

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
APEC Guidelines for Advance Rulings - 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>) - Further research on the practices of Advance Rulings conducted by member economies	US	CTI	SCCP	2011
- Capacity building workshop on implementation of advance rulings. (<i>Details to be determined</i>)				
Symposium on Supply Chain Connectivity - 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.	AUS CDA JPN SIN US	CTI	SCCP TPTWG	2010

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date
<ul style="list-style-type: none"> - 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. 				
<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 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. 3. A workshop in one of the participating developing APEC economies to business case model and foundation for a national logistics association. 	AUS	CTI	SCCP TPTWG	2011
<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 	AUS US	CTI	SCCP TPTWG	2011

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date
- 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 encourage the development of 'informed' transport infrastructure through needs assessment and stakeholder consultation.

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.

Participating Economies

Lead Economy: Australia

Other Participating Economies: Canada, Indonesia, Japan, Korea, Malaysia, Papua New Guinea, the Philippines, Russia and Thailand

Action Plan

Proposed Action (Title and brief description)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date
<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 conducted in 2010 in Indonesia and Australia. The initiative represented a practical capacity building activity designed to identify established best practices in specific areas of PPP infrastructure project development and implementation with the aim of assisting targeted economies formulate better infrastructure projects and financing arrangements.</p>	Australia	SFOM		2010

Proposed Action (Title and brief description)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date
<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 	<p>United States (leading project in TPTWG)</p>	<p>TPT-WG/EWG</p>		<p>2011-2012</p>
<p>Examine individual transportation/trade policies that use a gateway or trade corridor approach</p> <p><i>Specific action</i></p> <ol style="list-style-type: none"> 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. <p>The seminar will examine the measurement of fluidity and port utilization (metrics). The seminar will also present a gateway performance table: a public-private engagement mechanism including all the principle parties (terminal operators, railways, shippers/receivers, labour organizations and industry associations, for example).</p>	<p>Canada</p>	<p>TPT-WG</p>	<p>CTI</p>	<p>2011</p>
<p>Model framework for improving the efficient use of transport infrastructure within APEC</p> <p><i>Specific actions</i></p> <ol style="list-style-type: none"> 1. Study to identify specific needs of economies and international examples of best practice in land-side transport component of sea freight supply chains. 	<p>Australia</p>	<p>TPT-WG/CTI</p>		<p>2011</p>

Proposed Action (Title and brief description)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date
<p>Develop a model 'informed' APEC infrastructure framework. Workshops to build capability in applying the model framework, including discussion on how the framework could be applied to the challenges of APEC member economies.</p> <p>2. Showcase projects to put the framework into practice. This could include partnering each project team with a team of experienced mentors that can share knowledge and help to guide the project. Lessons from the showcase projects can further inform best practice.</p> <p>Explore strategies for isolating and segregating long-haul port-related traffic from commuter/local traffic in metropolitan areas.</p>				2012-2013
<p>Analytical work on logistics infrastructure</p> <p><i>Specific Actions</i></p> <p>1. Study on the travel time of goods vehicles on main economic corridors.</p> <p>2. Study on the contribution of road transport in the manufacturing and household sectors.</p> <p>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</p>	<p>Indonesia</p> <p>Indonesia</p> <p>Japan (leading project work in TPTWG)</p>	<p>TPT-WG</p> <p>TPT-WG</p> <p>TPT-WG</p>	<p>CTI</p> <p>CTI</p> <p>CTI</p>	<p>2013</p> <p>2013</p> <p>2010-2012</p>

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
<p>1. Review constraints affecting engagement of Small and Medium Enterprises</p> <p>-- Conduct surveys and study on the environment affecting SMEs, which may include:</p> <p>1) policy & institutional framework related to logistics development;</p> <p>2) status of small or medium logistics companies & 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 ;</p> <p>3) constraints affecting engagement of SMEs, especially the policy and business environment constraints.</p> <p>4) Free Trade Zone (FTZ) practice</p> <p>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.</p>	China	SMEWG	TPTWG	2010-2012
<p>2. Help raise the quality of APEC economies' logistics services and management</p> <p>--Conduct training programs as a</p>	China; Chinese Taipei;	SMEWG	TPTWG	2010-2012

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub-fora/ working group involved	Date
<p>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>United States;</p> <p>Thailand; Hong Kong, China</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
<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 	Japan and Chinese Taipei	SCCP		2010-2013 (implemented through the Phase 1)

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating Sub- fora/ working group	Other Sub- fora/ working group involved	Date
<p>composed of stakeholders to discuss better coordination on cargo clearance at the border including the mechanism for establishment of SW.</p> <ul style="list-style-type: none"> - 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. 				
<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		2010-2013 (implemented through the Phase 1)
<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		2010-2013 (implemented through the Phase 1)

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
Self-Certification of Origin Capacity Building Program - 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.	Singapore	CTI	SCCP	Workshop1, 2 : by CSOM 2010 Workshop 3, 4 : by MRT 2011
APEC Elements for Simplification of Documents and Procedures Relating to ROOs - To work on 2 of the 5 elements proposed by Singapore in 2009 <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	Singapore Singapore	MAG MAG	SCCP SCCP	

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date
on next element(s) - To exchange and assess best practices for confidence building and risk management, and to reach the best recommendations and establish principles.	Singapore, Korea	MAG	SCCP	
APEC Website on Tariff and ROOs (WebTR) - 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
Strengthen Cooperation with the Relevant International Organizations , 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) - To explore joint programs, - To facilitate work process and expand the horizon of capacity building program by optimising synergy, - To exchange views on how to implement action plans effectively by organizing roundtable discussion and Trade Policy Dialogue - 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.	Korea, United States	CTI	SCCP	
Simplification and harmonisation of customs procedures on the basis of revised Kyoto Convention To promote each economy's accession to and/or implementation of the revised Kyoto Convention	New Zealand	SCCP		

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
<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
<p>Explore further work on air transportation in the APEC region to meet Asia-Pacific supply-chain, business and economic requirements.</p>	Singapore	CTI	TPTWG	2015
<p>Project Proposal: "Application of navigation systems in monitoring</p>	Russian Federation (co-sponsors to be	TPTWG	SCSC	2011

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date
<p>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. 	identified)			
<p>Introduce the Secure and Smart Container (SSC) concept for intermodal transport (with a practical application mode)</p>	Project led for TPTWG by People’s Republic of China	TPTWG		To be completed in 2010
<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
<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 - 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"> o Sharing the knowledge as to the positive effects of constructing the information network on productivity and 	<p>Japan, Korea; Chinese Taipei; The United States</p> <p>Japan; Korea; Singapore; Chinese Taipei; Hong Kong, China; The United States</p>	CTI	SCSC, ECSG, SCCP, TPTWG	<p>2010–2012</p> <p>Sep 2010</p>

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date
<p>efficiency of manufacturing 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 share cargo status in multi-modal logistics. 	Japan, Korea; Chinese Taipei; the United States	CTI	SCSC, ECSG, SCCP, TPTWG	2011-2012
<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>Project Proposal:</p> <p>Security monitoring model and network for regional supply chain with a particular focus on food security</p> <p>Key Objectives:</p> <ul style="list-style-type: none"> - Understanding of existing problems and impediments to supply chain security among APEC 	Project led for TPTWG by People’s Republic of China	TPTWG		Jan. 2011 - Dec. 2011

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date
<p>economies</p> <ul style="list-style-type: none"> - Improved transportation security and cooperation on supply chain security monitoring among APEC economies - Potential development of a supply chain and transport security information-monitoring network 				
<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
<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

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)	Coordinating Economy	Coordinating sub-fora /working group	Other sub-fora/working group involved	Date
Improving Submarine Cable Protection <i>Specific Action</i> 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 the stakeholder community in their respective economies. 2. Develop an inventory of legislative instruments and regulatory requirements relevant to submarine communication	Australia	TEL		March 2011
	Australia			March 2011
	Australia			March 2011

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date
<p>cables that operate in each economy. This would include permits, licenses, fees for repair, penalties and details of the inspection regime in each economy.</p> <p>3. Raise awareness at Ministerial level of the importance of submarine communications cables and the impact and attendant cost to economies of outages.</p>				
<p>Reducing International Mobile Roaming charges <i>Specific Action</i> Development of multi-pronged approach which will include:</p> <ul style="list-style-type: none"> - training sessions for regulators at TEL42 (March 2011 and TEL43 (October); and - the 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 (March 2012). 	Australia	TEL		March 2012
<p>Enhancing regional Cyber Security <i>Specific Action</i> 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 a possible exhibition at the 2010 APEC Leader's Meeting in November 2010.</p>	Australia and USA	TEL		29 October 2010
<p>In collaboration with the APEC Secretariat, ABAC Australia and Logistics Associations in Australia, Malaysia, New Zealand and Singapore, develop a questionnaire to obtain details to document and exchange information on case studies and local experience on:</p> <ul style="list-style-type: none"> - strategies for the social marketing of road safety measures – particularly best practice – which have resulted in positive change 	Australia, Malaysia, New Zealand, Singapore and Thailand	TPTWG		May/June 2010

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date
<p>and offered the prospect of further advances.</p> <ul style="list-style-type: none"> - approaches to planning, funding and priority setting for road infrastructure and for network operations and management. - standards for safety in and the safe use of vehicles, including use of emerging technologies like digital tachographs and GPS-based tracking systems which enable heavy vehicle safe driving and operating practices to be monitored. 				
<p>Develop a pilot project, drawing on survey outcomes from relevant APEC economies.</p> <p>To develop an APEC funding concept note for consideration by the TPTWG for ranking by 10 September. The TPTWG has given this project its top ranking in considering 5 recent concept notes.</p> <p>The concept note project 'Road Safety Measures for Heavy Vehicles in the Transport Supply Chain Sector in APEC' seeks to empower economies to develop own road safety measures for heavy vehicles in the transport supply chain sector in APEC, with a view to promoting a common approach for implementation and the alignment of safety measures and standards.</p>				August/ September 2010
<p>Subject to BMC3 outcomes, a full project proposal will be developed for BMC1 funding consideration in February 2011.</p>				October 2010 – January 2011

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
Questionnaire to all APEC member economies in order to request information on: <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	Mid Sept

Proposed Action (Title and brief descriptions)	Coordinating Economy	Coordinating sub-fora /working group	Other sub- fora/working group involved	Date
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	Starting October
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	Mid October
Draft if possible APEC guidelines for Transit and Transshipment.	Chile	SCCP		End October
Identify specific issues and impediments relating to cross-border customs-transit arrangements for logistics companies that operate in the APEC region.	Singapore			Sep 2011

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.