Promoting International Trade in the LLDCs and enhancing the implementation of the WTO Trade Facilitation Agreement

Background note

Session 3

Ministerial Meeting of LLDCs on Trade and Transport

Astana, Kazakhstan, 16 - 17 May 2018

1. Introduction

International trade drives inclusive growth and poverty reduction. The 2030 Agenda for Sustainable Development and the Addis Ababa Action Agenda (AAAA) underscore the importance of international trade as an engine for inclusive economic growth and poverty reduction, and an important means to achieve the Sustainable Development Goals (SDGs). By connecting developing-country producers and consumers to global markets trade provides a critical channel for the flow of finance, technology and services needed to further improve productive capacity in agriculture, industry and services. However, the progress of integration in the global trade has been uneven.

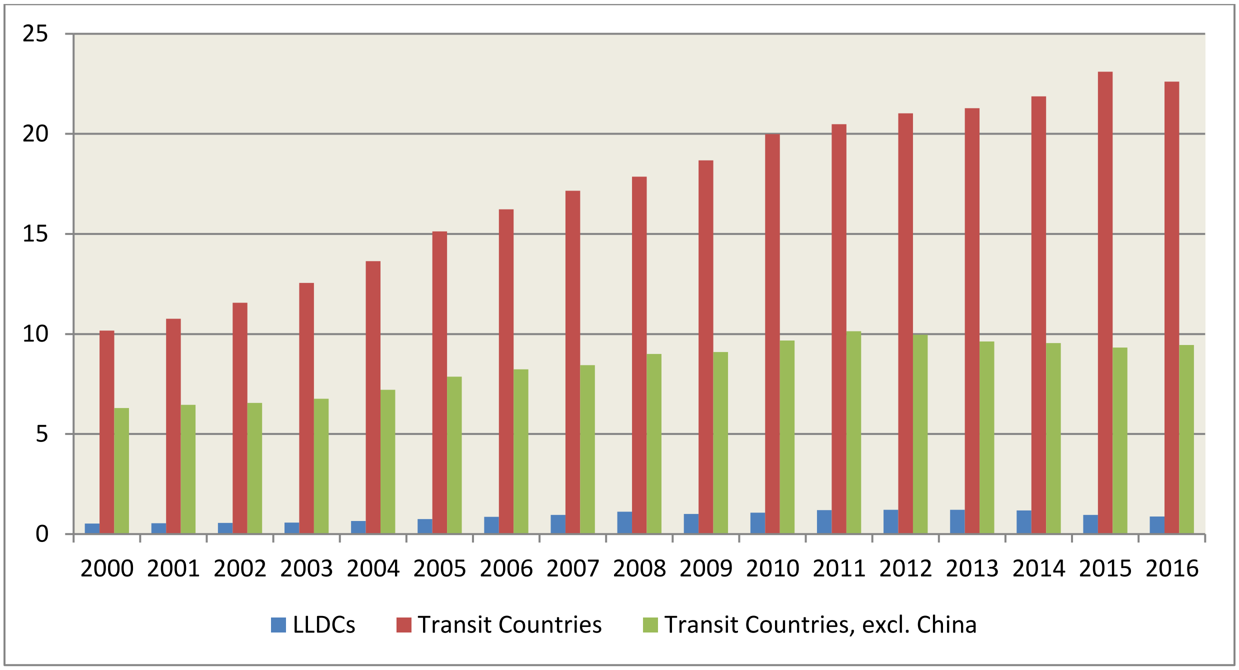
LLDCs remain marginalized largely due to long distances from the nearest seaports which translate into unsustainably high transit transport costs and delays. The participation of LLDCs in international trade depends on transiting through other countries. Additional border crossings and long distances from major markets, coupled with cumbersome transit procedures and inadequate infrastructure increases the total expenses for transport and other transaction costs. The high trade costs affect the competitiveness of the LLDCs in international trade as well as their ability to produce at low costs and they reduce the rate of return on capital required by investors to finance projects in the LLDCs.

To address the trade related challenges of the LLDCs, the Vienna Programme of Action (VPoA), which is an integral part of the 2030 Agenda, identifies international trade and trade facilitation as one of its priority areas. The VPoA recognizes the importance of addressing high trade costs incurred by the LLDCs, and the need to integrate the LLDCs into the global value chains. The VPoA sets several objectives aimed at integrating the LLDCs into the global trade and improving the trade performance of the LLDCs. These objectives include: to significantly increase the participation of LLDCs in global trade, with a focus on substantially increasing exports; to significantly increase the value added and manufactured component, as appropriate, of the exports of landlocked developing countries, with the objective of substantially diversifying their markets and products.

2. LLDCs Participation in International Trade

The thirty-two (32) LLDCs account for less than 1% of global merchandise trade. The LLDCs' participation in international trade, measured as the share of their merchandise exports in global exports reached a peak of 1.22 per cent (2013), before suffering a decline to 1.19 per cent in 2014 and 0.86 per cent in 2016. The decline in the LLDCs' share of their merchandise exports is attributed mainly to declining commodity prices. In 2017 the estimated share of the LLDCs merchandise trade slightly increased to 0.91 per cent. Figure 1 below shows this trend as compared to a group of 34 transit countries that includes China and India. In all, transit countries share of merchandise trade was around 23% in 2016 and when China is excluded, the share of these countries stood at 9.5% in 2016.

Figure 1: Share of LLDCs and transit countries in global merchandise exports

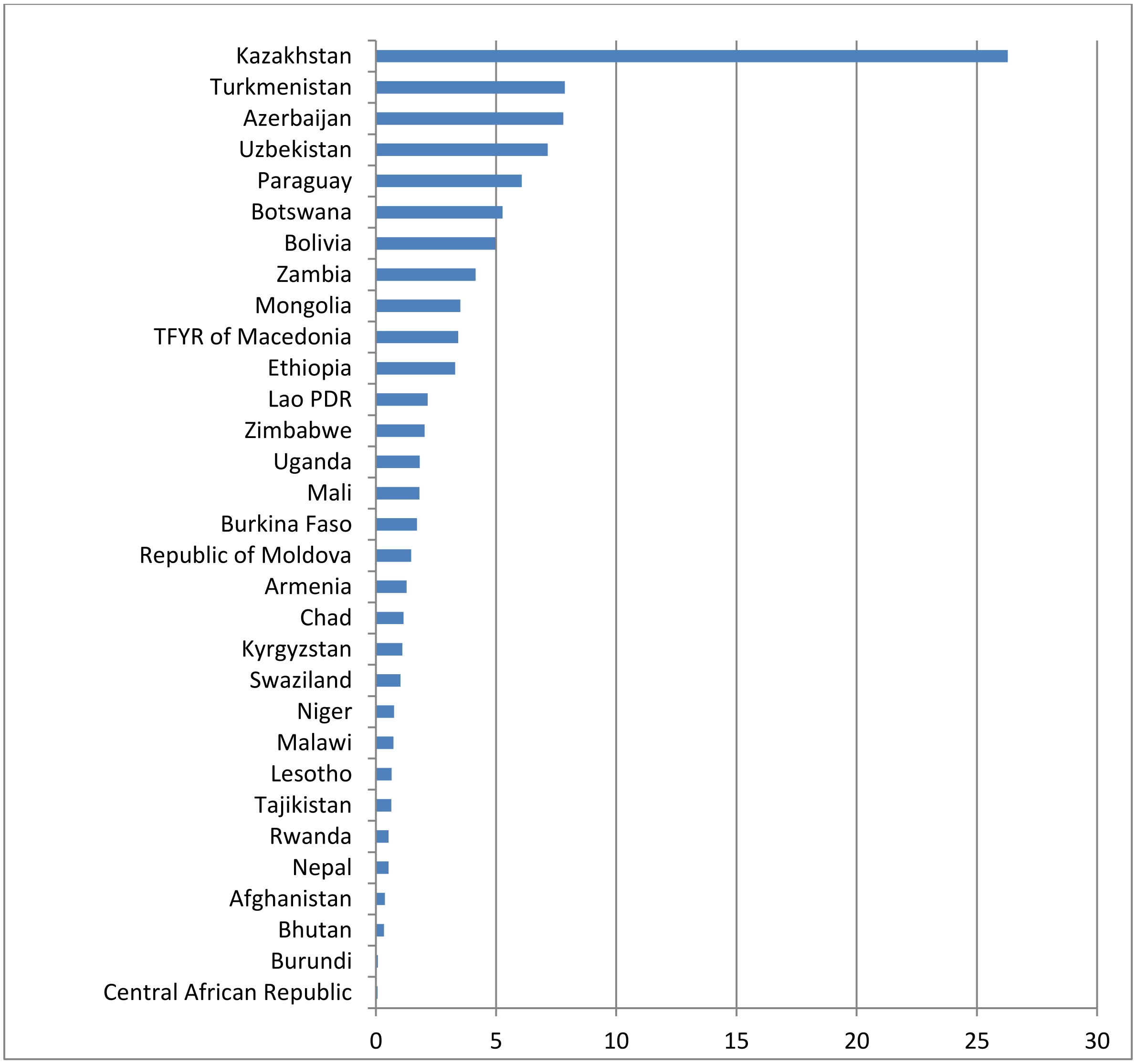


Source: UNCTAD stat

A closer look at the disaggregated data at country level shows a clearer insight into the group. Figure 2 shows that only four LLDCs accounted for about 49% of the group merchandise exports. The majority of the LLDCs accounted for no more than 2%. The LLDCs' share of merchandise exports is not only meagre compared to the developing countries but their export remains highly concentrated in a few products, in particular, primary commodities with very little value added. The volume and product composition of a country's commodity trade determines its vulnerability to commodity price volatility. The LLDCs are therefore greatly affected by the volatility in the global demand and prices. Price movements of internationally traded goods, as well as changes in the volume and product composition of trade, affect the gains an individual country can reap from international trade. The high export concentration of the LLDCs' exports also demonstrates that the LLDCs are not integrated into the regional and global value chains. Integration into the value chains is very important as it serves as a conduit for industrial transformation and economic diversification.

While the LLDCs are marginal players in trade at global level, international trade is of critical importance to their economies. In 2016, the exports and imports of goods and services constituted approximately 62 per cent of the countries' GDP compare to the world average of about 56 per cent. In a number of the LLDCs, the trade-to-GDP ratio is higher than 100 per cent.

Figure 2: National merchandise exports' share of total LLDC exports (based on 2016 data)



Source: UNCTAD stat

Regional integration and cooperation is important for the development of landlocked developing countries through improved connectivity, enhanced competitiveness and trading capacity, market expansion and upgrading of value chains. The deeper integration of regional markets can reduce trade and operating costs as it reduces the distance to markets. According to the OHRLLS' Global Report on Improving transit cooperation, trade and trade facilitation in the LLDCs (2017), the LLDCs overall participation in the intra-regional trade, was less than 5% in 2015 having declined from 7.3% in 1995. It remains important that the LLDCs are integrated into the regional markets and regional value chains to address the high trade costs they face as well as to diversify their markets. Addressing the infrastructure challenges including the missing links in the transport infrastructure connecting the LLDCs needs to be addressed to facilitate the integration of the LLDCs in regional trade.

3. The role of multilateral trading system

The multilateral trading system and the WTO are designed to bring predictability, security and fairness to international economic relations. This is particularly important for the smallest and the most vulnerable Members of the system such as the LLDCs. Currently the WTO is faced with significant challenges as Members were unable to reach consensus on many issues under negotiation especially on the DDA during the Eleventh WTO Ministerial Conference(MC-11). Despite the serious efforts by all the Members, no agreement was reached on many substantive issues under discussion, including the one on public stockholding for food security purposes and other issues under the Agriculture pillar as well as on special and deferential treatment.

At MC-11 some large groups of members came together to advance issues of interest to them and to the global economy. Three proponent groups announced new initiatives to advance talks at the WTO on the issues of electronic commerce, investment facilitation and micro, small and medium size enterprises (MSMEs). The proponent groups, each representing many WTO members, and encompassing participants from developed, developing and least-developed countries, unveiled their plans to move forward with discussions in the three areas. Some LLDCs are part of the groups and participating in the discussions. The LLDCs groups has not taken a group position on these issues.

One of the major challenge faced by the multilateral trading system is the increase in trade restrictive measures, including new or increased tariffs, customs procedures, quantitative restrictions and rules of origin restrictions. According to the WTO, a total of 42 new trade-restrictive measures were applied by G20 economies during the review period (mid-October 2016 to mid-May 2017). The increase in trade restrictive measures is a great concern to the LLDCs as these limit market access for goods and services from the LLDCs. To enhance market access for the LLDCs, efforts should be made to avoid implementing new trade-restrictive measures and to reverse existing measures. Efforts should also be made to address the capacity challenges of the LLDCs to meet new requirements introduced by trading partners.

4. Aid for Trade and Trade Finance

Targeted technical assistance and trade related capacity building are essential for integrating the LLDCs into global trade. Aid for trade is the most important means of support for the LLDCs, for whom the most important priority areas for support are export diversification, network infrastructure, and trade facilitation. The Aid for Trade disbursement to the LLDCs declined from about 6.2 billion US$ in 2015 to about 5.9 billion US$ in 2016. The Aid for Trade disbursement to the LLDCs constituted about 15% of the total Aid for Trade to Developing countries in 2016.

Aid for Trade assistance is having an impact on trade in LLDCs. Empirical evidence has shown that support provided for trade policy reform has been effective in reducing trade costs in LLDCs because of a focus on "soft" infrastructure and investment in enhancing institutional capacity. However, it has been difficult to achieve a transformative shift in LLDCs' trade because support towards strengthening institutional capacity is not sufficient to produce desired results without addressing infrastructural or supply-side deficiencies.

Trade finance plays a key role in enabling global trade flows, creating economic value and driving inclusion by helping the developing countries participate in global trade. According to the World Trade Organization, up to 80 per cent of global trade is supported by some sort of financing or credit insurance. However, there are significant gaps in provision especially to companies in developing countries including the LLDCs as many of these companies cannot access the financial tools that they need to engage in global trade. Without adequate trade finance, opportunities for growth and development are missed; businesses are deprived of the fuel they need to trade and expand.

The availability of trade finance is often cited by businesses around the world – particularly SMEs – as a major barrier to their capacity to trade. According to International Chamber of Commerce survey on trade Finance of 2016, 44% of proposed trade finance applications had been submitted by SMEs, 40% by large corporates and 16% by multinational companies. Many of these trade finance proposals were declined by banks, but SMEs were hardest hit. Of all the declined trade finance proposals, over half of them (58%) were submitted by SMEs. According to the report, the results show a worsening global shortage of trade finance. Easing constraints on the supply of trade finance and supply chain finance, including credit and risk mitigation in areas where the trade potential is the greatest, could help integration of the LLDCs into global trade.

5. Digitalization and international trade

The ongoing digital revolution represents far-reaching gains in innovation, competitiveness and growth, all of which offer new opportunities for the LLDCs to integrate into the world trade and value chains. The WTO/OECD 2017: Promoting Trade, Inclusiveness and Connectivity for Sustainable Development identifies several main ones: firstly, e-commerce is associated with reduced transaction costs, shorter customs clearance times and better supply chain management which offers firms the possibility of reaching new markets and new customers, enhanced productivity, increased inclusiveness, and greater consumer choice. E-commerce therefore has the potential to boost firms and countries' participation in regional and global trade. This potential is said to be even greater for the Landlocked Developing Countries which face additional constraints, including among others geographical location and small size of their markets.

Cross border e-commerce currently accounts for about 12% of the globally traded goods. Whilst the digital economy and e-commerce continues to present great opportunities globally, its benefits are not shared equally. There is a huge gap between the developed countries and the developing countries, including the LLDCs. Several factors act as potential constraints on the use of e-commerce by the LLDCs. These include, inadequate ICT infrastructure, unreliable and costly power supply, underdeveloped financial systems, weak legal and regulatory framework, and lack of knowledge related to e-commerce. Table 3 (annexed) shows the status of the legislation or draft legislation on key areas of cyber law in LLDCs. The data shows that a lot of gaps in the legal framework of many LLDCs need to be addressed for the LLDCs to fully participate and benefit from e-commerce. For the LLDCs to utilize the opportunities of e-commerce, it is also necessary to address the capacity challenges of the LLDCs, including reducing the digital divide, improving knowledge and skills, assuring sound and payment and delivery services, and improving trade facilitation.

6. WTO Trade Facilitation Agreement and the LLDCs' performance

Trade facilitation eases the cross-border movement of goods by cutting costs and simplifying trade procedures. It rests on four pillars: (i) transparency, (ii) simplification, (iii) harmonization, and (iv) standardization. The WTO defines trade facilitation as the simplification and harmonization of international trade procedures covering the activities and practices and formalities involved in collecting, presenting, communicating and processing data required for the movement of goods in international trade and accordingly, the WTO Trade Facilitation Agreement covers issues such as freedom of transit, fees and formalities related to importing and exporting, and transparency of trade regulations covering border procedures such as customs and port procedures, and transport.

Trade facilitation is of great importance to the LLDCs as their participation in international trade is severely constrained by inefficient procedures inside as well as outside of their territorial borders. Delays at the ports and border crossings, coupled with cumbersome procedures and inefficiencies hold negative implications for governments, businesses, customers and the entire economy as they are costly. The WTO's Trade Facilitation Agreement (TFA) characterizes an important innovative method to creating an international framework for reducing delays at the borders and reducing trade costs which are among the biggest challenges faced by LLDCs. Different economic studies demonstrate that the TFA will have trade cost reduction effects. The 2015 OECD Trade Facilitation Indicators (TFIs) report indicates that the implementation of the TFA could reduce worldwide trade costs by between 12.5 and 17.5 percent. It is also estimated that developing countries would receive two-thirds of the 1 trillion US$ gains/trade expansion from the TFA. In addition, it is expected that the TFA will likely reduce the time needed to import goods by over a day and a half and to export goods by almost two days, representing a reduction of 47 per cent and 91 per cent respectively over the current average.

The TFA is unique in its implementation as it is the first WTO agreement in which developing countries and LDCs members determine their own implementation schedules, and the requirement to implement the agreement is directly linked to the capacity (technical and financial) of the country to do so. The Trade Facilitation Agreement Facility (TFAF) was also created to ensure that developing and least-developed countries can access the assistance they need to reap the full benefits of the TFA. There are also facilities established by development partners to support the implementation of the TFA.

As at end of April 2018, one hundred and thirty-six (136) Member of the WTO had ratified the TFA. Out of the twenty-six (26) LLDCs that are WTO Member, twenty-one[1] (21) had ratified the TFA and twenty-four (24) had submitted their Category-A[2] measures. This demonstrate the importance and the commitment that the LLDCs attach to the TFA. Table 4 (annexed) also shows

[1] Afghanistan, Armenia, Bolivia, Botswana, Central African Republic, Chad, Kazakhstan, Kyrgyz Republic, Lao People's Democratic Republic, Lesotho, Macedonia, Malawi, Mali, Mongolia, Nepal, Niger, Paraguay, Moldova, Rwanda, Swaziland, Zambia

[2] Category A measures are those measures that developing Members will implement by 22/02/2017 (entry into force of the TFA) and for the LDCs by 22/02/2018

that sixteen (16) LLDCs have submitted their category B[3] and 15 LLDCs category C[4] notifications.

The most notified measures under category A are articles: 5.2 (Detention), 9 (movement of goods), 10.5 (Pre-shipment inspections), 10.8 (Rejected goods) and 10.9 (Temporary admission of goods). Whilst some of the LLDCs have made great progress in the implementation of the TFA, some are still lacking behind as demonstrated by the proportion of measures notified under category-A. Only seven LLDCs have notified over 50% of the measures as their category measures. The rate of implementation by the LLDCs is therefore relatively low in the LLDCs compared to other developing countries and their rate is also lower than the global rate of implementation as shown in table 1 below. More needs to be done to facilitate the implementation of the TFA by the LLDCs.

For category-B the most notified articles include: 10.2 (Acceptance of copies), 2.2 (Consultations), 6.3 (Penalty Disciplines), 2.1 (Comments and information before entry into force), 6.1 (General disciplines on fees and charge). Under category-C, the most notified articles are: 10.4 (Single window), 5.3 (Test procedures), 8 (Border Agency Cooperation), 7.7 (Authorized operators), 7.6 (Average release times). To implement these measures the LLDCs require financial and technical assistance. According to the TFA database, if assistance is provided, the rate of implementation of category-C measures from June 2018 to 2030 will be 22.2 per cent.

Table 1: Rate of implementation of commitments

	Rate of implementation of commitments as at end of April 2018	**Rate of implementation of commitments from June 2018 to February 2038 without capacity building support**	**Rate of implementation of commitments from June 2018 to February 2032 upon receipt of capacity building support**	**Rate of implementation of commitments yet to be designated**
All WTO Members	59.7%	6.9%	10.4%	23.1%
Developing Countries	58%	7.6%	9.3%	25.1%
LLDCs	32.5%	15.3%	22.2%	30.1%

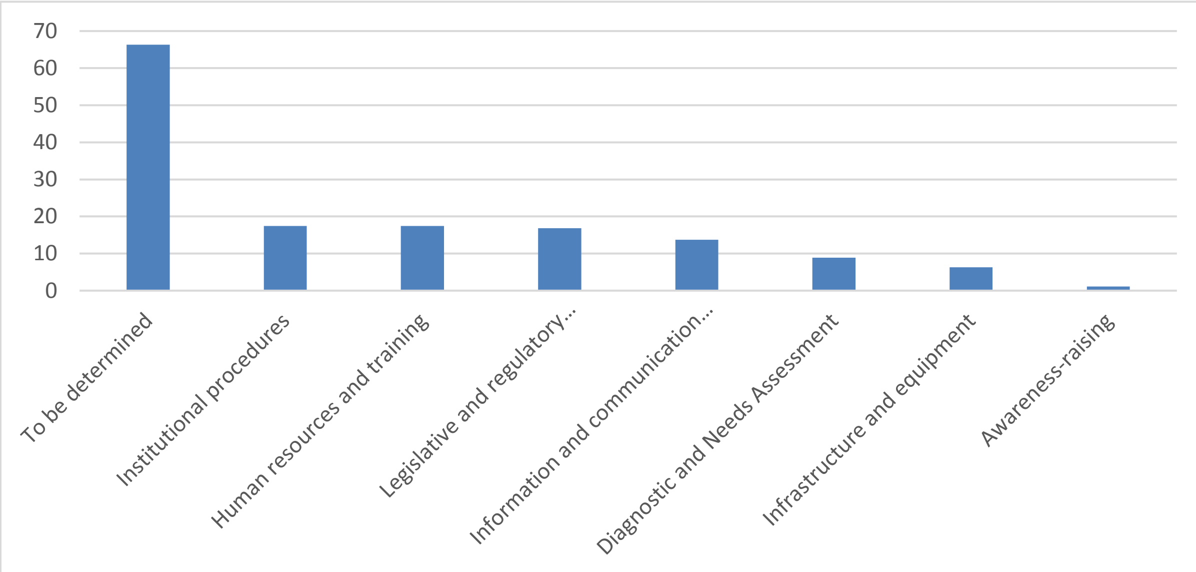
Source: Author compilation using data from WTO Trade Facilitation Agreement database

Figure 3 below shows the most frequently and least frequently types of assistance requested compared to a total number of requests. The “to be determined category” refers to the category C notifications of which the member has not yet provided the type of assistance it requires. The high percentage of measures under “to be determined category” may be an indication that the LLDCs require technical assistance to assess their capacity needs to fully comply with the measures under this category. It is therefore important that the LLDCs are assisted to undertake diagnostic and needs assessment to determine their capacity needs. Other areas where the LLDCs have indicated

[3] Category B measures are those that Members will need additional time to implement the measure
[4] Category C measures are those that Members will need additional time and capacity building support to implement the measure

include, institutional procedures, human resources and training, legislative and regulatory reforms, ICT, infrastructure and equipment and awareness raising.

Figure 3: Type of Technical assistance requested (%)



Source: WTO Trade Facilitation Agreement database

7. Trade Facilitation Performance of the LLDCs and Transit Countries

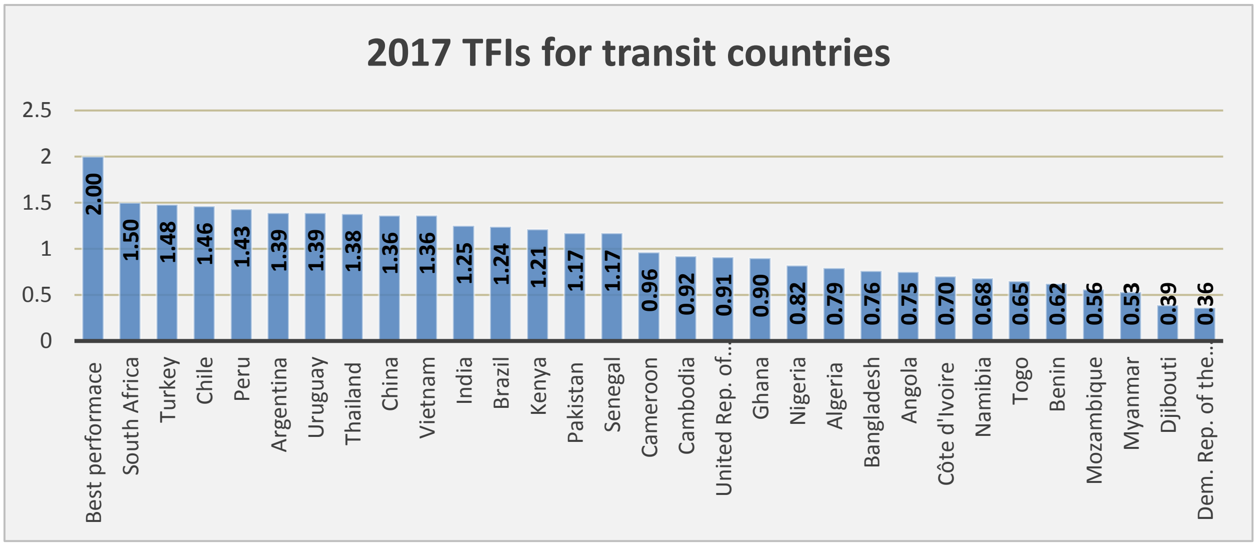
Transit countries play a crucial role addressing the high trade costs faced by the LLDCs. It has been realized that substantial part of the transport cost of the LLDCs can be attributed to border crossings. Transit operations often involve delays which substantially add to the transportation cost. These induced costs include the financial charges related to the guarantees, the cost of transport equipment held up by these transit procedures, as well as the requirement to maintain high inventories. Poor functioning transit operations also increase the vulnerability of transported goods to theft. As a result, the implementation of the TFA by transit countries is quite crucial for the LLDCs.

As at 31 March 2018, twenty-five (25) transit developing countries out of 30 that are WTO Members, had ratified the TFA and twenty-five had submitted their category-A notifications. The OECD developed the Trade Facilitation Indicators (TFIs) to help governments to measure the trade facilitation performance based on the implementation of various policy areas and measures included in the WTO Trade Facilitation Agreement. The OECD trade facilitation indicators cover the full spectrum of border procedures for 163 countries across income levels, geographical regions and development stages. The border procedures accessed are: information availability, involvement of the trade community, advance rulings, appeal procedures, fees and charges, documents, automation, procedures, internal border agency co-operation, external border agency co-operation and governance and impartiality. The TFIs take the values 0-2 where 2 denotes the best performance that can be achieved. Using the OECD 2017 Trade Facilitation Indicators (TFIs) Simulator to assess the trade facilitation performance of the transit countries, more than half

(16/30) of the transit countries for which data was available, recorded TFIs that are below 1 (see figure 3 below). Out of these 16 transit countries, 14 are in Africa.

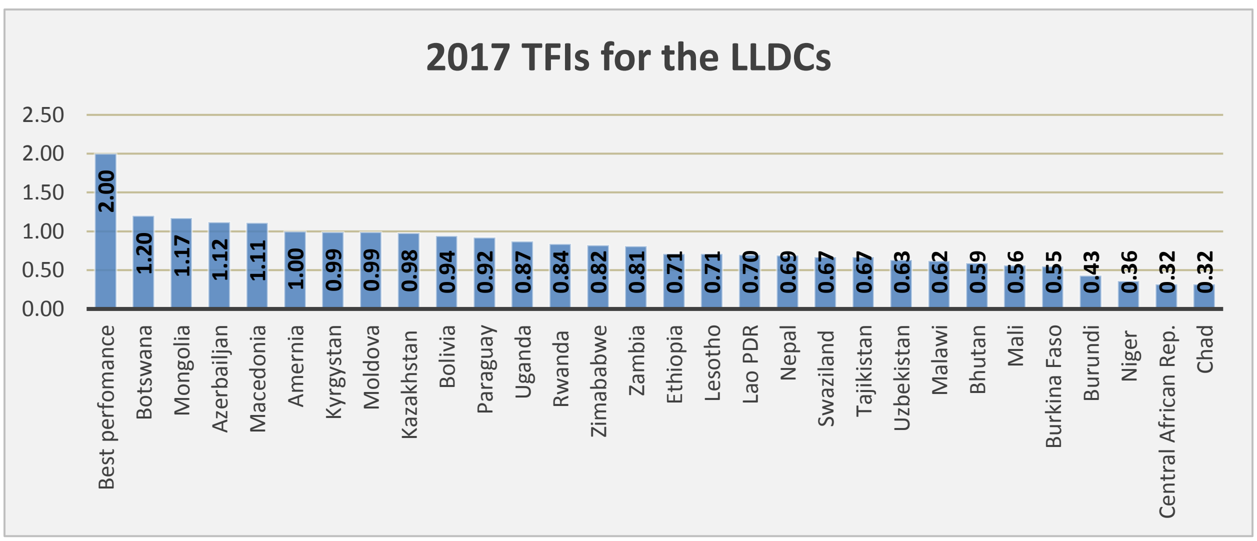
Compared to the transit countries, the LLDCs trade facilitation performance is relatively lower. Only five (5) LLDCs had TFIs of above 1. The best performance for the LLDCs is 1.2 (Botswana) compared to 1.5 (South Africa) for the transit countries. In both categories of countries, most of the African countries had the lowest TFIs.

Figure 4: Trade Facilitation Indicators for transit countries



Source: OECD Database

Figure 5: Trade Facilitation Indicators for the LLDCs



Source: OECD Database

Whilst all the provisions are key for the successful implementation of the TFA, there are those which have been found to have the potential to have greater impact on facilitating trade in LLDCs. The OECD study on Trade Facilitation indicators, identified freedom of transit, automation, and information availability as key measures that can have greater impact on facilitating trade in LLDCs if implemented. Implementation of these measures by transit countries would yield better results for the LLDCs. In the TFA these issues correspond to article 1 on publication and availability of information, article 10.4 on Single Window and article 11 on freedom of transit. Other measure that have been identified as being important to facilitate transit include: Article 6 (Disciplines on Fees and charges imposed on or in connection with importation and exportation and penalties), Article 7(Release and clearance of goods), Article 8(Border Agency Cooperation) and Article 10 (Formalities connected with importation, exportation and transit).

Using the category-A notifications to assess the level of implementation of these measures by the transit countries, it can be observed that the implementation of these measures is quite low in the transit countries. The status of implementation of these measures by transit country Members that have ratified the TFA and notified their Category A measures is depicted in tables 2 below. Out of the 30 transit countries that are members of the WTO, only 9 are fully implementing article 11 on transit, only 8 are implementing article 1 on Publication and availability of information and only 5 are fully implementing measures under article 5 on formalities. These measure need to be given due consideration in order to achieve significant reduction in delays and transit costs faced by the LLDCs.

Table 2: Status of implementation of key measure that can facilitate transit by Transit developing Countries (number of countries)

Status of implementation / Articles	Fully implementing	Partially Implementing	Not Implementing	Not Notified
Article 1 (publication)	8	11	3	5
Article 6(Fees and Charges)	10	11	1	5
Article 7 (Release and clearance)	5	18	1	3
Article 10(Formalities)	5	22	0	
Article 11(Freedom of Transit)	9	11	2	5

Source: Author compilation using data from WTO Trade Facilitation Agreement database

8. Transparency and Trade Facilitation

Transparency is one of the key features of the TFA. Members are mandated to make public various information to help the trader. Members must submit/notify the WTO Trade Facilitation Committee of this information. These notifications refer to the publication of information for governments and traders on Art.1.4 (import, export and transit procedures), Art.10.4.3 (the operation of the single window), Art.10.6.2 (the use of customs brokers) and Art.12.2.2 (contact points for the exchange of information). The notification for these measures remain low. Only three (3) transit countries: Argentina (all), Brazil (1.4) and China (1.4, 10.6.2) had submitted notifications and only four LLDCs submitted their notifications: Kazakhstan (1.4, 10.4.3, 10.6.2), Kyrgyzstan (all), Malawi (1.4) and Macedonia (1.4).

9. Key recommendations for enhancing implementation of the TFA in LLDCs

While some of the measures in the TFA might be relatively easy and straightforward to implement, there are those that may be more complicated and or costly for the LLDCs to implement. These include border agency cooperation, formalities associated with importation, exportation and transit, availability and publication of information. In addition, those measures that need technical assistance such as single window, advance rulings, average times studies and authorized operators. are considered as being particularly not easy to implement. In the absence of an appropriate legal framework, many specific trade facilitation measures (including those which are already applied informally), hinder countries from maximizing their potential. The other challenge that has been identified in numerous studies is lack of resources or organizational framework, limited or no understanding and knowledge of various trade facilitation measures, lack of cooperation, mistrust and the non-existent communication between the different government agencies and the private and public sector/stakeholders.

LLDCs can overcome some of these challenges through policy related actions. This will involve showing their commitment to improve the trade facilitation by mainstreaming the TFA in their national and regional strategies. To the extent possible, there is need to ensure a regular and harmonized legal regime across the region.

Information and Communications Technology (ICT) plays a key role in the facilitating trade. The value of ICT for trade facilitation goes beyond concepts such as Single Windows. Automated business processes, digitalization of procedures, simpler interaction and transmission of data, and faster decision-making abilities deliver advantages in many trade facilitation areas. It is therefore necessary that ICT connectivity in LLDCs is also given due consideration when dealing with trade facilitation challenges in the LLDCs.

The LLDCs need technical and financial assistance to effectively implement the TFA. To facilitate the acquisition of assistance the LLDCs need to indicate their capacity needs for the measures notified under category-C to take advantage of the available assistance. Information on the available capacity building support is notified to the TFA Committee and its available on the https://www.tfadatabase.org/notifications/assistance. Below are also some of the facilities offering assistance aimed at facilitating the implementation of the TFA:

- World Bank - Trade Facilitation Support Program (TFSP)
- WTO Trade Facilitation Agreement Facility
- World Customs Organization - WCO TFA Working Group
- The Global Alliance for Trade Facilitation
- UNCTAD

Aim of the Session: *This session will discuss the progress made by LLDCs in improving their trade, share best practice experiences and identify the outstanding challenges and suggested recommendations. It will also discuss how to accelerate the implementation of the WTO Trade Facilitation Agreement*

Issues and questions for discussion:

1. *The persistent marginalization of the LLDCs pose developmental challenge to the LLDCs. What policies and strategies should be adopted at national, and regional level to enhance the participation of the LLDC into global trade?*
2. *The multilateral trading system is regarded as a key element in fostering an enabling environment for development. How can the LLDCs better advance their issues in the WTO so that the multilateral trading system can support the developmental goals and contribute to the achievement of the SDGs?*
3. *How can the Aid for Trade initiative be reinforced so that it responds to the needs of the LLDCs and facilitate the transformative shift in LLDCs' trade?*
4. *What opportunities and challenges does the "new issues" being discussed in the WTO present to the LLDCs. What should be the LLDCs approach to the discussion and how can they ensure that their issues are taken on board in the discussions.*
5. *What have been the key achievements in the implementation of the TFA by the LLDCs. What have been the major challenges and how can these be addressed?*
6. *How can regional cooperation advance trade facilitation between the LLDCs and transit countries? Which TFA measures would yield better results if implemented at regional level and what role can the regional organizations play in the implementation of the TFA.*

Annex

Table 3: Availability of legislation or draft legislation on key areas of cyber law in LLDCs

UNCTAD Member States	Electronic transactions		Consumer protection		Privacy and data protection		Cybercrime	
	Legislation	Draft	Legislation	Draft	Legislation	Draft	Legislation	Draft
Africa (16)								
Botswana	Yes		Yes		No	No	Yes	
Burkina Faso	Yes		Yes		Yes		No	Yes
Burundi	No	Yes	No	Yes	No	Yes	No	Yes
Central African Republic	no data	no data	no data	no data	no data	no data	no data	no data
Chad	no data	no data	no data	no data	no data	no data	no data	no data
Ethiopia	No	Yes	No	No	No	Yes	No	Yes
Lesotho	No	Yes	no data	no data	Yes		No	No
Malawi	No	Yes	no data	no data	No	Yes	No	No
Mali	No	Yes	No	No	Yes		Yes	
Niger	No	Yes	No	Yes	No	Yes	No	Yes
Rwanda	Yes*		Yes		No	Yes	Yes	
South Sudan	no data	no data	no data	no data	no data	no data	no data	no data
Swaziland	Yes		no data	no data	No	Yes	No	No
Uganda	Yes		Yes		No	Yes	Yes	
Zambia	Yes*		Yes		Yes		Yes	
Zimbabwe	No	Yes	no data	no data	Yes		Yes	no data
Asian (10)								
Afghanistan	No	Yes	No	No	No	No	No	No
Bhutan	Yes		Yes		Yes		Yes	
Kazakhstan	Yes		no data	no data	Yes		Yes	
Kyrgystan	Yes		no data	no data	Yes		no data	no data
Lao People's Democratic Republic	Yes		Yes		No	No	No	No
Mongolia	Yes		no data	no data	no data	no data	no data	no data
Nepal	Yes		no data	no data	Yes		Yes	
Tajikistan	Yes		no data	no data	Yes		no data	no data
Turkmenistan	Yes		no data	no data	no data	no data	no data	no data
Uzbekistan	Yes		no data	no data	No	No	Yes	
Europe (4)								
Armenia	Yes		no data	no data	Yes		Yes	
Republic of Moldova	Yes		no data	no data	Yes		No	Yes
Azerbaijan	Yes		no data	no data	Yes		Yes	
The Former Yugoslav Republic of Macedonia	Yes		no data	no data	Yes		Yes	
Latin America (2)								
Bolivia (Plurinational State of)	Yes		No	No	Yes		Yes	
Paraguay	Yes*		Yes		Yes		Yes	

Source: UNCTAD, Information Economy report 2015

Table 4: Notifications of the measures by LLDCs

LLDCs Member	% Notified A	% Notified B	% Notified C	% Not yet notified
Afghanistan	11.3	31.1	57.6	0
Armenia	47.1	45.4	7.6	0
Bolivia, Plurinational State of	73.5	13.9	12.6	0
Botswana	28.2	67.2	4.6	0
Burkina Faso	12.2	0	0	87.8
Burundi	32.8	0	0	67.2
Chad	34.5	30.3	35.3	0
Kazakhstan	42.4	0	0	57.6
Kyrgyz Republic	7.6	0	0	92.4
Lao People's Democratic Republic	21	11.8	67.2	0
Malawi	63	10.1	26.9	0
Mali	65.5	17.2	17.2	0
Moldova, Republic of	57.6	19.7	22.7	0
Mongolia	23.5	36.1	40.3	0
Nepal	2.1	12.2	85.7	0
Niger	31.9	10.9	57.1	0
Paraguay	52.5	19.3	28.2	0
Rwanda	26.5	0	0	73.5
Swaziland	9.7	41.2	49.2	0
Tajikistan	53.8	0	0	46.2
The former Yugoslav Republic of Macedonia	97.5	2.5	0	0
Uganda	8	0	0	92
Zambia	5.5	29.4	65.1	0
Zimbabwe	34.9	0	0	65.1

Source: Author compilation using data from WTO Trade Facilitation Agreement database