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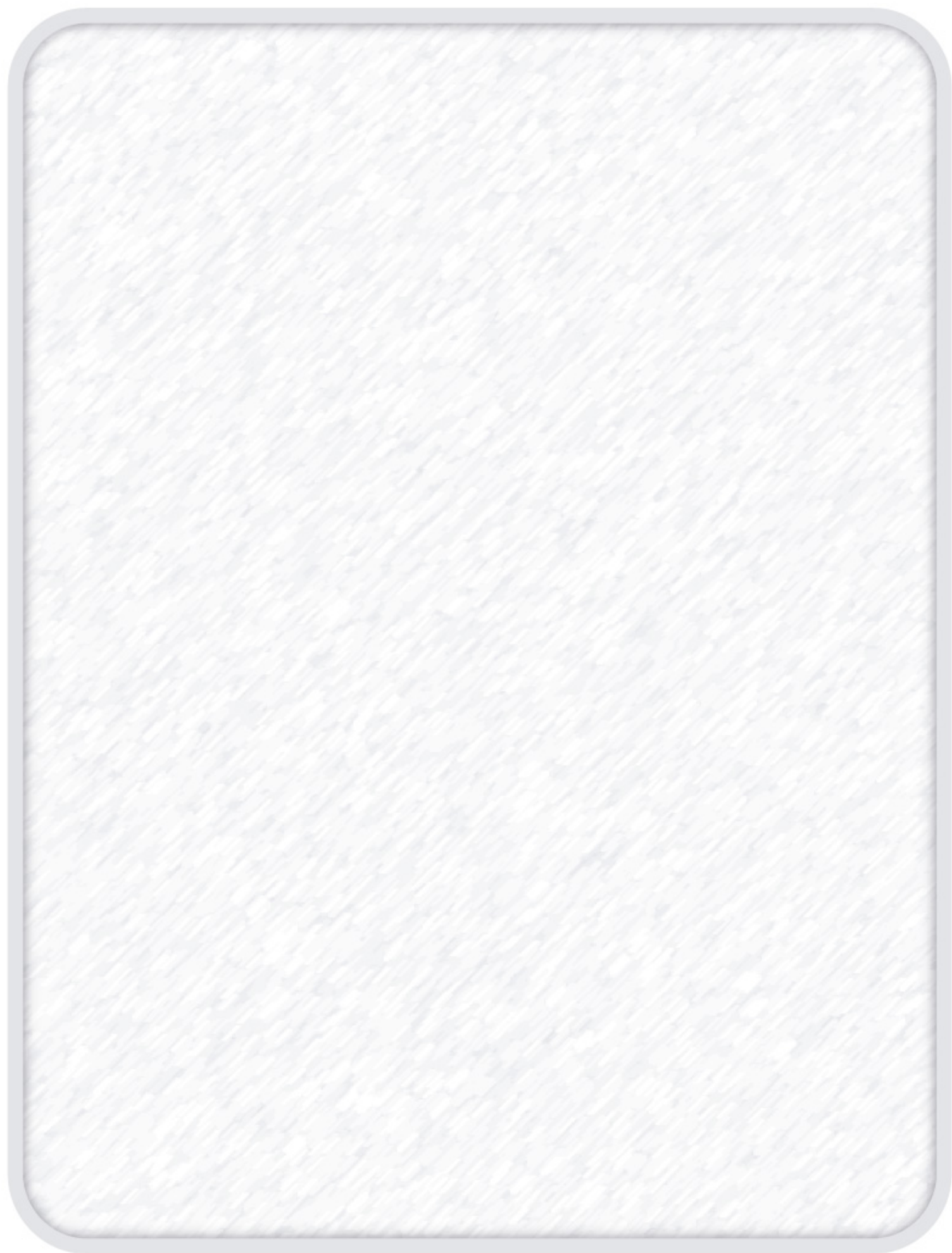


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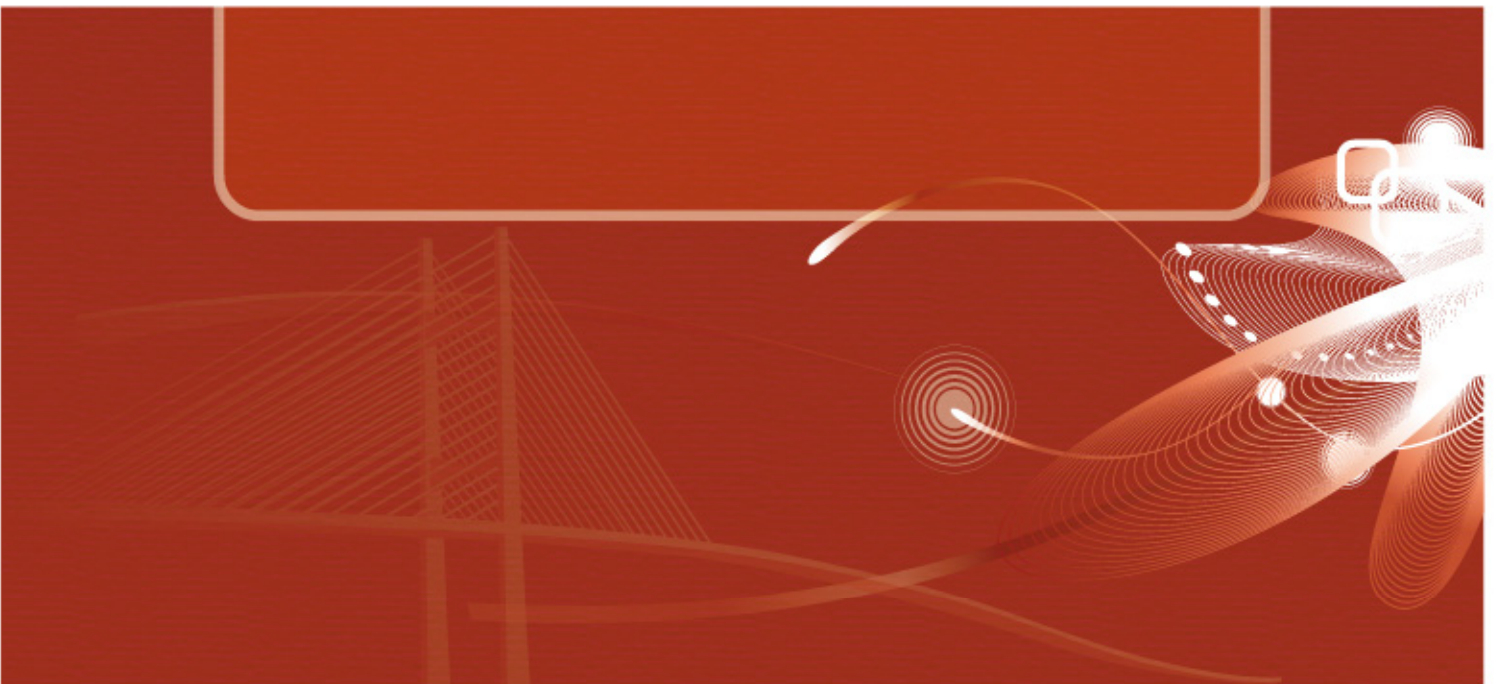
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Analysis Column





International trade and technological change

INTAL's fiftieth anniversary in 2015 sees a series special events and publications focusing on the future of integration, with a particular focus on regional trade in the age of disruptive technologies. [1]

As part of the *INTAL Monthly Newsletter*, a series of analysis columns will be published throughout the year on the relationship between trade and new technologies. This introductory article reviews some of the links between trade and technological change; subsequent articles will focus on the opportunities and challenges for Latin America and the Caribbean (LAC) embodied in ongoing innovation processes.

Technological progress

Economic theory gives technological progress a prominent role in growth. Economic growth, it is argued, comes from increased availability of productive factors and increased productivity, usually linked to technological change. Technological progress[2] enables the development of new products, and improves the quality of existing products and the efficiency of their production processes. It arises mainly from investments geared specifically to this end (research and development (R&D)), from third-party imitation or knowledge spillover, or even “accidentally” thanks to “learning by doing.”

Two types of technological change can be identified. On the one hand, **sustaining innovation** involves gradual incremental innovations built on existing technology,[3] usually resulting in the creation of better quality, cheaper, or more efficient varieties of products than their predecessors. On the other hand, once adopted, **disruptive innovation** radically alters the direction of technological progress and modernizes other activities, often replacing preexisting technologies.[4]

Examples of technological revolutions include the steam engine (and its application to the rail network, mechanical looms, etc.), the internal combustion engine (which enabled the development of the automobile), and, more recently, the revolution in information and communications technologies (ICTs).

Generally speaking, a radical innovation is followed by complementary innovations. Once the technology has been accepted, incremental progress tends to be seen, enabling improvements to features of the product or process until the investment in innovation shows diminishing returns.[5] For example, the first television commercials emerged in the 1930s on the back of Braun's cathode ray tube; subsequent technological improvements made it possible to increase the quality and reduce the price, and twenty years later television revolutionized access to entertainment and information. Later innovations resulted in further increases in quality (color, stereo sound, etc.) and price reductions. At the end of the 1990s, cathode ray tube televisions began to be replaced by other technologies such as plasma, LCD, LED, and others. In parallel, transmission systems evolved alongside ICTs, and today smart television sets compete with other devices on which programs can be watched, such as computers, tablets, or cell phones.

Technological change, comparative advantage, and international trade costs

There is a virtuous productive interaction between international trade and the processes of economic integration and technological change. Three propositions about this linkage are summarized below.

1. Integration and trade impact technology transfer and incentives to innovate

First, trade flows serve as vectors for the spread of technological change across different economies. Imports enable access to technology developed in other countries through the acquisition of goods or services, use through licensing, etc.; for the innovator, the dissemination of their new products often starts with their exportation. Of course, keeping these channels open does not guarantee the automatic transfer of new technologies, a process that also depends on companies' capacity for absorption, the availability of qualified labor, public policies, etc. Second, the degree of international trade openness plays an important role in the structure of incentives for firms to innovate, encouraging competition, expanding the market, and enabling technological spillovers.


Third, integration in the framework of regional and multilateral agreements has an influence both in terms of the ease with which technology is transferred internationally and of the motivation to innovate not only through changes in the regulatory framework of trade, but in other ways: the ease with which transnational investments are made or the qualified labor force moves between countries, the regulation of intellectual property rights,[6] and so on.[7]

2. Technological change substantively influences patterns of specialization and trade

Once we are mindful of the importance of technological change for economic growth, it becomes clear that the pattern of countries' comparative advantage is subject to change; in other words, it is dynamic in nature. The ability to adjust to this dynamism is a key element in sustaining competitive insertion in international trade. The key factors are the ability to innovate, develop, integrate, and/or adapt to countries' new technologies.

The emergence of new products or processes can generate, strengthen,[8] or dilute[9] the efficiency of a country specializing in the production of a given good in relation to its competitors, and its pattern of specialization and trade can change significantly over time as a result.[10]

One example of this dynamic is to be seen in the "catchup" of several Asian countries in recent decades. Following Akamatsu's flying geese paradigm (FGP) (Akamatsu, 1962), several Asian countries initially specializing in labor-intensive goods (based on low-cost labor) have progressively risen up the scale in terms of the sophistication of their export basket through the incorporation of technology, leaving room for followers in less complex segments. In this process, they start out as importers, shift to local production, begin selling abroad, and finally consolidate their position as net exporters, before moving on to the next stage and leaving their place to a follower country. The "lead goose" in this model was Japan, which started out as an exporter of garments and then migrated to steel, traditional television, video, and high-definition television. As it climbed toward higher-tech products, the leadership of the other industries was occupied by the new industrial exporters (Hong Kong, Singapore, Taiwan, and South Korea), who followed the process and made way for certain ASEAN countries (Malaysia, Thailand, Philippines, and



Indonesia), and finally China. More recently, some of these countries (including China), which had traditionally acted as manufacturing platforms for developed countries, have begun to base their growth on their own capacity for innovation and technological development.[11]

3. Technological change reduces trade costs

Such innovations can have an impact on transport and logistics, and consequently lead to an expansion of trade. In some cases they can create trade where before it was not possible: just as the steam engine and cooling technologies enabled trade in many perishable products in the first half of the nineteenth century, in the last two decades the development of ICTs has drastically reduced transportation costs for many services and has made activities tradable that were not before (i.e. they could only be provided where they were consumed). Examples include business processes (human and business resource management, customer service, marketing, etc.) and knowledge processes (legal services, engineering services, market intelligence, etc.). Similarly, ICTs have enabled the emergence and trade of once non-existent services, such as instant messaging, cloud storage, and so on.[12]

Technological change and trade: recent and future trends

In recent decades, international trade has undergone profound changes, primarily associated with technological progress. According to the World Trade Organization (WTO) (2013), improvements in transport and ICTs, hand in hand with openness and integration, have contributed to rising levels of technology transfer, and the mobility and accumulation of factors of production.

These trends have impacted comparative advantages. One recent WTO report (2013) argues that significant changes are being experienced in the geography of innovation, instigated by internationalization through a decentralization of R&D activities. Technology diffusion, it must be remembered, takes place primarily in the framework of regional value chains (RVCs), increasing intraregional trade flows between countries of a similar technological level. Similarly, as a result of the reduction of transaction and information costs, there exist improved opportunities for internationalization for small and medium enterprises.[13]

If historically a great deal of technological progress emerged in manufacturing activities, the picture today is different. Many knowledge- and innovation-intensive sectors are now concentrated in natural resource-related activities. An example of this is agricultural biotechnology, where the knowledge and innovation behind a seed is far more wide-ranging today than it was a few decades ago. Something similar happens with knowledge-intensive services, which have been gaining relevance and are set to become an extremely important source of innovation in the long term. Looking to the future, technology will continue to be key in improving productivity and reducing trade costs. Nevertheless, several of the main innovations being developed could lead to a new technological revolution, which would pose enormous challenges from the point of view of international insertion and the regulation of world trade.[14] Innovations and trends that will significantly impact global trade and production patterns include digital manufacturing technology (3D printing), biotechnology, nanotechnology, the Internet of Things (IoT), big data, knowledge-based services, and e-commerce. These issues will be addressed in forthcoming editions of the *INTAL Monthly Newsletter* and the *Integration & Trade Journal*.

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[1] This article is by IDB consultant, Romina Gayá.

[2] Defined as "any change in production function" (Solow, 1957).

[3] Pérez (2001).

[4] Ibid.

[5] Pérez (2001).

[6] There is a wide-ranging debate on the impact of intellectual property rights on incentives to innovate. On the one hand, it is claimed that protection by intellectual property rights encourages innovation because it entails an extraordinary income. On the other hand, since many innovations are incremental it is argued that intellectual property rights limit innovation by restricting access to existing knowledge.

[7] WTO (2013).

[8] For example, the rapid adoption of technological innovations in agricultural production was a contributory factor in the development and consolidation of Argentina and Brazil and, more recently, of Paraguay, as main actors in the global soybean market.

[9] An example of this is the development of synthetic rubber, which made the United States a world leader in the industry at the end of WWII, superseding the main natural rubber producers like Brazil and certain Asian countries.

[10] See Vernon (1966).

[11] Mahmood & Sing (2003) in WTO (2013).

[12] See IDB-INTAL (2014a) and (2014b).

[13] See IDB-INTAL (2011) and IDB-INTAL (2013).

[14] On the challenges to innovation for the regulation of world trade, see <http://e15initiative.org/topics/trade-and-innovation/>.



PTIs: the case of the Agua Negra Tunnel

Integration Territorial Programs (PTIs) are an innovative tool to analyze, propose and implement actions to complement the infrastructure works that help to boost the impact of investments in the region.[1] These programs are developed in the framework of the work of COSIPLAN[2]-IIRSA[3] and contribute to the substantive increase of physical connectivity. A paradigmatic case is the *Binational Tunnel at the Agua Negra International Pass*, which should significantly boost integration between Argentina and Chile.

Both Argentina and Chile have been working on border facilitation and integration for several years, and now face the challenge of continuing their improvements. In 2014, the two countries' Presidents signed a joint declaration, agreeing to give fresh impetus to the *Treaty of Maipú on Integration and Cooperation*.

Against this background, in August 2014, Argentina and Chile initiated the formulation of an Integration Territorial Program (PTI) associated with the *Agua Negra Binational Tunnel*. The work includes an integrated diagnostic study and strategic analysis of the territory, participation activities with local actors, and the ultimate formulation of the PTI and its relevant implementation plan. Completion of the work is planned for August 2015, when the PTI will be presented in a binational workshop.

PTIs' strategic approach

One of the major milestones in the South American physical integration process is the creation of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA) by the South American Presidents in 2000,[4] which continues to the present day in the framework of the South American Infrastructure and Planning Council (COSIPLAN) of the Union of South American Nations (UNASUR).[5] The planning of regional connectivity infrastructure carried out by the COSIPLAN relies on the South American countries' commitment to environmental, economic, and social development.

The COSIPLAN's Integration Priority Project Agenda (API)[6] recognizes the need to advance in other aspects of spatial planning in order to optimize the environmental management of the territory, add ingredients of productive integration and logistics, harmonize issues to do with rules and regulations, and improve the local impact of infrastructure. To this end, it introduces the concept of integration territorial programs (PTIs),[7] which consists in identifying and implementing a set of actions that complement API projects, with the aim of enhancing their impact in the development of the economy, society, and environment of the territories involved.

PTIs' background and conceptual development in the framework of the COSIPLAN

The COSIPLAN's Strategic Action Plan 2012-2022 (PAE)[8] includes the definition of a methodology for formulating PTIs associated with API projects and their formulation.

In 2012 and 2013, works were carried out to define the general guidelines for the development of these programs. To this end, two projects were selected from the API as case studies for the proposal's development (the Agua Negra Binational Tunnel and the Montevideo-Cacequí Rail

Corridor). The Technical Executive Group (GTE) meeting on PTIs, in Buenos Aires, Argentina, in 2013,[9] analyzed the document “[PTI: Conceptual Guidelines for its Formulation](#),” adopted by COSIPLAN Ministers at their IV Regular Meeting the same year.[10]

MAIN ASPECTS FOR THE FORMULATION OF PTIs
- The systematic definition of the objective guiding the PTI’s actions across the countries involved in the API project is the main aspect in the program’s formulation.
- It is important to identify the API project’s area of influence and the PTI’s area of action in terms of the goals identified and the actions proposed.
- The territorial planning methodologies can contribute to the identification of problems, difficulties, and opportunities to be addressed by the PTI.
- The multisectoral and territorial nature of the PTIs requires both the participation of different levels of government and the construction of partnerships with the private sector and other key players, for which the development of a Participation Plan is suggested.
- The PTI is an action program that requires an implementation plan including allocation of resources and responsibilities, deadlines for their implementation, and a management model.

The Ministers included in the Work Plan 2014 the task of applying these guidelines in pilot form to API projects selected by the countries. To move forward in this area and due to Argentina and Chile’s concern to deepen bilateral work on integration issues, the two countries requested the support of IIRSA’s Technical Coordination Committee (CCT)[11] in formulating a PTI associated with the “Agua Negra Binational Tunnel” API Project.

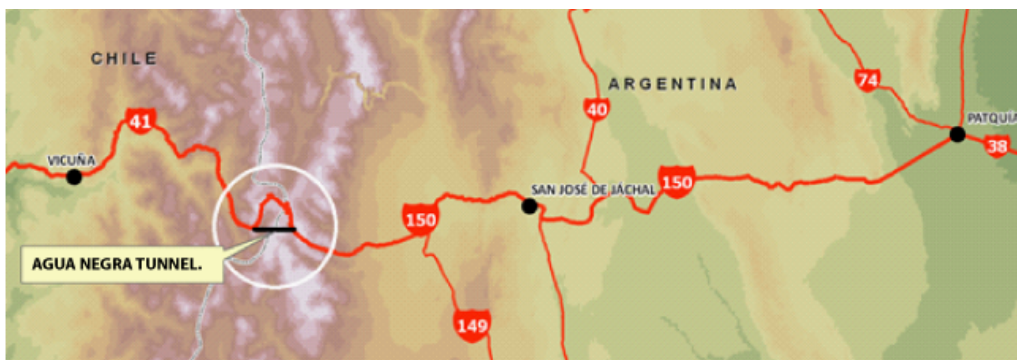
The Agua Negra Binational Tunnel in Argentina and Chile’s physical integration process

Argentina and Chile have a comprehensive institutional framework for the consolidation of bilateral integration embodied in their 1984 *Treaty of Peace and Friendship*, ratified in 2010 by the *Maipú Treaty of Integration and Cooperation*, as well as complementary agreements and protocols. With the fresh impetus given to this Treaty in 2014, the two countries discussed the Border-Crossing Master Plan and decided to expand the investment program from 13 to 26 crossings. The goal is to improve territorial connectivity and to consider the suitability of implementing integrated border controls to streamline their operation.

The *Agua Negra International Pass* is part of the original listing, and its strategic importance for binational connectivity was reinforced as part of the current renewal of political momentum. This

pass is located on the border of Argentina and Chile at 4,765masl[12] and acts as a link between the towns of San José de Jáchal, in San Juan Province, Argentina, and Vicuña, in Chile's Coquimbo Region.

Map 1: Location of Agua Negra Binational Tunnel on Chile-Argentina border



Note: Map translated. Source: Integrated Diagnostic Study of Agua Negra Binational Tunnel PTI.

As the current road is not suitable for the freight transport and is only passable between the months of November and early April, the International Pass remains closed for seven months of the year. The plan is to build a Binational Tunnel in order to overcome this difficulty. The tunnel would lower the maximum height of the pass to 3,620masl on the Chilean side and to 4,085masl on the Argentine side. The technical solution selected comprises two main tunnels housing road surfaces for one-way traffic. Both tunnels run semi-parallel, with an approximate length of 13.9km and a ventilation system capable of maintaining environmental health conditions during the operation and management of fumes in the event of fire.[13]

The project's objective is to improve physical connectivity between the two countries, contributing a complementary solution to *Cristo Redentor International Pass System*, especially in times of congestion or temporary closure due to winter storms. It should also help to promote trade and tourism development.

The formulation of a PTI associated with the Agua Negra Binational Tunnel

In both this framework and as part of the COSIPLAN-IIRSA's work, National Coordinators from Argentina and Chile, with technical assistance from the CCT, set about the task of formulating a PTI for the Agua Negra Tunnel in August 2014. The first steps consist in defining the PTI's objective and area of action, as well as a working plan for its formulation.

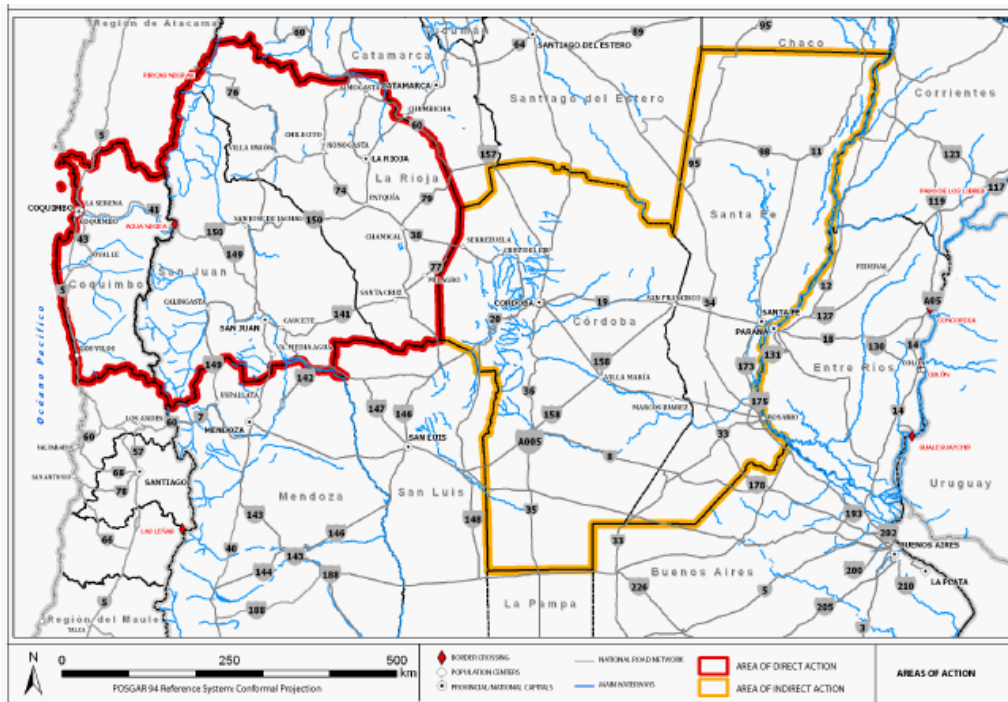


AGUA NEGRA BINATIONAL TUNNEL PTI OBJECTIVE AND AREA OF ACTION

The PTI'S **objective** is to contribute to the consolidation of alternative connectivity between Argentina and Chile, and to promote productive potential and generation of services in the region, by identifying projects and actions that promote sustainable development, domestic and international integration, and regional planning.

The **Area of Direct Action** includes San Juan and La Rioja Provinces in Argentina and Chile's Coquimbo Region. The **Area of Indirect Action** includes Córdoba and Santa Fe Provinces in Argentina.

Map 2: Area of PTI's Direct and Indirect Action



Note: Map translated. Source: Integrated Diagnostic Study of Agua Negra Binational Tunnel PTI.

WORK PLAN FOR FORMULATION OF AGUA NEGRA BINATIONAL TUNNEL PTI	
STAGE 0: Preparatory (COMPLETE)	- Binational Workshop in Buenos Aires (November 2014)
	- Background Document and First Draft of the Participation Plan
STAGE 1: Analysis of General Context (COMPLETE)	- Integrated Diagnostic Study and Final Draft of the Participation Plan
	- Binational Workshop in Coquimbo (March 2015)
STAGE 2: Consultation and Strategic Analysis (ONGOING)	- Focus Group Meetings and Regional Workshops
	- Strategic Analysis
STAGE 3: Integration Territorial Program and Implementation Plan	- PTI and Implementation Plan
	- Binational Workshop in San Juan (August 2015)

a) Preparatory Stage: results

- **Binational Workshop in Buenos Aires:** The event was attended by Argentina and Chile's National Coordinators, and the national and regional/provincial government bodies involved. The Workshop achieved the following results: (i) the formation of the Enlarged Work Team;[14] (ii) the submission of a Work Plan with a timeline for implementation; and (iii) the presentation and adjustment of the first draft of the Participation Plan.[15]
- **V Ordinary Meeting of COSIPLAN Ministers:** Approval of the Work Plan for the formulation of the PTI by COSIPLAN Ministers.[16]
- **Background Document:** The document identifies, systematizes, and analyzes all material and documentation relating to the Agua Negra Binational Tunnel and the PTI's Area of Action.
- **Participation Plan:** The Plan seeks to help facilitate dialogue and promote interaction between the key players and thematic experts, and the Enlarged Work Team, through participative activities (e.g. regional workshops, focus groups, and interviews). The purpose is to identify the various different perceptions and opinions of the interest groups contributing to formulate the PTI as a complementary tool in the project's implementation.

b) Context analysis stage: results

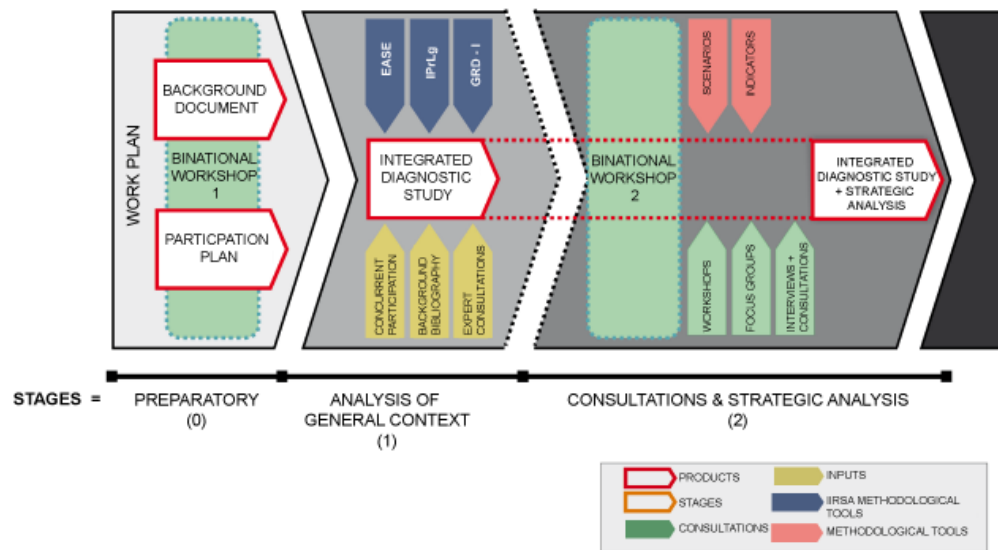
- **Integrated Diagnostic Study:** The objective of this document is to describe the territory of the PTI's Area of Action in the following areas: infrastructure, biophysical, socioterritorial, sociocultural, economic, and productive; as well as any natural hazards or risks. This is then used to identify the strategic factors and revitalizing processes at work in the territory. Last, a diagnostic synthesis is submitted which starts the process of strategic analysis for the territory.
- **Binational Workshop in Coquimbo:** Meeting was attended by the members of the Enlarged Work Team. The Workshop achieved the following results: (i) feedback on the Integrated Diagnostic Study; (ii) the definition of the strategic factors and processes; (iii) the identification of the concurrent planning schedules at the national and binational levels;[17] iv) the identification of key actors and thematic experts, and the programming of participation activities; and (v) the preliminary identification of actions to be included in the PTI for each strategic factor.[18]

STRATEGIC FACTORS AND PROCESSES
Identity of local society and protection of cultural heritage
Environmental sustainability of the territory
Water resources
Demographic dynamics
Economic and productive activities
Regulatory framework
Natural and man-made risks

c) Consultation and strategic analysis stage: programed activities

This stage will see the **participation activities** planned by the Enlarged Work Team (e.g. regional workshops, focus groups, and interviews) and the **Strategic Analysis** document will be developed. This document will discuss in advance the opportunities and constraints raised in the territory by the presence of the Agua Negra Tunnel, and will, on that basis, identify actions and projects to be integrated into the PTI.

Figure 1: Methodological Flow of Stages 0, 1, and 2 for formulation of PTI



Note: Figure translated. Source: Integrated Diagnostic Study of Agua Negra Binational Tunnel PTI.

Argentina and Chile are working intensively on the formulation of the PTI, with the participation of officials from government departments of various different sectors at both the national and regional/provincial levels. The results of the activities are significant and the work plan is running according to plan. The participation activities tabled for April are of fundamental importance, as forums for institutional communication, consultation, discussion, and feedback with key actors from civil society.

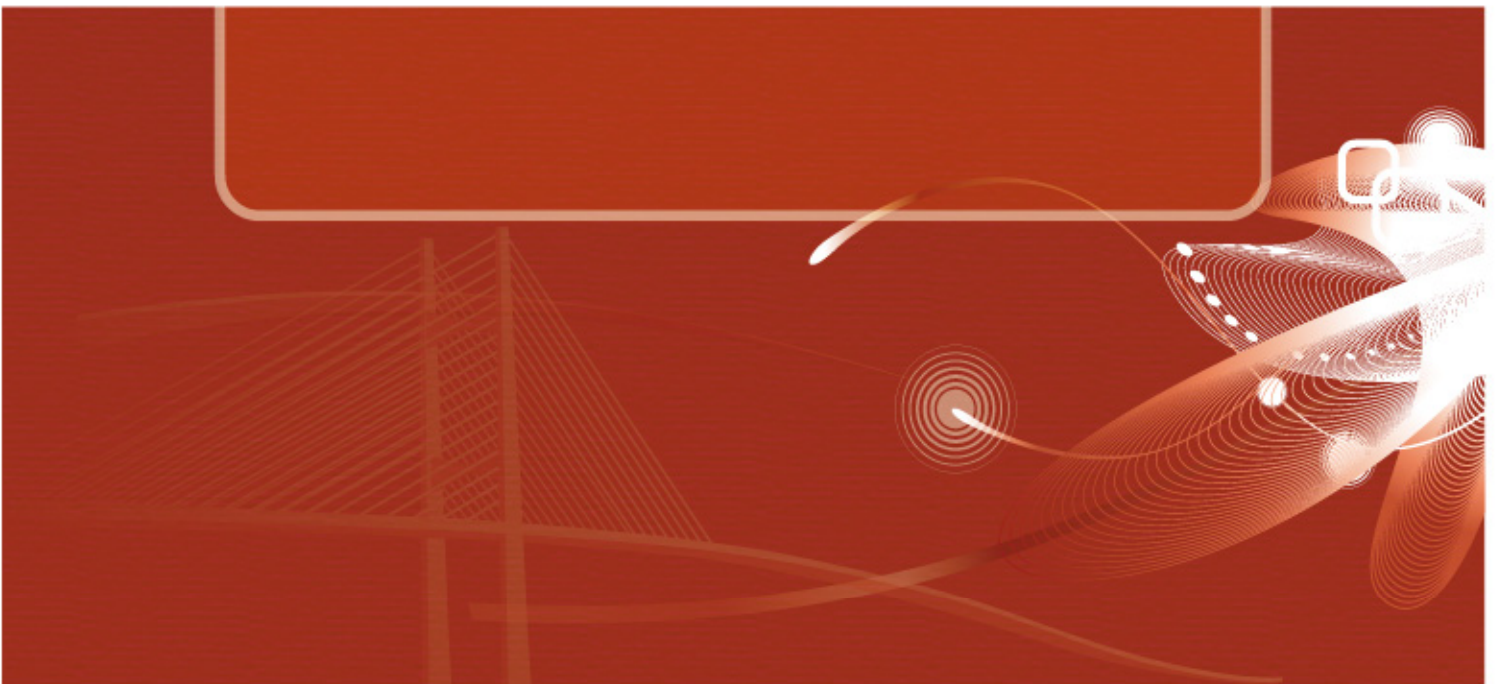
IDB-INTAL support

In its role as the Technical Coordination Committee Secretariat for the COSIPLAN-IIRSA, the Inter-American Development Bank/Institute for the Integration of Latin America and the Caribbean (IDB/INTAL) is responsible for coordinating the technical development of the work for the formulation of the Agua Negra Binational Tunnel PTI. With their knowledge and experience, the IDB-INTAL team keeps track of the implementation of the work plan, provides advice and technical support to the team of consultants, and facilitates dialogue between Argentina and Chile's National Coordinators.

- [1] This article was prepared by Alejandra Radl and Ignacio Estévez.
- [2] The South American Infrastructure and Planning Council (COSIPLAN).
- [3] The Initiative for the Integration of Regional Infrastructure in South America (IIRSA).
- [4] The First Meeting of South American Presidents in Brasilia, Brazil, in 2000, launched a multi-axis integration and cooperation process to integrate the twelve independent South American countries: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, Peru, Suriname, Uruguay, and Venezuela. On that occasion, the Presidents agreed to promote regional integration in order to address the current challenges and take advantage of the benefits offered by globalization. A concrete result in this light was the creation of the Initiative for the Integration of Regional Infrastructure in South America (IIRSA) to “foster the integration and modernization of physical infrastructure according to a regional view of the South American space” (Brasilia Communiqué, 2000) ([link](#)).
- [5] In 2008, the South American Presidents created the Union of South American Nations (UNASUR) as a space for articulation and high-level political dialogue involving all twelve countries in the region. A series of sectoral councils at ministerial level were set up in this institutional area, one of them being the COSIPLAN. The Council is a forum for political and strategic discussion to implement the integration of regional infrastructure in UNASUR member countries. IIRSA was incorporated as the COSIPLAN’s Technical Forum for topics relating to regional physical integration planning ([link](#)).
- [6] The API is a high-impact bounded set of strategic projects for physical integration and regional socioeconomic development. The Agenda’s purpose is to encourage connectivity in the region through the construction and efficient operation of infrastructure, while taking into account sustainable social and economic development criteria and preserving the environment and the balance of ecosystems ([link](#)).
- [7] Integration Territorial Programs (PTIs) ([link](#)).
- [8] The PAE 2012-2022 is the result of a process of discussion and consensus reached by the COSIPLAN in 2011. The PAE was approved by Ministers at the Second Regular Meeting of the COSIPLAN (Brasilia, November 2011) and ratified by the Presidents at the Sixth Meeting of the Council of UNASUR Heads of State (Lima, November 2012) ([link](#)).
- [9] Meeting of the Executive Technical Group (GTE) on Integration Territorial Programs (April 2013, Buenos Aires) ([link](#)).
- [10] IV Ministerial Meeting of the COSIPLAN (November 2013, Santiago de Chile, Chile) ([link](#)).
- [11] IIRSA’s Technical Coordination Committee (CCT) is made up of the Inter-American Development Bank (IDB), the Development Bank of Latin America (CAF), and the Financial Fund for the Development of the River Plate Basin (FONPLATA). The CCT provides technical and financial support to countries in all matters relating to the COSIPLAN-IIRSA Annual Work Plan ([link](#)).
- [12] Meters above sea level.
- [13] Watch the presentation of the Agua Negra Binational Tunnel Project - Julio Ortiz Andino, National Directorate of Roads, Argentina, Agua Negra Binational Tunnel Entity (EBITAN) in the Argentina-Chile Workshop: Agua Negra Binational Tunnel PTI (November 2014, Buenos Aires) ([link](#)).
- [14] The Enlarged Work Team is made up of Argentina and Chile’s COSIPLAN-IIRSA National Coordinators, and the national and regional/provincial government bodies involved. The formulation of the PTI is supported by a technical assistance team.
- [15] Argentina-Chile Workshop: Agua Negra Binational Tunnel PTI (November 2014, Buenos Aires) ([link](#)).
- [16] V Ordinary Meeting of COSIPLAN Ministers (December 2014, Montevideo) ([link](#)).
- [17] Concurrent planning: actions, projects, plans, or programs in different areas ongoing in the Action Area that may contribute to the formulation of the PTI.
- [18] Binational Workshop on the PTI Agua Negra Binational Tunnel (Argentina-Chile) (March 2015, La Serena) ([link](#)).



Integration Blocs







Pacific Alliance

Financial integration of Pacific Alliance

The First Financial Integration Meeting of the Pacific Alliance (AP) was held in Santiago de Chile, Chile, March 11, organized jointly by the PA's Business Council and IDB.

[Chile's Finance Minister](#) underlined the need for public-private partnership to promote financial integration—with the stock market being allocated a key role—as well as the need to strengthen coordination between those responsible for PA countries' public finances. There will be a working meeting on the subject in Washington, D.C., in April, between the Finance Ministers of Chile, Colombia, Mexico, and Peru, in the framework of the International Monetary Fund (IMF) meetings. This meeting will aim to promote financial integration, exchange experiences on fiscal policy, and coordinate infrastructure investments.

Participants in the First Meeting included government officials and representatives from the PA countries' financial sectors, and the panels addressed such topics as the role of the Integrated Latin American Market (MILA), insurance, pension funds, banking, and fixed-income markets.

There was also the Cartagena Dialogue "[Trans-Pacific Summit 2015](#)," in Cartagena Colombia, March 6-8, organized by the International Institute for Strategic Studies (IISS). The summit was attended by the Presidents of the host country and Panama, PA Ministers, IDB President Luis Alberto Moreno, and representatives of the private sector and academia. The strategic topics dealt with included security and defense, PA cooperation with Asia, the outlook for the Trans-Pacific Partnership Agreement (TPP), and the integration of financial services.



Central America

Alliance for Prosperity in the Northern Triangle: Guatemala and Honduras sign Customs Union Agreement

The Presidents of [Guatemala and Honduras signed an agreement to establish a Customs Union](#) between the two economies at the end of February.

The agreement is framed in one of the focal points of the Plan of the Alliance for Prosperity in the Northern Triangle of Central America—of which El Salvador is also part—seeking to improve living conditions for the three countries' populations. The [Alliance](#) was [created](#) against the backdrop of the crisis caused by the migration of children and young people in these countries to United States.

Lines of action of the Alliance for Prosperity in the Northern Triangle

Meetings were held in early March to define the four crucial elements of the Alliance's Plan. These meetings were attended by [IDB president, Luis Alberto Moreno](#). [Moreno explained that the Plan is an opportunity](#) to work together to find regional solutions for issues relating to these countries' logistics, energy, and insertion in the global economy.

The elements on which the Plan is based are: invigorating the productive sector, developing human capital, improving citizen security and access to justice, and strengthening state institutions (Table 1).

Table 1: Focal Points of the Plan of the Alliance for Prosperity in the Northern Triangle of Central America

Invigorating Productive Sector	Developing Human Capital	Improving Citizen Security and Access to Justice	Strengthening State Institutions
<ul style="list-style-type: none"> - Promoting strategic investment sectors - Modernizing and expanding infrastructure and logistics corridors - Reducing energy costs and improving reliability of electrical service 	<ul style="list-style-type: none"> - Strengthening technical and vocational training for work and job placement - Expanding coverage and quality of secondary education - Improving the quality of the living environment - Improving health, nutrition, and child development 	<ul style="list-style-type: none"> - Strengthening violence prevention programs - Strengthening public safety institutions - Promoting care centers for young people at social risk - Modernizing the justice system 	<ul style="list-style-type: none"> - Strengthening the state's financial capacity - Improving the efficiency of spending - Increased transparency


Source: IDB-INTAL, with information from Guatemalan Foreign Ministry (<http://www.minex.gob.gt/noticias/Noticia.aspx?ID=4050>).

The Customs Union

The creation of a Customs Union belongs to the element that aims to invigorate the productive sector. Guatemala and Honduras [had signed](#) the agreement establishing the Customs Union in Tela, Honduras, February 26, where there was also a meeting with the private sectors of the States Parties under the banner “Private Sector Support for the Alliance for Prosperity and Economic and Social Development in the Northern Triangle.”

The Customs Union will be established in three stages: first is the free movement of goods and trade facilitation; second, modernization and regulatory convergence; and last, institutional development. One estimate from [Guatemala's Economy Ministry](#) suggests that goods today move between Guatemala and Honduras at a speed of 16km/hour, a rate that is set to double in the first phase of the agreement and triple when there is full compliance with the Plan.

The elimination of the three land border crossings, enabling the free movement of goods and people between the two countries, is to be realized by the end of 2015. The customs posts of Agua Caliente (between Chiquimula and Ocotepeque) and El Florido (between Chiquimula and Copán) will become integrated customs posts as of June 1; and outlying customs offices as of December 1.



[Guatemala's Foreign Ministry](#) estimates that the additional economic growth due to the elimination of customs should be 1% per annum.

The [General Framework](#) for the establishment of the Customs Union between Guatemala and Honduras instructs the Ministers responsible for regional economic integration to define actions enabling its implementation within the framework of the Central American Economic Integration Subsystem. The Secretariat for Central American Economic Integration (SIECA) is to act as a technical support body for the process for the other bodies (executive, technical, and ministerial). [El Salvador is also expected to join the Customs Union process](#) once the process between Honduras and Guatemala is complete, as stated at the [Intersectoral Meeting of the Councils of Ministers of Foreign Affairs, Economic Integration and Finances or Treasury of the Central American Integration System \(SICA\)](#).

Within the element to [invigorate the productive sectors](#), extraregional integration has also been considered in addition to customs union, particularly on issues relating to the CAFTA-DR and other existing trade agreements.

Click [here](#) to watch a video of the signing of the Agreement between Guatemala and Honduras.

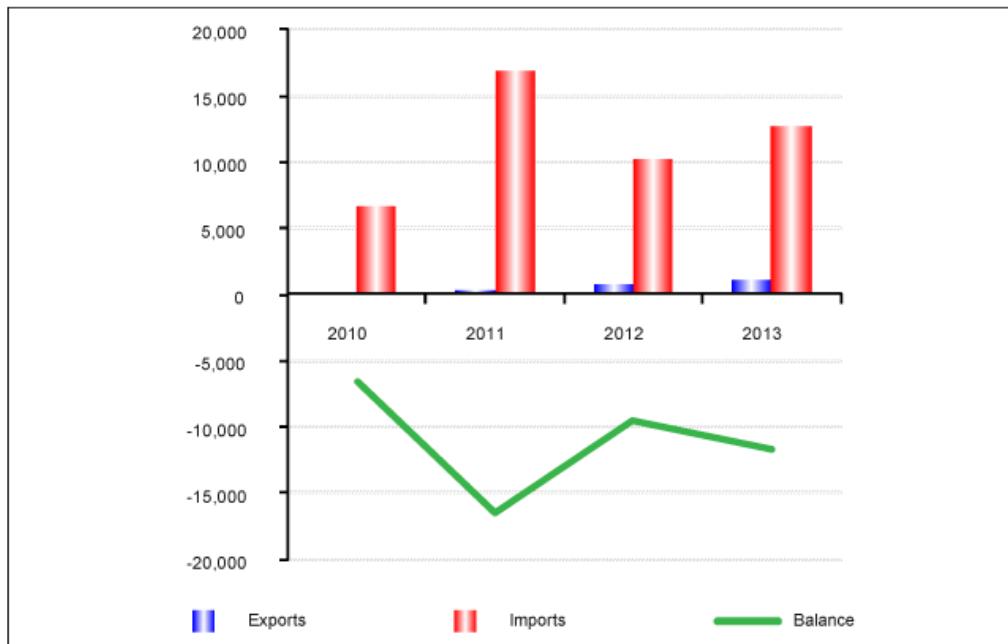


Logistics at the heart of Panama's negotiations with Israel

Panama is negotiating a free trade agreement (FTA) with Israel. The [second round of talks](#) was held March 2-5. It reviewed progress in the texts drafted in the first round and addressed institutional issues, dispute settlement, intellectual property, trade facilitation, and technical standards. The [first round](#) had adopted the Negotiating Framework and treated half of the items in the agreement: national treatment and market access, rules of origin, and plant and animal health measures, trade defense, institutional aspects, services, and investment. According to [Panama's Trade and Industry Ministry](#), in addition to the traditional topics addressed by this type of agreement, the one with Israel contemplates the use of Panama's logistics platform—specifically the Panama Canal—as a point of attraction for the Israeli economy, which is seeking to grow its presence in the Latin American market. Disciplines supporting this objective and benefiting the logistics sector are therefore being incorporated in the negotiation. For the time being, however, direct trade between these two countries is not particularly relevant (in 2013, Panama exported just US\$1.04 million to Israel and imported US\$12.6 million (Figure 1)) and is composed in the first case of certain natural-resource-based products and in the second of manufactured goods.

Graph 1: Evolution of Panama's trade with Israel

In thousands of US\$



Source: IDB-INTAL based on DATAINTAL data.



First Central American Customs Union round: technical regulations, EU agreement, and Korea talks

The [first round of the Central American Customs Union](#) for the first semester of 2015 was held in Guatemala City, Guatemala, February 23-27, under this country's *Pro Tempore* Presidency (PPT). It should be remembered that, since 2010, Central American integration has been involved in a process of semi-annual negotiations, with each semester containing three negotiating rounds. These are attended by technical teams and Deputy Central American Integration Ministers. Each period is the responsibility of whichever country holds the bloc's PPT. These face-to-face meetings involve the negotiation and drafting of the Central American Technical Regulations (RTCA), which are then applied in all six Central American countries.

This first round saw progress in the RTCA in natural medicines for human use, veterinary medicines, and dairy products, as well as the eventual completion of the review of the Health Register Regulations on Medicinal Products for Veterinary Use, which was in the process of being updated in order to promote regional trade in these products.

Also reviewed were the commitments made in the framework of the European Union (EU) Association Agreement on the proposed Reimbursement Mechanism for the Customs Import Document, which should be met by December 2015.

Extraregionally, the opening of negotiations toward a free trade agreement (FTA) with South Korea was also discussed. The talks are expected get under way in the first semester of 2015.

It was also decided to set up a trade facilitation group, and there was a review of [the Central American Strategy in this area](#), presented by the Inter-American Development Bank (IDB) and the United States Agency for International Development.

Last, the Deputy Ministers addressed the strategic agenda for economic integration, which seeks to draw up a roadmap to deepen the process over the next ten years.





Andean Community

Ecuador applies general tariff safeguard

Ecuador has been applying a general balance-of-payments safeguard since March 11, with the aim of counteracting the negative effects of the fall in the price of oil—its main export—and the appreciation of the dollar, which is legal tender in Ecuador. The 5% and 45% tariff surcharge will be applied for 15 months to imports of 2,800 products (including capital goods, non-essential raw materials, tires, ceramics, consumer final goods, etc.): one third of Ecuador's foreign purchases. Ecuador had previously applied a foreign exchange safeguard on products originating in Colombia and Peru. However, this had to be eliminated under instruction from the General Secretariat of the Andean Community of Nations (CAN), which deemed it contrary to the principles of the Cartagena Agreement.

Related articles

- INTAL. "[Peru and Ecuador resolve trade disputes](#)," in: *INTAL Monthly Newsletter No. 218*, October 2014.
- INTAL. "[Exchange-rate safeguard dispute between Andean countries](#)," in: *INTAL Monthly Newsletter No. 221*, January 2015.
- INTAL. "[CAN refusal to authorize Ecuadorian safeguards](#)," in: *INTAL Monthly Newsletter No. 222*, February 2015.



New project to strengthen BIZs

With the support of the European Union, the Andean Community of Nations (CAN) has developed a new project to improve the integration of member countries in border areas. The project is called “Regional Participative Integration in the Andean Community (INPANDES).”

Integration Zones are defined as “territorial border areas adjacent with Andean Community member countries regulated by Decision No. 501, where efforts are made to pursue plans, programs, and projects to promote their development in a joint, shared, and coordinated fashion.” About 10% of the total population in Border Integration Zones (BIZs) is to be found in the areas of Border Integration, and 32% of intra-CAN trade occurs through them via land transport.

With the implementation of this new project local administrations will be strengthened, civil society participation tables implemented, and economic and social cohesion programs developed. In addition, projects will be subsidized to strengthen the capacity of local administrations and generate employment in these Zones.

Related articles

- INTAL. “[CAN: breakthroughs in Andean Cross-Border Cooperation Strategy](#),” in: *INTAL Monthly Newsletter No. 200*, April 2013.
- INTAL. “[Border integration and facilitation in South America](#),” in: *INTAL Monthly Newsletter No. 219*, November 2014.


The automotive sector: Argentina and Brazil renew agreements with Mexico

Argentina and Brazil have agreed automotive trade conditions with Mexico over the next four years. While the entry into force of free automotive trade had originally been planned for 2015, the two largest MERCOSUR economies have agreed to put it back to March 19, 2019. Until that date, automotive trade with Mexico will be governed by a rising scale of tariff-free import quotas. To benefit from these preferences, vehicles and auto parts must have a minimum regional content of 35%; this will be raised to 40% when trade is liberalized.

In [Argentina](#)'s case, the value of light vehicles able to enter tariff-free will rise from US\$575 million in 2015 to US\$638 million in 2018 (an annual increase of 3.5%), and the quota will be administered by the exporting country. In [Brazil](#)'s case, the tariff-free quota will be increased from US\$1.56 billion to US\$1.705 billion (up 3.0% per annum). Each company's share will be jointly distributed by the exporting country (70%) and the importing country (30%).^[1]

MERCOSUR has two economic complementarity agreements (ECAs) with Mexico. ECA No. 55, in force since 2003, regulates automotive trade—of great importance in total trade—through bilateral preferences between the South American bloc and Mexico. Brazil had renegotiated trade conditions with Mexico in 2012, with the aim of reducing its imports from that country. Faced with the inability to agree new conditions, Argentina temporarily suspended the application of the preferences, but the agreement was later reinstated.

ECA No. 54, in force since 2006, establishes a framework for MERCOSUR countries' to negotiate bilateral free trade agreements (FTAs) with Mexico. To date, only Uruguay has such an agreement in place, while [Paraguay](#) and Mexico have recently decided to resume negotiations toward an FTA.



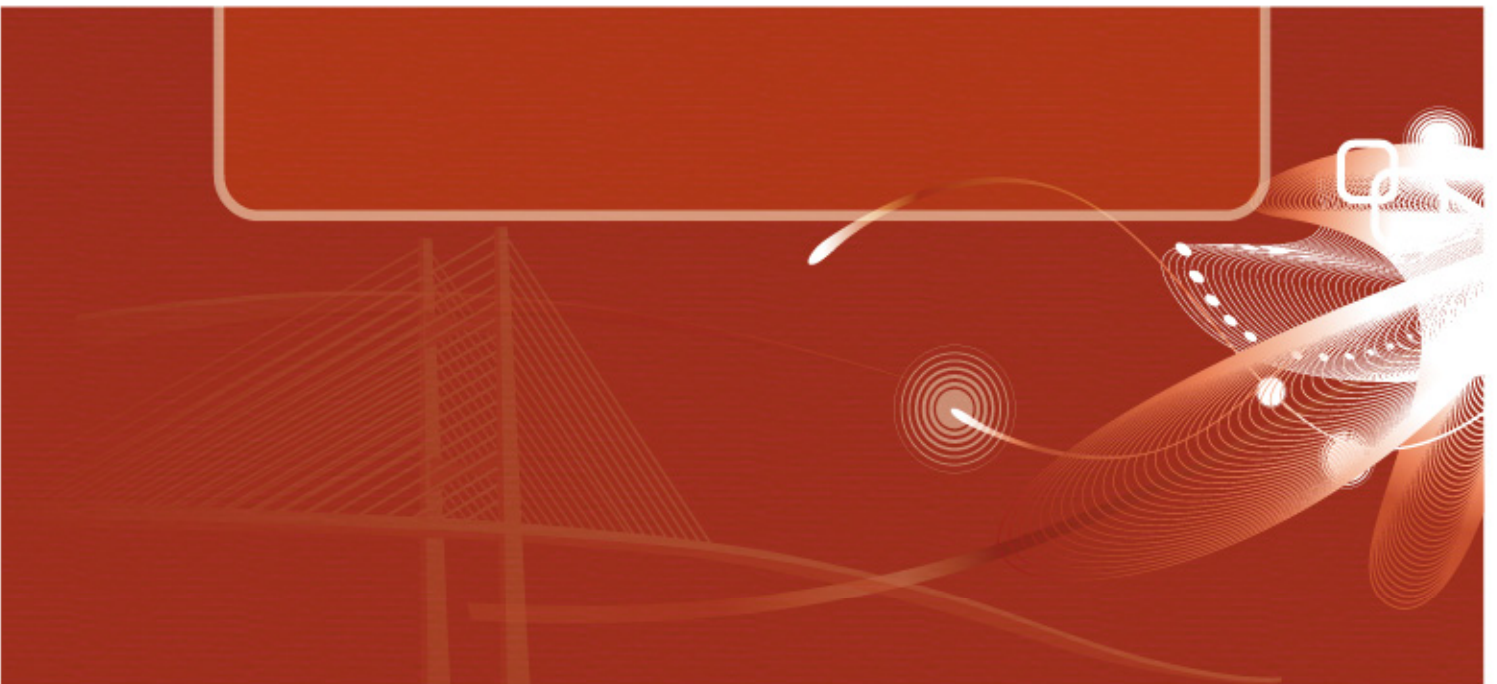
Related articles

- INTAL. “[Following up the internal and external agendas](#),” in: *INTAL Monthly Newsletter No. 187*, March 2012.
- INTAL. “[More trade measures in MERCOSUR countries](#),” in: *INTAL Monthly Newsletter No. 191*, July 2012.
- INTAL. “[Key aspects of MERCOSUR countries’ external links](#),” in: *INTAL Monthly Newsletter No. 201*, May 2013.

[1] Annual values are stipulated on a yearly basis, beginning on March 19 until March 18 the following year.



Regional And Global Overview







Nicaragua and Cuba seek to boost trade relations

Public and private sector representatives from Cuba and Nicaragua met recently in Managua to implement the [Partial Scope Agreement](#) (PSA) signed between the two countries in March 2014, which comes into force in November.

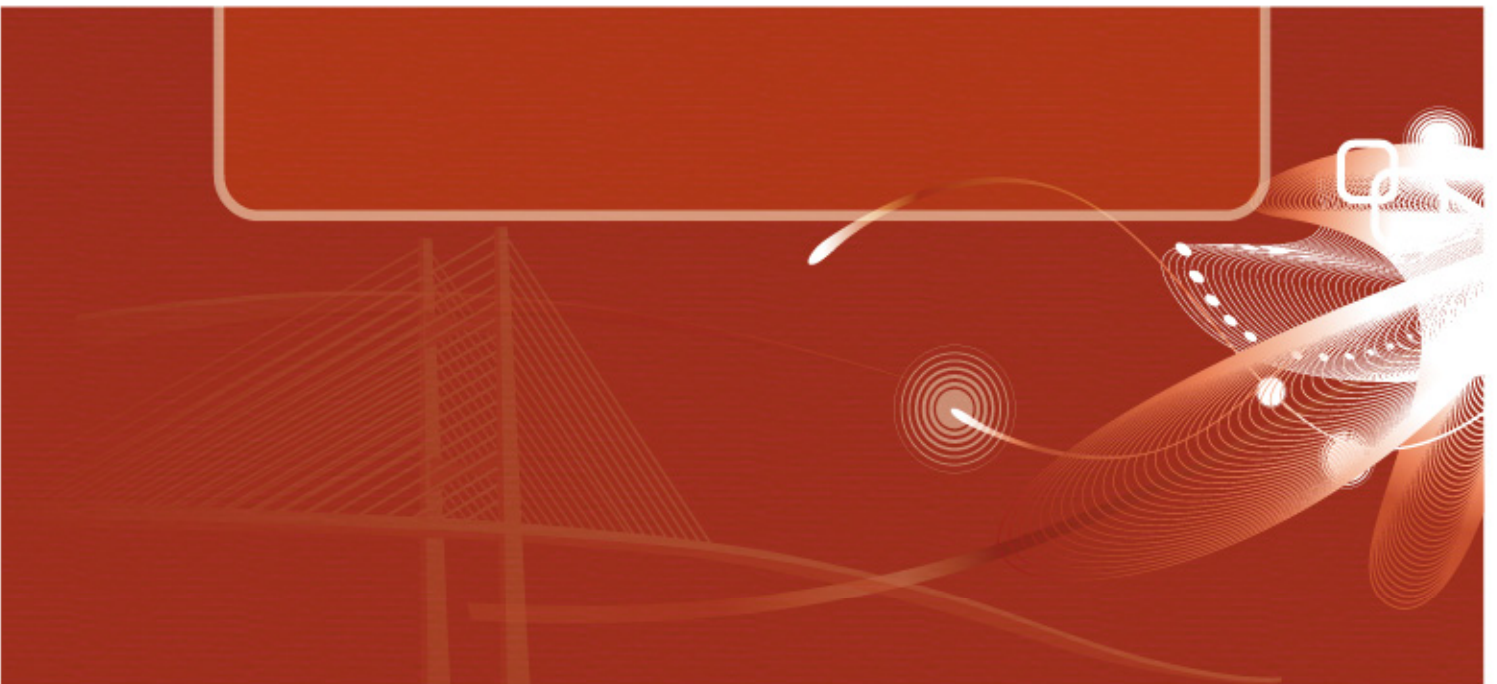
The Agreement contains chapters on tariff preferences, treatment in internal taxation, sanitary and phytosanitary measures, and trade cooperation. The total elimination of the trade customs tariff on originating products has some exceptions, set out in [Annex A](#) and [Annex B](#). Nicaragua is exempted from the liberalization of meat, dairy, and certain vegetables, while Cuba has maintained exceptions in certain foodstuffs and construction materials.

While the PSA is aimed at increasing bilateral trade flows between the parties, this has not to date exceeded US\$2 million. The recent meetings are an attempt to coordinate the agreement's implementation and to improve bilateral economic ties.





Impact assessment





Impact assessment of RTAs

This article reviews an impact assessment of Regional Trade Agreements (RTAs). An overview of impact assessment can be found in [*INTAL Monthly Newsletter No. 216*](#), which explains its aims and methodologies.


The work by Foster et al. (2010) assesses RTAs' effects on trade creation, based on a sample of 174 exporting countries over the period 1962-2000. The work breaks down the effects on the variety (the extensive margin) and volume (the intensive margin) of exports.

As a first step, it uses a gravity model in which the explained variable is the level of exports, and the explanatory variables are the trading partners' GDP, population, distances involved, and a dummy variable equal to 1, should both countries belong to the same RTA. The coefficient associated with this dummy variable is an indicator of the RTA's effect on trade flows between the two countries, exemplifying possible levels of trade creation.

This specification may, however, exhibit the problem of endogeneity. Belonging to an RTA may be endogenous: when joining an RTA, countries self-select according to their levels of trade prior to the agreement. In a second step, the work accordingly incorporates a "propensity score matching" approach to avoid the potential problem of self-selection. The method consists in making a causal inference based on a counterfactual: a pair of countries are chosen that do not form an RTA, but have observable features similar to a pair that do (distance, continent, difference in GDP, etc.). This enables the situation of the countries that signed the RTA to be contrasted with other similar groups that did not, while isolating the effect of the agreement from other stimulating factors. The procedure considers variables in terms of differences rather than levels; specifically, it takes in the difference between exports three years before and three years after the formation of the RTA, thus performing a difference-in-differences analysis.

The results show that exports respond positively to the signing of RTAs, primarily through the extensive margin, but that there are significant differences depending on the countries' size. The trade creation effect is more marked for pairs of small countries (in terms of GDP and population) that are small exporters, where the intensive margin predominates. However, the extensive margin (variety) is higher for pairs of large countries that are large exporters. This is probably due to the fact that larger countries have a greater diversity of factorial resources and innovation capacity than smaller ones.

The contribution of the work in question is of great interest, since it enables the subsequent development of a gravity model and avoids endogeneity problems through the use of impact assessment methodologies. In this way, it gleans empirical evidence on the short-term impacts of RTAs, the uncertainty of whose effects is often questioned. Needless to say, the work does not set out to identify the effects of RTAs within countries, but only where their export performance is concerned.

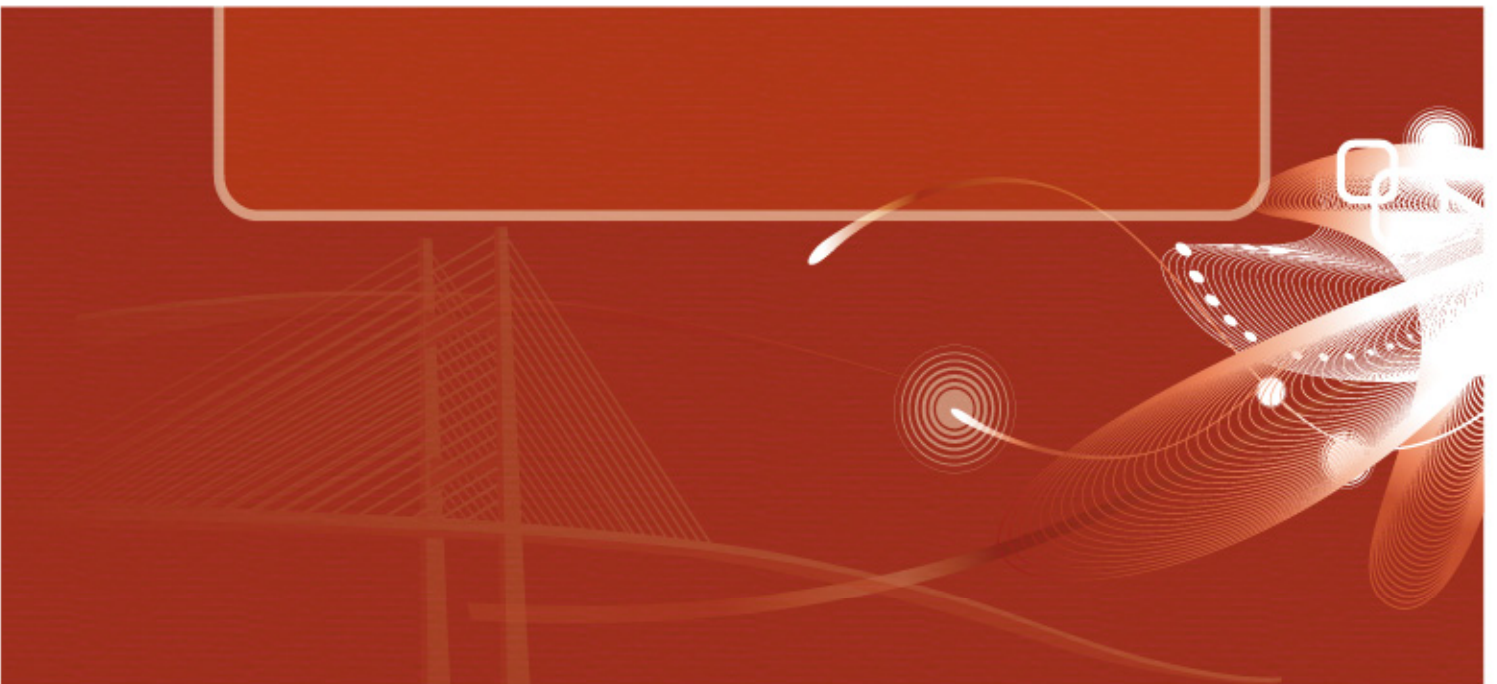


Bibliography

Foster N., Pöschl J., & Stehrer R. 2010. "[The Impact of Preferential Trade Agreements on the Margins of International Trade](#)." Working Papers, 70. Inter-American Development Bank (IDB). December.



Integration and Trade Sector








Latin America and the Caribbean: Tax Revenues remain stable

Tax revenues in Latin America and the Caribbean (LAC) have remained stable in 2013 and continue to be considerably lower, as a proportion of national incomes, than in most OECD countries. Revenue Statistics in Latin America and the Caribbean 1990-2013 (fourth edition) shows that the average ratio of tax revenue to GDP in the 20 Latin American and Caribbean countries covered by the report was 21.3 percent in 2013, 0.1 percentage point above the ratio in 2012. The tax-to-GDP ratio rose from 19.5 percent to 21.2 percent over the 2009-12 period. ([Link](#))




Heads of State and top business leaders to participate in the II CEO Summit of the Americas

Major business event in Panama will bring together high-level government officials and global business leaders. Hundreds of leading businesspeople and heads of state from throughout the Western hemisphere will gather in Panama City April 8-10 for the II CEO Summit of the Americas, organized by the government of Panama with the help of the Inter-American Development Bank. ([Link](#))



BID reafirma compromiso de trabajar junto a El Salvador, Guatemala y Honduras en la Secretaría Técnica para el Plan del Triángulo Norte (only in Spanish)

El presidente del Banco Interamericano de Desarrollo (BID), Luis Alberto Moreno, participó en la II Cumbre para la Alianza de Prosperidad del Triángulo Norte junto a los presidentes Otto Pérez Molina, de Guatemala; Salvador Sánchez Cerén, de El Salvador; Juan Orlando Hernández Alvarado, de Honduras y Joe Biden, vicepresidente de EE.UU. ([Link](#))

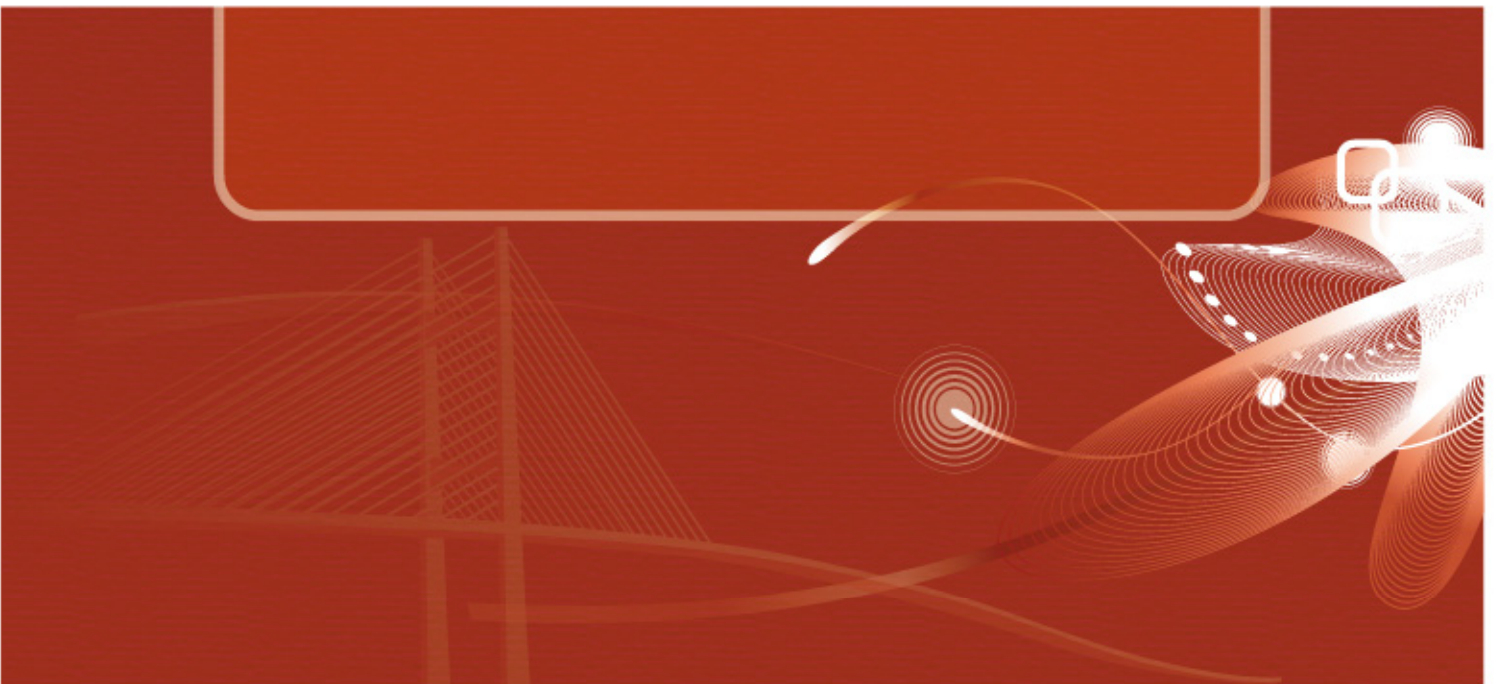


IDB, UNDP, and ECLAC to Coordinate Efforts in Unique Partnership for Sustainable Energy for All in the Americas

Three regional multilateral institutions -the IDB, ECLAC, and the UNDP- met in Washington on February 23, 2015 to jointly commit their unique knowledge and resources in support of the UN's Sustainable Energy for All initiative in the Americas. ([Link](#))



Other IDB Activities







IDB closes annual meeting in Korea, highlighting collaboration between Asia and Latin America and the Caribbean

The Inter-American Development Bank closed the 56th annual meeting of its Board of Governors, which featured a series of events that underscored the strengthening of ties between Asian, Latin American and Caribbean nations. ([Link](#))



Fiscal adjustments for productivity and social inclusion foreseen for Latin America and the Caribbean

Many Latin American and Caribbean countries need to make budget adjustments in the face of rising fiscal imbalances and higher financial risks, according to the Inter-American Development Bank's annual macroeconomic report. The 2015 report addresses the question of how budgets should be adjusted and how fast, and projects a baseline annual growth scenario for 2016-2019 of 3 percent, on par with the 1990s but below the 4.7 percent registered during the pre-crisis 2003-2008 period. Additional negative external shocks in China, Japan and Europe could further erode economic growth. ([Link](#))

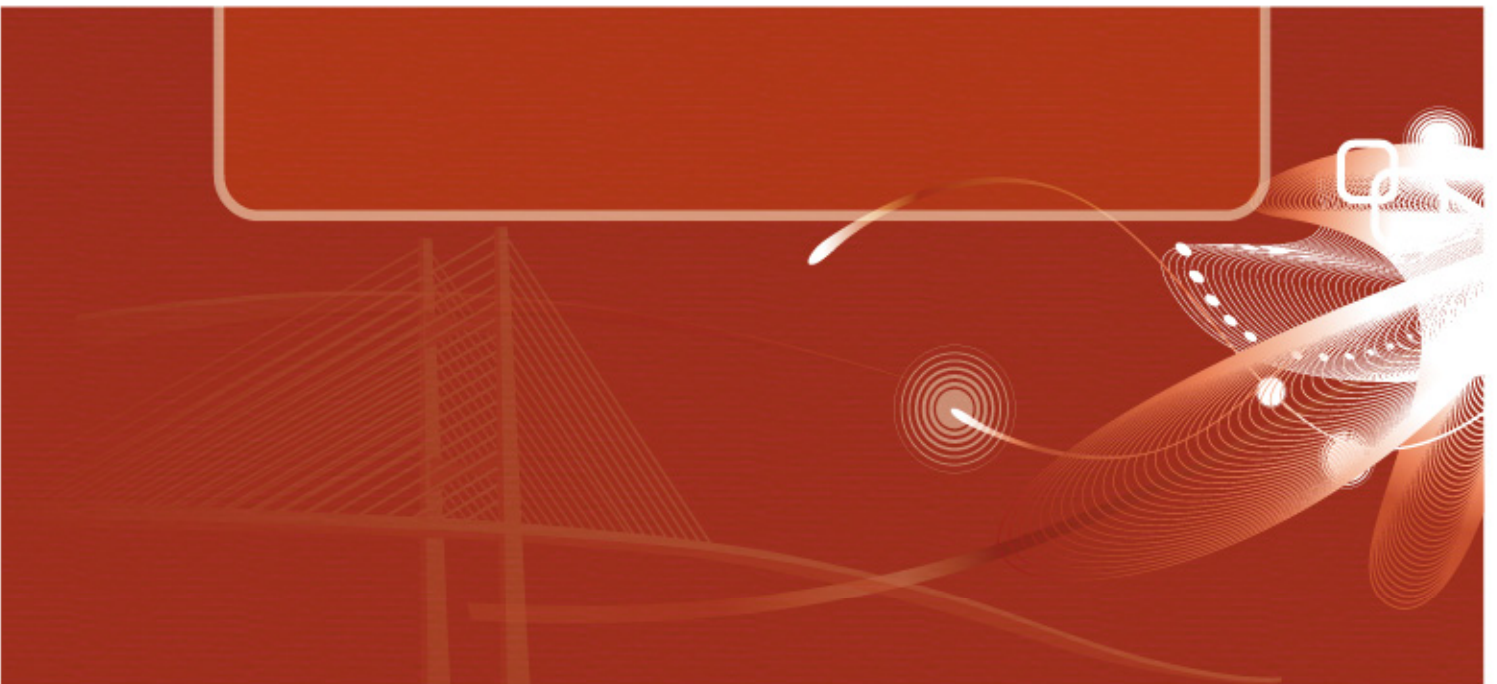


IDB and China Strengthen Partnership

The Inter-American Development Bank (IDB) and the People's Bank of China (PBC) expanded their ongoing partnership to promote cooperation between China and Latin America and the Caribbean (LAC). Finalized at the IDB-IIC Annual Meeting of the Boards of Governors in Busan, Korea, this new framework agreement designs a more comprehensive and strategic cooperation plan with a long-term vision, in such areas as institutional cooperation, trade and investment, finance and knowledge sharing. ([Link](#))



INTAL Documentation Center







Reviews

Bitar, Sergio. Why and How Latin America Should Think About the Future. Inter-American Dialogue.

This ECLAC publication was produced by Sergio Bitar of Inter-American Dialogue, with the support of the Inter-American Development Bank (IDB).

It aims to suggest long-term global scenarios, and point out the main dilemmas and challenges for Latin America, while also improving forecasting capabilities. The author invites his readers to think about the future of Latin America in strategic depth so as to keep track of the type and scope of the challenges ahead, take advantage of the opportunities, and contain risks in time. He accordingly seeks to strengthen prospective and strategic thinking in the region.

The first section discusses six dominant global trends based on reports (listed in the bibliography) from study centers in the developed countries. The six trends are:

1. Disruptive technologies
2. The power of natural resources
3. Demography and power
4. The city of the future
5. Tackling climate change
6. Citizens' empowerment and government reform

First, the work groups disruptive technologies into five key areas:

- *Health*: Technologies that seek to transcend physical limitations (advanced diagnostic techniques involving nanostructures, function control, and biological structures, as well as genetic analysis to predict illnesses before they occur).
- *Energy*: Technologies that improve efficiency and security.
- *Industrial materials and processes*: These join 3D printing technologies or additive manufacturing technologies with nanomaterials and information technologies.
- *Communications technology*: The Internet of Things.
- *Robotics*: Breakthroughs in unmanned vehicles and microscopic appliances.



Two underlying trends are apparent:

1. An exponential increase in the level of interaction and connectivity between people.
2. The shortening of the period between technological creation and commercial development.

Against this background, the work underscores the need for Latin America to anticipate technological change by strengthening prospective technology networks and the way they relate to governments and businesses.

Second, it predicts that demand for **natural resources**—including steel, energy, food, and water—will skyrocket in developing countries. It also links food security and food prices to the speed with which technological breakthroughs are adopted. The author suggests that Latin America should improve water use and energy policies if it is to be better positioned to tackle these scenarios.


Third, it suggests that **demographic changes**, such as the growth of the middle classes in developing countries, will place greater demands on citizens and create challenges for national and global governance. In the author's view, the advantage will lie with countries having more technically better-trained young people. In terms of Latin America, he points to the need to provide quality education and measure results in the long term in order to achieve efficiency and creativity. Fourth, he provides different projections on **cities of the future**, pointing out that, by 2030, more than 80% of the world's population will be urban. In Latin America, the urban population will reach 90% of the total. This means there are challenges ahead for the region's big cities in terms of weaknesses such as traffic congestion, the housing deficit, and the inefficiency of services. He accordingly points to the need for institutional reforms and investment programs to overcome these obstacles in the region's cities.

Fifth, he shows that **climate change** has consequences like rising temperatures, changes in precipitation, and so on. He points to the need for “inclusive green-growth” strategies to promote social inclusion, safeguard the planet's natural capital, and create new, quality jobs.

Sixth, he points to growing **citizen awareness** of rights and the ability to require they be respected, through rising literacy levels, the narrowing of the digital divide between and within countries, and other relevant trends. For the author, this involves democratic institutions having to adapt to these new challenges, with leaders capable of responding to these changes.

The second section describes the challenges for Latin America in light of the new global scenario: how it influences development processes, what objectives must be set by public policymaking, and what advance measures must be taken. It also raises the need to strengthen foresight capacity to overcome Latin America's lag in strategic areas.

On the basis of statements by governments and political leaders from the region, it identifies five strategic goals and explores how they may be affected by the new global scenario:

- 
1. *Consolidation of democracy*: It argues that communication and information technologies will have a transformative impact on the workings of democracy and governance: on the one hand, the middle classes will require new forms of participation, transparency, and local power; on the flip side, governments will have increasing technological capacity to control citizens.
 2. *Transformation of the productive structure*: It argues that, in order to boost competitiveness, it is essential to increase the complexity of the productive base of goods and services, giving priority to sectors in which Latin America has comparative advantages or those where they can be acquired.
 3. *Social inclusion*: It proposes the analysis of long-term outlook for inequality.
 4. *Latin American cooperation and integration*: It argues that new alliances and growing regional integration will be needed to tackle the above trends.
 5. *Climate change*: It proposes monitoring the possible scenarios arising from climate change in the region, and measuring the cost of adaptation and mitigation programs. He also suggests that the region has potential in biotechnology, renewable energy, energy and water efficiency, biofuels, etc.

The work's contribution lies in its prospective approach to the various possible global scenarios and their impact on Latin America, an issue of great importance and one seldom discussed in the literature on the subject. In this sense, it achieves its aim to anticipate scenarios so that the region may take advantage of opportunities and contain risks. It also highlights the need for a regional strategy rather than national ones, becoming a reference source for those responsible for public planning policies in the long term. Although the publication does mention some regional initiatives, it would be of interest to cast some light on how these might contribute to tackling the new scenario facing the region.

Bitar, S. (2013). Why and How Latin America Should Think About the Future = Las tendencias mundiales y el futuro de América Latina. Washington: Inter-American Dialogue. ([Link](#)).



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

* Abusada-Salah, R.; Acevedo, C.; Aichele, R.; Felbermayr, G. y Roldán-Pérez, A. (2015). Dimensiones y efectos económicos de la Alianza del Pacífico. Santiago de Chile: KAS.



Autor: Abusada-Salah, Roberto; Acevedo, Christóbal; Aichele, Rahel; Felbermayr, Gabriel; Roldán-Pérez, Adriana

Título: Dimensiones y efectos económicos de la Alianza del Pacífico

Edición: Santiago de Chile: KAS, enero de 2015 [78 p.]

Temas: <ARCO DEL PACIFICO><INTEGRACION ECONOMICA><INTEGRACION REGIONAL><LIBERALIZACION DEL COMERCIO><COYUNTURA ECONOMICA>

Geográficos: <CHILE><COLOMBIA><COSTA RICA><MEXICO><PERU>

Resumen: Después de una década de desarrollo estable, basado en una sólida política macroeconómica, Chile, Colombia, México y Perú decidieron integrarse de mayor manera en el marco de la Alianza del Pacífico. Costa Rica se sumó a este grupo el año 2013. El presente estudio evalúa el potencial de estos efectos integracionistas: ¿Qué tan relevantes son los efectos económicos de la Alianza del Pacífico?

Nota de contenido:

I: Introducción [p. 5]

II: Alianza del Pacífico: Integración regional latinoamericana abierta al mundo [p. 7]

2. 1: El Mercosur y la Comunidad Andina [p. 8]

2. 2: La Alianza del Pacífico [p. 11]

2. 3: Estado de la integración comercial regional [p. 13]

2. 4 : Estadísticas macroeconómicas de los miembros de la AdP [p. 16]

2. 5: Patrones de comercio de los miembros de la AdP [p. 20]

III: Metodología [p. 25]

3. 1: Breve descripción de la herramienta analítica [p. 25]

3. 2: Definición de escenarios [p. 30]

IV: Efectos de la Alianza del Pacífico y de otros esfuerzos de liberalización comercial en América Latina [p. 33]

4. 1: Efectos económicos de la Alianza del Pacífico [p. 33]

4. 2: Efectos de la liberalización comercial entre los países de la AdP y los del Mercosur [p. 55]

4. 3: Efectos de un área de libre comercio latinoamericana [p. 58]

V: Implicaciones para la formulación de políticas comerciales [p. 61]

Accesos al documento:

332.135 / ABU-DIM / 2015

Documento Electrónico

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

* Carrión Fonseca, G.; Alaniz, E. y Mendoza, F. (2014). El Acuerdo de Asociación Comercial y de Inversiones entre la Unión Europea y los Estados Unidos: Retos y oportunidades para las relaciones birregionales entre la UE y América Latina y el Caribe. Hamburgo: Fundación EU-LAC.



Autor: Carrión Fonseca, Gloria; Alaniz, Enrique; Mendoza, Francisco
Título: El Acuerdo de Asociación Comercial y de Inversiones entre la Unión Europea y los Estados Unidos: Retos y oportunidades para las relaciones birregionales entre la UE y América Latina y el Caribe
Edición: Hamburgo: Fundación EU-LAC, noviembre 2014 [57 p.]
Temas: <ACUERDOS COMERCIALES BILATERALES><RELACIONES BILATERALES><COMERCIO INTERNACIONAL><NEGOCIACIONES COMERCIALES><INVERSIONES><MERCADO DE TRABAJO><UNION EUROPEA, UE>
Geográficos: <AMERICA LATINA><CARIBE><ESTADOS UNIDOS><EUROPA>

Resumen: El estudio analiza los posibles efectos que el establecimiento del ATCI entre la Unión Europea y Estados Unidos pudiera traer en las dinámicas comerciales entre ambas regiones y la gobernanza del comercio mundial. Se sitúa dentro de un contexto en el que la emergencia de bloques comerciales alrededor del mundo pareciera comenzar a remplazar el rol de la Organización Mundial del Comercio (OMC) como institución de facto para la negociación de acuerdos comerciales. Esencialmente, a través del estudio la autora plantea posibles escenarios, negativos y positivos, resultantes de la instrumentalización del Acuerdo como estándar de acuerdos comerciales que se pudiesen extender a presentes y futuros socios comerciales de ambas regiones.

Nota de contenido:

1: Marco conceptual y antecedentes de las negociaciones del acuerdo comercial e inversiones entre EEUU y la UE [p. 11]

2: Comercio, inversión y mercados laborales: Tendencias en América Latina y el Caribe [p. 18]

- MERCOSUR, Comunidad Andina, Centroamérica y México, y CARICOM [p. 19]
- Inversión Extranjera Directa [p. 22]
- Mercados laborales en América Latina y el Caribe [p. 23]

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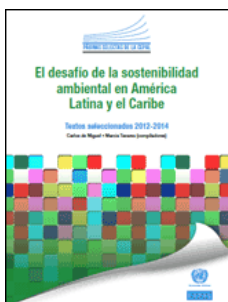
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* Miguel, C., comp. y Tavares, M., comp. (2015). El desafío de la sostenibilidad ambiental en América Latina y el Caribe: textos seleccionados 2012-2014. Santiago de Chile: CEPAL.



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Resumen: Con esta publicación se inaugura la colección "Páginas Selectas de la CEPAL", una vitrina para distintos abordajes desarrollados en la institución, en algunos casos en asociación con otras organizaciones, sobre temas de relevancia transversal. De circulación únicamente electrónica, contiene extractos de documentos seleccionados y vínculos directos a la versión integral de cada uno. El tema elegido para esta primera edición es la sostenibilidad ambiental en el marco del desarrollo sostenible.

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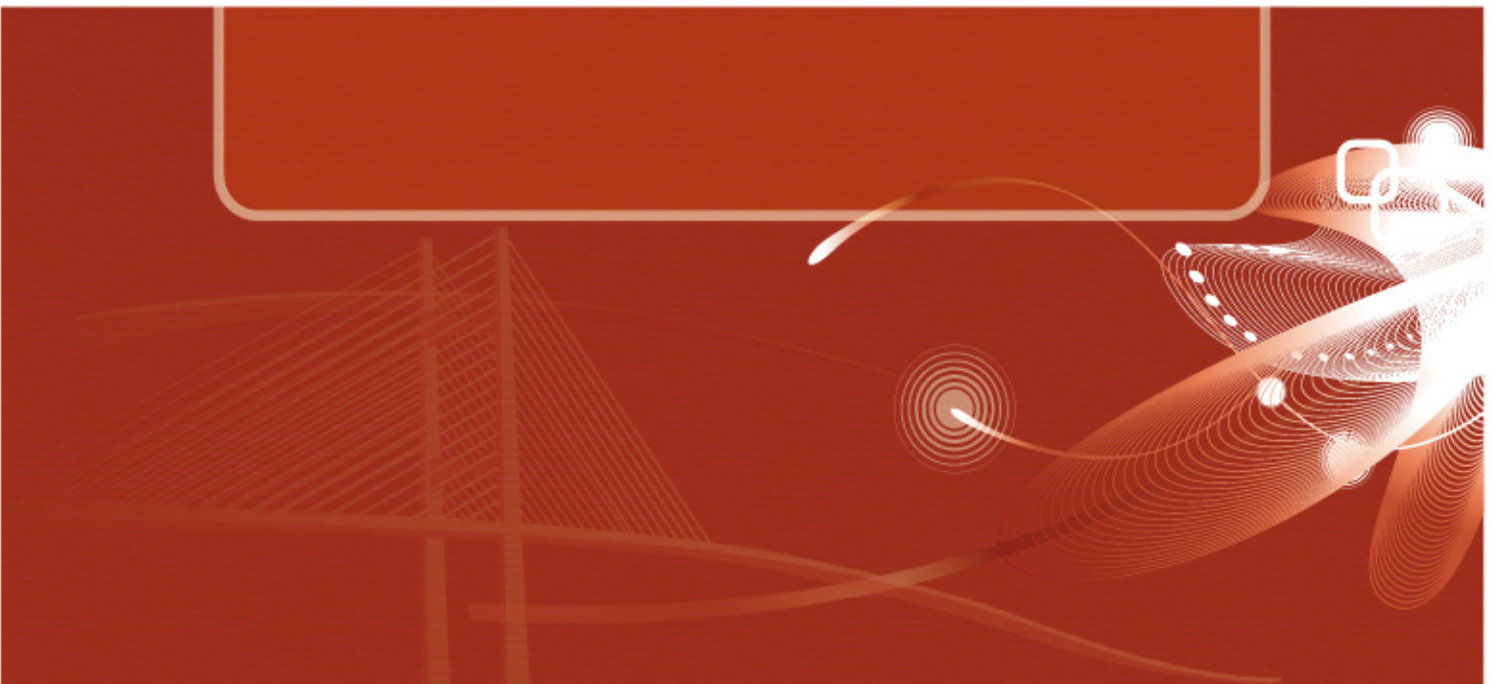
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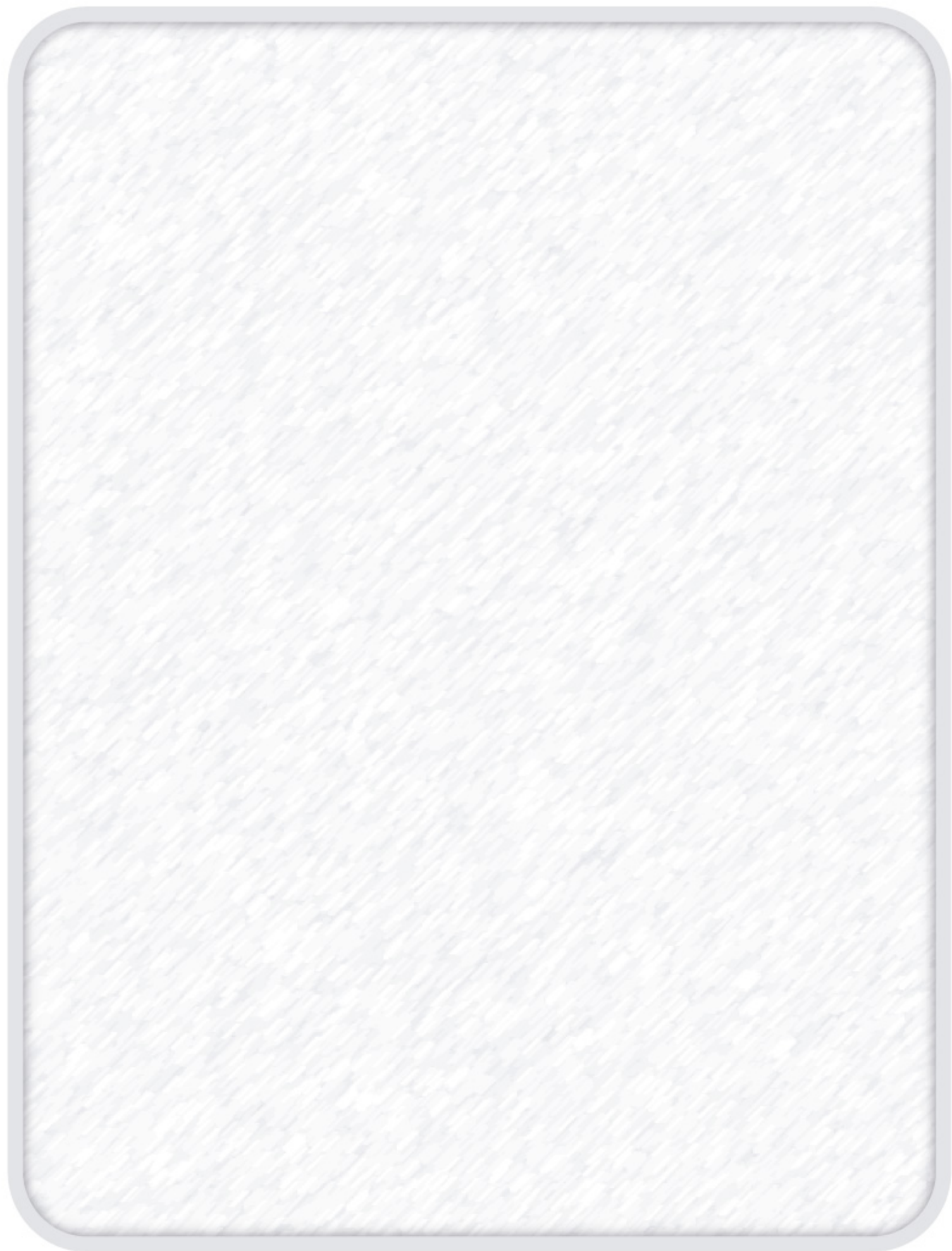


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