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Analysis Column





Freight transport and logistics in South America: advances in policies and institutions

The traditional picture of freight transport has, in recent years, shifted toward a view of logistics that covers the movement of goods in space (transport) and time (storage, inventory), as well as other tasks securing the physical movement of goods in supply chains, from production to final consumption (Barber, 2010).[1] The performance of logistics has a direct impact on countries' competitiveness, integrating domestic and international markets, and enabling exploitation of local comparative advantages and sectoral economies of scale.

The South American Infrastructure and Planning Council (COSIPLAN), a forum for discussion and coordination toward integrating regional infrastructure in the UNASUR member countries,[2] proposed, in its 2014 work plan, to conduct a workshop on the exchange of member countries' experiences, sharing advances and initiatives in freight transport and logistics. The [workshop](#), which was held in Lima, Peru, August 5-6, 2014, also sought to define joint lines of work and advances in a training program for national teams involved in the field, as well as the generation and dissemination of information. Participants included country officials and representatives of the government agencies and organizations linked with freight transport planning, and the development of services and logistics infrastructure.

The workshop was structured around three key aspects:

- The development of national logistics policies.
- The implementation of the institutional framework
- The execution of projects.

It further specified two initiatives in Freight Transport and Logistics within the framework of the COSIPLAN, and considered IDB's support for regional initiatives. Below is a summary of the main content and conclusions of the various sessions of the workshop.

Foundations for public policies

The presentations defined the foundations of an integral vision of transport, logistics, and infrastructure, highlighting the link of logistics performance with the growth of GDP and proposing to move forward in the framework of a paradigm of sustainable development. It was proposed to adopt an integral view that (i) allows for logistics, transportation infrastructure, and productive chains, (ii) also covers the territorial dimension and the subnational level, and (iii) constitutes the basis for realizing the logistical aspirations countries set themselves. These can be limited to bringing down logistics costs, moving forward toward the constitution of regional hubs, or even setting out to participate in global logistics services markets. Several key areas were highlighted:

- The need to reduce the gap in existing infrastructure in Latin America, through new technology and improved processes. The narrowing of the gap will require high levels of investment, which currently represents around 3.5% of GDP, driven mainly by the works under way in Brazil (without them, the average would be slightly below 3%).
- The need to adapt the capacities of ports to the greater size of vessels, the need for better infrastructure at airports in order to transport cargo, low exploitation of inland navigation, and problems at border crossings.
- The potential of little used modes of transport, particularly railways, and the potential impact of improving the processes of trade facilitation.
- The ways in which logistics performance is quantified and the various existing measurements, which provide a description of the situation and are often used as a basis for establishing goals and identifying areas for action. The existing indicators reveal that LAC is stabilizing its performance in logistics terms, but at a relatively low threshold, which indicates a systemic gap with countries that perform better.

Exchange of national experiences

In the case of [Chile](#), attention was drawn to the importance of the logistics cost for competitiveness, particularly in response to tariff reductions, especially in terms of the relevance of land and sea freight, and the challenges posed to ports by larger vessels. Mention was made of the significant cost overruns in logistics chains due to long waiting times, and the potential to reduce operating costs through technical improvements that boost the productivity of transportation vehicles.

[Paraguay](#) is developing a National Logistics Plan (PNL), which includes the mapping of the actors, the coordination of several public entities, and the realization of a national logistics survey and a logistics cost analysis (estimated at between 9% and 12% of GDP). There have been significant institutional advances, with the setting-up of an observatory and an ad hoc committee for logistics.

[Peru](#) has moved forward in its Plan for the Development of Logistics and Transportation Services, introducing a shift of perspective in its analysis of the issue with regard to previous plans, by considering not only infrastructure, but also transport and logistics services. The Plan mapped the main logistics chains, identifying platform projects, nodes, and key routes for exports and competitiveness; progress was also made in the development of specific studies and projects in port nodes, logistic centers, truck centers, information and communications technologies (ICTs), and other areas.

Over the last decade, [Uruguay](#) has focused on creating a specific legislative framework, which led to the establishment of the National Institute for Logistics (INALOG). The INALOG institutionalizes logistics policy and the coordination of public and private sectors, being geared to cargo in transit, on the basis of a regime of free trade zones and port reforms (also extended to airports). While the INALOG is publicly funded, its governance is a mix of public and private.

[Argentina](#), a country with a modal partition geared to road transport, is making progress in the development of a national transport observatory, the recent establishment of a transport planning institute, and the project to implement a federal logistics council. One obstacle is the difficulty of aligning the various organizations involved, particularly at subnational level, and of steering the



public actors toward understanding the needs of users. Other obstacles are the difficulties of coordination and integration among modes of transport, and the scope of the requirements for rail rehabilitation.

[Brazil](#) has developed a National Logistics and Transport Plan (PNLT), based on a strategic vision and supported by a spatial macroeconomic model that is linked to traditional transport planning models. The PNLT is not limited to generating proposals for improving international insertion, but also provides for the development of the internal market. A public company has been created especially to develop the PNLT, and reforms are being implemented in ministries. The current plan concentrates 45% of investments in railways (rather than roads). These investments will follow a vertical separation (north-south railway) and Public-Private Partnerships (PPPs) model, with a view to facilitating competition and services to small carriers.

[Colombia](#) has shifted its approach to transport infrastructure toward a focus on competitiveness and growth. It has set up a Logistics Committee with a technical branch to coordinate public-public and public-private relations; established a legal framework for PPPs that uses private initiative; supported the environmental licensing process; and created a new fiscal framework by redirecting resources for bonus payments for transport projects to subnational entities, contracting out highways under a new, fourth generation management model, and driving improved river navigability through a PPP.

Challenges for the region

The workshop helped to identify certain key issues in freight logistics in the countries of South America:

1. The increasing relevance of logistics in economies' competitiveness and people's quality of life, and authorities' new awareness of this.
2. The region's relatively weak performance in this field, jeopardizing its development.
3. The need to adopt an appropriate conceptual, integrative, and systemic approach that highlights freight logistics' links to productive development. Glossaries and harmonized data are needed.
4. The importance of establishing national public policies; the State has a central role in promoting better logistics performance. It is a cross-cutting agenda that covers highly diverse areas of government and includes the private sector as a key player in operations.
5. It requires an appropriate institutional system, with the capacity to link up public and private actors, including subnational public actors. Experience shows that, for this institutional framework to be successful, it requires high-level support, and that its development is gradual and progressive.

Initiatives in the framework of COSIPLAN

The workshop also specified actions in freight transport and logistics within the framework of the COSIPLAN, primarily in two initiatives presented and discussed at the session:

1. A training program for officials from the public sector in the areas of freight transport and logistics policy design and management. The countries expressed their interest in moving toward the development of a training program proposal, whose implementation will be included in the 2015 Work Plan.
2. A methodology providing indicators to measure progress in freight transport and logistics public policy management, including: (i) information management and how information can be gathered, processed, and shared in light of existing experiences at national and regional level; (ii) the analysis and definition of valid indicators for the various different countries in order to measure logistics performance; and (iii) the development of a glossary of common terms.

IDB support to regional initiatives

IDB has extensive experience in training course design and implementation. The Bank plans to contribute to the training of public officials in freight transport and logistics policy design and management, with a systemic vision of infrastructure, transportation and logistics, addressing these aspects nationally and regionally, in an integrated manner.

IDB also ratified its interest in continuing to support these processes by making available its knowledge products and facilities in support of operations in this field, with the purpose of strengthening its institutional capacity in planning and designing of better projects. Two tools currently available are: (i) the Freight Transport and Logistics Yearbook 2013, which sets out general indicators and indicators by means of transport, including infrastructure and services; (ii) the Freight Transport and Logistics Regional Observatory (logisticsportal.iadb.org), which brings together data produced by various National Observatories and will enable performance, availability, and quality indicators to be developed for transport infrastructure and services.

The workshop's conclusions

The workshop highlighted the fact that the region has moved forward in its awareness of the importance of logistics in the economies' competitiveness and the inhabitants' quality of life. It also drew attention to the impact of transport policies and infrastructure development on logistics performance; this is a challenge for governments, who have to establish these policies within a common, integrated framework. The agenda to be developed was outlined in the initial presentation by Sergio Galilea, Chile's Deputy Minister of Public Works and Pro Tempore President of COSIPLAN. He highlighted the many difficulties presented by logistics in Latin America, such as the low levels of integration among modes of transport, the high cost of transporting cargo (especially by road), and the obstacles presented by document processing and control. On this point, the Committee proposed to move forward on infrastructure development, public-private



partnership promotion, integration projects, best use of funding sources, and support to carriers. It also stressed COSIPLAN's particular interest in infrastructure support, border controls, and carbon footprint reduction.

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[1] This article was prepared by the consultant, José A. Barbero.

[2] The COSIPLAN was created in Quito, Ecuador, January 28, 2009. For more details see: <http://www.unasursg.org/inicio/organizacion/consejos/cosiplan>.





Integration Blocs







Pacific Alliance

Mexico officially joins MILA

In the framework of the Fifth Meeting of Supervisors of the Integrated Latin American Market (MILA), in Mexico City, Mexico, August 18-19, the member countries of the Pacific Alliance (PA) agreed to the Mexican stock market joining the financial integration mechanism, to date composed of Chile, Colombia, and Peru. At the IDB-sponsored meeting, the supervisors of the four countries' financial markets signed a cooperation agreement with commitments and a roadmap to consolidate Mexico's entry.

As of this country's entry, the MILA's market capitalization will reach levels similar to those of the Brazilian stock market, the largest in Latin America and the Caribbean (LAC) (US\$1.078 billion and US\$1.102 billion respectively).[1]

For more information, click [here](#).

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Related articles

- IDB-INTAL. "[Stock market integration of Chile, Colombia, and Peru under way](#)," in: *INTAL Monthly Newsletter No. 172*, December 2010.
- IDB-INTAL. "[Pacific Alliance: trade and financial integration agreements](#)," in: *INTAL Monthly Newsletter No. 205*, September 2013.

[1] Data to July 2014, Ibero-American Federation of Stock Exchanges (FIAB).



The Caribbean

Caribbean countries take part in Conference on Small Island Developing States

The countries of the Caribbean Community and Common Market (CARICOM) took part in the [Third International Conference on Small Island Developing States \(SIDS\)](#) in Apia, Samoa, September 1-4. The overarching theme of the meeting was “*The sustainable development of small island developing States through genuine and durable partnerships.*” The countries at the meeting sought to generate international cooperation and support in key development areas, such as climate change adaptation and mitigation, disaster risk reduction, and sustainable tourism.

The SIDS[1] were first recognized as such during the United Nations Conference on Environment and Development (UNCED), more commonly known as the Earth Summit, in Rio de Janeiro, Brazil, in 1992. The 192 countries taking part adopted Agenda 21 which recognized these islands as a special case because of the small scale of their economies, their geographical isolation, their limited resources, their high dependence on foreign trade, and their vulnerability to the effects of climate change and sea level rises.

1994 saw the First International Conference on SIDS, which adopted the [Barbados Programme of Action \(BPOA\)](#), which identifies priority actions and concrete measures to address the specific problems presented by SIDS. The document identifies 14 main areas[2] where specific measures are needed at national, regional, and international levels to support these islands’ sustainable development. This program was subsequently revised and renewed in the [Mauritius Strategy](#) during the Second International Conference on SIDS in 2005.

During the Samoa Conference, CARICOM representatives called upon the international community to collaborate in climate change mitigation and adaptation actions, and demanded a legally binding commitment to emission targets in 2015. They also noted that a large part of their debt is related to the high volatility of oil prices, as well as to extreme weather phenomena, and called for investment in innovation in the area of renewable energy. In this respect, the creation of a [Caribbean Centre for Renewable Energy and Energy Efficiency \(CCREEE\)](#) was announced, to support the region’s



countries in creating a favorable environment for investment in sustainable energy. The CCREEE will coordinate and implement programs, projects, and activities for the development of policies, capacities, information, and data exchange. Last, the international community was called upon to review the terms under which official assistance toward the development is granted, including criteria regarding vulnerability and special needs in the face the climate change.

[1] These are: in the Caribbean, Antigua & Barbuda, Bahamas, Barbados, Belize, Cuba, Dominica, Grenada, Guyana, Haiti, Dominican Republic, Jamaica, Saint Kitts & Nevis, Saint Lucia, Saint Vincent & the Grenadines, Suriname, and Trinidad & Tobago. In the Indian Ocean and South China Sea region: Cape Verde, Comoros, Guinea Bissau, Maldives, Mauritius, São Tomé & Príncipe, the Seychelles, and Singapore. In the Pacific region: Fiji, the Cook Islands, the Marshall Islands, the Solomon Islands, Kiribati, Micronesia, Nauru, Niue, Palau, Papua New Guinea, Samoa, Timor-Leste, Tonga, Tuvalu, and Vanuatu.

[2] These areas are: climate change and rising sea levels, natural and environmental disasters, waste management, coastal and marine resources, freshwater resources, land resources, energy resources, tourism resources, biodiversity resources, national institutions and administrative capacity, regional institutions and technical cooperation, transport and communication, science and technology, and human resources development.



CARICOM moves to facilitate business operations

Last July the Caribbean Community and Common Market (CARICOM) commissioned a consultant to start work on the creation of a [harmonized framework for businesses](#) operating within the Caribbean Single Market and Economy (CSME). Priority will be given to establishing regulations in four main result areas: the Single Jurisdiction, regulating competition, consumer protection, and regulatory frameworks for business creation and development.

The main features of the [CSME](#): are the free movement of goods, services, labor, and capital; the right to set up CARICOM companies in any member state without restriction; the implementation of a common external tariff (CET); and the harmonization of laws, and monetary and fiscal regulations.

Related articles

- IDB-INTAL. "[THE CARIBBEAN: CARICOM inaugurated its Single Market](#)," in: *INTAL Monthly Newsletter No. 114*, January 2006.
- IDB-INTAL. "[Fresh impetus for Caribbean integration](#)," in: *INTAL Monthly Newsletter No. 175*, March 2011.



Central America

FTA between Costa Rica, Panama and EFTA countries comes into force

The Free Trade Agreement (FTA) between Costa Rica, Panama, and the countries of the [European Free Trade Association](#) (Iceland, Liechtenstein, Norway, and Switzerland) came into force August 29. Joint negotiations toward the FTA between Costa Rica, Panama, Guatemala, and Honduras got under way in February 2012, despite the talks progressing at different rates. While Costa Rica and Panama signed the agreement in July 2013, negotiations between Guatemala and Honduras are still ongoing.

The [agreement](#) contains provisions on trade in goods, trade in services, investment, competition, intellectual property protection, sustainable development, cooperation, and public procurement. It also establishes that other member states of the Central American Integration System (SIECA) may join the FTA.

As noted in [INTAL Monthly Newsletter No. 203](#), trade in goods between EFTA and Costa Rica has grown by over 80% in the past four years, reaching US\$265 million in 2013, while trade between Panama and EFTA has risen 40%, reaching US\$546 million with Costa Rica.

Related articles

- IDB-INTAL. "[Central America and Panama open talks toward free trade agreement with EFTA](#)," in: *INTAL Monthly Newsletter No. 176*, April 2011.
- IDB-INTAL. "[First negotiating round between the EFTA and Costa Rica, Guatemala, Honduras, and Panama](#)," in: *INTAL Monthly Newsletter No. 187*, March 2012.
- IDB-INTAL. "[EFTA and Canada form focus of Central American trade negotiations](#)," in: *INTAL Monthly Newsletter No. 193*, September 2012.
- IDB-INTAL. "[Costa Rica and Panama sign FTA with EFTA](#)," in: *INTAL Monthly Newsletter No. 203*, July 2013.

New tool against coffee rust

With the purpose of making a timely response to the onset of coffee rust, the United Nations Food and Agriculture Organization (FAO) launched a new tool called SATCAFÉ, as part of an early warning system for the coffee rust fungus. The initiative enables engineers and producers in the coffee sector to access updated information on the incidence of rust across all seven Central American countries. The system also provides weather data for forecasting conditions that may favor the onset of rust, in anticipation of fresh outbreaks of the disease.

As mentioned in [INTAL Monthly Newsletter No. 214](#), the Central American region recently underwent its worst blight of coffee rust for the last 30 years, causing losses of approximately US\$600 million, or about 20% of the total harvest.

Related articles

- IDB-INTAL. "[Central America prepares regional actions to protect coffee plantations](#)," in: *INTAL Monthly Newsletter No. 199*, March 2013.
- IDB-INTAL. "[Coffee rust in Central America: the region continues to suffer](#)," in: *INTAL Monthly Newsletter No. 214*, June 2014.



Regional highway infrastructure protection standards

The [Thirty-Third Meeting of the Central American Sectoral Council of Ministers of Transport \(COMITRAN\)](#) was held August 13-14, in the framework of the Central American Integration System (SICA). At the meeting, the region's Transport Ministers unanimously approved two mandatory regional transport regulations, for the regulation of weights and dimensions of freight vehicles and the standardization of road signs and uniforms. These measures are aimed at improving the transit of private and freight vehicles passing through the region, as well as at protecting governments' investments in highway infrastructure.



Andean Community

Ecuador and Honduras embark on trade agreement talks

Ecuador and Honduras opened negotiations toward a [Partial Scope Economic Complementation Agreement](#) July 14. To this end, they are working on a roadmap that includes tariff, trade, investment, and cooperation issues. In 2013, Ecuadorian exports to Honduras stood at approximately US\$105 million, over 75% of which was concentrated in fuels. Imports from Honduras stood at approximately US\$3.6 million, primarily in fruit and cement products.

MERCOSUR: Physical and energy integration with Bolivia

Bolivia is in the process of full membership of MERCOSUR.[1] The Accession Protocol [was signed](#) in 2012, since which there has been [progress](#) in several institutional areas. The bloc's economies are simultaneously strengthening closer ties with Bolivia through bilateral and plurilateral initiatives, particularly those linked to physical integration and energy. These areas are of great relevance to MERCOSUR's relationship with the Andean country. On one level, Bolivia is a fundamental player in energy provision to the bloc, in terms of its gas exports to Brazil and Argentina; on another, given its landlocked nature, its MERCOSUR neighbors play a key role when it comes to facilitating access for Bolivian goods to extrazone destinations.

Brazil-Bolivia gas provision agreements

These two countries [agreed](#), August 18, on topics relating to Bolivia's gas sales to Brazil through three contracts between Petróleo Brasileiro S.A. (Petrobras) and Bolivian Fiscal Oilfields (YPFB). This hydrocarbon, it should be remembered, forms 97.4% of Bolivia's exports to Brazil, or almost US\$4 billion.

The agreed areas included:

- The signing of a US\$496 million interruptible contract to export gas from Bolivia to Brazil, with an initial sales price of US\$10.24 per million BTU and a reward system that increases the price of gas.
- The extension to December 31, 2016, of Bolivian exports of 2.2 million cubic meters of gas daily, for the Mario Cobas thermoelectric plant in Mato Grosso, Brazil.
- Conciliation over differences between amounts invoiced and paid, and fines for electricity failures.
- The inclusion of a new delivery point—San Matías in Santa Cruz Department, Bolivia—for the export of Bolivian gas to Brazil.

- The reduction in the calorific value of the natural gas traded, with the goal of Bolivia expanding its investment options for the extraction of liquefiable hydrocarbons in its sales to Brazil.

Understanding for Argentina-Bolivia electrical energy exchange

Argentina and Bolivia signed a [memorandum of understanding](#) August 27, laying the groundwork for the exchange of electricity between the two countries. The two countries are to form a binational technical commission to assess the conditions and electric power infrastructure needed, and to develop studies and actions for electrical energy trading.

The initiative is grounded in the Framework Agreement of Energy Integration, signed in 2007, which aims to foster closer ties in energy development and attention to both countries' needs.

Physical integration in URUPABOL agenda

In the framework of the coordination and cooperation mechanism among Uruguay, Paraguay, and Bolivia (URUPABOL), August 15, the three countries' representatives [agreed](#) on several topics of relevance to integration. These primarily include:

- Creation of a Trilateral Trade, Cooperation, and Joint Investment Commission.
- The decision to optimize Paraguayan and Bolivian duty-free warehouses in Uruguayan ports. Uruguay will also consider granting port facilities for these landlocked countries.
- Cooperation to strengthen physical integration, energy, transport, and logistics services in URUPABOL and realize energy exchange, coordinating positions and collecting efforts in the framework of the Energy Council of the Union of South American Nations (UNASUR).
- Regarding the Paraná-Paraguay Waterway, they commissioned the Uruguay's National Ports Administration to undertake a comparative assessment of the costs of logistics chains for transit on that Waterway with those of alternative routes.
- A Memorandum of Understanding is to be signed between Uruguay and Bolivia (similar to that existing with Paraguay) to promote participation in the Andean country in the future Deepwater Port of Rocha.

Related articles

- IDB-INTAL. "[MERCOSUR grows](#)," in: *INTAL Monthly Newsletter No. 196*, December 2012.
- IDB-INTAL. "[MERCOSUR: Progress in Bolivian membership and bilateral relations](#)," in: *INTAL Monthly Newsletter No. 201*, May 2013.
- IDB-INTAL. "[First meeting of working group for Bolivia's accession to MERCOSUR](#)," in: *INTAL Monthly Newsletter No. 202*, June 2013.
- IDB-INTAL. "[Progress and significance of Bolivia's accession to MERCOSUR](#)," in: *INTAL Monthly Newsletter No. 215*, July 2014.

[1] See more on the process of incorporation of Bolivia to the MERCOSUR and trade flows of the block with this country in the [MERCOSUR Report No. 18](#).



Dredging and buoying begins on River Uruguay

The [meeting](#) of the River Uruguay Executive Commission (CARU), in Paysandú, Uruguay, at the end of August agreed the technical details necessary to start work on the deep dredging and buoying of the River Uruguay.

The work, which has an estimated cost of almost US\$7 million, is to be financed equally by Argentina and Uruguay. The dredging work and buoying will improve navigation conditions and enable ocean-going vessels to reach the ports of Fray Bentos in Uruguay and Concepción del Uruguay in Argentina, which will have a positive impact on the two countries' trade flows by reducing transport costs.

Related articles

- IDB-INTAL. "[MERCOSUR: Progress in Bolivian membership and bilateral relations](#)," in: *INTAL Monthly Newsletter No. 201*, May 2013.
- IDB-INTAL. "[Bilateral affairs in MERCOSUR](#)," in: *INTAL Monthly Newsletter No. 212*, April 2014.

WTO Panel rules against Argentina over import restrictions

The Panel [reports](#) formed in the World Trade Organization (WTO) were released August 22 to discuss various imports-related measures imposed by Argentina that have been questioned by the European Union (EU) ([DS438](#)), United States ([DS444](#)), and Japan ([DS445](#)). The Panel concluded that trade-related requirements (TRR) and Advance Sworn Import Declarations (DJAI) (regardless of whether or not these are acting as import licenses) constitute restrictions on imports of goods and are incompatible with the General Agreement on Tariffs and Trade (GATT). Similarly, the local content requirement included in TRR is inconsistent with the principle of national treatment (whereby foreign products must be accorded foreign products as similar local products). Accordingly, the Panel recommended that the Dispute Settlement Body (DSB) should call on Argentina to adapt its legislation to the obligations arising from the GATT. The South American country submitted a notice of appeal, September 26. As explained in [INTAL Monthly Newsletter No. 197](#), it will be the standing Appellate Body that confirms, modifies, or revokes the recommendation. In the event that the Appellate Body should deem the Argentinian measures inconsistent with WTO commitments, the country will have to adapt its rules to the DSB's recommendations within a reasonable time period, or else negotiate mutually acceptable compensation with United States, Japan, and the EU. In the event of no agreement being reached, the claimants may ask the DSB for permission to retaliate.

Related article

IDB-INTAL. "[Active participation by LAC in WTO dispute settlement system in 2012](#)," in: *INTAL Monthly Newsletter No. 197*, January 2013.

Financing of Integration Priority Projects in COSIPLAN

The Fourth Meeting of the Working Group on Financing and Guarantee Mechanisms was held in Rio de Janeiro, Brazil, September 9, within the framework of the 2014 Work Plan of [South American Council of Infrastructure and Planning \(COSIPLAN\)](#) of the Union of South American Nations (UNASUR). The main objective of the meeting was to discuss alternatives for financing the projects on the [Integration Priority Project Agenda \(API\)](#).

The meeting was attended by representatives from Argentina, Brazil, Chile, and Paraguay, and from UNASUR's General Secretariat. Also represented were the Bank of the South, the China Development Bank (CDB), the New Development Bank (NDB) of the BRICS (Brazil, Russia, India, China, and South Africa) group of countries, the Brazilian Development Bank (BNDES), the Secretariat of the Technical Coordination Committee (TCC) of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA), the Inter-American Development Bank (IDB), the Development Bank of Latin America (CAF), and Financial Fund for the Development of the River Plate Basin (FONPLATA).

First, the representative from UNASUR's General Secretariat noted that [UNASUR's new Secretary General](#), Ernesto Samper Pizano in office as of September 1, showed an interest in the progress of the priority integration projects and to promote dialog between the Economy and Finance Councils and UNASUR's COSIPLAN to improve coordination.

Second, the representative of the [CDB](#) pointed out that its goal is to support the implementation of regional infrastructure projects in order to promote the social sustainability and economic development of South American countries. The representative also set forth the conditions necessary for the financing of infrastructure projects in South America, including the promotion of trade links between China and the countries behind the projects, the participation of China in investments and in the provision of services.

Third, there was a status report on the strategy, structure, and governance of the Bank of the South, noting that it has been tasked to work with the COSIPLAN's projects. The countries that have signed the Bank's Articles of Association to date are Argentina, Brazil, Bolivia, Ecuador, Paraguay, Uruguay and Venezuela.



Fourth, it was mentioned that the aim of the NDB is to fund sustainable development projects and infrastructure. Its governance was described and it was noted that all five BRICS countries have signed the Articles of Association creating the Bank, which are now in the process of being ratified. Fifth, the background to the creation, structure, and major work areas of UNASUR's Economy and Finance Council was presented. The Financial Integration Working Group (GTIF) has, since 2008, functioned as a space for exchange of opinion and debate among the South American countries. In 2010, with the creation of the Economy and Finance Council, the GTIF was incorporated as Council's executive arm. The Council is made up of UNASUR Economy Ministers and Central Bank Governors, and has met on four occasions. It tackles issues such as international reserves, trade, payment systems, and, recently, infrastructure financing.

In conclusion, on the one hand, the meeting expressed interest in moving toward the implementation of the projects in the [COSIPLAN's Project Portfolio](#) and in API projects, in particular. In this respect, it highlighted the need to coordinate the Ministries of Economy and Planning or Infrastructure within each country in order to prioritize these projects and gain access to funding. On the other hand, the meeting also stressed the importance of linking up the work of the Economy and Finance Councils, and UNASUR's COSIPLAN.



South American air transport and integration in the COSIPLAN agenda

Air transport plays a key role in Latin America and the Caribbean (LAC), enabling integration, and access to local and global markets by facilitating the efficient flow of passengers and goods. Despite being a long way from its full potential, the number of passengers in LAC has been rising faster than the global average. Air freight has steadily been increasing in volume over the past few years, and the dynamism of the sector's activity in the region is expected to continue over next few years. The sector has also undergone a process of modernization in the last decade, with the enhanced safety and profitability of air transport.

Both the growth and modernization of the sector are key to the development of countries in the region, especially considering the multiplier effect, since the development of air transport levers up competitiveness and growth in other sectors, such as technology, tourism, and the financial and business sectors.

However, for the region to fulfill its potential and meet growth forecasts competitively, safely, and sustainably, it is necessary to implement public policies to tackle challenges relating to various different aspects of the industry, such as aviation policy and governance, on the one hand, and integration, connectivity, and air regulation, on the other.

Workshop on South American Air Integration

The Workshop on South American Air Integration was held in Rio de Janeiro, Brazil, September 10-11, in the framework of the 2014 Work Plan of UNASUR's [South American Council of Infrastructure and Planning \(COSIPLAN\)](#). The meeting was attended by authorities from the sector in Argentina, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, and Suriname, the UNASUR General Secretariat, the Secretariat of the Technical Coordination Committee (TCC) of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA), the Inter-American Development Bank (IDB), the Development Bank of Latin America (CAF), and Financial Fund for the Development of the River Plate Basin (FONPLATA).

The workshop's main objectives were to analyze the rationale of the freight and passenger airport network, to assess air interconnectivity, the operating trends for South American integration and their sources of funding, and to identify best practices in the freight and passenger transport, based on international experience.

As part of its agenda, the workshop discussed challenges involved in promoting air passenger integration, the role of air transport in the integration of regional logistics chains, and proposals for pilot projects for the subregional integration of airports and border crossings. Representatives of national and multilateral banks from the region also presented their experience, setting out the tools available for the funding of airport projects.



IDB studies

The workshop reported on the progress of two ongoing IDB-commissioned studies. The first, **“Technical Assistance for the Study of Air Transport Integration in Latin America and the Caribbean (LAC),”** by the consultant Andy Ricover, provides a qualitative and quantitative analysis of integration. The first component analyzes the documents defining the policy between each pair of countries, as well as any bilateral or multilateral agreements, and identifies opportunities, restrictions and challenges in moving toward a binational and/or regional integration and collaboration policy. The second component measures current levels of integration as displayed by airline connectivity in terms of the capacity offered by scheduled air services between pairs of countries. This quantitative review also helps identify trends in levels of connectivity arising as a result of the adoption of air policies and regulatory restrictions, and in operational contexts that influence the services offered by air operators.

The second study, **“Cases Studies on Air Cargo Terminals in the Airports of the UNASUR Member States,”** by the consultants Juan Pablo Antún and Rodrigo Alarcón, analyzes the trends in air freight, both at the global level and in the member countries of the Union of South American Nations (UNASUR). It also undertakes a Case Study in the Cargo Terminals of Santiago de Chile, Lima, Manaus, and Viracopos, and establishes a set of strategic recommendations for improving performance and promoting the development of air freight logistics centers in airports.

The Workshop’s agenda and materials are available [here](#).



Argentina and Chile move forward on border integration

Argentina and Chile signed a [Declaration of cooperation in infrastructure for binational integration](#), August 26, announcing 13 new priority border crossings, bringing to 26 the total number of crossings. The Declaration provides for investments in road infrastructure to be developed in the period 2014-2030, with the aim of promoting trade and tourism.

The Sixth Binational Meeting of Ministers from Argentina and Chile, the Fourth Meeting of Governors and Mayors of the Common Border, and the Eighteenth Meeting of the Argentina-Chile Joint Parliamentary Commission were all held in Buenos Aires, Argentina, August 29. Among other topics, the meetings addressed connectivity, integration, and physical border facilitation. As well as highlighting the progress of the “Agua Negra Binational Tunnel” and the “Low Altitude Tunnel—Central Trans-Andean Railway” projects, the Foreign Ministers emphasized the importance of the Cross-Border Master Plan, and the Connectivity Alternatives Study of the southern hub between the two countries. The ministers agreed to establish integrated border control at the Cardenal Samoré Crossing (double-head modality) and the Pircas Negras International Crossing (single-head modality), and signed a Memorandum of Understanding for the electronic format of the Single Immigration Card.

The agreements reached are available [here](#).

Border integration in the COSIPLAN

In the regional purview, several of these projects belong to the [Project Portfolio of the South American Infrastructure and Planning Council \(COSIPLAN\)](#) and the [Integration Priority Project Agenda \(API\)](#). In this framework, as part of the COSIPLAN Work Plan 2014, a meeting of the Executive Technical Group (GTE) on Integration and Border Facilitation is table for October 16-17, in Buenos Aires, Argentina. The meeting will aim to identify any elements needed for border integration and facilitation, and to develop lines of work to be followed within the COSIPLAN. Among other topics, the meeting’s agenda will include binational experiences, integrated border management, border transit facilitation, and management standards and indicators. The GTE is coordinated by Argentina and Chile.



Regional And Global Overview





MERCOSUR-Pacific Alliance: Brazil seeks to step up free trade with Colombia and Peru

With the aim of promoting closer ties between MERCOSUR and the Pacific Alliance (PA), Brazil has suggested to [Colombia](#) and [Peru](#) that they step up the elimination of tariffs where existing agreements are concerned, as well as extending their scope, especially in investment and services. At present, Brazil's trade with these countries is governed by Economic Complementation Agreement (ECA) No. 59, signed in 2004 by MERCOSUR and Venezuela, Colombia and Ecuador (then a member of the Andean Community of Nations (CAN)) and ECA No. 58, signed in 2005 by MERCOSUR and Peru. Both agreements are aimed at creating an extended economic space in order to facilitate the free movement of goods and services, and the full utilization of productive factors. In accordance with the timeframes established for tariff elimination, trade liberalization should be implemented over a 15-year period, although the opening of Colombian and Peruvian markets to Brazilian products would be slower. Brazil, in other words, has included in its lists a higher proportion of goods in the early stages of tariff reduction.

The MERCOSUR countries also have other agreements with PA countries. On the one hand, ECA No. 35 lays the foundations for trade with Chile. On the other hand, there are two agreements with Mexico: ECA No. 54, providing a framework for the negotiation of a free trade agreement (FTA), and ECA No. 55, stipulating a trade administration regime for the automotive sector. The only MERCOSUR country to have signed an FTA with Mexico is Uruguay (ECA No. 60).

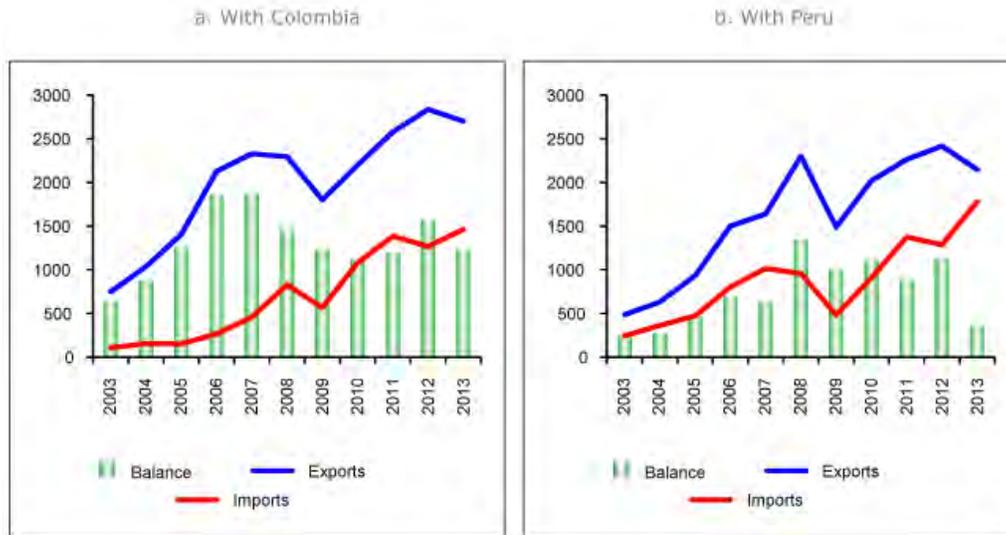
Evolution and composition of Brazil's trade with Colombia and Peru

Over the last decade, Brazil's trade with Colombia and Peru has been in surplus, while imports from the Andean countries grew at a faster rate than shipments to those destinations (Figures 1a and 1b).

Brazil's exports to these markets are diversified, particularly in such goods as oil, corn, automotive products, cables, and bulldozers. Purchases from Colombia and Peru, on the other hand, are concentrated in a smaller number of products, most notably fuels, metals and derivatives, and plastics (Table 1).

Graph 1: Evolution of Brazil's trade in goods

In millions of US\$



Source: Based on data from DATAINTAL.

Table 1: Composition of Brazil's trade in goods with Colombia and Peru

As percentage of total. According to Harmonized System headings. 2013 data.

Source: Based on data from DATAINTAL.

| Exports | | | Imports | |
|--|--------|--|--|--------|
| COLOMBIA | | | | |
| Corn | 6.8% | | Coal, briquettes, etc. | 20.8% |
| Cables | 6.4% | | Polymers of vinyl chloride in primary form | 17.7% |
| Acyclic hydrocarbons | 4.7% | | Coke and semi-coke of coal, etc. | 14.0% |
| Motor vehicles for tourism | 3.5% | | Polymers of ethylene in primary form | 4.2% |
| Chassis for motor vehicles | 3.3% | | Tires | 4.1% |
| Others | 75.3% | | Others | 39.2% |
| Total | 100.0% | | Total | 100.0% |
| PERU | | | | |
| Self-propelled bulldozers, angledozers, etc. | 8.1% | | Petroleum oil | 23.0% |
| Motor vehicles for transport of goods | 7.3% | | Refined copper and copper alloys | 22.2% |
| Iron and non-alloy steel | 4.8% | | Copper ore and concentrates | 13.8% |
| Crude oil | 3.8% | | Zinc ore and concentrates | 8.2% |
| Chassis for motor vehicles | 3.5% | | Calcium phosphate | 7.1% |
| Others | 72.5% | | Others | 25.7% |
| Total | 100.0% | | Total | 100.0% |

Some reflections

As noted in [INTAL Monthly Newsletter No. 215](#), closer ties between the PA and MERCOSUR can strengthen dialog and cooperation between the region's most important blocs in economic and trade terms.

In this sense, the Brazilian initiative could contribute positively to consolidating the links between the two integration processes in several areas with potential for cooperation, such as trade facilitation, reciprocal investment, physical integration, technological innovation, free movement of people, and others.

Related articles

- IDB-INTAL. "[Pacific Alliance and MERCOSUR trade profiles](#)," in: *INTAL Monthly Newsletter No. 215*, July 2014.



Impact assessment







Impact Assessment and external market access: comments on two works

The aim of these articles is to disseminate and discuss two impact assessment (IA) works relating to external market access. [INTAL Monthly Newsletter No. 216](#) gives an overview of the topic. The studies reviewed are by Cruz (2014) on export promotion, and Volpe & Blyde (2013) on transport infrastructure and trade flows.

The impact of export promotion

Cruz (2014) discusses whether export promotion agencies affect the likelihood of firms that do not participate in the international market becoming exporters. The literature on international trade generally argues that the most efficient companies self-select to participate in export markets, but that exporting may, at the same time, drive companies to increase productivity. This document assesses the impact of the Brazilian Trade and Investment Promotion Agency (Apex-Brazil) on export trends, drawing on data from 300,000 companies in the industrial sector over the period 2005-2010.

The main problem is that no one knows what the performance of firms would have been had they not participated in the program (counterfactual). Companies with a greater likelihood of becoming exporters may also have self-selected in the program. For this reason, the author relies on a methodology that combines a propensity score matching approach with a differences-in-differences approach, and finds evidence for the program's positive impact on the likelihood of promoting new exporters. This means that, in the case in question, a company that does not sell in foreign markets is more likely to be exporting again after participating in the program than other nonparticipants with similar characteristics. The effect of the program varies depending on the size of the companies (it is more effective in small and medium enterprises), and has positive spillover effects on businesses that do not participate but share the same region and sector with the participants.

The impact of infrastructure on exports

Volpe & Blyde (2013) used the earthquake in Chile in February 2010 as a natural experiment to estimate the impact of the country's internal infrastructure on exports. The strategy of identification should solve the problem of potential endogeneity between trade and infrastructure: improvements in roads can increase exports in certain regions of a country, but, at the same time, higher external sales may boost investments and reduce transport costs in those regions. The work uses export data at the level of georeferenced firms and takes the earthquake in Chile as a source of exogenous variation in infrastructure. The authors contrast the companies affected with those not affected, keeping a close eye on the effects of other factors, to estimate the impact of the change in transportation infrastructure on their exports. They make use of the differences-in-differences methodology, comparing the change in exports one year before and one year after the earthquake.



The work finds that the earthquake's destruction of transportation infrastructure had a strong negative impact on values and quantities exported by companies. In particular, the effect was more marked on larger firms selling nondifferentiated products like beverages, meat and vegetable preparations, wood and paper items.

The authors point up some limitations in the analysis, underlining the fact that only the short-term impact of infrastructure on exports is being captured. They also present different specifications and keep the sample short in order to control different variables, e.g. the earthquake's effect on production or the existence of certain ports. On eliminating these effects, they continue to meet with the same result in the study. They are also able to point out that there were no divergent tendencies among the companies affected and not affected prior to the earthquake. The study concludes by stressing that the lack of internal transportation infrastructure affects the way companies operate in international markets.

Rigorous in their methodology, these works arrive at relevant policy conclusions for the internationalization of firms in the region: they describe, on one hand, the significant impact of export promotion when the program is properly implemented and, on another, the importance of transportation infrastructure within the countries in terms of access to export markets.

Bibliography

Cruz, M. 2014. *Do Export Promotion Agencies Promote New Exporters?* Policy Research Working Paper 7004. World Bank Group.

Volpe, C. & Blyde, J.S. 2013. "Shaky Roads and Trembling Exports: Assessing the Trade Impacts of Transport Costs Using a Natural Experiment," in: *Journal of International Economics*, 90(1): 148-161.

Related article

- IDB-INTAL. "[Impact assessment in integration and international trade](#)," in: *INTAL Monthly Newsletter No. 216*, August 2014.



Integration and Trade Sector







Integration & Trade Journal No. 38: Support to Border Integration and Border Trade Facilitation in Latin America and the Caribbean (LAC)

The double challenge of borders: security and facilitation

The Inter-American Development Bank, in the framework of its integration mandate in the region, has been supporting and working in actions to further the development of border areas, as well as cooperation and cross-border integration through binational and regional agreements. The latest issue of the Integration & Trade Journal seeks to reflect a variety of experiences in this field and includes a series of contributions that explore the challenges and opportunities for improvement in the field of facilitation, security, integration, and development in border areas in the various subregions of LAC.

To access the full issue of Integration & Trade Journal No. 38 click [here](#).

Call for research proposals and Young economists award IDB/INTAL-Red Sur

Call for Research Proposals IDB/INTAL - Red Sur

IDB-INTAL, from the Integration and Trade Sector, and the **South American Network on Applied Economics/Red Sur** are putting out a joint call for research projects by researchers/research centers throughout Latin America and the Caribbean (LAC). Four studies will be selected, one for each subject area, and funds of **US\$15,000** will be made available to each.

The proposal and supporting documentation should be sent no later than **5:00 p.m. (Uruguayan standard time), November 3, 2014**, to the following email addresses simultaneously: intal@iadb.org y coordinacion@redmercosur.org, with the following subject line: CALL FOR PROPOSALS IDB-INTAL/South American Network on Applied Economics. For more information access to [Application Guidelines](#).

Young Economists Award IDB/INTAL - Red Sur

IDB-INTAL, from the Integration and Trade Sector, and the **South American Network on Applied Economics/Red Sur** are putting out a call for a new edition of the Awards for Young Economists in order to promote the insertion of young people in the field of economic research and knowledge creation in areas of interest to regional and global integration. The awards consist of scholarships to carry out the research submitted, as well as the support of a researcher from the South American Network on Applied Economics to act as project tutor.

PRICES:

- **First Prize:** a scholarship for **US\$7,000** to undertake the research submitted.
- **Second Prize:** a scholarship for **US\$5,500** to undertake the research submitted.
- **Third Prize:** a scholarship for **US\$4,000** to undertake the research submitted.

The proposal and supporting documentation should be sent no later than **5:00 p.m. (Uruguayan standard time), November 3, 2014**, and simultaneously to the email addresses: intal@iadb.org y coordinacion@redmercosur.org, with the following subject line: YOUNG ECONOMISTS AWARD APPLICATION.

For more information access to [Application Guidelines](#).



ConnectAmericas Infrastructure Community

Latin American and Caribbean governments are paving the way for increased private investment in infrastructure. The region is expected to invest at least US\$1.5 trillion in infrastructure projects over the next decade. [Read more...](#)





Other IDB Activities







Latin American Competition Forum (LACF)

Welcome to the website for the 12th meeting of the Latin American Competition Forum (LACF) that will be held in Montevideo (Uruguay) on 16th and 17th September 2014. ([Link](#))



China-LAC Business Summit

The eight edition of the China-LAC Business Summit, organized by the Inter-American Development Bank (IDB), jointly with the China Council for the Promotion of International Trade (CCPIT), the People's Bank of China, and the Government of the Hunan Province, will bring together top executives, policy makers, and high public officials from both shores of the pacific to exchange ideas and experiences on key areas for the identification of trade and investment business opportunities between both regions. In addition, the IDB team will be facilitating one-on-one business matchmaking sessions between China and LAC companies. ([Link](#))



Inter-American Development Bank highlights catalytic role of women-led SMEs

The Inter-American Development Bank (IDB) and its Multilateral Investment Fund ([MIF](#)) will host the 13th Annual Summit of the Global Banking Alliance for Women ([GBA](#)) at its headquarters in Washington, D.C. The three-day event, to be held **September 17-19**, brings together representatives from the banking sector, governments, leading NGOs, and the development finance community to exchange best practices and discuss business models that help build women's wealth worldwide. ([Link](#))



Latin American and Caribbean Carbon Forum to Show the Way on Climate Action

The VIII Latin American and Caribbean Carbon Forum ([LACCF](#)) will be held on September 3 to 5 at the Compensar Convention Center in Bogota, Colombia. ([Link](#))



IDB announces finalists for the 2015 Infrastructure 360° Awards

The Inter-American Development Bank announces the twelve finalists for the 2015 Infrastructure 360° Awards. ([Link](#))





INTAL Documentation Center







Reviews

Hoekman, Bernard. Supply Chains, Mega-Regionals and Multilateralism: A Road Map for the WTO. London: CEPR, April 2014 [80 pages].

This book, by Bernard Hoekman, lays out a roadmap to move forward on the agenda of the World Trade Organization (WTO), taking into account the main changes in international trade since its earliest beginnings. In particular, it makes suggestions for the conclusion of the Doha Round and for making better use of the WTO as a discussion forum.

On the one hand, the author appreciates the concrete results achieved at the Bali Ministerial Conference in December 2013, including the Trade Facilitation Agreement and the commitment to develop a work plan for multilateral trade liberalization by the end of 2014.

It contends, however, that the difficulties in concluding the Doha Round can, in part, be explained by changes in the structure and organization of world trade. Among these, the main change is the fundamental role of global value chains (GVCs), implying that the different parts of the production process are located in different countries depending on their comparative advantages. Other relevant changes are foreign direct investment (FDI) as a driving force for trade growth, the rise in exchange of services, etc.

In contrast, it demonstrates the progress of negotiations outside of the multilateral arena, through regional trade and investment, such as mega-regional agreements (see IDB-INTAL, 2013).

The author recommends avoiding a fragmented approach where the various different negotiating areas should be discussed in isolation in order to understand the links between them. He therefore suggests focusing on the negative impact of various policies on the operation of GVCs. In particular, he highlights how the differences between internal regulations on goods and services, and investment policies affect the operation of supply chains. By placing the emphasis on this, interest of exporting countries involved in value chains both of agricultural goods and of manufactured products should be reawakened.



Furthermore, the author proposes the creation of a knowledge platform in the framework of the WTO, as an information exchange and consultation mechanism among member countries in order to promote transparency in the policies implemented. He also suggests the need for the private sector to express its vision and to contribute data that will help to gauge the impact of trade and investment policies. This feedback would provide a tool to reduce the negative impacts of regulatory policies.

The document concludes that the growing role of developing countries and GVCs have changed the scenario regarding the creation of the WTO and the launch of the Doha Round. In this sense, many of the relevant policy areas—including investments, some subsidies, the environment, public procurement, data protection, and privacy—are not at the negotiating table in this Round, but are part of regional agreements. For the author, the challenge involves continuing to use the WTO both for areas that cannot be developed in the framework of regional agreements, and for those that are dealt with in such agreements.

The publication is timely given the lack of consensus over the WTO General Council's approval of the Protocol relating to the Agreement on Trade Facilitation, which expired July 31. In this sense, the suggestions and proposals contained in this book may prompt countries to redouble their efforts to reach an agreement. Moreover, in spite of the difficulty of moving forward on the agenda, the WTO continues to be the negotiating arena where developing countries can influence outcomes, unlike regional agreements, where asymmetries are more in evidence.

Hoekman, Bernard. (2014). Supply Chains, Mega-Regionals and Multilateralism: A Road Map for the WTO. London: CEPR. April. [Link](#).

Related article

- IDB-INTAL. “[Mega-agreement negotiations: how will they influence Latin America?](#),” in: *INTAL Monthly Newsletter No. 204*, August 2013.

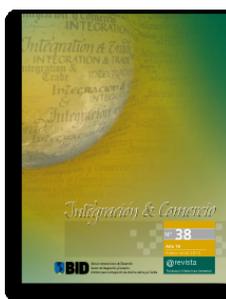


Bibliographic alert

This weekly alert disseminates information on the highlighted documents recently uploaded in the INTAL Documentation Center Data Base (CDI). It also provides links to open access bulletins and journals in Spanish, Portuguese and English. Click [here](#)

Monthly Highlights

*La Revista Completa. (2014). Integración y Comercio. 18(38). p. 1-164.



Título:La Revista Completa

Otros responsables:Instituto para la Integración de América Latina y el Caribe, INTAL

Serie:Integración y Comercio (2014) ; 18 (38) : p. 1-164

Temas:<ACCESO A LA INFORMACION><ACUERDOS SOBRE MEDIDAS SANITARIAS Y FITOSANITARIAS, MSF><ADUANAS><ARMONIZACION DE POLITICAS><ASPECTOS SOCIALES><BARRERAS COMERCIALES><COHESION SOCIAL><COMERCIO BILATERAL><COMERCIO INTERNACIONAL><COMPETITIVIDAD><COOPERACION POLITICA><COOPERACION REGIONAL><ECONOMIAS REGIONALES><EMPRESAS><ESTADISTICAS><ESTUDIOS DE CASOS><EXPORTACIONES><FACILITACION DEL COMERCIO><INFRAESTRUCTURA><INFRAESTRUCTURA DEL TRANSPORTE><INTEGRACION FISICA><INTEGRACION FRONTERIZA><LEGISLACION ADUANERA><NARCOTRAFICO><PASOS DE FRONTERA><POLITICA COMERCIAL><POLITICA DE DESARROLLO><POLITICA FISCAL><POLITICA REGIONAL><POLITICAS PUBLICAS EN GENERAL><REGIONALISMO><SECTOR PUBLICO><SEGURIDAD INTERNACIONAL><TECNOLOGIAS DE LA INFORMACION><TERRORISMO><TRANSPORTE DE CARGA><TRANSPORTE POR CARRETERA><TURISMO>

JEL:A13; C1; E62; F; F1; F13; F15; F2; F5; F52; H1; H54; L9; L91; L92; O1; O18; O4; O54; R1; R11; Y3; Y10

Geográficos:<AMERICA

LATINA><CARIBE><ARGENTINA><BOLIVIA><CHILE><COLOMBIA><COSTA RICA><ECUADOR><ESTADOS UNIDOS><MEXICO>



Resumen: Las barreras arancelarias han disminuido sustancialmente en las últimas décadas como consecuencia de las negociaciones comerciales multilaterales y los acuerdos regionales de libre comercio. En este contexto, otros obstáculos al comercio han adquirido mayor importancia relativa. Tal es el caso de los costos de transporte domésticos e internacionales (ver, por ejemplo, Mesquita Moreira et al., 2008; y Mesquita Moreira, 2013). Dichos obstáculos no se limitan a aquellos asociados a la infraestructura física y las regulaciones correspondientes, sino que comprenden los derivados de intervenciones públicas diferentes a los aranceles y las medidas para-arancelarias de efecto equivalente. En este sentido, se destacan las acciones gubernamentales de control sobre las transacciones comerciales internacionales. Dichas acciones pueden redundar en un aumento de los tiempos de envíos de mercancías y, en consecuencia, de los costos respectivos. Estudios recientes sugieren que los costos de los pasos fronterizos pueden representar hasta el 15 por ciento del valor de los bienes comercializados, y que el 75 por ciento de las demoras observadas en los cruces por fronteras pueden atribuirse a procesos ineficientes (United Nations Economic Commission for Europe - UNECE, 2013). Dichos costos pueden afectar significativamente los niveles y los patrones del comercio. La evidencia disponible indica que cada día adicional de retraso puede reducir el comercio en más de un 1 por ciento y, en el caso de los productos sensibles al tiempo -especialmente aquellos sometidos a controles cuarentenarios-, dicho impacto puede ascender hasta el 7 por ciento (ver, por ejemplo, Djankov et al., 2010; Hummels y Schaur, 2013; Volpe Martincus et al., 2014). Los costos antes mencionados cobran una relevancia singular debido al proceso de fragmentación espacial de la producción que se ha verificado en los últimos decenios y la generalización de prácticas tales como la producción "justo a tiempo" ("just-in-time manufacturing") y venta minorista racionalizada ("lean retailing") ...

Accesos al documento:

H INTEG.COM. [2014] 18, 38 : p. 1-164

Documento Electrónico

[texto completo](#). Si no pudo acceder haga click [aquí](#)

*Oyarzún Serrano, L. y Rojas de Galarreta, F. (2013). La Alianza del Pacífico en América Latina : ¿Contrapeso regional?. Cuadernos sobre Relaciones Internacionales, Regionalismo y Desarrollo, 8(16), p. 9-30.



Autor:Oyarzún Serrano, Lorena; Rojas de Galarreta, Federico
Título:La Alianza del Pacífico en América Latina : Contrapeso regional?
Serie:Cuadernos sobre Relaciones Internacionales, Regionalismo y Desarrollo (2013) ; 8 (16) : p. 9-30
Temas:<REGIONALISMO><GLOBALIZACION><ARCO DEL PACIFICO><LIBERALIZACION DEL COMERCIO>

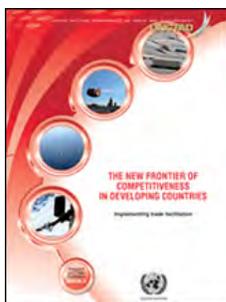
Resumen:La Alianza del Pacífico ha provocado un mayor debate sobre el regionalismo latinoamericano. A partir de ello, este artículo aborda su creación en un contexto de globalización y nuevo regionalismo. Asimismo, explica su emergencia a partir del concepto de contrapeso regional entre los ejes Atlántico-Pacífico, incorporando al análisis los intereses e incentivos de tipo pragmático-ideológico de los Estados miembro. Con tal objetivo, el trabajo se divide en cuatro secciones. En la primera, se mencionan los principales elementos teóricos del regionalismo en un contexto de globalización. En una segunda sección, se identifica la naturaleza y objetivos de la alianza. En la tercera sección, en tanto, se analizan los incentivos de los países miembros y finalmente se estudia su potencial relacionamiento con otros actores regionales, en términos de competencia y complementariedad.

Accesos al documento:

H CUAD.REL.INT.REG.DES. [2013] 8, 16 : p. 9-30
Documento Electrónico

[texto completo](#). Si no pudo acceder haga click [aquí](#)

*The New Frontier of Competitiveness in Developing Countries : Implementing Trade Facilitation. (2014). Geneva: UNCTAD.



Título:The New Frontier of Competitiveness in Developing Countries :
Implementing Trade Facilitation

Edición:Geneva: UNCTAD, august 2014 [62 p.]

Temas:<FACILITACION DEL COMERCIO><COMPETITIVIDAD><POLITICA
COMERCIAL><PAISES EN DESARROLLO><PAISES DESARROLLADOS>

Resumen:Since the First Ministerial Conference in 1964, UNCTAD has aimed to "promote, within the United Nations family, arrangements for: (c) Inter-governmental action for research into improved marketing techniques, the organization of trade fairs, the dissemination of market intelligence and the simplification of formalities relating to Customs procedure, commercial travel, etc." UNCTAD's role in Trade facilitation is well detailed. The following report consolidates results from 26 national implementation plans (comprise of LDCs, middle income developing economies, landlocked countries, and small island economies in Africa, Asia, the Caribbean, and Latin America.) to help assess the progress thus far achieved in the implementation of the trade facilitation agreement (TFA) as negotiated at the WTO. The challenges remaining will be examined and addressed. The report is intended to serve as a guidance tool for trade facilitation policy makers at the national, regional, and multilateral levels in both developed and developing countries ...

Nota de contenido:

Introduction [p. 7]

A: Trade facilitation in UNCTAD [p. 7]

B: Goals and methodology [p. 8]

C: Scope and content [p. 10]

Chapter I: Moving ahead at a variable speed: Level of implementation of trade facilitation in developing countries [p. 11]

A: Linking the implementation and a country's level of development [p. 11]

B: Identifying the major non-implemented areas [p. 13]

C: Identifying the main reasons for non-implementation [p. 20]

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Chapter II: Getting ready to move forward: Implementation priorities and time and financial requirements [p. 25]

A: Identifying the trade facilitation implementation priorities [p. 25]

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C: Assessing the implementation costs [p. 33]

D: Conclusions chapter II [p. 37]

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***Crespi, G.; Tacsir, E. y Vargas, F. (2014). Innovation and Productivity in Services : Empirical Evidence from Latin America. Washington: BID.**



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Resumen:This paper analyzes and compares the determinants of innovation in the service industry and its impact on labor productivity at the firm level in three countries of Latin America (Chile, Colombia, and Uruguay). The main findings show that, similar to what is observed in manufacturing industry, service firms that invest the most in innovation activities are more likely to introduce changes or improvements in their production process and/or product mix, and those firms that innovate have higher labor productivity than non-innovative firms. Size was found to be a less relevant determinant of innovation in services than in manufacturing, suggesting that the need for infrastructure and associated sunk costs are lower in services. Conversely, cooperation was found to be far more important for innovation in services than in manufacturing, in line with the more interactive nature of innovation in services. Yet, large differences in statistical significance and size of the coefficients of explanatory variables among the countries studied suggest that the framework conditions where a firm operates have an important role in innovation decisions.

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