

Trade facilitation initiatives and their action plans

Asia-Pacific Trade Facilitation Forum 2011
Dialogue on Regional Cooperation for Trade Facilitation:
Building on Existing Regional/Subregional Frameworks and
Action Plans
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Brief history of ADB

President: Haruhiko Kuroda

Members: 67; 48 regional members; 19 nonregional members

Offices: Headquarters in Manila, Philippines, with 26 country offices and representative offices in Tokyo, Frankfurt, and Washington, DC

Founded: 1966

Financing in 2010: \$17.51 billion

ADB Areas of Operations



Importance of trade facilitation for ADB

- Key part of a broader regional cooperation agenda
- Key contributor to maximizing benefits generated by transport sector infrastructure investments

Current initiatives on trade facilitation

- Greater Mekong Subregion (GMS)
 - August 2011 Ministerial Conference encouraged continued improvement of transport and trade facilitation in GMS
- Central Asia Regional Economic Cooperation (CAREC) Program
 - Trade facilitation one of four priority areas (CPMM, RIBS, CFCFA)
- Support for Trade Facilitation in BIMP-EAGA
 - Test-bed for ASEAN Trade Facilitation agenda, focusing on local level implementation
 - Driven by CIQS Task Force with ADB assistance

Trade facilitation action plan(s)

- CAREC Transport and Trade Facilitation Strategy and Implementation Action Plan
- GMS Program of Actions for Transport and Trade Facilitation
- BIMP-EAGA Consolidated CIQS Action Plan 2011-2013, endorsed at 6th CIQS Task Force Meeting in May 2011.

Management of trade facilitation action plans

- CAREC TTFS and IAP: close coordination with transport sector colleagues
- Monitoring carried out by private sector partners feeds into ADB's Development Effectiveness Review
- Substantial capacity-building component (in partnership with World Customs Organization)
- Anchored on National Joint Transport and Trade Facilitation Committees and a Regional Joint Transport and Trade Facilitation Committee

Challenges in managing trade facilitation action plan

- It doesn't involve substantial sums to implement
- Too many vested interests in the status quo
- Collaboration with external partners
- Drivers for change: critical
- Bottom-up results as motivating factor
- Carving out space for the private sector
- Still too donor-driven?

An Asia-Pacific Trade Facilitation Action Plan? Considerations...

- Be patient
- Use Asian Highway and Pan-Asian Railway as a baseline
- Build subregional action plans based on trading patterns
- Identify ways for governments to take more activist roles/ownership of agenda
- Improve donor coordination

Concrete actions for improving regional/subregional coordination/cooperation

- Schedule regular in-region meetings with donors, partners, and beneficiaries
- Enlist private sector champions as drivers of change
- Highlight public management benefits as political leverage: revenue consolidation, trade growth, enhanced security, etc.
- Identify national focal points with whom all donors collaborate
- Agree on donor division of labor
- Agree on who's to achieve what

For more information

Subregional Program	Trade Facilitation Points of Contact
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Thank you!