoes and vetiver (a type of grass used to produce essential oils) are exported around the globe, while coffee and avocados are exported to the neighboring Dominican Republic.

To expand these exports and gain access to new markets, it will be vital to boost producers' competitiveness by improving yields and factor productivity. When these products are ready to be moved from field to factory, more effort should be taken to improve transport and packaging—reducing the likelihood that goods will be crushed or damaged. This will help to improve the quality of products sold, reduce loss rates, and increase farmers' incomes. When these products are then ready for export, there needs to be better road and port infrastructure and equipment in place. Part of this will require process reforms, to make customs clearance procedures more effective and efficient.

The government is implementing a customs modernization plan to do just this. It will begin with an audit of procedures at ports and inland frontiers. Infrastructure will be strengthened, and the capacity of customs officers will be improved. They will be aided by the further roll out and increased use of the Automated System for Customs Data (ASYCUDA) across institutions. The government is also finalizing plans for the implementation of a trade information portal, similar to those in Laos and Lesotho, the former of which was successfully stewarded by the World Bank.

All of these aspects of the Haitian trade facilitation program can further benefit from new support mechanisms provided under the new WTO Trade Facilitation Agreement, agreed upon at the Bali Ministerial Conference in December 2013. This support should be integrated into a national trade facilitation plan aimed at smoothing the integration of Haiti into regional markets and the larger multilateral trading system.

PUBLIC SECTOR CASE STORY TEMPLATE

Q4: Please add here web links to project/programme materials.

<https://blogs.worldbank.org/trade/how-trade-helping-haiti-recover-and-grow-its-economy>

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Q5: YOUR CONTACT DETAILS

Name:	Calvin Zebaze Djiofack
Ministry/Institution/Organization:	World Bank Group
Country:	United States
Email Address:	cdjiofack@worldbank.org

Q6: FUNCTION

Public sector

Q7: FUNDING PARTNER Tick the appropriate box(es)

Other (please specify)
The Trade Facilitation Facility, a multi-donor trust fund dedicated specifically to helping developing countries realize economic development and poverty reduction through trade.

Q8: Additional information

Respondent skipped this question

Q9: START DATE OF PROJECT/PROGRAMME

April 2013

Q10: STATUS OF PROJECT/PROGRAMME

On-going

Q11: DURATION OR, IF ON-GOING, EXPECTED DURATION OF PROJECT/PROGRAMME

1-3 years

Q12: COST OF PROJECT/PROGRAMME

Between US\$1 million and US\$5 million

Q13: Additional information

Respondent skipped this question

Q14: TYPE OF FUNDING FOR PROJECT/PROGRAMME

Grant

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Q15: PROJECT/PROGRAMME TYPE

Single country / customs territory

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Q16: SINGLE COUNTRY/CUSTOMS TERRITORY	<i>Respondent skipped this question</i>
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Q17: REGION(If the region does not appear in the drop down menu, please enter manually.)	Other (please specify) Latin America & Carribean
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Q18: MULTI-COUNTRY(Enter all countries or customs territories)	<i>Respondent skipped this question</i>
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Q19: CASE STORY FOCUSTick the appropriate box(es)	REDUCING TRADE COSTS FOR MERCHANDISE GOODS , Customs reform, Other border agency reforms, Support for compliance with non-tariff measures (including standards) , Upgrading network infrastructure (ICT, power, telecoms) , Other (please specify) Strengthening country capacity to participate in multilateral negotiations
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Q20: HOW SUCCESSFUL WAS THE PROJECT/PROGRAMME Tick the appropriate box(es)	On-going project
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Q21: WHAT WERE THE OUTPUTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)	Officials trained, New customs procedures, New border infrastructure (e.g. customs offices, storage, etc.)
Q22: Additional information(maximum 300 words)	<i>Respondent skipped this question</i>

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Q23: WHAT WERE THE OUTCOMES OF YOUR PROJECT/PROGRAMME Tick the appropriate box(es)	Other (please specify) See below
Q24: Additional information(maximum 300 words)	

Expected short-run achievements include: completion of a trade information portal; technical assistance activities related to trucking survey (promotion of bi-national collaboration with the Dominican Republic on shared border crossings and standardization of regulation for the trucking sector); technical assistance activities related to supply chain analysis:

- Targeted activities for small participants involved on trade of coffee, rice, mangoes.
- Collaboration with Bank's PPP team to promote public private partnership model allowing to address agricultural logistic constraints:

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Q25: WHAT WERE THE IMPACTS OF THE PROJECT/PROGRAMME Tick the appropriate box(es)	Other (please specify) See below
Q26: Additional information(maximum 300 words)	

Project is still ongoing.

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Q27: LESSONS LEARNT Tick the appropriate box(es)	Importance of good project design, Importance of alignment between different development partners in programming , Importance of political will and commitment by project partner , Other (please specify) Institutional arrangement is important (seek total involvement of the government at all stages of the project); using local experts is essential
Q28: Additional information(maximum 300 words)	<i>Respondent skipped this question</i>
Q29: PROJECT OR PROGRAMME MONITORING AND EVALUATION FRAMEWORK Tick the appropriate box(es)	No monitoring and evaluation (M&E) framework used