

## **APPENDIX 8**

### **APEC SUPPLY-CHAIN CONNECTIVITY ACTION PLANS (2011 Update)**

## APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

### Action Plan for Chokepoint 1

*Lack of transparency/awareness of full scope of regulatory issues affecting logistics; Lack of awareness and coordination among government agencies on policies affecting logistics sector; Absence of single contact point or champion agency on logistics matters.*

#### **Objective**

- To improve transparency of the regulatory environment affecting logistics and increase awareness of these issues among companies doing business in APEC economies.
- To improve coordination and awareness of policies affecting the logistics sector among government agencies.

#### **Participating Economies**

##### ***Lead Economy:***

The United States

##### ***Other Participating Economies:***

Australia, Chile, Japan, Korea, the Philippines, and Viet Nam

**Action Plan**

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Updates for 2011
<p><b>APEC Guidelines for Advance Rulings</b></p> <ul style="list-style-type: none"> <li>- Proposed initiative will include capacity building to assist economies in implementing advance rulings and develop a set of APEC guidelines for advance rulings (<i>Note: proposal is being updated based on comments and will be circulated again</i>)</li> <li>- Further research on the practices of Advance Rulings conducted by member economies</li> </ul>	US	CTI	SCCP	2011	<ul style="list-style-type: none"> <li>• General survey of advance rulings completed. Results reported at CTI 2 (2011/SOM2/CTI/014)</li> <li>• CTI2: Approval of work program on capacity building on advance rulings.</li> <li>• CTI TPD held at CTI 3 to identify next steps on promoting advance rulings.</li> <li>• Next step to develop specific actions and associated capacity building that can be undertaken based on the general survey and TPD.</li> </ul>
<ul style="list-style-type: none"> <li>- Capacity building workshop on implementation of advance rulings. (<i>Details to be determined</i>)</li> </ul>					
<p><b>Symposium on Supply Chain Connectivity</b></p> <ul style="list-style-type: none"> <li>- Proposal for a private-public sector conference using real world examples from logistics providers to illustrate how the global supply/value chain operates; this specific concept could also be part of a broader logistics conference.</li> <li>- The objective would be to use this process to enhance awareness of regulations affecting logistics for the private sector and for economies to improve their understanding of where improvements could be made.</li> </ul>	AUS CDA JPN SIN US	CTI	SCCP TPTWG	2012	<ul style="list-style-type: none"> <li>• Completed in 2010.</li> <li>• CTI3: noted the possibility of organising a Symposium in the margins of CTI2 in 2012 to follow up on the implementation of Supply-chain Connectivity Framework and to build on the Symposium held in Sendai in 2010.</li> </ul>

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Updates for 2011
<p><b>Compendium of Best Practices of national Logistics Associations</b></p> <ul style="list-style-type: none"> <li>- To develop a compendium on best practices on the establishment of individual economy national logistics associations.</li> <li>- Key elements of the project are:               <ol style="list-style-type: none"> <li>1. A visit to Australia and another APEC economy with a national logistics association for first hand analysis of the role of government, key stakeholders and national logistic associations in the supply chain sector.</li> <li>2. A Trade Policy Dialogue (TPD) in the margins of a CTI meeting in 2011 with presentations by relevant organizations. The TPD would develop and improve understanding within APEC on the role of government and national logistics associations as well as information sharing and best practice in developing and implementing national logistic associations.</li> <li>3. A workshop in one of the participating developing APEC economies to business case model and foundation for a national logistics association.</li> </ol> </li> </ul>	AUS	CTI	SCCP TPTWG	2011	<ul style="list-style-type: none"> <li>• Project will demonstrate the role of logistics associations as a partnership between the transport logistics supply chain industry and government.</li> <li>• Project consultant appointed from Victoria University –the Director of the Institute of Logistics and Supply Management.</li> <li>• First workshop set held on 5-7 April 2011 in Melbourne. The Melbourne workshop utilised a series of case studies to help develop a generic NLA template to assist developing APEC economies. A key deliverable of the project is a compendium of key findings, success stories, best practices, benefits lessons learnt etc. The Melbourne workshop will help with the start of this element of the project.</li> <li>• The second workshop will be in Bangkok–estimate early November 2011. The final workshop will take place in Hanoi in May 2012.</li> </ul>
<p><b>Improving the Understanding of Logistics Services</b></p> <ul style="list-style-type: none"> <li>- To conduct a survey among industry to provide economies a better understanding of the various services involved in the logistics industry,</li> <li>- The objective would include improved policy coordination within APEC economies and a better understanding of how policy decisions can affect</li> </ul>	AUS US	CTI	SCCP TPTWG	2011	No update

<b>Proposed Action (Title and brief descriptions)</b>	<b>Coordinating Economy</b>	<b>Coordinating Sub- fora/ working group</b>	<b>Other Sub-fora/ working group involved</b>	<b>Date</b>	<b>Updates for 2011</b>
various elements of a supply chain  - A particular output could include an assessment of the impact of logistics services on trade transaction costs with a view to identifying proven policy approaches that reduce these costs.					

## APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

### Action Plan for Chokepoint 2

*Inefficient or inadequate transport infrastructure; Lack of cross border physical linkages (e.g. roads, bridges).*

#### **Objectives**

- To 'showcase' the efficient use of transport infrastructure within the APEC region.
- To share expertise on and understand the feasibility and legal requirements for establishment of Public-Private Partnerships.
- To encourage the development of 'informed' transport infrastructure through needs assessment and stakeholder consultation.

#### **Participating Economies**

**Lead Economy:** Australia

**Other Participating Economies:** Canada, Indonesia, Japan, United States

Proposed Action (Title and brief description)	Economy	Sub-fo- ra/ working group	Other Sub-fo- ra/ working group	Finalis-ation date	Updates for 2011
<p><b>Study and Seminar on energy, transport and environmental benefits of transit-oriented development</b></p> <p><i>Specific Action</i></p> <ol style="list-style-type: none"> <li>1. Development of an analytical approach to assess the energy and environmental benefits of transit oriented development</li> <li>2. Comparative case studies of benefits from developed and developing economies</li> <li>3. Outreach seminar on project findings with particular attention to capacity building for developing economies</li> </ol>	United States	TPT-WG/EWG		2011-2012	<p>Work began in late March 2011 on a comparative analysis of APEC economies on energy and environmental aspects of transit-oriented benefits.</p> <p>Phase I has been completed and Phase II is almost completed. Following consultation with APEC TPTWG/IIEG and TPTWG/APERC experts, an analytical approach has been developed. This will now be applied to several case studies. Once the analysis is complete dates will be set for a workshop with various experts to discuss the results. This will most likely be held in conjunction with the next TPT WG Meeting or in some other suitable location.</p>
<p><b>Examine individual transportation/trade policies that use a gateway or trade corridor approach</b></p> <p><i>Specific action</i></p> <ol style="list-style-type: none"> <li>1. Seminar on gateway performance management and measurement to provide an overview of possible approaches to both performance measurement and performance management in the gateway and trade corridor context.</li> </ol>	Canada	TPT-WG	CTI	2011	<p>Canada delivered a workshop on Supply-chain connectivity to discuss how to measure performance in achieving the ten percent improvement by 2015 in supply-chain performance, in terms of reduction of time, cost, and uncertainty of moving goods and services. Representatives from the private sector, two APEC economies, the World Bank and the International Transport Forum (ITF) presented alternate views on performance measurement and a useful discussion ensued on which measure to use and how to develop a measure that is best suited for APEC economies.</p> <p><b>Next steps:</b> It was proposed that a seminar be held in 2012 in collaboration with TPTWG and CTI to define the performance measure metrics that would set the stage for</p>

Proposed Action (Title and brief description)	Economy	Sub-fo-ra/ working group	Other Sub-fo-ra/ working group	Finalis-ation date	Updates for 2011
					agreement on the optimal performance measure on supply chains to be used by APEC in achieving the Leaders' goal. The seminar would also provide an opportunity to address the necessary capacity building within APEC for performance measurement and further leverage links and ongoing activities within other international organizations that are working on this issue such as the World Bank and the International Transportation Forum (ITF).
<b>Analytical work on logistics infrastructure</b>  <i>Specific Actions</i> 1. Study on the travel time of goods vehicles on main economic corridors.  2. Study on the contribution of road transport in the manufacturing and household sectors.  3. Project to identify bottlenecks in the transport and logistics chain focusing on port sectors in the APEC region and to consider possible solutions to eliminate those bottlenecks by sharing best practices.	Indonesia  Indonesia  Japan (leading project work in TPTWG)	TPT-WG  TPT-WG	CTI  CTI  CTI	2013  2013  2012	These two studies to go ahead as self-funded project managed by Indonesian Department of Public Works.  Project continuing in TPTWG
<b>4.</b> Study to identify specific needs of economies and international examples of best practice in land-side transport component of sea freight supply chains.	Australia	TPT-WG		2012	The study has commenced.



Proposed Action (Title and brief description)	Economy	Sub-fo-ra/ working group	Other Sub-fo-ra/ working group	Finalis-ation date	Updates for 2011
<p><b>PPP implementation model to facilitate development of new transport infrastructure</b></p> <p><i>Specific Actions</i></p> <p>1. Expert workshops to assess best practice in PPP markets and prioritise reform measures in order to create a common approach towards private infrastructure investment.</p> <p>Two workshops were conducted in 2010 in Indonesia and Australia.</p>	Australia	SFOM		2010	

## APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

### Action Plan for Chokepoint 3

*Lack of capacity of local/regional logistics sub-providers.*

#### Objective

To improve understanding on the current situation of local/regional logistics and to explore ways to enhance engagement and competitiveness of local/regional logistics sub-providers in the region.

#### Participating Economies

**Lead Economy:** China

**Other Participating Economies:** Brunei Darussalam; Hong Kong, China; Indonesia; Papua New Guinea; Chinese Taipei; Thailand; and the United States

**Action Plan**

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub-fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2011
<p><b>1. Review constraints affecting engagement of Small and Medium Enterprises</b></p> <p>-- Conduct surveys and study on the environment affecting SMEs, which may include:</p> <ol style="list-style-type: none"> <li>1) policy &amp; institutional framework related to logistics development;</li> <li>2) status of small or medium logistics companies &amp; other related companies of their own capabilities for development, such as use of ICTs, truck tracking systems, operation modes, and management skills including warehouse and trans-shipment management etc ;</li> <li>3) constraints affecting engagement of SMEs, especially the policy and business environment constraints.</li> <li>4) Free Trade Zone (FTZ) practice</li> <li>5) overall trend for development of regional logistics, such as technology development, changing needs and requirements of the markets, government blueprint for logistics development etc.</li> </ol>	China	SMEWG	TPTWG	2011-2012	<p>To implement the 'Program for Enhancing the Capacity of APEC Local/Regional Logistics Sub-providers' as a kick-off activity to address chokepoint 3. This project includes a survey, a seminar and a field visit. The seminar, including a field visit, was held on 24-25 August in Suzhou, China. Various issues constraining the logistics sub-providers were discussed, and some recommendations for further enhancing their capacity were generated from the seminar. The preliminary results of the survey were also presented in the seminar to facilitate the discussions. The final Report of the study program has been completed and circulated to members. The report has identified a number of follow-up actions for consideration.</p>
<p><b>2. Help raise the quality of APEC economies' logistics services and management</b></p> <p>--Conduct training programs as a platform for communication and information sharing, which may include:</p> <ol style="list-style-type: none"> <li>1) how to address constraints SMEs are facing;</li> <li>2) how to develop markets which may include how to provide more integrated and value-added logistics services for an expanded niche market based on the essential capacity building, and how to achieve joint development and mutual benefits with their customers ;</li> <li>3) experience sharing on green supply chain efforts;</li> <li>4) experience sharing on the training of international</li> </ol>	<p>China;</p> <p>Chinese Taipei;</p> <p>United States;</p> <p>Thailand;</p> <p>Hong Kong, China</p>	SMEWG	TPTWG	2010-2012	<p>The ECSG completed an "APEC E-Trade and Supply Chain Management Training Course. Three phases of the training course have been organised in 2010 with last being held on 9-10 November 2010 in Hong Kong, China. The course sought to introduce the latest logistic management models for SME through education among APEC members, especially developing member economies; to identify the role of logistics supply chain management and its impact on SMEs as well as policy makers; and to have in-depth discussion on challenges and opportunity by the expansion of logistic supply-chain management.</p> <p>The SMEWG hosted a seminar on Improving SME</p>

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2011
<p>logistics personnel;</p> <p>5) experience sharing on trans-shipment operation models in APEC economies;</p> <p>6) how to utilize and maximize the benefits of FTZ including the effects of establishing FTZ at ports in the APEC region;</p> <p>7) organize site visit to FTZ at ports in APEC region;</p> <p>8) innovative concept of trade facilitation e.g., e-logistics, streamline customs procedures, utilization of new trade lane.</p> <p>--Work with ABAC to encourage exploration of opportunities for linkages and cooperative alliances among logistics providers in the region</p>					<p>Competitiveness through Sustainable Business Practices on 14 May in Big Sky. This half-day participatory seminar included panel sessions that sought to address and discuss issues relevant to SME sustainability, including views from the SMEs, policymakers, and financial and multilateral development institutions. The goal of this seminar was to discuss and identify practical actions APEC can take to support material improvement in SME competitiveness through sustainable business practices.</p>

## APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

### Action Plan for Chokepoint 4

*Inefficient clearance of goods at the border; Lack of coordination among border agencies, especially relating to clearance of regulated goods 'at the border'.*

#### **Objective**

- To improve the efficiency of clearance of goods at the border.
- To enhance the coordination among border agencies, especially relating to clearance of regulated goods 'at the border'

#### **Participating Economies**

**Lead Economy:** Japan

**Other Participating Economies:** Australia, Republic of Korea, Malaysia, Mexico, New Zealand, Papua New Guinea, Peru and the United States

**Action Plan**

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2011
<p><b>Implementation of Single Window system</b></p> <ul style="list-style-type: none"> <li>- Conduct a stock-taking study on the status of implementation of Single Window system (SW) for cargo clearance and difficulties in facing the development of the SW.</li> <li>- Adopt the UN/CEFACT SW Definition in developing their SW. The definition is “a facility that allows parties involved in trade and transport to lodge standardized information and documents with a single entry point to fulfil all import, export, and transit-related regulatory requirements. If information is electronic, then individual data elements should only be submitted once.”</li> <li>- Adopt internationally recognized instruments and standards such as UN/EDIFACT, XML, and WCO Data Model in SW design to increase international interoperability.</li> <li>- Establish a coordination mechanism composed of stakeholders to discuss better coordination on cargo clearance at the border including the mechanism for establishment of SW.</li> <li>- Carry out assessment of the capacity building needs and provide Capacity Building for the development and the maximum use of SW, including experience sharing of trade-related documents/ information such as Certificate of Origin (CO) between SW systems.</li> </ul>	Japan and Chinese Taipei	SCCP		2010-2013 (implemented through the Phase 1)	<p>On-going.</p> <p>SCCP continues to work on the development of SW by 2020 and accelerate seamless data sharing between/among SW systems.</p> <p>14 economies introduced SW system and 5 economies have SW system currently under development. 10 economies have experience in the trade-related data exchange.</p> <p>Japan and Chinese Taipei conducted a Regional Workshop on Single Window under the framework of SCCP on 3-6 October in Chinese Taipei. The objective of this workshop was to identify the bottlenecks that APEC economies are facing in implementing SW systems.</p>
<p><b>WCO Guidelines for the Immediate Release of Consignments</b></p> <ul style="list-style-type: none"> <li>- Implement the principles of the WCO Guidelines for the Immediate Release of Consignments by Customs</li> </ul>	United States	SCCP		2010-2013 (implemented through the Phase 1)	A proposal for a Baseline De Minimis Value is being pursued in the CTI. A Pathfinder approach is being adopted to take the proposal forward. Several economies have

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2011
including adoption of the appropriate de minimis thresholds for low value shipments allowing duties to be waived.					either committed or expressed interest in join the pathfinder.
<b>Time Release Survey</b> - Conduct Time Release Survey (TRS), when possible, to measure the effect of simplifying and facilitating cargo clearance at border.  - Provide Capacity Building on TRS for requesting economies to conduct TRS.	Japan	SCCP		2010-2013 (implemented through the Phase 1)	On-going. SCCP will discuss how Time Release Studies can be carried forward within the Sub-committee at SCCP1, 2012.

## APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

### Action Plan for Chokepoint 5

*Burdensome procedures for customs documentation and other procedures (including for preferential trade).*

#### Objective

- To ease the burden of exporters/importers by simplifying customs documentation and other procedures
- To increase the understanding of customs procedures and other procedures among businesses by enhancing transparency and predictability

#### Participating Economies

**Lead Economy:** Korea

**Other Participating Economies:** Australia, Chile, Japan, Malaysia, Mexico, New Zealand and Papua New Guinea, Chinese Taipei



**Action Plan**

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Date	Updates for 2011
<p><b>Self-Certification of Origin Capacity Building Program</b></p> <ul style="list-style-type: none"> <li>- To hold capacity building workshops in 2010-2011, as a follow-up to the Ministers' instruction in 2009, in order to enhance the capacity of participants in the Self-Certificate Initiative Pathfinder and to support effective implementation, to promote understanding and encourage more member economies to join the Pathfinder and to further develop the program.</li> </ul>	Singapore	CTI	SCCP	2010-2011  Two workshops were in Kuala Lumpur, Malaysia and Manila, the Philippines respectively from 11-12 October 2010 and	Successful completion of the APEC Self-Certification of Origin Capacity Building program that was adopted in 2010. Three in-economy self-certification workshops in: (i) Manila, the Philippines from 10-11 February; (ii) Bandar Seri Begawan, Brunei Darussalam from 4-5 April; and (ii) Ha Noi, Viet Nam on 28-29 July. MAG to consider possible next steps to build on the momentum generated by these workshops, including possible use of targeted case studies. Issue will be kept as a "rolling" agenda item for MAG 1, starting in 2012, for interested members to report in detail on progress made towards implementing self-certification and therefore preparedness to join the Pathfinder Initiative.
<p><b>APEC Elements for Simplification of Documents and Procedures Relating to ROOs</b></p> <ul style="list-style-type: none"> <li>- To work on 2 of the 5 elements proposed by Singapore in 2009               <ul style="list-style-type: none"> <li>o To collect information on "reasonable long validity period" and "waiver of certificate of origin or declaration"</li> </ul> </li> <li>- Economies would select and work on next element(s)</li> <li>- To exchange and assess best practices for confidence building and risk management, and to reach the best recommendations and establish principles.</li> </ul>	Singapore  Singapore  Singapore, Korea	MAG  MAG  MAG	SCCP  SCCP  SCCP		On-going.

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub- fora /working group	Other sub- fora/working group involved	Date	Updates for 2011
<p><b>APEC Website on Tariff and ROOs (WebTR)</b></p> <ul style="list-style-type: none"> <li>- Member economies are to develop their respective website which will be later linked to the WebTR</li> <li>- To complete WebTR</li> </ul>	Japan, United States	MAG and CTI	SCCP	By MRT 2010  By AMM/AELM 2010	Completed and launched in 2010. In 2011, MAG agreed on desirability of expanding the scope and functionality of the WebTR. Possible ideas have been circulated to MAG members for intersessional comment.
<p><b>Strengthen Cooperation with the Relevant International Organizations,</b> i.e. ADB (Asian Development Bank), ASEAN (Association of South East Asian Nations), ESCAP(Economic and Social Commission for Asia and Pacific), OECD(Organization for Economic Cooperation and Development), UNCTAD(United Nations Conference on Trade and Development), WB(World Bank), WCO(World Customs Organization), WTO(World Trade Organization)</p> <ul style="list-style-type: none"> <li>- To explore joint programs,</li> <li>- To facilitate work process and expand the horizon of capacity building program by optimising synergy,</li> <li>- To exchange views on how to implement action plans effectively by organizing roundtable discussion and Trade Policy Dialogue</li> <li>- To explore a partnership with the World Bank on research, data collection, and analysis and adapt relevant initiatives under the WB's Aid for Trade Facilitation Project to facilitate capacity building and technical assistance, e.g. advanced cargo information to facilitate pre-arrival risk assessment and pre-clearance.</li> </ul>	Korea, United States	CTI	SCCP		<p>In MAG, there was agreement to invite WCO to attend MAG1, 2012 to continue discussion on possible areas for collaboration between MAG and WCO.</p> <p>WCO has been granted 3-year guest status in the SCCP until 31 December 2013.</p>
<p><b>Simplification and harmonisation of customs procedures on the basis of revised Kyoto Convention</b></p> <p>To promote each economy's accession to and/or implementation of the revised Kyoto Convention</p>	New Zealand	SCCP			SCCP is working toward simplification and harmonisation of procedures based on the Revised Kyoto Convention (RKC). Ten economies have acceded to the RKC. Those economies which have not acceded yet have adopted major principles for trade facilitation

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date	Updates for 2011
					stipulated in the convention.
<p><b>Explore the possibility of adopting electronic certificates related to customs procedures</b></p> <ul style="list-style-type: none"> <li>- To explore the possibility of implementing electronic certificates of origin issued by an authority among the APEC members when applicable, i.e. under preferential agreements.</li> <li>- To further develop electronic certificates of origin Pathfinder</li> <li>- To develop other initiatives for paperless trading by studying best practices and sharing information, etc.</li> </ul>	<p>Mexico</p> <p>Korea, Chinese Taipei</p>	<p>ECSG</p> <p>ECSG</p> <p>ECSG</p>	<p>SCCP</p> <p>SCCP</p>		<p>The ECO (electronic certificate of origin) project has been successfully implemented between two member economies since May 2010, moving beyond its pilot stage. Several other economies have been also preparing or considering their participation in the implementation of the ECO.</p> <ul style="list-style-type: none"> <li>• The ECSG has been developing projects on the use of paperless trading in commercial processes. These projects aim at using “e-solutions” or electronic procedures and processes in cross-border trade in order to save time and costs for firms and government agencies seeking regulatory compliance information from traders. Areas covered by these projects include e.g ECOs; electronic invoicing, business requirements for data harmonisation and single window, best practices in paperless trading, e-negotiations, archiving of e-documents and e-trade financing. A workshop on “Supply Chain Connectivity: e-Commerce as a Main Driver and Integration Tool” was held in San Francisco on 19 September, the objective of which is discuss ways for improving the “soft infrastructure” of supply chain by e-commerce tools implementation.</li> </ul>

## APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

### Action Plan for Chokepoint 6

*Underdeveloped multi-modal transport capabilities; inefficient air, land, and multimodal connectivity.*

#### **Objective**

- To improve the efficiency of air, land and multi-modal connectivity in the region and to open up more options, enabling businesses to optimize supply-chain efficiency and operate across-the-border in the fastest, cheapest and most reliable way possible.

#### **Participating Economies**

##### ***Lead Economy:***

Singapore

##### ***Other Participating Economies:***

Canada, Japan, Korea, Malaysia, Papua New Guinea and Russia

**Action Plan**

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub- fora /working group	Other sub- fora/working group involved	Date	Update for 2011
<p><b>Study the economic impact of enhanced multi-modal connectivity in the Asia-Pacific region, with a view to:</b></p> <ul style="list-style-type: none"> <li>Identify the key impediments affecting multi-modal connectivity in the Asia Pacific region today;</li> <li>Explore the potential economic impact of increased multi-modal connectivity on the Asia-Pacific region in terms of economic growth, trade flows, and regional economic integration;</li> <li>Propose actions to address these impediments to multi-modal connectivity.</li> </ul>	Singapore (co-sponsored by Hong Kong, China)	CTI	TPTWG	2011	Completed in June 2010
<p><b>Explore further work on air transportation in the APEC region to meet Asia-Pacific supply-chain, business and economic requirements.</b></p>	Singapore; [New Zealand; the United States]	CTI	TPTWG	2015	The United States organised a Conference on Air Cargo, Trade and Economic Growth in San Francisco in the afternoon of 15 September under the auspices of TPTWG. The objective of the event was to bring together government officials, private sector participants, and relevant trade associations to have a conversation on the role greater air cargo liberalization could play in advancing economic growth in the Asia-Pacific region.
<p><b>Project Proposal: “Application of navigation systems in monitoring and optimizing management of multi-modal transportation”</b></p> <p>Key objectives:</p> <ul style="list-style-type: none"> <li>To discuss the importance of systemic use of navigation information to raise efficiency</li> </ul>	Russian Federation (Australia, Brunei Darussalam; Korea; Thailand; USA)	TPTWG	SCSC	2011	Commencement of self-funded project Global Navigation Satellite System (GNSS) Application for Seamless Transport Supply Chain Connectivity in APEC which seeks to address the issue of multi-modal connectivity and enhanced management of transportation within seamless supply chains through wider

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fera /working group	Other sub- fera/working group involved	Date	Update for 2011
<p>and security of multi-modal transportation;</p> <ul style="list-style-type: none"> <li>To advocate the advantages of navigation information systems application for cargo and passenger traffic control and synchronization of multi-modal transportation.</li> </ul>					<p>application of various GNSS technologies by APEC economies. A two-day workshop and an exhibition were held in Vladivostok, Russia on 2-4 October.</p> <p>The workshop was held in conjunction with another APEC-funded project, Transborder Control and Optimal Transborder Logistics (TPT 06/2010). The objective of the latter project was to determine APEC principles of transborder logistics services optimization, covering government and industry transactions. The full scope of regulatory issues affecting logistics as well as matching of government border control and transport flows will be thoroughly examined.</p>
<p><b>Introduce the Secure and Smart Container (SSC) concept for intermodal transport (with a practical application mode)</b></p>	Project led for TPTWG by People's Republic of China	TPTWG		2010	Completed in June 2010
<p><b>Provide training in management of security, safety and emerging technology in intermodal transportation and supply chain systems</b></p> <ul style="list-style-type: none"> <li>Three such seminars have been successfully conducted in Manila, Jakarta and Vietnam</li> </ul>	Project led for TPTWG by United States	TPTWG		Most recent seminar (Vietnam) conducted in October 2009	Most recent seminar (Indonesia) conducted in September 2010 <sup>1</sup>
<p><b>Supply Chain Visibility Initiative</b></p> <ul style="list-style-type: none"> <li>Discuss within relevant fora (e.g. CTI, SCSC, ECSG, SCCP, TPTWG) and hold seminars and workshops for enhancing "supply chain visibility" to determine the feasibility of</li> </ul>	Japan, Korea; Chinese Taipei; The United States	CTI	SCSC, ECSG, SCCP, TPTWG	2010 - 2012	Ongoing. Currently developing questionnaire survey and feasibility study (at SCSC).

<sup>1</sup> "Workshop on Airport Safety Oversight & Advanced Tech"

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-foa /working group	Other sub- foa/working group involved	Date	Update for 2011
constructing an information network to share cargo status information in the multi-modal logistics					
<ul style="list-style-type: none"> <li>• Hold the “APEC Supply Chain Visibility Workshop” aiming at constructing an information network to share cargo status information in the multi-modal logistics by:               <ul style="list-style-type: none"> <li>➤ Sharing the knowledge as to the positive effects of constructing the information network on productivity and efficiency of manufacturing industry, logistics industry, and customs procedures.</li> <li>➤ Identifying the minimum required information to be shared through the network to construct the information network.</li> <li>➤ Identifying activities by international standardising bodies, industries, ports and customs, which are necessary to construct the information network.</li> </ul> </li> </ul>	Japan; Korea; Singapore; Chinese Taipei; Hong Kong, China; The United States			Sep 2010	Completed in Sept 2010
<ul style="list-style-type: none"> <li>• Discuss a possible information network for sharing cargo status for improving multi-modal logistics and global supply chain.               <ul style="list-style-type: none"> <li>➤ Introduce advanced efforts in APEC members to improve visibility of container cargo movements through sea-ports.</li> <li>➤ Conduct pilot projects with a view to</li> </ul> </li> </ul>	Japan; Korea; Chinese Taipei; The United States	CTI	SCSC, ECSG, SCCP, TPTWG	2011-2012	<p>Work is underway to implement the Supply Chain Visibility (SCV) Initiative by recommending a set of standards for the purpose of the realization of the SCV, to APEC members.</p> <p>This project composes of 3 phases. Phase I collects information about current status of the supply chain in APEC region through the questionnaire survey to transportation players (forwarders, land and sea</p>

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date	Update for 2011
<p>proving the effectiveness of the required information and other elements identified by the above-mentioned workshop.</p> <p>➤ Formulate guidelines on how APEC should move to construct the interoperable information network to share cargo status in multi-modal logistics.</p>					<p>transporters, port operators, shipper, consignee, customs and other relevant authorities) (May 2011 through an APEC funded project, CTI07/2011T) Phase II (self-funded, August 2011) - Pilot examinations under the supply chain visibility network are conducted by Japan and other economies. After the pilot examination, considering results of Phase I and II projects, an investigator will conduct interviews with transportation players to make recommendations to APEC members for supply chain improvement. Phase III - a set of draft recommendations for member economies to establish common technical grounds for visualized, trans-border logistics in the APEC region will be developed based on results of Phase I and II and other additional input from other economies' experiences. They will be discussed at the dialogue to be held in April 2012 (CTI 2 margin) in Singapore, cooperating with the other related fora such as SCCP, TPTWG.</p>
<ul style="list-style-type: none"> <li>Conducting capacity building activities for facilitating implementation of the guidelines mentioned above to enhance "supply chain visibility"</li> </ul>	Japan, Korea; Chinese Taipei; The United States	CTI	SCSC, ECSG, SCCP, TPTWG	2012-	
<p>Project Proposal:</p> <p><b>Security monitoring model and network for regional supply chain with a particular focus on food security</b></p>	Project led for TPTWG by People's Republic of China	TPTWG		Jan. 2011 - Dec. 2011	Project is underway. TPTWG has commenced the implementation of its project on "Security Monitoring Model and Network for Regional Supply Chain with a Particular Focus on Food security" with expected deliverable to be



Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-foa /working group	Other sub- foa/working group involved	Date	Update for 2011
<p>Key Objectives:</p> <ul style="list-style-type: none"> <li>• Understanding of existing problems and impediments to supply chain security among APEC economies</li> <li>• Improved transportation security and cooperation on supply chain security monitoring among APEC economies</li> <li>• Potential development of a supply chain and transport security information-monitoring network</li> </ul>					<p>baselines (policies, management, and technology applications) including a case study on food transportation security for developing a supply chain and transport security information monitoring network.</p>
<p><b>Optimization of the supply chain through computational modelling:</b></p> <ul style="list-style-type: none"> <li>• Develop a computational tool for modelling and optimizing the transportation network.</li> <li>• The tool will integrate problems typically treated in a piecemeal fashion, including economic, environmental and safety considerations, and analyse trade-offs between them while predicting network performance.</li> </ul>	Canada	TPTWG	CTI	2012	
<p><b>Electronic Freight Management (EFM) Information Exchange Platform</b></p> <ul style="list-style-type: none"> <li>• Deploy a test adoption of EFM over an international trans-Pacific supply chain where containerized goods moved by ocean carrier from Asia, land at a Canadian port and continue overland to a final destination such as a distribution centre</li> <li>• This will track information exchange associated with clearing containerized</li> </ul>	Canada	TPTWG	CTI	2011	

<b>Proposed Action (Title and brief descriptions)</b>	<b>Coordinating Economy</b>	<b>Coordinating sub-fora /working group</b>	<b>Other sub- fora/working group involved</b>	<b>Date</b>	<b>Update for 2011</b>
goods through customs, port and terminal, and rail carriage systems for inland transportation and will also include inter-modal systems involving motor carriers providing transportation to distribution centres.					

## APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

### Action Plan for Chokepoint 7

#### *Variations in cross-border standards and regulations for movements of goods, services and business travellers*

##### **Objectives**

- To enhance the security and quality of cross-border communications through minimising the impact of variations in standards and regulations. This can be achieved through:
  - coordinated action to reduce the time to repair submarine cables
  - encouraging the establishment of a trusted online environment through cyber security initiatives.
- To reduce the cost of communications for international business travellers through the introduction of competitive tension in the international mobile roaming market
- To promote road safety standards through developing:
  - best practice approaches for marketing road safety measures;
  - best practice approaches to planning, funding and priority setting for road infrastructure and for network operations and management
  - promoting the use of applicable international standards for safety in and the safe use of vehicles

##### **Participating Economies**

***Lead Economy:*** Australia

***Other Participating Economies:*** Indonesia, Malaysia, New Zealand, Japan, Peru and USA.

**Action Plan**

Proposed Action (Title and brief descriptions)	Economy	Sub-foa / working group	Other sub-foa/ working group involved	Date	Update for 2011
<p><b>Improving Submarine Cable Protection</b> <i>Specific Action</i></p> <ol style="list-style-type: none"> <li>1. Survey economies on their submarine communications cables and compile important information. Economies would be requested to nominate a designated point of contact to coordinate/facilitate stakeholder contact in their respective economies.</li> <li>2. Develop an inventory of legislative instruments and regulatory requirements relevant to submarine communication cables that operate in each economy. This would include permits, licenses, fees for repair, penalties and details of the inspection regime in each economy.</li> <li>3. Raise awareness at Ministerial level of the importance of submarine communications cables and the impact and attendant cost to economies of outages.</li> </ol>	<p>Australia</p> <p>Australia</p> <p>Australia</p>	<p>CTI/TEL</p> <p>CTI/TEL</p> <p>CTI</p>	<p></p> <p></p> <p>TEL</p>	<p>Sep 2011</p> <p>Sep 2011</p> <p>Oct 2010</p>	<p>A document listing some APEC Member Economy points of contact on submarine cable regulatory and repair matters was tabled at TEL 44 in Kuala Lumpur in September 2011.</p> <p>Australia and New Zealand co-hosted a Trade Policy Dialogue for trade officials, submarine cable regulators and industry at CTI III in San Francisco. The TPD recommended closer APEC-industry linkages to address information sharing issues and the need for review of regulatory barriers to cable protection and repair. The report tabled at TEL 44 listed legislative requirements.</p> <p>The importance of submarine cable protection was recognized in the Okinawa declaration issued at TELMIN8 in 2010.</p>
<p><b>Reducing International Mobile Roaming Charges</b> <i>Specific Action</i></p> <p>Development of multi-pronged approach which will include:</p> <ol style="list-style-type: none"> <li>1. Training sessions for telecommunications regulatory authorities;</li> <li>2. Development of an Action Plan - a report describing the IMR market within APEC economies and details of the multipronged approach available to regulators to improve consumer awareness and foster a reduction in</li> </ol>	<p>Australia</p> <p>Australia</p>	<p>TEL</p> <p>TEL</p>	<p></p> <p></p>	<p>TBA</p> <p>2013</p>	<p>Australia is exploring means of funding the training sessions.</p> <p>Australia is attempting to secure funding for the engagement of a consultant as part of an overarching strategy on IMR.</p>

Proposed Action (Title and brief descriptions)	Economy	Sub-fora / working group	Other sub-fora/ working group involved	Date	Update for 2011
roaming charges.					
<p><b>Road Safety Standards for Heavy Vehicles</b></p> <p><i>Specific Action</i></p> <p>In response to a directive by Transport Ministers from Australia, Malaysia, New Zealand, Singapore and Thailand who met in February in 2010 in Melbourne, Australia developed and received approval for an APEC funded project to develop a compendium on heavy vehicle standards.</p> <p>The compendium will include measures to address driver fatigue, a Safety Code of Practice for Heavy Vehicles, and address issues relating to improving driver efficiency through a Professional Driver Training Program, initially for developing economies.</p> <p>The TPT-WG will use project outcomes to urge APEC economies to draw relevant matters from the compendium to address variations in cross-border standards for movements of goods and services.</p>	Australia [lead], co-sponsors: Malaysia, New Zealand, Singapore and Thailand	TPTWG	ABAC	Jan/Dec 2011	In August 2011, the project consultant conducted industry visits to Malaysia, Thailand and Vietnam for consultations with relevant agencies responsible for road safety and heavy vehicles, to use the additional information to supplement the survey outcomes, conducted after the commencement of the project. PNG has now signed on to take part in the project.
<p><b>Enhancing Regional Cyber Security</b></p> <p><i>Specific Action</i></p> <p>An APEC-wide Cyber Security Awareness Day is proposed to be held at the APEC TEL Ministerial Meeting hosted by Japan on 30-31 October 2010. As part of the APEC Awareness Day, there would be an APEC hosted website and an APEC-wide poster display at the ICT Ministers meeting and an exhibition at the 2010 APEC Leader's Meeting in November 2010.</p>	Australia and USA	TEL		Sep 2010	The APEC-wide Cyber Security Awareness Day was successfully held during TELMIN8.

## APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

### Action Plan for Chokepoint 8

#### *Lack of regional cross-border customs-transit arrangements.*

#### **Objective**

Determine how Customs Administrations take care of transit by a non party for the application of preferential treatment. In this context how and which documents are required for this compliance at the customs administration of the importing economy. For all the above it is necessary to establish a common understanding -not only for APEC customs administrations, but moreover for trade operators- on the documentation that justifies and accredited this transit.

It is also important to determine, if possible, a general overview regarding a timeframe for this transit in a non Party, for store goods and splitting goods; all the above, under the surveillance of the customs administration of this non party economy.

#### **Participating Economies**

***Lead Economy:*** Chile

***Other Participating Economies:*** Republic of Korea, New Zealand, Papua New Guinea and Singapore

#### **Possible Work Streams (Annex 3 of 2009/AMM/011app08)**

- Examine and identify issues relating to transport and customs-transit and work towards addressing them.
  - e.g. Identify and examine the policy, technical, and regulatory issues involved in the passage of goods through 3rd party territory

#### **Action Plan**

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fera /working group	Other sub- fera/working group involved	Date	Updates for 2011
Questionnaire to all APEC member economies in order to request information on: - Which documents are acceptable by customs administrations for accreditation of goods in transit? - Is there a timeframe for these goods in a third country? - Is the division of the original consignment permitted in distribution centers /Free Zones?	Chile	SCCP	CTI	2010/2011	SCCP completed a questionnaire on the treatment of transit by a non party for application of preferential treatment, including how and which documents are required for this compliance at the customs administration of the importing economy.
Elaborate a comparative study in order to determine trends and best practice in the APEC Region, regarding a critical issue in the framework of bilateral trade agreements.	Chile	SCCP	CTI	2010/2011	
Present to all stakeholders the result of the information gathering exercise	Chile		CTI	TBD by the SCCP/ CTI	
Further discuss concepts to draft APEC guidelines for Transit and Transshipment.	Chile	SCCP	CTI	2011/2012	Draft Customs-Transit Guidelines for APEC FTAs is under consideration in the SCCP and CTI.
Draft if possible APEC guidelines for Transit and Transshipment.	Chile	SCCP		2011	
Identify specific issues and impediments relating to cross-border customs-transit arrangements for logistics companies that operate in the APEC region.	Singapore			2011	CTI1: Seven impediments that companies faced in cross-border customs transit were identified (see 2011/SOM1/CTI/018).  CTI2: Suggested approaches in addressing the impediments, based on industry feedback and inputs from economies were compiled. (see 2011/SOM2/CTI/012)

#### Measurement

The proposed guidelines will be measure considering the number of response of APEC member economies. In this area, the questionnaire was elaborate based for further determine the percentage of compliance on this matter. This information would be tabulate and will permit numerical conclusions.