

From Transport Connectivity to Social Networking

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three key challenges out of five,

- (1) Lack of coordination between government agencies; (2) Lack of political will; (3) No clearly designated lead agency; (4) Financial constraints; (5) Limited human resource capacity.

Challenges

- Afghanistan, Bangladesh, Bhutan, Cambodia and Lao PDR identified “*financial constraints*” as the most challenging factor. On the other hand, *lack of coordination between government agencies* and *limited human resources* are most frequently identified by respondents from other countries as the most challenging factors.

Challenges

- Central Asia (including four Central Asian countries and the Russian Federation) and South Asia (including all 8 SAARC members) are found to have achieved lower levels of implementation

Solution

- $TC = f(Imp, Dis, GDP)$ (1)
- Where: TC: Direct Trade Costs
- *Imp*: Trade facilitation implementation score
- *Dis*: Distance a country to the nearest sea port

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- According to the WTO Trade Facilitation Agreement, “*Each Member shall establish and/or maintain a national committee on trade facilitation or designate an existing mechanism to facilitate both domestic coordination and implementation of provisions of this Agreement.*”

in China, Indonesia and Malaysia

- a mechanism for cross-sectoral coordination to facilitate trade and logistics

In India, Japan, Republic of Korea and Viet Nam,

- the committees for paperless trade facilitation (including single window) partially fulfill the functions of trade facilitation bodies but comprise fewer representatives from either government or private sector compared with a fully-fledged trade facilitation committee.

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_4853

