

DONOR QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

Q1: COUNTRY / CUSTOMS TERRITORY	<i>Respondent skipped this question</i>
Q2: INTERNATIONAL ORGANIZATION	Asian Development Bank
Q3: YOUR CONTACT DETAILS	
Name:	Hans-Peter W. Brunner
Position	Senior Economist, ERCI
Ministry/Organization	Asian Development Bank
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Q4: CONSULTATION (Other ministries/agencies consulted in preparing this questionnaire reply):	<i>Respondent skipped this question</i>

PAGE 6: C.2) YOUR AID-FOR-TRADE STRATEGY

Q5: Do you have an Aid- for-Trade strategy?	Yes
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PAGE 7: C.2) YOUR AID-FOR-TRADE STRATEGY

Q6: Has your strategy changed since 2012?	No
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PAGE 8: C.2) YOUR AID-FOR-TRADE STRATEGY

Q7: Why has your strategy changed ?(Please choose no more than 5 options)	<i>Respondent skipped this question</i>
Q8: Additional information.	<i>Respondent skipped this question</i>

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PAGE 9: C.2) YOUR AID-FOR-TRADE STRATEGY

Q9: How has your Aid-for-Trade spending changed since 2012? No change

Q10: Additional information.

The base year of 2012 was coincidentally a good year for trade financing.

Q11: How do you expect your Aid-for-Trade spending to change in the next 5 years? Between 0-10% increase

Q12: Additional information.

ADB addresses trade-related issues under Pillars 1, 2, and 3 of the Regional Cooperation and Integration Strategy (The RCI Strategy). Pillar 1 refers to all cross-border infrastructure and related software. Pillar 2 deals with all operations in trade and investment cooperation and integration. Pillar 3 focusses on monetary and financial cooperation and integration. Consequently, any discussion of Aid for Trade (AfT) is an extrapolation from existing investment programs and projects under the RCI Strategy.

The midterm review of the ADB's Strategy 2020, stipulates that ADB will intensify its effort to expand regional connectivity and value chains. The ADB's Trade Finance Program will be instrumental to achieve this goal of enhancing regional connectivity and value chains.

Q13: Can you provide detailed information on past or planned future Aid-for-Trade spending?(You may tick more than 1 box) *Respondent skipped this question*

Q14: Additional information.

ADB supports trade-related development projects in areas such as trade facilitation, trade and supply chain finance. ADB helps build productive capacities of exporters, for instance in Small- and Medium-size enterprises (SMEs). Another key funding area is infrastructure connectivity across borders.

Q15: What information about other donors' Aid-for-Trade would you find helpful in planning your own assistance?(You may tick more than 1 box) Disaggregated information,
Links to project list/additional information

PAGE 10: C.2) YOUR AID-FOR-TRADE STRATEGY

Q16: How has your Aid for Trade facilitation spending changed since 2012? *Respondent skipped this question*

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Q17: Additional information.

Since 2013, the World Customs Organization (WCO) has also been collaborating with ADB on four JFPR-financed (Japan Fund for Poverty Reduction) technical assistance projects under SASEC (South Asia Subregional Economic Cooperation) Program trade facilitation activities.

ADB supports trade-related development projects in trade facilitation. In 2013, ADB accomplished the Asia and the Pacific and the Americas Customs Leaders Partnership Dialogue. The main topics discussed during the dialogue were (i) strategic partnership for growth and development for the Asia and the Americas regions; (ii) modernized customs procedures towards economic competitiveness and regional integration; (iii) customs' contribution to interregional connectivity; (iv) customs approach to facilitate and secure international trade; (v) transforming into better performing customs; (vi) customs-to-customs cooperation in countering illicit trade to protect society; and (vii) capacity building.

Related to capacity building, in 2013, WCO cooperated with ADB on seven technical assistance projects to reduce time and cost for trade.

Q18: How do you expect your Aid for Trade facilitation spending to change in the next 5 years? Increase (0-10%)

Q19: Additional information. *Respondent skipped this question*

PAGE 11: C.2) YOUR AID-FOR-TRADE STRATEGY

Q20: Looking ahead, what changes do you expect to your Aid-for-Trade strategy in the next 5 years? (You may tick more than 1 box)

Change in government and priorities,
More focus on LDCs,
More focus on private sector development,
More focus on poverty reduction,
Alignment with the post-2015 development agenda
,

More focus on regional integration

Q21: Additional information.

ADB is currently reviewing its trade related activities as part of the follow up to ADB's Strategy 2020 midterm directions on the next generation of RCI work. This is expected to result in an Operational Plan which for the first time will contain a consolidated repository of the trade-related activities and volumes that are occurring throughout ADB.

PAGE 13: D.1) TRADE COSTS

Q22: How important are trade costs for the economic integration and development of developing countries and LDCs? Very important

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Q23: Additional information.	<i>Respondent skipped this question</i>
Q24: For MERCHANDISE GOODS: What are the most important sources of trade costs for the export of merchandise goods from developing countries? (You may tick more than one box)	Border procedures (trade facilitation), Non-tariff Measures (including standards), Transport infrastructure, Network infrastructure (ICT, power, telecoms), Access to trade finance
Q25: Additional information.	<i>Respondent skipped this question</i>
Q26: For SERVICES: What are the most important sources of trade costs for the export of services from developing countries? (You may tick more than 1 box)	Network infrastructure (ICT, power, telecoms), Restrictions on commercial presence , Restrictions on movement of natural persons , Poor regulatory environment for services , Low skills levels in service sectors
Q27: Additional information.	<i>Respondent skipped this question</i>
Q28: Does your Aid-for-Trade strategy specifically address the issue of trade costs?	Yes

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Q29: Where in your Aid-for-Trade strategy is the issue of trade costs addressed? (You may tick more than 1 box)	Specific regional initiatives , Specific in-country projects
Q30: Additional information.	<i>Respondent skipped this question</i>

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Q31: How is the issue of trade costs reflected in your Aid for Trade programming? (You may tick more than 1 box)

- Research programmes,
- In-country projects and programmes,
- Multi-year regional strategies,
- Regional projects and programmes

Q32: Additional information.

Respondent skipped this question

PAGE 16: D.1) TRADE COSTS

Q33: In which regions do you provide Aid-for-Trade support to reduce trade costs? (You may tick more than 1 box)

- Central Asia, East Asia, South Asia,
- Pacific Islands

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Q34: Provide web links to programmes you wish to showcase:

ADB has been supporting the Greater Mekong Subregion (GMS) for over 20 years. Supported by ADB and UNESCAP, the GMS business forum has been set up to strengthen private sector participation in GMS development. ADB is supporting the GMS's 'Cross-border transport facilitation agreement' (CBTA) to achieve seamless movement of goods, services, and people in the region. A key feature of the agreement is that it fosters public-private partnership and dialogue. The agreement brings together in one legal instrument all the important non-physical measures to increase cross-border land transport. The CBTA includes mechanisms that enable (i) vehicles (on designated open routes), drivers (with mutual recognition of driving licenses and visa facilitation), and goods (with regimes for dangerous and perishable goods) to cross national borders through the GMS road transport permit system; (ii) avoidance of costly transhipment through a customs transit and temporary importation system and a guarantee system for goods, vehicles, and containers; (iii) the reduction of time spent at borders, through single-window inspection, single-stop inspection, information and communication equipment and systems for information exchange, risk management, and advance information for clearance; and (iv) increases in the number of border checkpoints implementing the CBTA in order to maximize its network effects and economies of scale (from ADB, WTO. 2013. "Aid for Trade in Asia and the Pacific – Driving Private Sector Participation in Global Value Chains", p. 36.).

The Strategic Framework for the Central Asia Regional Economic Cooperation (CAREC) Program, 2011–2020 (CAREC 2020) has two strategic objectives: expanding trade and improving industrial competitiveness. Within CAREC 2020, trade facilitation is one of four priority sectors. Work in this area is guided by the Transport and Trade Facilitation Strategy which was refined in 2013. The refined strategy strengthens an integrated approach, focusing on the development of six CAREC corridors through infrastructure investments and trade facilitation initiatives to improve the movement of goods and people through and across these corridors.

There are two sub-components in the TF program (i) customs cooperation and (ii) integrated trade facilitation.

The Customs Cooperation Committee (CCC) is a regional forum to discuss issues of common interest. The CCC defined five priority areas on which to focus its work: (i) simplification and harmonization of customs procedures and documentation, (ii) information and communication technology (ICT) for customs modernization and data exchange, (iii) risk management and post-entry audit, (iv) joint customs control (JCC), and (v) regional transit development. ADB is implementing Regional Technical Assistance projects to support the priority areas.

Regarding integrated trade facilitation CAREC is working on promoting cooperation on sanitary and phytosanitary measures for trade facilitation. An assessment of SPS systems in CAREC has been developed and will be the basis for an SPS common agenda for CAREC. As a result of the assessment, Regional investment projects to upgrade SPS measures will be developed. The ADB is also supporting CAREC members in the development of Single Window approaches. In addition, the CFCFA (supported by ADB) established three working groups (WGs) to promote standardization and best practices, cross-border and corridor development, and organizational development and funding, respectively. Initiatives implemented by WGs includes capacity building workshops and business networking forums. CFCFA also collects data for the CPMM (details in #49).

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Q35: What difficulties, if any, do you expect partner countries to face in securing support to implement the Trade Facilitation Agreement, when adopted? (You may tick more than 1 box)

Accessing the necessary expertise,
Ensuring Trade Facilitation Agreement implementation is a priority in national development planning documents
,

National coordination and demonstration of political will for Trade Facilitation Agreement reform

Q36: Additional information.

Respondent skipped this question

Q37: How do you envisage programming Trade Facilitation Agreement implementation support, when adopted ?(You may tick more than 1 box)

Trade Facilitation Agreement Implementation support is already being programmed.
,

As part of on-going regional programmes offering support for Trade Facilitation Agreement implementation
,

As part of national aid programming dialogues,

As part of regional aid programming dialogues

Q38: Additional information.

In CAREC, TFA implementation is supported in part by a series of regional technical assistance, most notably TA to support accession to the World Customs Organization's Revised Kyoto Convention, which overlaps substantially with the TFA. Country-specific policy-based lending programs may also include conditionality to encourage TFA implementation.

PAGE 19: E.1) SUPPORTING IMPLEMENTATION OF THE TRADE FACILITATION AGREEMENT

Q39: What difficulties, if any, do you expect to face in programming support for Trade Facilitation Agreement implementation, when adopted, as part of your Aid-for-Trade activities? (You may tick more than 1 box)

Differing priorities of partner countries,
National coordination and demonstration of political will for Trade Facilitation Agreement reform
,

Integrating Trade Facilitation Agreement implementation into on-going programmes

Q40: Additional information.

Respondent skipped this question

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Q41: Which disciplines of the Trade Facilitation Agreement do you think will prove the hardest for developing countries to implement and where Aid-for-Trade support should be focused?(You may tick more than 1 box)	Unsure
Q42: Additional information.	<i>Respondent skipped this question</i>
Q43: Will the Trade Facilitation Agreement, when adopted, benefit other development programmes that you operate?	Yes

PAGE 20: E.1) SUPPORTING IMPLEMENTATION OF THE TRADE FACILITATION AGREEMENT

Q44: Please specify the other programmes that Trade Facilitation Agreement implementation would benefit when adopted: (You may tick more than 1 box)	Positive spin-offs on governance programmes, Other (please specify) In part of ADB operations, a country-by-country trade facilitation needs assessment is under way, which could determine areas where countries would benefit.
Q45: Additional information. The SASEC Trade Facilitation Program (STFP) is a regional initiative to assist the governments of three SASEC countries—Bangladesh, Bhutan, and Nepal—in developing more efficient, transparent, secure, and service-oriented import and export trade processes in the subregion. It provided for a total of about \$47.7 million in policy-based loans and grants, designed to be released in two tranches upon full compliance with the policy conditions stipulated, per tranche, for each of the three countries. The STFP aimed to address the high cost of subregional trade, which was marred by long processing times for trade transactions as a result of poor trade-related infrastructure and procedures. The STFP was designed to (i) develop modern and effective customs administrations and management to reduce time-intensive procedures, (ii) streamline and make more transparent trade procedures through increased automation toward national single window system, and (iii) provide better information services through national trade facilitation committees and trade information portals. Its expected impact was to increase trade, including intraregional trade of SASEC members, by removing or reducing non-tariff barriers, especially institutional and technical barriers to trade. The expected outcome was a more efficient, transparent, secure, and service-oriented processing of cross-border trade of SASEC countries. The release of the second and final tranche of the STFP last December 2014 signaled the substantial compliance by the three SASEC countries, of the various policy conditions under the program. On the key objective of modernizing customs administration, the STFP helped bring the three countries closer to compliance with the requirements of the Revised Kyoto Convention (RKC). In the case of Bangladesh, which acceded to the RKC in September 2012, the Cabinet has given approval to submit the new Customs Act to Parliament. Bhutan acceded to the RKC in August 2014. Nepal meanwhile is in the final stages of domestic preparations for accession, possibly, in late 2015. With the objective of streamlining trade procedures, progress took on various forms in each of the countries. In Bangladesh, an authorized economic operator program was established, and standard procedures were issued for risk management, post-clearance audit, assessment, and on-intrusive inspection following the SAFE Framework principles. In Bhutan, the customs management module was piloted, which involved greater	

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automation in border clearance practices. In Nepal, the national single window system was strengthened through official directives on inter-agency responsibilities. In improving services for traders, progress included, among others, implementing the National Trade Portal and Online Licensing Module in Bangladesh, testing online application and approval for trade transactions in Bhutan, and operating client service desks in key customs border posts in Nepal.

The STFP contributed to better consolidation of trade facilitation efforts in South Asia, and allowed better delineation of national and subregional efforts among various partners involved in trade facilitation, such as ADB, United Nations Economic and Social Commission for Asia and the Pacific, World Bank, World Customs Organization, and the Government of Japan. ADB has mobilized additional resources to complement the STFP, including \$6 million in technical assistance funds from the Japan Fund for Poverty Reduction. These funds are being used to help build capacity for customs reforms, support analytical work, provide policy advice on customs modernization, and promote knowledge sharing among SASEC countries.

Through the STFP, SASEC countries gained better appreciation of the benefits of consolidating their efforts in trade facilitation. This, in turn, resulted in their adoption in early 2014 of the SASEQ Trade Facilitation Strategic Framework (TFSF), 2014-2018, which serves as a blueprint for future trade facilitation activities. The strategy's focus was on five areas: (i) customs modernization, (ii) standards and conformity assessment strengthening, (iii) cross-border facilities improvement, (iv) through-transport facilitation, and (v) institution and capacity building.

In part of ADB operations a country-by-country trade facilitation needs assessment is under way, which would determine areas where countries would benefit. ADB is already involved in funding some of the major elements addressed mainly by Sections I and II of the TFA.

Examples of Asian regions which would benefit:

ADB's Asia-wide Office of Regional Economic Integration (OREI, now in the Economic Research and Regional Cooperation Department -- ERCI) contributed to trade facilitation efforts through capacity building (approx. \$3.6 million in 2013-14).

In the Pacific, efforts to facilitate external trade are central to the activities. The bulk of Pacific efforts focus on improving the physical and institutional infrastructure that underpins the region's trade through its sea, air, and internet links.

PAGE 22: F.1) REDUCING TRADE COSTS

Q46: Do you track trade costs as part of your Aid-for-Trade programmes? Yes

PAGE 23: F.1) REDUCING TRADE COSTS

Q47: How do you track trade costs?(You may tick more than 1 box)

As part of project/programme theory of change/logframes/results-based management approaches

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In ex post evaluations

Q48: Additional information.

Respondent skipped this question

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Q49: What data sources do you use?(You may tick more than 1 box)	Own data collection, World Bank Doing Business Index, World Bank Logistic Performance Index, World Customs Organizations Time Release Studies ,
Q50: Additional information.	<i>Respondent skipped this question</i>
Q51: How do you validate the results?(You may tick more than 1 box)	Dialogue with government, Dialogue with academic institutions, Other (please specify) Corridor Performance Measurement and Monitoring (CPMM)

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Q52: Additional information.

ADB has developed a process-based corridor performance measurement and monitoring (CPMM) methodology to capture data on the time and cost of moving freight within the CAREC region, particularly at border crossing points (BCPs) astride six CAREC transport corridors as described in the CAREC Transport and Trade Facilitation Strategy 2020, to spur operating efficiency, reduce bottlenecks along the CAREC corridors, and thus improve international and regional trade flows. The methodology, which is based on internationally accepted tools for monitoring and measuring the performance of transport movements and trade flows, is a valuable process-based measurement tool that can aid policy reform efforts, particularly by identifying viable, cost-effective ways to circumvent or mitigate impediments to the movement of goods and people along CAREC corridors and throughout the region.

Despite the challenges of measuring corridor performance in the CAREC context, efforts are being made to provide accurate and reliable indicators. CPMM data are provided by national associations of carriers and forwarders from each of the ten CAREC countries. Together they have established a regional federation (the CAREC Federation of Carrier and Forwarder Associations) to ensure that private sector concerns, and analyses based on CPMM data, are presented coherently and consistently to policymakers. The depth of data and the richness of information provided by CPMM—which has been used to measure CAREC corridor performance since 2009—will contribute to detailed and well-grounded policy making and implementation.

Trade facilitation indicators (TFIs) have been developed for the CAREC Development Effectiveness Review (DfER) to provide a basis of comparison or benchmarking between locations (BCPs or corridor segments). The comparisons consider (i) the efficiency of border management policies and of procedures for regulating trade, (ii) infrastructure quality, and, in due course, (iii) the quality and performance of trade logistics service providers. CAREC corridor performance indicators include standard measures of time and cost as main components. Selected data from a corridor performance report are then analyzed to identify the physical and nonphysical barriers to trade and transit traffic at specific locations, thereby helping to pinpoint the causes of excessive delays and costs.

CPMM evaluates corridor performance from both physical and nonphysical (operational and procedural) standpoints. The physical evaluation deals with the condition of corridor infrastructure (including vehicles and cargo handling equipment) and its use, while the nonphysical evaluation examines the service factors (including the degree of automation) that affect the time and cost of moving goods from origin to destination.

The nonphysical evaluation offers more insights into the trade facilitation issues, and allows the performance of corridors of similar length or characteristics to be compared, thereby fueling competition that will spur efforts to reach the desired transit times. In corridor monitoring, CPMM takes two main forms: (i) the monitoring of corridors in their entirety; and (ii) the detailed monitoring of specific locations or predetermined bottlenecks, typically at border crossings. Since 2009, the CPMM methodology has evolved through experience to a point where it can capture a range of ground-level information—views, feedback, and assessments of important aspects of logistics performance—directly from freight forwarders and carriers, thereby providing a fuller understanding of the obstacles en route. Quarterly and annual reports are available at <http://cfcfa.net/cpmm/annual-and-quarterly-reports-cpmm>

References:

- <http://www.adb.org/documents/carec-transport-and-trade-facilitation-strategy-2020>
- <http://www.adb.org/publications/carec-corridor-performance-measurement-and-monitoring-forward-looking-retrospective>

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Q53: What immediate outputs have you observed from actions taken to reduce trade costs? (You may tick more than 1 box.)	Updated customs legislation, New rules on transit, Updated customs working practices, Improved cooperation between border agencies, New or updated transport infrastructure (roads, bridges, etc.) , New network infrastructure (e.g. ICT, power, telecoms) , New trade finance schemes, Creation of one stop border posts, Creation of electronic single windows, Creation of dialogue with private sector, Improved border infrastructure
Q54: Additional information.	<i>Respondent skipped this question</i>
Q55: What outcomes have you observed from actions taken to reduce trade costs? (Please choose no more than 5 options)	Reduction in border clearance times, Increase in traffic flows through border posts, Increase in export volumes, Increase in import volumes
Q56: Additional information.	<i>Respondent skipped this question</i>

PAGE 25: F.1) REDUCING TRADE COSTS

Q57: What impacts have you observed from actions taken to reduce trade costs? (Please choose no more than 5 options)	Unsure
Q58: Additional information.	<i>Respondent skipped this question</i>

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Q59: 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, Support for compliance with Non-Tariff Measures , Upgrading transport infrastructure, Upgrading network infrastructure, Improving access to trade finance, Removing domestic restrictions on commercial presence , Improving skills levels in service sectors
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Q60: Additional information.

Respondent skipped this question

Q61: What have been the key success factors in reducing trade costs?(Please choose no more than 5 options)

Alignment of actions with private sector priorities,
Alignment of donor support with national priorities ,
Sustained engagement of development partners,
Sustained political engagement and commitment by national authorities ,
Use of regional approaches

Q62: Additional information.

Over 60% of the banks responding to the survey indicated that trade finance programs by multi-lateral development banks have helped fill the gaps for trade finance to a great extent, both globally and in Asian developing economies. If the ADB's Trade Finance Program no longer existed, international banks would decrease their trade finance support in concerned countries by 13%.

PAGE 27: G.1) PRIVATE SECTOR DEVELOPMENT AND YOUR AID FOR TRADE STRATEGY

Q63: Is private sector development an Aid-for-Trade priority of your agency? Yes

Q64: Additional information.

The ADB's long term strategy, Strategy 2020, defines private sector development is one of the drivers for growth. With strong focus on enhancing global value chain, an Aid-for-Trade is attached to a high priority.

PAGE 28: G.1) PRIVATE SECTOR DEVELOPMENT AND YOUR AID FOR TRADE STRATEGY

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Q65: What approaches do you use to promote private sector development?(You may tick more than 1 box)

Non-concessional lending,
Lending to non-sovereigns, Equity investment,
Technical assistance,
Political risk insurance/guarantees,
Public-private partnerships

Q66: Additional information.

ADB's private sector operations take various forms of financial assistance including loans without sovereign guarantees, equity investments, credit enhancement products, and B-loan syndication activities. ADB increases efforts at mobilizing third party capital through the use of risk transfer activities to cater to the increasing demand for its financing, and increase efficiency of its capital deployment.

Q67: What is the focus of your private sector development programme?You may tick more than 1 box.

Business or trade support institutions,
Infrastructure, Business environment,
Improving access to credit, Support for SMEs,
Market information and business services,
Private sector development in least developed countries
,

Private sector development in fragile states,
Private sector development in middle income countries

Q68: Additional information.

ADB's private sector operations continued its support for financial market intermediaries and infrastructure development in the areas of energy, particularly renewable energy, water supply and sanitation, transportation and connectivity, and urban development. Education, health, and agribusiness also emerged as focus areas in recent years.

PAGE 29: G.1) PRIVATE SECTOR DEVELOPMENT AND YOUR AID FOR TRADE STRATEGY

Q69: Is the private sector in your own country/customs territory involved in your programme?

Yes

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Q70: Additional information.

Role of CFCFA in CPMM

CPMM data are provided by private sector transport associations, and the analyses of the data help policy makers and practitioners better understand the underlying causes that hinder CAREC corridor performance. CPMM data are provided by national associations of carriers and forwarders from each of the ten CAREC countries. Together they have established a regional federation (the CAREC Federation of Carrier and Forwarder Associations) to ensure that private sector concerns, and analyses based on CPMM data, are presented coherently and consistently to policymakers.

PAGE 30: G.1) PRIVATE SECTOR DEVELOPMENT AND YOUR AID FOR TRADE STRATEGY

Q71: How is your national private sector engaged? (You may tick more than 1 box)

Identifying binding constraints,
Delivery of programmes

Q72: Additional information.

Respondent skipped this question

Q73: Do you offer support to your own private sector to invest in developing countries?

Yes

Q74: Additional information.

Respondent skipped this question

PAGE 31: G.1) PRIVATE SECTOR DEVELOPMENT AND YOUR AID FOR TRADE STRATEGY

Q75: How do you offer support?(You may tick more than 1 box)

Official lending, Guarantees,
Advisory services and information

Q76: Additional information.

Respondent skipped this question

PAGE 32: G.1) PRIVATE SECTOR DEVELOPMENT AND YOUR AID FOR TRADE STRATEGY

Q77: How do you measure the results of your private sector's involvement?(You may tick more than 1 box)

Respondent skipped this question

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Q78: Additional information.

Both the 2011 and the 2013 AfT regional reports highlighted the importance of engaging the private sector with AfT. Private sector delivery of trade finance, supply chain finance and logistics under ADB's private sector projects are seen as an integral part of ADB's AfT. In 2013, the ADB Trade Finance Program supported 2120 transactions with value of \$4.03 billion. In 2014, the Trade Finance Program supported about 2,000 transactions valued at over \$3.8 billion. 200 plus partner banks thus supported 1806 SMEs. The Supply Chain Finance Program complemented the Trade Finance Program in a number of ways. It assumes (i) corporate risk, not bank risk; ii) it supports SMEs that have poor access to bank finance; and iii) it supports domestic as well as cross-border supply-chains.

According to a survey, a 5% increase in the availability of trade finance can result in an increase of both production and employment by 2%.

PAGE 33: G.1) PRIVATE SECTOR DEVELOPMENT AND YOUR AID FOR TRADE STRATEGY

Q79: Are there examples of private sector development that you would like to showcase?

Yes

PAGE 34: G.1) PRIVATE SECTOR DEVELOPMENT AND YOUR AID FOR TRADE STRATEGY

Q80: Please provide details of relevant programme/project evaluations you would like to showcase (include weblinks where appropriate). You may also wish to elaborate by submitting information in a case story format. Details on how to submit a case story can be found at the end of this questionnaire.

Private sector delivery of trade finance, supply chain finance and logistics under ADB's private sector projects are seen as an integral part of ADB's AfT.

PAGE 36: H.1) CONTRIBUTION OF AID FOR TRADE TO INCLUSIVE, SUSTAINABLE GROWTH

Q81: What contribution can reducing trade costs make to 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,
Foreign direct investment, Increase in imports,
Reduction in poverty

Q82: Additional information.

Respondent skipped this question

Q83: What impact has the Aid-for-Trade Initiative had since its launch in 2005? (You may tick more than 1 box)

Respondent skipped this question

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Q84: Additional information.

Respondent skipped this question

Q85: What potential future contribution could the Aid-for-Trade Initiative make to the post-2015 development agenda? (You may tick more than 1 box)

- Contribution to improving the business and regulatory environment
- ,
- Ensuring continued attention to trade issues in development
- ,
- Engaging the private sector in development issues
- ,
- Making a contribution to economic growth and poverty eradication
- ,
- Helping to address the issue of inequality

Q86: Additional information.

Respondent skipped this question

Q87: 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)

Other (please specify)
(ADB is NOT one of the six core partner agencies in achieving the program objectives)

Q88: Additional information.

(ADB is NOT one of the six core partner agencies in achieving the program objectives)

Q89: How could the Aid-for-Trade Initiative be improved?

Increased awareness-raising of the net benefits from regional AfT on the part of stakeholders needs to be a higher priority in order for regional AfT projects to be increasingly successful.

PAGE 37: H.1) CONTRIBUTION OF AID FOR TRADE TO INCLUSIVE, SUSTAINABLE GROWTH

Q90: 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