

APPENDIX 8

APEC Supply-Connectivity Action Plans (2014 Update)

Updated Oct 2014

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	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Updates for 2014 ¹
<p>Initiative to Advance the Action Plan for Chokepoint 1 of the APEC Supply Chain Connectivity Framework</p> <ul style="list-style-type: none"> - Initiative will take a more systematic approach to addressing Chokepoint 1 through: (1) “Supply Chain Inventory” of policies and practices, (2) diagnostic reports based on the Supply Chain Inventory, and (3) targeted capacity building. (See 2012/SOM1/020anx4) - The initiative is being implemented with assistance from the World Bank, Development Economics Research Group, Trade and International Integration Unit. 	<p>US</p> <p><u>Co-Sponsors</u> Australia; Hong Kong, China; and Japan</p>	<p>CTI</p>	<p>SCCP</p>	<p>2012 - 2014</p>	<ul style="list-style-type: none"> • SOM 1: Initiative approved. • SOM 2: Supply Chain Inventory for Chokepoint 1 and Terms of Reference for diagnostic reports by World Bank. • World Bank to develop first diagnostic report for presentation at CTI 1/SOM 1, 2013. <p>For 2013</p> <ul style="list-style-type: none"> • World Bank presented a draft diagnostic report at CTI1/SOM1. <p>For 2014</p> <ul style="list-style-type: none"> • Capacity building activities to continue through 2014. • SOM 3: Second diagnostic report to be completed and presented to SOMs.

¹ No new updates from 2013 version

Proposed Action	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Updates for 2014 ¹
<p>APEC Guidelines for Advance Rulings</p> <ul style="list-style-type: none"> - Initiative included capacity building on the trade facilitative benefits of advance rulings and to assist economies in implementing advance rulings through the development of APEC guidelines for advance rulings (- Research through a survey on the practices of Advance Rulings practiced by member economies. 	<p>US</p>	<p>CTI</p>	<p>SCCP</p>	<p>2012</p>	<p>2010 APEC Guidelines for Advance Rulings endorsed at AMM (See <i>2010/CSOM/003app06</i>).</p> <p>2011</p> <ul style="list-style-type: none"> • Completed Advance Rulings General Survey of economies. Results reported at CTI 2 (See <i>2011/SOM2/CTI/014</i>) • CTI 3: capacity building TPD held at CTI 3 to identify next steps on promoting implementation of advance rulings and to share economies’ experiences. CTI briefed on outcomes. • Note: further capacity building could be implemented under the Initiative to Advance the Action Plan for Chokepoint 1 of the APEC Supply Chain Connectivity Framework

Proposed Action	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Updates for 2014 ¹
<p>Symposium on Supply Chain Connectivity</p> <ul style="list-style-type: none"> - 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. - 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. 	AUS CDA JPN SIN US	CTI	SCCP TPTWG	2012	<ul style="list-style-type: none"> • Completed in 2010.
<p>Compendium of Best Practices of national Logistics Associations</p> <ul style="list-style-type: none"> - To develop a compendium on best practices on the establishment of individual economy national logistics associations. - Key elements of the project are: <ol style="list-style-type: none"> 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. 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 	AUS	CTI	SCCP TPTWG	2011	<ul style="list-style-type: none"> • Project will demonstrate the role of logistics associations as a partnership between the transport logistics supply chain industry and government. <p>2011</p> <ul style="list-style-type: none"> • Three workshops were conducted over a 12 month period in Melbourne, Bangkok and Hanoi. The project developed a generic template for a national logistics association, based on existing models from Australia, Singapore and Thailand. The template is being further developed for Indonesia, Papua New Guinea and

Proposed Action	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Updates for 2014 ¹
<p>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.</p> <p>3. A workshop in one of the participating developing APEC economies to business case model and foundation for a national logistics association.</p>					<p>Vietnam as a practical guide for those economies to establish national logistic associations to suit their own circumstances.</p> <p>2012</p> <ul style="list-style-type: none"> • Australia is finalising the project and will circulate results within APEC. A compendium was produced on the benefits and best practices of collaboration between government and industry on policies and regulations on transport logistics industry
<p>Improving the Understanding of Logistics Services</p> <ul style="list-style-type: none"> - To conduct a survey among industry to provide economies a better understanding of the various services involved in the logistics industry, - The objective would include improved policy coordination within APEC economies and a better understanding of how policy decisions can affect 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 	<p>AUS US</p>	<p>CTI</p>	<p>SCCP TPTWG</p>	<p>2012</p>	<p>No update</p>

Proposed Action	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date	Updates for 2014 ¹
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

Action Plan

Proposed Action	Economy	Sub-fora/ working group	Other Sub-fora/ working group	Finalisation date	Updates for 2014 ²
<p>Study and Seminar on energy, transport and environmental benefits of transit-oriented development</p> <p><i>Specific Action</i></p> <ol style="list-style-type: none"> 1. Development of an analytical approach to assess the energy and environmental benefits of transit oriented development 2. Comparative case studies of benefits from developed and developing economies 3. Outreach seminar on project findings with particular attention to capacity building for developing economies 	United States	TPT-WG	EWG	2011-2012	A “Transport, Energy & Intermodal Freight” workshop was held in Vietnam in April 2013. The workshop focused on development of useful analytical tools and metrics that can be used to assess and compare various Transit Oriented Development projects (TOD). The goal was to establish the energy, greenhouse gas (GHG) reduction and congestion reduction benefits associated with each assessed TOD. The workshop reviewed a number of different locations and discussed the energy and environmental benefits of these various types of projects. This project is now complete. Final recommendations will be made available on the APEC web site. Project co-sponsors included Australia and the Philippines.
<p>Examine individual transportation/trade policies that use a gateway or trade corridor approach</p> <p><i>Specific Action</i></p>	Canada	TPT-WG	CTI	2012	In collaboration with TPTWG and CTI, Canada organised a seminar in Singapore in February 2012 to define metrics for measuring supply chain performance. The results addressed the need for capacity building within APEC

² No new updates from 2013 version

Proposed Action	Economy	Sub-fores/ working group	Other Sub-fores/ working group	Finalisation date	Updates for 2014 ²
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.					to strengthen performance measurement. The seminar leveraged links with international organizations that are working on logistics performance measurement, for example the World Bank and the International Transportation Forum (ITF). The seminar results informed the APEC Supply Chain Connectivity Self-Assessment Survey 2012 developed by the PSU.
Analytical work on logistics infrastructure <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 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. Japan organised a workshop in conjunction with TPT-WG on enhancing visibility of maritime container transport Experts speakers from Japan, Korea, People's Republic of China, Thailand and Chinese Taipei delivered presentations on the latest technology and developments in container tracking and visibility. Recognizing the difficulty in standardising all economies' initiatives

Proposed Action	Economy	Sub-fores/ working group	Other Sub-fores/ working group	Finalisation date	Updates for 2014 ²
4. 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	CTI	2014	<p>due to each economy's established commercial measures, the workshop concluded that APEC members need to harmonize their container visibility platforms and that the next steps should be to discuss a possible container visibility platform in APEC.</p> <p>The study has commenced.</p>
<p>Sharing best practices for seamless intermodal cargo movement</p> <p><i>Specific Actions</i></p> <p>1. Workshop coinciding with TPTWG36 in St Petersburg in August 2012 to formulate best practice in physical transport infrastructure development and intermodal connectivity. The workshop will also consider ways to improve coordination within APEC of transport infrastructure national development plans.</p>	Russia	TPT-WG	CTI	2012	<p>The workshop was conducted at TPT-WG36 on 27-28 July 2012. Participants from eight APEC economies attended the workshop, including the Lead Shepherd of the TPT-WG, Program Director of the APEC Secretariat and invited guests from the International Road Transport Union (IRU). Delegates represented government, private businesses, academics and non-government organizations.</p> <p>The workshop provided an opportunity for APEC economies to network and exchange practices of transport physical infrastructure development, and seamless intermodal cargo movement in APEC economies and the Asia-Pacific Region.</p>

Proposed Action	Economy	Sub-fores/ working group	Other Sub-fores/ working group	Finalisation date	Updates for 2014 ²
<p>PPP implementation model to facilitate development of new transport infrastructure</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	The project was finalised in 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; Peru; Chinese Taipei; Thailand; and the United States

Proposed Action	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub- fora/ working group involved	Date	Update for 2014
					<p>economy, and (3) promote awareness and proficiency in modern cross-border supply chain practices and advanced logistics technologies; all in an effort to facilitate supply chain cost reduction, build potential for faster and easier execution of cross-border trade, and improve the cross-border logistics environment.</p> <p>During 2013, a consultant was engaged to undertake a literature review, research, studies and other field work concerning the building of the International Logistic Support (ILS) Network. A conference is being planning for Feb 2014 to review the findings and gather feedback that would support the development of the ILS network.</p> <p>During 2014, the first of two conferences scheduled as part of the approved MYP was held in the margins of SOM1. This conference focused emerging trends and best practices in supply chain connectivity, including academic and industry perspectives on current models undertaken by SME LSPs to engage in cross-border trade. Discussions were further taken to consider ways to improve upon current practices. The model in development under the MYP was also presented and discussed. Feedback has been integrated into the ongoing MYP project.</p>

Proposed Action	Coordinating Economy	Coordinating Sub-fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2014
<p>2. Help raise the quality of APEC economies' logistics services and management</p> <p>--Conduct training programs as a platform for communication and information sharing, which may include:</p> <ol style="list-style-type: none"> 1) how to address constraints SMEs are facing; 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 ; 3) experience sharing on green supply chain efforts; 4) experience sharing on the training of international logistics personnel; 5) experience sharing on trans-shipment operation models in APEC economies; 6) how to utilize and maximize the benefits of FTZ including the effects of establishing FTZ at ports in the APEC region; 7) organize site visit to FTZ at ports in APEC region; 8) innovative concept of trade facilitation e.g., e-logistics, streamline customs procedures, utilization of new trade lane. <p>--Work with ABAC to encourage exploration of opportunities for linkages and cooperative alliances among logistics providers in the region</p>	<p>China;</p> <p>Chinese Taipei;</p> <p>United States;</p> <p>Thailand;</p> <p>Hong Kong, China</p>	<p>SMEWG</p> <p>ECSG</p>	<p>TPTWG</p>	<p>2010-2012</p>	<p><u>2010-2011</u></p> <p>The ECSG completed an "APEC E-Trade and Supply Chain Management Training Course. Three phases of the training course have been organised in 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 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> <p><u>2012</u></p> <p>The ECSG conducted a workshop on "Capacity</p>

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					<p>Building of Different Aspects in E-Commerce of Supply Chain Connectivity Implementation” in Kazan in May 2012. This project is a follow-up of the “Supply Chain Connectivity: e-Commerce as a Main Driver and Integration Tool” workshop that was held in San-Francisco, in 2011. The workshop discussed different e-commerce methods and tools for different supply chain connectivity aspects and their fulfillment and determined key supply chain connectivity aspects which maximize the implementation of the SCFAP as well as select the most effective e-commerce methods and tools which are used for these purposes.</p> <p>The SMEWG held an <i>APEC Workshop on Transporting Goods and Services Reliably and Cost-Efficiently in Chinese Taipei on 11 July 2012</i> which enabled economies and SMEs to share experiences and best practices. One of the key outcomes of the workshop was a draft <i>Compendium of Innovative Strategies Available to SMEs for Reducing Transportation Costs</i>.</p> <p>As a part of its multi-year project to enhance SMEs’ natural disaster resiliency, the SMEWG developed a set of <i>“Guidelines on Promoting SME Business Continuity Plans to Strengthen Reliability of Supply Chains”</i>, which was adopted by the SME Ministers at their meeting in St Petersburg.</p>

Proposed Action	Coordinating Economy	Coordinating Sub-fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2014
<p>3. Raise awareness and understanding of Supply Chain Connectivity in the context of Global Value Chains. Hold the conference Building Asia Pacific Partnership through Global Value Chain Collaboration to accomplish this goal via cross-economy discussion and suggestions.</p>	China	CTI		2014	<p>Completed. This conference was held in the margins of 2014 SOM 2. Discussions were focused on many of the technical aspects of improving connectivity across the supply chain, and included focus on GVC current development trends and usage of emerging technologies including the TIVA database. The conference also emphasized the policy issues associated with supporting connectivity across economies and reviewed our current understanding of trade in respect to current “gross trade” statistical measures vs. the value added approach and its implications for trade policy measures and understanding of cross-border trade flows.</p>
<p>4. Consider recent innovations and new technologies in the context of improving cross-border trade connectivity and enhancing the SME LSP’s ability to engage and easily complete related regulatory procedures at the border. Hold the conference Promoting Supply Chain Connectivity through a Model E-Port Initiative to introduce the model e-port initiative, gather feedback on the concept and engage other economies in the initiative.</p>	China	CTI		2014	<p>Completed. This conference was held in the margins of 2014 SOM3. The concept of a model e-port as a facilitative ICT for next generation ports and cross-border goods traffic was explained by experts, and current similar models and experiences in development were shared. The APEC community expressed strong interest and several models of e-ports were nominated by economies to encourage deeper investigation and discussion. It was also agreed during the conference to take up China’s offer to begin establishing a research and communications facilitative operation center in Shanghai.</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	Coordinating Economy	Coordinating Sub-fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2014
<p>Implementation of Single Window system</p> <ul style="list-style-type: none"> - 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. - 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.” - Adopt internationally recognized instruments and standards such as UN/EDIFACT, XML, and WCO Data Model in SW design to increase international interoperability. - Establish a coordination mechanism composed of stakeholders to discuss better coordination on cargo clearance at the border including the mechanism for establishment of SW. - 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 	<p>Japan and Chinese Taipei</p>	<p>SCCP</p>		<p>2010-2014</p>	<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>The first stocktaking survey was conducted in 2010.</p> <p>Japan and Chinese Taipei conducted a Regional Workshop on Single Window under the framework of SCCP in 2011 in Chinese Taipei. The objective of this workshop was to identify the bottlenecks that APEC economies are facing in implementing SW systems.</p> <p>Upon confirmation of the necessity for having additional Single Window Workshops, Japan and Chinese Taipei held the second Single Window Workshop in October 2012. The objectives of this workshop were to share the information of good / bad practices, difficulties, and countermeasures in implementing SW systems as well as the SW systems interoperability and to have discussions based on the above.</p>

Proposed Action	Coordinating Economy	Coordinating Sub-fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2014
Origin (CO) between SW systems.					<p>The second stocktaking survey was conducted in 2012-13 to confirm the updated status and developments since the first survey in 2010.</p> <p>The third stocktaking survey is now underway in 2014 to confirm the updated status and developments since the second survey in 2012. The result will be shared at SCCP in 2015.</p>
<p>WCO Guidelines for the Immediate Release of Consignments</p> <ul style="list-style-type: none"> - Implement the principles of the WCO Guidelines for the Immediate Release of Consignments by Customs including adoption of the appropriate de minimis thresholds for low value shipments allowing duties to be waived. 	United States	SCCP	CTI	2012	<p>In 2011, APEC Ministers endorsed the <i>APEC Pathfinder to Enhance Supply Chain Connectivity by Establishing a Baseline De Minimis Value</i>, and instructed officials to develop a capacity-building program with the goal of increasing the participation of economies in the Pathfinder.</p> <p>For 2012, a capacity building initiative by the United States is being implemented. The initiative utilizes a case study approach to provide economies with detailed analysis to assist in the decision-making process to join the Pathfinder. The case study will focus on identifying and raising awareness of the benefits and challenges, including the economic benefits of enhancing supply chain performance and reducing administrative costs through improved allocation of</p>

Proposed Action	Coordinating Economy	Coordinating Sub-fora/ working group	Other Sub-fora/ working group involved	Date	Update for 2014
					<p>government resources. Participation is voluntary for economies. Currently a case study is being conducted in cooperation with Viet Nam and the goal is to expand this process to other economies.</p> <p>Questionnaire survey was conducted in 2013 in order to analyse the current policies of member economies.</p> <p>Ongoing: Work on next steps towards implementation of regulations in line with the World Customs Organization (WCO) Immediate Release Guidelines.</p>
<p>Time Release Survey</p> <ul style="list-style-type: none"> - 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		2010-2014	<p>On-going.</p> <p>Questionnaire survey was conducted in 2013 in order to analyse the current policies of member economies.</p>

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

Proposed Action	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Date	Updates for 2014
				2014	<p>implementing self-certification, thereby encouraging more economies to join the Pathfinder Initiative.</p> <p>Korea held workshop on FTA Rules of Origin in Seoul on 10-12 July 2012, as part of FTAAP Capacity Building Needs Initiative.</p> <p>Korea held 2014 International Origin Conference in Seoul on 18-19 September 2014. Representatives from 45 economies as well as international organizations such as WCO attended the conference and discussed utilization of FTAs and ways to harmonize rules of origin.</p>
<p>APEC Elements for Simplification of Documents and Procedures Relating to ROOs</p> <ul style="list-style-type: none"> - To work on 2 of the 5 elements proposed by Singapore in 2009³ <ul style="list-style-type: none"> o To collect information on “reasonable long validity period” and “waiver of certificate of origin or declaration” - Economies would select and work on next element(s) - To exchange and assess best practices for confidence building and risk management, 	Singapore	MAG	SCCP	2011	<p>MAG collected information on two remaining elements: “harnessing IT to ease documentation and procedures of APEC elements for simplifying customs documents” and “minimum data requirements in FTAs” through two surveys launched in 2011.</p> <ul style="list-style-type: none"> - On the “harnessing IT to ease

^{3 3} Singapore proposed to promote the usage of five key concepts including (i) validity period, (ii) waiver of certificate of origin or declaration, (iii) minimum data requirements, (iv) clarity on treatment of errors made in certificates of origin or declarations, (v) harnessing IT to ease documentation and procedures

Proposed Action	Coordinating Economy	Coordinating sub-fores /working group	Other sub-fores /working group involved	Date	Updates for 2014
and to reach the best recommendations and establish principles.	Singapore, Korea	MAG	SCCP		documentation and procedures”, 13 economies had responded to its survey. On “minimum data requirements”, 14 economies had responded to the survey, which encompassed 40 FTAs or preferential trade agreements.
				2012	Revision of the survey on “minimum data requirements in FTAs” reported by Singapore at MAG1, 2012. Recent developments of report on “harnessing IT to ease Documentation and Procedures” presented by Chile at MAG2.
APEC Website on Tariff and ROOs (WebTR) <ul style="list-style-type: none"> - Member economies are to develop their respective website which will be later linked to the WebTR - To complete WebTR 	Japan, United States	MAG and CTI	SCCP	By MRT 2010 By AMM/AELM 2010 2011 2012	Web TR completed and launched in 2010 MAG members’ agreement on desirability of expanding the scope and functionality of the WebTR in 2011. <ul style="list-style-type: none"> - Possible ideas have been circulated and discussed at MAG meetings. MAG considering a proposal from the U.S. to create “21 st Century APEC Tariff Database” that could improve search

Proposed Action	Coordinating Economy	Coordinating sub-foa /working group	Other sub-foa/working group involved	Date	Updates for 2014
assistance, e.g. advanced cargo information to facilitate pre-arrival risk assessment and pre-clearance.				<p>2013</p> <p>2013</p> <p>2013</p>	<p>building programs to assist economies in implementing the SC inventory for Chokepoint1.</p> <ul style="list-style-type: none"> - CTI1 approved the U.S. proposal to advance the <i>Action Plan for Chokepoint 1 of the APEC Supply-Chain Connectivity Framework</i>. Australia, Hong Kong, China and Japan decided to join the project as co-sponsor. <p>A representative from WCO introduced a recent study on correlation between HS and other code systems at CTI 3 2013 in order to enhance understanding of member economies regarding discussion on global data standards.</p> <p>The WCO introduced the implementation plan for ECP (Economic Competitiveness Package) to accomplish 'Customs in the 21st Century'</p> <ul style="list-style-type: none"> - By the end of 2013, through 6 WCO regional workshops ECP action tools will be developed and accepted. Starting from 2014, capacity building will be implemented. <p>The Korea Customs Service with the WCO has been conducting the analysis study on the effectiveness of AEO MRA.</p> <ul style="list-style-type: none"> - By measuring cost effectiveness of

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				2014	<p>AEO MRA in businesses, introduction of AEO program and expansion of AEO MRA can be promoted.</p> <p>The Korea Customs Service and China Customs, under the auspices of the WCO, started full implementation AEO MRA between the two economies in April 2014, after a trial operation from August to October 2013.</p> <ul style="list-style-type: none"> - The Korea-China AEO MRA is expected to reduce cargo inspection and simplify document examination. The provision of expedited clearance will result in significant reduction of clearance processing time.
<p>Simplification and harmonisation of customs procedures on the basis of revised Kyoto Convention</p> <p>To promote each economy's accession to and/or implementation of the revised Kyoto Convention</p>	New Zealand	SCCP			<p>SCCP is working toward simplification and harmonisation of procedures based on the Revised Kyoto Convention (RKC).</p> <ul style="list-style-type: none"> - Ten economies have acceded to the RKC. Those economies which have not acceded yet have adopted major principles for trade facilitation stipulated in the convention.
<p>Explore the possibility of adopting electronic certificates related to customs procedures</p> <ul style="list-style-type: none"> - To explore the possibility of implementing electronic certificates of origin issued by an authority among the APEC members when applicable, i.e. under preferential 	Mexico	ECSG	SCCP	2011	ECSG developing projects on the use of paperless trading in commercial processes.

Proposed Action	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Date	Updates for 2014
<p>agreements.</p> <ul style="list-style-type: none"> - To further develop electronic certificates of origin Pathfinder - To develop other initiatives for paperless trading by studying best practices and sharing information, etc. 	Korea, Chinese Taipei	<p>ECSG</p> <p>ECSG</p>	SCCP		<ul style="list-style-type: none"> - 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 2011, the objective of which is to discuss ways for improving the “soft infrastructure” of supply chain by e-commerce tools implementation. <p>Successful implementation of the ECO (electronic certificate of origin) project between two member economies, Chinese Taipei and Korea, 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>

Proposed Action	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Date	Updates for 2014
				2013	<ul style="list-style-type: none"> - Diplomatic notes and uniform rules are under discussion to guarantee legal effectiveness. Joint Study project “Enhancing Reliable Supply chains by e-B/L Exchange in APEC Region” commenced by Korea to promote introduction of e-B/L worldwide at ECSG. - With co-research with China and Russia, co-sponsoring with Malaysia, Philippines, Vietnam. - Aim to address necessary steps for the practical use of e-B/L among traders, carriers, forwarders, banks and other parties in international trade for enhancing supply chain connectivity. Also identifies the viability of the e-B/L international exchange model. - Held kickoff meeting in May and undergoing environment and need analysis of each nation - The outcome of the project was presented in final workshop held in November 2013, at Bangkok. The strategies and critical success factors for international e-B/L exchange had elaborated.

Proposed Action	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Date	Updates for 2014
				2014	<p>A project "Enhancing the Global Supply Chain Efficiency by E-Manifest Exchange in the APEC Region." Proposed by China at ECSG.</p> <p>Korea shared view of the necessity of the follow-up research regarding the establishment of governance and realization of the e-B/L system in SOM3 meeting, ECSG 2014, Beijing.</p>

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	Coordinating Economy	Coordinating sub-foa /working group	Other sub-foa/working group involved	Finalisation Date	Update for 2014
<p>Study the economic impact of enhanced multi-modal connectivity in the Asia-Pacific region, with a view to:</p> <ul style="list-style-type: none"> • Identify the key impediments affecting multi-modal connectivity in the Asia Pacific region today; • 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; • Propose actions to address these impediments to multi-modal connectivity. 	Singapore (co-sponsored by Hong Kong, China)	CTI	TPTWG	2011	Completed in June 2010
<p>Explore further work on air transportation in the APEC region to meet Asia-Pacific supply-chain, business and economic requirements.</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 2011 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.

Proposed Action	Coordinating Economy	Coordinating sub-foa /working group	Other sub-foa/working group involved	Finalisation Date	Update for 2014
<p>Project Proposal: “Application of navigation systems in monitoring and optimizing management of multi-modal transportation”</p> <p>Key objectives:</p> <ul style="list-style-type: none"> • To discuss the importance of systemic use of navigation information to raise efficiency and security of multi-modal transportation; • To advocate the advantages of navigation information systems application for cargo and passenger traffic control and synchronization of multi-modal transportation. 	<p>Russian Federation (Australia, Brunei Darussalam; Korea; Thailand; USA)</p>	<p>TPTWG</p>	<p>SCSC</p>	<p>2011</p>	<p>2011</p> <p>Commencement of self-funded project <u>Global Navigation Satellite System (GNSS) Application for Seamless Transport Supply Chain Connectivity in APEC</u> which seeks to address the issue of multi-modal connectivity and enhanced management of transportation within seamless supply chains through wider application of various GNSS technologies by APEC economies. A two-day workshop and an exhibition was held in Vladivostok, Russia on 2-4 October 2011.</p> <p>The workshop was held in conjunction with another APEC-funded project, <u>Transborder Control and Optimal Transborder Logistics (TPT 06/2010)</u>, which has been completed successfully. The final report was issued with the <u>APEC Principles of Transborder Logistics Services Optimisation</u>. The objective of the principles in a broader sense is to improve the efficiency of the processes associated with trading in goods and cargo flows across national borders by simplifying and harmonizing trade and transportation procedures and practices and optimizing transborder</p>

Proposed Action	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Finalisation Date	Update for 2014
					<p>logistics. In a narrow sense the principles aim to overcome Chokepoints 1, 4, and 6 pointed in APEC Supply Chain Framework Action Plan.</p> <p><u>2012</u> A workshop on <i>Automated transport management systems (ATMS) implementation for optimizing logistics within the Asia-Pacific with an emphasis on ITS and GNSS application</i> is scheduled for October 2012. The workshop aims to create the opportunity for participants to share experiences and best practices in the areas of construction, harmonization of approaches to transportation and cargo flow monitoring, and logistics management systems use. Participants are expected to formulate recommendations for the wider introduction of transportation and cargo flow management systems. These recommendations will inform the establishment of a mechanism of coordination of activities aimed at the enhancement of global supply chain routes in the Asia-Pacific region through advanced ATMS technologies.</p>
Introduce the Secure and Smart Container (SSC) concept for intermodal transport (with a practical application mode)	Project led for TPTWG by People's Republic of China	TPTWG		2010	Completed in June 2010

Proposed Action	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Finalisation Date	Update for 2014
<p>Provide training in management of security, safety and emerging technology in intermodal transportation and supply chain systems</p> <ul style="list-style-type: none"> Three such seminars have been successfully conducted in Manila, Jakarta and Vietnam 	Project led for TPTWG by United States	TPTWG		Most recent seminar (Vietnam) conducted in October 2009	Most recent seminar (Indonesia) conducted in September 2010 ⁴
<p>Supply Chain Visibility Initiative</p> <ul style="list-style-type: none"> 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 constructing an information network to share cargo status information in the multi-modal logistics 	Japan, Korea; Chinese Taipei; The United States	CTI	SCSC, ECSG, SCCP, TPTWG	2010 - 2012	Ongoing. Currently developing questionnaire survey and feasibility study (at SCSC).
<ul style="list-style-type: none"> 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"> - Sharing the knowledge as to the positive effects of constructing the information network on productivity and efficiency of manufacturing 	Japan; Korea; Singapore; Chinese Taipei; Hong Kong, China; The United States			Sep 2010	Completed in Sept 2010

⁴ “Workshop on Airport Safety Oversight & Advanced Tech”

Proposed Action	Coordinating Economy	Coordinating sub-foa /working group	Other sub-foa/working group involved	Finalisation Date	Update for 2014
<p>industry, logistics industry, and customs procedures.</p> <ul style="list-style-type: none"> - Identifying the minimum required information to be shared through the network to construct the information network. - Identifying activities by international standardising bodies, industries, ports and customs, which are necessary to construct the information network. 					
<ul style="list-style-type: none"> • Discuss a possible information network for sharing cargo status for improving multi-modal logistics and global supply chain. - Introduce advanced efforts in APEC members to improve visibility of container cargo movements through sea-ports. - Conduct pilot projects with a view to proving the effectiveness of the required information and other elements identified by the above-mentioned workshop. - Formulate guidelines on how APEC should move to construct the interoperable information network to 	<p>Japan; Korea; Chinese Taipei; The United States</p>	<p>CTI</p>	<p>SCSC, ECSG, SCCP, TPTWG</p>	<p>2011-2012</p>	<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. This project composes of 3 phases:</p> <ul style="list-style-type: none"> • 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 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

Proposed Action	Coordinating Economy	Coordinating sub-foa /working group	Other sub-foa/working group involved	Finalisation Date	Update for 2014
share cargo status in multi-modal logistics.					<p>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.</p> <ul style="list-style-type: none"> Phase III (CTI 28/2011T) - 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. These were discussed at a workshop that took place on 21 May 2012 in Kazan where participants shared best practices for enhancing supply chain visibility in the APEC region and agreed on next steps to promote supply chain visibility. Japan held workshop in conjunction with TPTWG 36, August 2012 in St Petersburg. Workshop focused on discussing ways to enhance visibility of maritime container transportation, with an aim to share best practices on sharing data of Container Terminal Operation System.

Proposed Action	Coordinating Economy	Coordinating sub-fores /working group	Other sub-fores/working group involved	Finalisation Date	Update for 2014
					<ul style="list-style-type: none"> Russia to take forward ongoing project on “Sharing Best Practices for Seamless Intermodal Cargo Movement – Phase 1 Physical Infrastructure”. Aim is to develop a listing of best practices on transport infrastructure development and modal connectivity for intermodal cargo movement, and conduct a workshop on these best practices.
<ul style="list-style-type: none"> Conducting capacity building activities for facilitating implementation of the guidelines mentioned above to enhance “supply chain visibility” 	Japan, Korea; Chinese Taipei; The United States	CTI	SCSC, ECSG, SCCP, TPTWG	2012-	
<p>Optimization of the supply chain through computational modelling:</p> <ul style="list-style-type: none"> Develop a computational tool for modelling and optimizing the transportation network. 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. 	Canada	TPTWG	CTI	2012	Canada has completed its self-funded project on “Focus Group on Supply Chains Connectivity Framework: Public Performance Measurements – Internal Indicators”. A focus group workshop on supply chain performance measurements and internal indicators was in Singapore on 17-18 February 2012. The key objective of the project was to determine the feasibility of implementing quantitative supply chain performance indicators for APEC trade and investment.

Proposed Action	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Finalisation Date	Update for 2014
<p>Electronic Freight Management (EFM) Information Exchange Platform</p> <ul style="list-style-type: none"> • 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 • This will track information exchange associated with clearing containerized 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. 	Canada	TPTWG	CTI	2011	Canada has completed the “ <i>Electronic Freight Management (EFM) Information Exchange Platform</i> ” adoption case study under the auspices of the TPTWG. It has shared its full project report with the TPTWG since. A copy of the full project report can be obtained from the APEC Secretariat.

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	Economy	Sub-fera / working group	Other sub-fera/ working group involved	Finalisation Date	Update for 2014 ⁵
Improving Submarine Cable Protection <i>Specific Action</i>					
1. A survey of economies on their submarine communications cables. Economies have nominated a designated point of contact to coordinate/facilitate stakeholder contact in their respective economies.	Australia	CTI/TEL		Sep 2011	A survey listing APEC economy points of contact on submarine cable regulatory and repair matters was tabled at TEL 44 in Kuala Lumpur in September 2011. The survey lists legislative requirements and will support further work on promoting cable resilience.
2. Development of an inventory of legislative instruments and regulatory requirements relevant to submarine communication cables that operate in each economy. Development of a best practice guide to protection of submarine cables.	Australia	CTI/TEL		Sep 2011	Australia is hosting a workshop on submarine telecommunications resilience in Bali on 15-16 October 2013. The workshop will bring together relevant officials from APEC economies and experts from the submarine cable industry to discuss the economic impact of disruptions to the submarine cable network and promote practical measures to enhance their protection and resilience. The workshop will explore the benefits of stronger business-government partnerships in protecting submarine cables. CTI and TEL are considering how to foster industry-government collaboration.

⁵ No new updates from 2013 version

Proposed Action	Economy	Sub-foa / working group	Other sub-foa/ working group involved	Finalisation Date	Update for 2014 ⁵
3. Raise awareness at Ministerial level of the importance of submarine communications cables and the impact and attendant cost to economies of outages.	Australia	CTI	TEL	2012	The importance of submarine cable protection was recognized in the St Petersburg declaration issued at TELMIN9 in August 2012.
<p>Reducing International Mobile Roaming Charges <i>Specific Action</i></p> <p>Development of multi-pronged approach which will include:</p> <ol style="list-style-type: none"> 1. Training sessions for telecommunications regulatory authorities; 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 roaming charges. 	Australia Australia	TEL TEL		TBA 2014	Australia is exploring means of funding the training sessions. Australia is attempting to secure funding for the engagement of a consultant as part of an overarching strategy on IMR.
<p>Road Safety Standards for Heavy Vehicles <i>Specific Action</i></p> <p>In response to a directive by Transport Ministers from Australia, Malaysia, New Zealand, Singapore and Thailand, Australia developed a compendium on heavy vehicle standards.</p> <p>The compendium includes measures to address driver fatigue, a Safety Code of Practice for Heavy Vehicles, and address issues relating to improving driver</p>	Australia [lead], co-sponsors: Malaysia, New Zealand, Singapore and	TPTWG	ABAC	Jan/Dec 2011	A compendium of road safety measures for heavy vehicles in APEC transport supply chains was finalised and circulated within TPTWG. The compendium provides a practical guide for dealing with driver fatigue, improving driver efficiency and developing a safety code of practice for heavy vehicles.

Proposed Action	Economy	Sub-foa / working group	Other sub-foa/ working group involved	Finalisation Date	Update for 2014 ⁵
efficiency through a Professional Driver Training Program, initially for developing economies.	Thailand				
<p>Electronic Data Interchange Linkages between Seaports</p> <p><i>Specific Action</i></p> <p>A project to develop a best practice checklist for electronic sharing of maritime cargo information to reduce supply chain blockages. The project demonstrated supply-chain benefits by highlighting electronic data interchange linkages between port community systems. It built on APEC's work on single windows, cross-border paperless trade and certification. Deficiencies in information infrastructure linking major seaports as well as overlapping information requirements by seaport authorities are major impediments to effective functioning of supply-chains in the Asia-Pacific region.</p>	Australia	CTI	TPT/ECSG/SCCP	2013	<p>A workshop was held in Shanghai in February 2013 to raise awareness of the benefits of electronic port linkages. The workshop explored options for overcoming deficiencies in information infrastructure linking ports. The project delivered a compendium containing workshop outcomes, best practices and benefits of effective linkages between ports. Key outcomes were reported and discussed at TPT-WG37, for APEC-wide consideration.</p>

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	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Date	Updates for 2014
<p>Questionnaire to all APEC member economies in order to request information on:</p> <ul style="list-style-type: none"> - 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	2010-2012	<p>SCCP is completing a revised 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.</p> <p>The questionnaire structures mainly in a binary system of responses (yes / no), the latter in order to obtain more accurate answers that would allow greater certainty in the analysis of the results.</p> <p>17 economies answered the questionnaire. Colombia a guest in the SCCP, answered it voluntarily, showing great interest through the entire process.</p> <p>The analysis of the responses is in the development process and at first sight it can be observed that the differences in requirements is diverse; for example, some member Economies deny preferential treatment to goods subject to transit operation, deadlines are different, among other.</p> <p>However, there are answers that are</p>

Proposed Action	Coordinating Economy	Coordinating sub-fores /working group	Other sub-fores /working group involved	Date	Updates for 2014
					quite similar among some economies such as the specific declaration for a transit operation, route conditions guarantees report and others. The final report was presented to member Economies during the SCCP 1 meeting in Jakarta in February 2012. This report included some proposals in terms of possible guidelines, which have suffered modification in order to achieve a better consensus.
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	2013	The comparative study was elaborated by our National Customs Authority and was presented during SCCP 2 in Medan.
Present to all stakeholders the result of the information gathering exercise	Chile		CTI	TBD by the SCCP/ CTI	This has yet to be done directly but has been presented to the Virtual Working Group, and we expect to present it to the stakeholder during SCCP 1 in China.
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		2013-2014	A capacity building workshop on Chokepoint 8 to share the best practices of each APEC economy, including examples drawn from outside our region was held on 10-11 August. The objective

Proposed Action	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Date	Updates for 2014
					of the workshop is to help move APEC toward a common solution that can harmonize transit and origin regulations as well as coordinate the way in which technical assistance is provided once agreement on a harmonizing agreement is reached. The workshop participants considered and agreed to formulate a set of Guidelines for APEC Customs transit to address issues including lack of harmonization among APEC economies in granting preferential treatment to goods through third-party territories. These guidelines are being finalized intersessionally by the SCCP as a “living” document.
Identify specific issues and impediments relating to cross-border customs-transit arrangements for logistics companies that operate in the APEC region.	Singapore			2012	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