



**Asia-Pacific
Economic Cooperation**

**1st APEC Training Course on
Common Principles to Shipping Policy**

**December 6-8, 2011
Tokyo, Japan**

Final Report

APEC Transportation Working Group, APEC Maritime Experts Group

December 2011

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Executive Summary:

On December 6-8, 2011, fifteen (15) delegates from nine (9) APEC economies gathered in Tokyo, Japan, in order to build leaders' capacity of APEC economies in the area of policy development and contribute to the implementation of "APEC Common Principles to Shipping Policy" by sharing information, regarding two (2) themes such as "Activities of Shipping" and "Common Principles on Shipping Policy" of each economy. Additionally, the delegates received lecture on three theme, "Attempts to Establish a Multilateral Framework for the Common Principles to Shipping Policy", "Limitation of Shipowner's Liability and International Oil Pollution Funds" and "Market- Based Measures to Reduce Green House Gas Emissions from International Shipping" from experts from Japan.

Through the presentation of each economy on the theme of "Activities of Shipping", on the first day, participants from each economy could further deepen their understandings on the outlook, issues and responsible organization to the policy development in the maritime field. After the presentation, time for Q&A was provided and the participants were positively raised questions for their further understandings.

On the second day for the discussion on the theme of "Common principles to Shipping Policy," based on the basic information on the guidelines on the shipping, each economy explained their regulatory framework i.e. tariff setting, seafarer employment, etc. Participants had intensive discussions on the issue for the liberalization in maritime sector.

On the third day, participants actively exchanged their feedbacks regarding the two themes that have been shared through this training. After exchanging feedbacks a certificate was awarded for the participants who have attended the three day training.

At the end of the training course, feedback information was collected by giving questionnaire to each participant. Although, eighty (80) percent of the delegates responded the work shop matches "Mostly" or "Very Much" with their expectation and, seventy three (73) percent of delegates replied that the period is "Fair", some requires more discussions on the specific topics on each economy and policy on the common principles.

In the afternoon of the third day, technical tour (optional) was organized to give practical knowledge to the participants and all the participants except the participant from the United States had joined this tour.

Section One: Overview

The 1st APEC Training Course on Common Principles to Shipping Policy was held December 6-8, 2011, in Tokyo, Japan, and drew fifteen (15) delegates from nine (9) economies.

The delegates were from nine (9) APEC economies namely, Canada, China, Japan, Papua New Guinea, The Philippines, Chinese Taipei; Thailand, The United States and Viet Nam.

During the initial registration process, each economy was required to prepare a brief presentation regarding the two (2) themes of this training course. The subjects of the presentation are as follows;

Theme 1: Activities of Shipping

Reviewing the major components of international shipping including:

- i) Tramp Business, ii) Liner Business, iii) Technical Issues, iv) Marine Labor,
- v) Port Activities and vi) Quality Shipping.

Theme 2: Common Principles on Shipping Policy

Comparing the existing shipping legislation of major economies including their provisions to monitor operations, treatment of conferences, the responsibilities of carriers and incentives for the maritime industries. And also reviewing and analyzing current International Frameworks on the economic and trade aspects including WTO and OECD.

The participants were not required to implement preliminary survey upon attending this training course.

Fifteen (15) participants from nine (9) APEC economies include one (1) Security Officer from the United States and other fourteen (14) participants were from government agencies in charge of shipping.

Five (5) out of fourteen (14) participants is in charge of international shipping, six (6) are in charge of maritime industry, and three (3) are in charge of policy.

There were no participants from a private corporation.

There were one (1) or two (2) participants from each economy; however, there were three (3) participants from Viet Nam. One of the three participants from Viet Nam participated the training course paid by private expenses.

The list of participants is attached as an Annex I attached hereto this final report.

Workshop Budget and Sponsorship

The 1st APEC Training Course on Common Principles to Shipping Policy was sponsored by Japan and co-sponsored by Canada, Thailand, The Philippines and Viet Nam. Japan provided the project overseer and assistance to implement the training course. The Ministry of Land, Infrastructure, Transport and Tourism of Japan hosted the workshop providing strategy,

funding, physical space, all local logistics such as transportation, keynote speakers, moderators, signage of all presentation, and staffing resources.

APEC provided funding for travel and per diem and transportation fee for the participants from APEC travel eligible economies, including China, Papua New Guinea, the Philippines, Thailand and Viet Nam, as well as for two moderators from Canada and the Philippines. However, there were three (3) participants from Viet Nam attending this training course. Since APEC provides funding for maximum to two (2) participants per travel-eligible economy, the funding of one participant from Viet Nam was paid by private expenses.

APEC also funded a consultant team, Japan Marine Science Inc. to handle event and organized the arrange venue and accommodation, pay the hosting and equipment/materials cost temporarily on behalf of APEC and seek reimbursement for the Secretariat after the training course, prepare General Information which is distributed to the participants for informative guide, support speakers, moderators and participants to travel to and stay in Japan. Deliver a three-day Training Course on Common Principles to Shipping Policy to participants consisting primarily on government officials from APEC member economies that are responsible for maritime policy and related intermodal and physical distribution and supply chain policy. The project was completed on time and within the original APEC budget outline with no overruns.

Section Two: Results of the Trainings

During this training course the delegates had opportunities obtain keynote speech from the experts from Japan as well as to present and discuss the situation in their economy of the topic of “Activities of Shipping” and “Common Principles on Shipping Policy

Keynote speech

1) Attempts to Establish a Multilateral Framework for the Common Principles to Shipping Policy

Professor Mariko Kawano, a professor of International Law at Waseda University, School of Law made a Keynote speech on proportion of APEC on the world seaborne trade and world nominal GDP, significant development of regional cooperation, historical overview of the development of universal framework for cooperation and its importance, regionalism in the enhancement of universalism, bilateralism and regionalism, binding agreement or non-binding arrangements and importance of the mutual understandings and of the accumulation of the practice by the members pursuant to the “Common Policies”.

2) Limitation of Shipowner’s Liability and International Oil Pollution Funds

Mr. Hideki Nakamura, a researcher of the Japan Maritime Center made a Keynote speech on trends in the ocean shipping industry, limitation of shipowners’ liability, international oil pollution funds and consider how to address to the global economy as a conclusion.

3) Market-Based Measures to Reduce Green House Gas Emissions from International Shipping

Mr. Seijiro Morimoto, a researcher of the Japan Maritime Center made a Keynote speech on mandate of IMO and CO₂ emissions from international shipping, technical and operational measures, definition and debate on market-based measures, proposals of market-based measures and issues that need to be addressed.

NOTE: Mr. Tomas Timlen, Asia Liaison Officer of BIMCO Asia Representative Office, Singapore, was scheduled to make a Keynote speech of “Activities of Shipping” for this training course. However, due to his health problem, he was not able to assist in this training course. Since his health problem occurred just before traveling to Japan, there was no substitute for this Keynote speech.

Workshop1: Activities of Shipping

The delegates from each economy made a twenty (20) minute presentation on the theme of “Activities of Shipping” and shared information in there economy moderated by Mr. Samuel C. Custodio a President of CPI Energy, Phils.,Inc, the Philippines. Participants from each economy could further deepen their understandings on the outlook, issues and responsible organization to the policy development in the maritime field. After the presentation, time for

Q&A was provided and the participants were positively raising questions for their further understandings.

Workshop2: Common Principles on Shipping

The delegates from each economy except the United States made a twenty (20) minute presentation on the theme of “Common principles to Shipping Policy” moderated by Mr. Douglas O’Keefe a Chief of International Maritime Policy and Liability, Transport Canada. Based on the basic information on the guidelines on the shipping, each economy explained their regulatory framework i.e. tariff setting, seafarer employment, etc. Participants had intensive discussions on the issue for the liberalization in maritime sector.

Technical Tour

Technical tour (optional) was organized and all the participants except the participant from the United States had joined this tour.

The participants visited the training ship T/S Kaiwomaru at Port Tokyo and the cruise ship M/S Asuka II at Osanbashi Yokohama International Passenger Terminal.

The technical tour gave the delegates not only a practical knowledge on ship but also refreshment and the opportunity to learn the culture of the hosting economy.

Section Three: Evaluation of the Trainings

Event Logistics

1) Period of the workshop

Sixty seven (67) percent of delegates responded that the period of the workshop was “Adequate”. However, thirty three (33) percent of them responded that the period of the workshop was “Short”.

2) Time allocation of the workshop in one day

Seventy three (73) percent of delegates responded that the allocated time for the workshops was “Fair”. However, total of twenty seven (27) percent of the delegates responded that the allocated time was “Short” or “Too Short”.

3) Training environment

All the delegates responded that the training environment was “Very Good” or “Good”.

4) Material of the Training (handout etc.)

Thirty three (33) percent of the delegates responded that the materials handed out though the training was “Very Good”, and sixty seven (67) percent of the delegates responded that it was “Good”.

5) Total Management of Japan

All the delegates responded that the management of Japan was “Very Good” or “Good”.

Presentation and Discussion

Total of eighty (80) percent of the delegates responded that the topic of the workshop matched their request “Very Much” or “Mostly”. And thirteen (13) percent of the delegates responded that the topic was “Fair”.

Section Four: Feedbacks from the participants

Topic of the workshops

- The common principles to Shipping Policy have been adapted on a non-binding basis with provision for flexibility in adoption. It was very useful to hear the challenges each participating economy faces in adopting the principles.
- I could have explanation or legislation of statistics of other APEC member economies.
- Since this is the initial stage of the training, basic information on shipping policies and practices are necessary. However, there is need to improve the presentations of the various economies to focus on uniform topics next time so that we can have comparative analysis on benefits or best practices.
- Most of the topics discussed were relevant to the shipping industry back in my economy and it was worth discussing without APEC member economies about the shipping activities.
- Because being a government official/representing a developing economy, I found the topics presented very relevant for knowledge and adaption in our policy frameworks.
- I can learn from the keynote speech and the treasure presentation from active participants.
- The benefit of is course will be high valued since all participants can share their ideas in their field. However, although a few of them didn't match to each person but I think it is good floor to share knowledge and experiences between difference fields.
- The update knowledge of shipping policy of APEC member economy and status of some international conventions.
- First day was fairly basic; Second day was what I was expecting.
- This is the training course in "Common Principles on Shipping Policy", so. This course should give information detail about it.

General

- It was an excellent effort for a first time giving the course.
The format of having each participating economy give a presentation was very informative and the Q&A added to my learning.
To engage more developed economies, it might useful to hold a course at same location and time of TPTWG meeting perhaps as an additional workshop.
- More discussions among the participants on same specific topics.
- It's may be better that participant can obtain the materials one week before the course begin. The participant can think about more.

- The workshop is OK. especially the question and answer portion, however, I think, issue mostly presented their existing shipping policy, we will think of other topic that will be of interest provided it will be in accordance with the APEC approved template.
- To improve more on the course outline, though shipping policies is very complex but I suggest that a comparative presentation of different policies and shipping practices will be presented analyze for possible study by the APEC economies.
- Ninety minutes lunch is too long, may be one hour would be sufficient enough. Generally it was well organized, credit goes to the organizer for a job well done. May be more topic should be included in the next meeting so that it would be a week long course. Thank you very much.
- Biscuits, etc should be served as well during coffee break.
- Thank you very much. I have a treasure training course.
- It will be more benefit if all participant had more ideas about the scope of each topic (the highlight or outline of each topic that you provide us at this course are very good) but I think all participants can have a chance to enhance their efforts to share their information as much as they can if they have more information to prepare themselves can much as they do. It will be more benefit.
- Very informative for me and increased my understanding of maritime transportation. This will help me make better risk based regulatory decision and better understand port environment and economies.
- We should encourage economies send more participants to attend the workshop. The training venue will be perfect with WIFI system in order to help participants get access to the documents or materials discussed during the workshop.

Section Five: Workshop Conclusion

The 1st APEC Training Course on Common Principles to Shipping Policy is the program firstly implemented for the two (2) themes, namely the Activity of Shipping, and the APEC Common Principles to Shipping Policy aimed at to improve and assist to build their capability in policy making. Delegates representing maritime organizations and maritime security organization from nine (9) economies and lecturers from Japan and moderators from Canada and the Philippines created friendly atmosphere to freely discussion the current issues on the maritime sector.

The workshop's presentations and subsequent discussions on the activity of shipping in each economy clearly raised the keen concern among APEC's developing economies to promote the free and open trade and requirements on their legislative frameworks including incentives for the international shipping.

Presentations and discussions on the Common Principles to Shipping Policy also attract delegates' interest on the required policies to be focused by each economy to attain the goal for free trade within the Asia Pacific regions.

On top, the technical tour gave the delegates not only a practical knowledge on ship but also refreshment and the opportunity to learn the culture of the hosting economy.

It is however, due to the limited time frame available and the program, some delegates suggested that more concentrated and focused discussion on the target issue is preferable. Although the suggestions on the further improvement of the program is said, delegates are expected to continue the training on the same themes since they felt the program is much with their need in the policy development.

Annex I: List of Speakers/ Moderators and Participants

Speakers / Moderators

No	Economy	Title	First name	Last name	Position	Division	Organization
1	Canada	Mr.	Douglas	O'Keefe	Chief	International Maritime Policy and Liability	Transport Canada
2	Japan	Ms.	Mariko	Kawano	Professor of International Law	School of Law	Waseda University
3	Japan	Mr.	Hideyuki	Nakamura	Researcher	Planning and Research Department	Japan Maritime Center
4	Japan	Mr.	Seijiro	Morimoto	Researcher	Planning and Research Department	Japan Maritime Center
5	Philippines	Engr.	Samuel	Custodio	President		CPI Energy, Phils., Inc.
	3 economies		5 Speakers / Moderators				

Participants

No	Economy	Title	First name	Last name	Position	Division	Organization
1	Canada	Mr.	Douglas	O'Keefe	Chief	International Maritime Policy and Liability	Transport Canada
2	China	Mr.	Yuhai	Ye	Deputy Director	Division of International Shipping, Department of Water Transport	Ministry of Transport
3	China	Mr.	Tao	Ning	Deputy Director		China Waterborne Transport Research Institute
4	Japan	Mr.	Akitsugu	Ookuma	Chief	International Shipping Division, Maritime Bureau	Ministry of Land, Infrastructure Transport and Tourism
5	Papua New Guinea	Mrs.	Nellie Kunjip	Kup	Senior Policy Research Officer (Maritime)	Policy & Research Division	Department of Transport
6	Papua New Guinea	Mr.	Philemon	Meapa	Assistant Secretary	Strategic Policy Development Branch (Policy Division)	Department of Transport
7	Philippines	Ms.	Dolores	Pua	Head	International Cooperation Desk	Department of Transportation and Communications (DOTC)
8	Philippines	Ms.	Nannette	Dinopol	Regional Director	Maritime Industry Authority	Department of Transportation and Communications (DOTC)
9	Chinese Taipei	Mr.	Te-Chuan	Wu	Associate Researcher	Institute of Transportation	Ministry of Transportation and Communications
10	Thailand	Mrs.	Kanittha	Boonkua	Director	Research and Organization Development Division	Port Authority of Thailand, Ministry of Transport
11	Thailand	Mr.	Veera	Puripanyawong	Chief	Maritime Transport Promotion Division	Maritime Promotion Bureau, Marine Department
12	United States	CDR	Tom	Griffitts	Executive Officer	Activities Far East	U.S. Coast Guard
13	Viet Nam	Mr.	Cuong	Do Hong	Staff	Shipping and Maritime Services Department	Viet Nam Maritime Administration (VINAMARINE)
14	Viet Nam	Mr.	Phan Nguyen Hai	HA	Deputy Director	International Cooperation Department	Viet Nam Maritime Administration (VINAMARINE)
15	Viet Nam	Mr.	Luong	Le Van	Chief	Legal Affair Division	Maritime Administration of Quang Ngai
	9 economies		15 participants				

** Mr. Douglas O'Keefe from Canada participated the training course as a moderator and a participant

Annex II: List of Secretariats

Title	First name	Last name	Position	Division	Organization
Mr.	Toru	Shigetomi	Director	International Negotiations Office, International Shipping Division, Maritime Bureau	Ministry of Land, Infrastructure, Transport and Tourism
Mr.	Tatsuya	Takahashi	Project Overseer	International Negotiations Office, International Shipping Division, Maritime Bureau	Ministry of Land, Infrastructure, Transport and Tourism
Mr.	Akira	Fukaishi	Special Assistant to the Director	International Negotiations Office, International Shipping Division, Maritime Bureau	Ministry of Land, Infrastructure, Transport and Tourism

Mr.	Yasuo	Nakajo	Executive General Manager	Overseas Business Group	Japan Marine Science Inc.
Ms.	Rei	Nomura	Researcher	Overseas Business Group	Japan Marine Science Inc.
Ms.	Mayuko	Nwanko		Overseas Business Group	Japan Marine Science Inc.

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Produced by

**Japan Marine Science Inc.
Solid Square West Tower 3F,
580, Horikawa-cho, Saiwai-ku
Kawasaki-city, Kanagawa
Tel: (81) -44-548-9140
Fax: (81)-44-548-9143
Email: nakajo@yms.co.jp
Website: <http://www.jms-inc.jp/english/jms/index.html>**

For

**Asia Pacific Economic Cooperation Secretariat
35 Heng Mui Keng Terrace
Singapore 119616
Tel: (65) 68919 600
Fax: (65) 68919 690
Email: info@apec.org
Website: www.apec.org**

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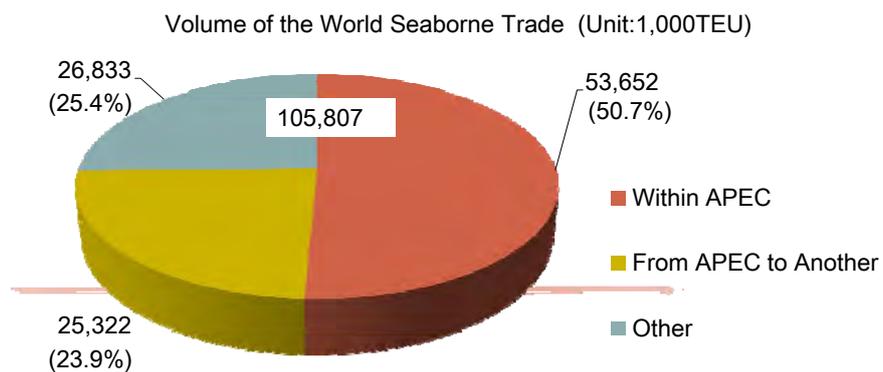
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Attempts to Establish a Multilateral Framework for the Common Principles to Shipping Policy

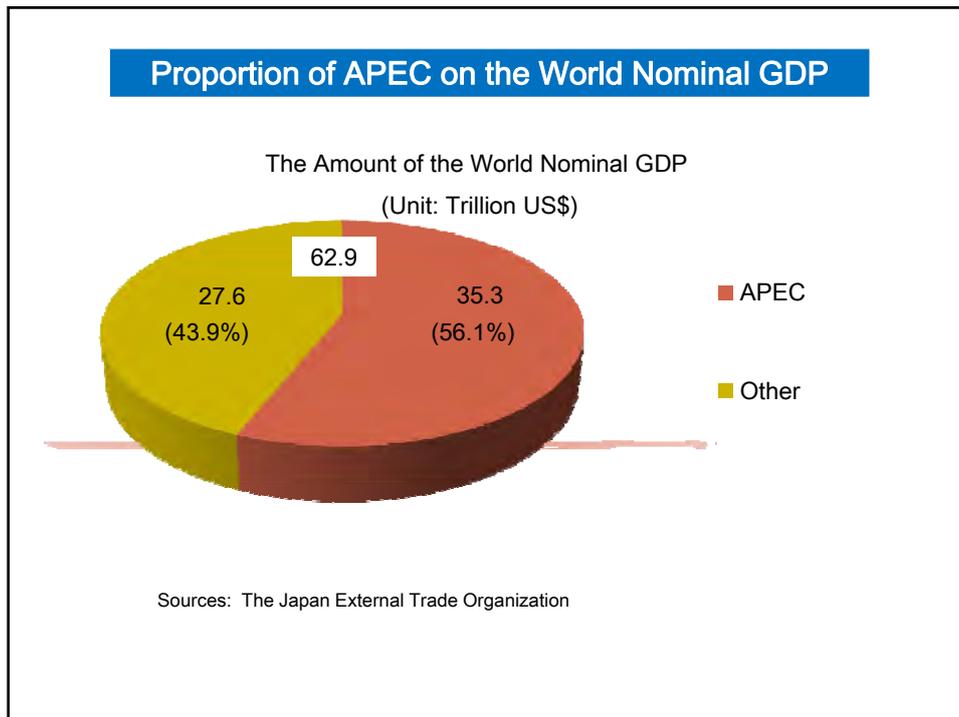
Significance of International Cooperation and Harmonization and Its Impacts on the Municipal System

Mariko Kawano
Professor of International Law
Waseda University, School of Law

Proportion of APEC on the World Seaborne Trade



Sources: Mitsui O.S.K. Lines Research Office



1. Significant Development of Regional Cooperation

- (1) Development of the regional frameworks for mutual cooperation and harmonization
- (2) Significance of the regional frameworks for the enhancement of regional cooperation
- (3) Conventional arrangements with binding obligations and arrangements without binding obligations

2. Historical Overview of the Development of Universal Framework for Cooperation and Its Importance

- (1) Importance of the universal frameworks for cooperation in the post World War II era
- (2) Examples of the universal frameworks established since the Second World War
- (3) Development of the universal frameworks in the international community

3. Regionalism in the Enhancement of Universalism

- (1) Regionalism in the enhancement of the universalism in the post world war era
- (2) Regionalism in the United Nations
Chapter VIII of the Charter
- (3) Regionalism in the World Trade Organization
[Article 24 of the GATT](#)
[Article 5 of the GATS](#)

4. Bilateralism and Regionalism

- (1) Significance of the bilateral frameworks
Increase of the number of the bilateral investment treaties (BITs)
- (2) Significance and problems of the bilateral arrangements
- (3) Difference between the bilateral arrangements and the regional arrangements

5. Binding Agreement or Non-Binding Arrangements

- (1) Significance of the binding rules
- (2) Significance of the non-binding instruments
Implementation of the "APEC Common Principles to Shipping Policy" by the APEC members
- (3) Roles to be expected to the "Common Principles"

6. Importance of the Mutual Understandings and of the Accumulation of the Practice by the Members pursuant to the "Common Principles"

- (1) Compliance with the international obligations and implementation of non-binding international instruments
Importance of the municipal responses
- (2) Cooperation and harmonization of the municipal systems through the implementation of non-binding instruments
- (3) Impacts of the accumulation of the practice of the members pursuant to the "Common Principles"

Concluding Remarks

Thank you.

APEC Training Course on Common Principles to Shipping Policy
7 December 2011, Tokyo

Limitation of Shipowners' Liability and International Oil Pollution Funds

A Tip for Addressing to
Globalization

Hideyuki NAKAMURA
Researcher, Japan Maritime Center

公益財団法人日本海事センター
Japan Maritime Center

What's Japan Maritime Center

- ◆ Japan Maritime Center as a Research Institute / Policy Think Tank
 - ◆ Objectives:
 - ◆ To contribute to the development of maritime industries, which are critical to the Japanese economy and society.
 - ◆ To contribute to advancement of maritime safety and security.
 - ◆ To contribute to sustainable development of the maritime community in harmony with the global environment.
 - ◆ To contribute to international maritime activities of Japan.
 - ◆ To promote public-interest as a central institute in the maritime community.
 - ◆ To contribute to maritime industries, governmental organizations and academic institutions through its collaboration as a key think tank.

Introduction

- ◆ Trends in the Ocean Shipping Industry
- ◆ Limitation of Shipowners' Liability
- ◆ International Oil Pollution Funds
- ◆ Conclusions – Consider how to address to the Global Economy

3

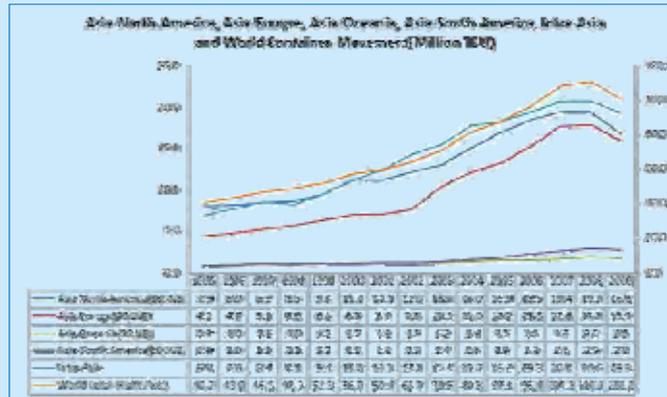
Trends in the Ocean Shipping Industry

- ◆ Further Progress in Globalization
 - ◆ Location and Nationality of Shipowners, Charterers, Operators, Ship Managers, Insurers, etc.
 - ◆ Nationality of Ship, Seafarers etc.
- ◆ After Lehman's Fall
 - ◆ Limitations of laissez-faire

4

Trends in the Ocean Shipping Industry

- ◆ Asia is a center of world sea trade

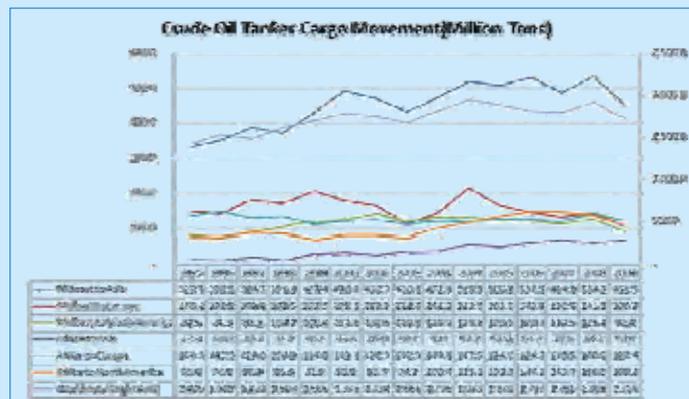


Data Source: IHS Global Insight "World Trade Navigator"

5

Trends in the Ocean Shipping Industry

- ◆ Asia is a center of world sea trade

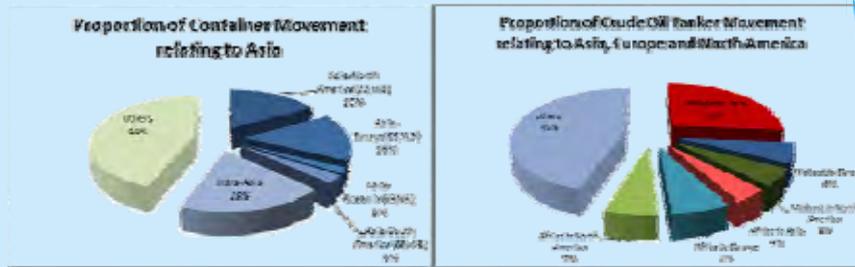


Data Source: IHS Global Insight "World Trade Navigator"

6

Trends in the Ocean Shipping Industry

- ◆ Asia is a center of world sea trade



Data Source: IHS Global Insight "World Trade Navigator"

7

Limitation of Shipowners' Liability

- ◆ Shipowners entitled to limit their liability in respect of claims arising from damage caused by their ships
 - Origin: Middle Ages in Europe
 - Rationale:
 - Broad Discretionary Power of Captain
 - Encouragement of Shipping and Trade

8

Limitation of Shipowners' Liability

- ◆ Unification of Law

1924

International Convention for the Unification of Certain Rules relating to the Limitation of the Liability of Owners of Sea-Going Vessels

1957

International Convention relating to the Limitation of the Liability of Owners of Sea-Going Ships (Japan ratified it in 1976)

1976

Convention on Limitation of Liability for Maritime Claims (LLMC76) (Japan acceded it in 1982)

1996

Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims (LLMC96) (Japan acceded it in 2005)

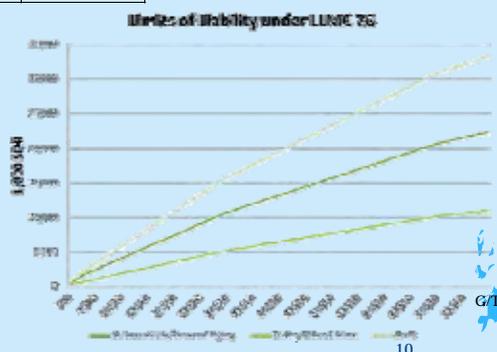
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Limitation of Shipowners' Liability

Loss of Life or Personal Injury		Any Other Claims	
Up to 500 tons	333 000 SDR	Up to 500 tons	167 000 SDR
from 501 to 3 000 tons	500 SDR for each ton	from 501 to 30 000 tons	167 SDR for each ton
from 3 001 to 30 000 tons	333 SDR for each ton		
from 30 001 to 70 000 tons	250 SDR for each ton	from 30 001 to 70 000 tons	125 SDR for each ton
over 70 000 tons	167 SDR for each ton	over 70 000 tons	83 SDR for each ton

1SDR = 1.56 US\$

LLMC 76

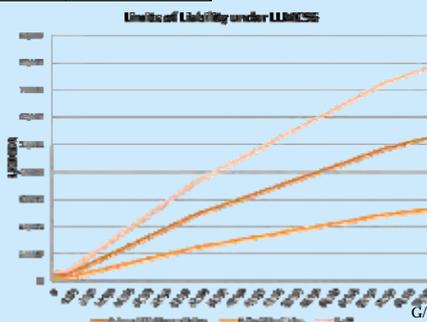


Limitation of Shipowners' Liability

Loss of Life or Personal Injury		Any Other Claims	
Up to 2,000 tons	2,000,000 SDR	Up to 2,000 tons	1,000,000 SDR
from 2,001 to 30,000 tons	800 SDR for each ton	from 2,001 to 30,000 tons	400 SDR for each ton
from 30,001 to 70,000 tons	600 SDR for each ton	from 30,001 to 70,000 tons	300 SDR for each ton
over 70,000 tons	400 SDR for each ton	over 70,000 tons	200 SDR for each ton

1SDR ≙ 1.56 US\$

LLMC 96



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IOPC Funds

- ◆ Establishment of IOPC Funds
 - ◆ 1967 Incident of Torrey Canyon
 - ◆ 1969 International Convention on Civil Liability for Oil Pollution Damage
 - ◆ 1971 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage
 - ◆ 1992CLC/1992FC and Incident of Exxon Valdez
 - ◆ Protocol of 1992 to Amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (1992CLC)
 - ◆ Protocol of 1992 to Amend the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971 (1992FC)
- Cf. 1990 Oil Pollution Act (OPA90) in U.S.A.

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IOPC Funds

- ◆ Establishment of Supplementary Fund
 - ◆ 1997 Incident of Nakhodka
 - ◆ 1999 Incident of Erika
 - ◆ 2002 Incident of Prestige
 - ***
 - ◆ 2000 Resolution of IMO Legal Committee
 - ◆ Raising the limitation amount of 1992CLC
 - ◆ Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992

13

IOPC Funds

- ◆ Application
 - ◆ What damage?
 - ◆ Oil Pollution Damage, including Impairment of the Environment and the Costs of Preventive Measures
 - ◆ Spills of Persistent Oil from Tankers actually Carrying Persistent Oil, including Bunker Oil
 - ◆ 'Mystery Spills' from Tanker
 - ◆ Where?
 - ◆ Territory, Territorial Sea and EEZ of a Member State
 - ◆ the Costs of Preventive Measures on High Sea

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IOPC Funds

- ◆ 1992 CLC (1st Tier):
 - ◆ Contracting States=126
 - ◆ Only Registered Owner of a Tanker is Liable
 - ◆ Strict Liability
 - ◆ Limitation of Liability
 - ◆ Liability limits is calculated on the basis of tonnage of the ship
 - ◆ Required to Maintain Insurance
 - ◆ Required to Carry Certificate on board a Ship, issued by the State Authority attesting the insurance cover
 - ◆ Victims may directly claim against insurer

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IOPC Funds

- ◆ 1992FC (2nd Tier):
 - ◆ Contracting States=108
 - ◆ Cases IOPC Funds provide with compensation
 - ◆ Shipowners exempted from liability
 - ◆ Shipowners cannot afford to pay compensation
 - ◆ Damages exceed over shipowners' liability limitation
 - ◆ 'Mystery Spill' from tanker
 - ◆ Establish 1992 Fund: Contributors = Oil Receiver
 - ◆ Contracting States required to submit reports indicating the contributors and the quantity of oil received
 - ◆ Contributing amount is calculated based on the quantity of oil received in the preceding year
 - ◆ Maximum Compensation=203 million SDR

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IOPC Funds

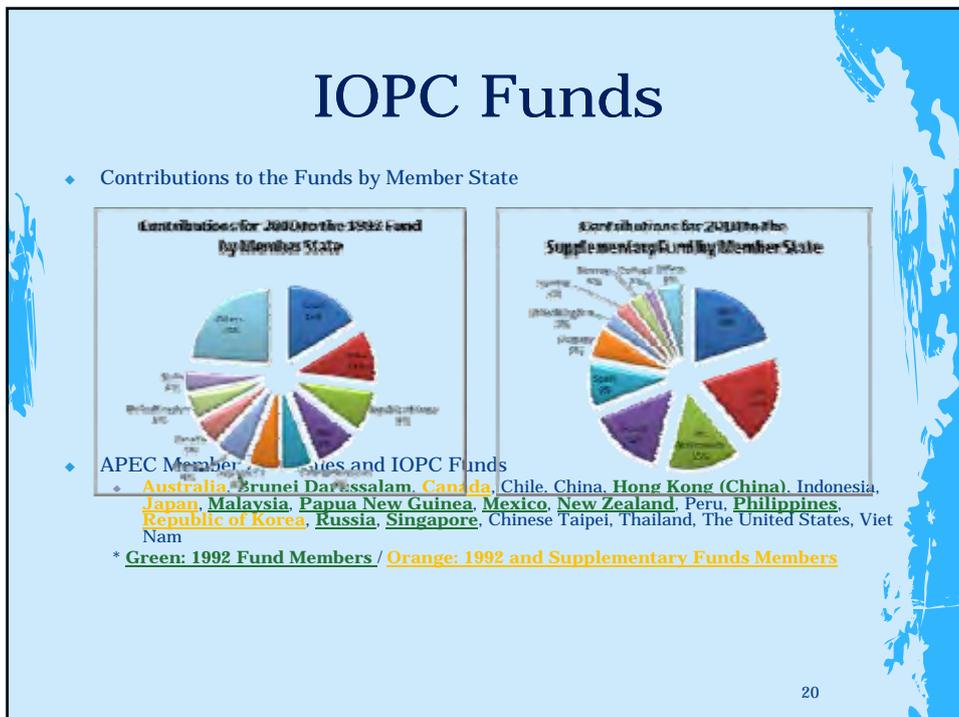
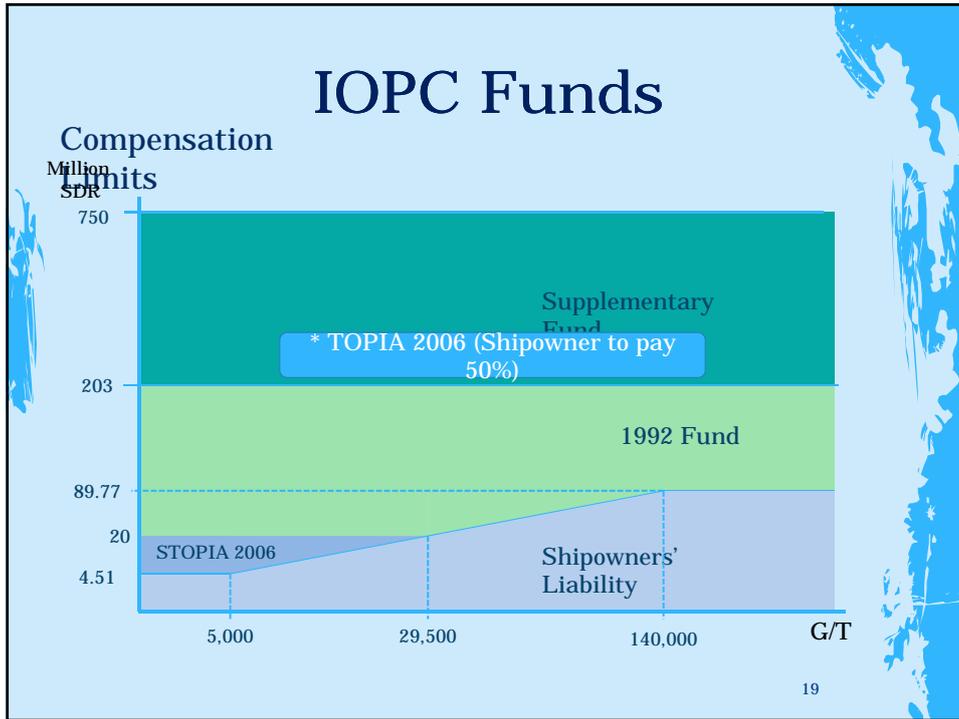
- ◆ 2003 Protocol: Establish Supplementary Fund (3rd Tier)
 - ◆ Contracting States=27
 - ◆ Maximum Compensation 750 million SDR, including amounts payable under 1992 Conventions
- ◆ STOPIA 2006 / TOPIA 2006
 - ◆ Shipowners' voluntary payment to the Funds
 - ◆ STOPIA 2006: In case of oil spill from a ship less than 29,458G/T, an insurer for a shipowner is to pay up to 20 million SDR
 - ◆ TOPIA 2006: an insurer for a shipowner is to pay to the Supplementary Fund, up to 50% of the compensation amount paid by the Supplementary Fund

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IOPC Funds

- ◆ Legal Character of IOPC Funds
 - ◆ Inter-governmental Organization
 - ◆ Right to intervene as a party to legal proceedings in domestic court
 - ◆ Judgment of domestic court is binding
 - ◆ Contributor ≠ Government
 - ◆ IOPC Funds directly invoice to contributors

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IOPC Funds

- ◆ Having some problems but working well
 - ◆ Non submission of oil report
 - ◆ But financial consequences limited; less than 1%
 - ◆ Non payment of contribution
 - ◆ But limited outstanding; less than 1%
 - ◆ Non participation of Member States in the Assembly
 - ◆ Non appropriate implementation in domestic law

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Conclusions

- ◆ Considering how to address to globalization, global economy and global industry
 - ◆ Unification or Harmonization of Law
 - ◆ Establishment of Organization
- ◆ From Domestic Regulations To International Regulations
- ◆ Positive Commitment of APEC Members to Rule Makings in International Community
 - ◆ Go along with business practices in Asia-Pacific Region
 - ◆ Be more aware of business practices of international shipping
 - ◆ Prevent from interfering function of world trade center of Asia

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APEC Training Course on Common Principles to Shipping Policy
7 December 2011, Tokyo

Market-Based Measures to Reduce Green House Gas Emissions from International Shipping

Seijiro Morimoto
Researcher, Japan Maritime Center

公益財団法人日本海事センター
Japan Maritime Center

Introduction

1. Mandate of IMO and CO₂ Emissions from International Shipping
2. Technical and Operational Measures
3. Definition and Debate on Market-Based Measures
4. Proposals of Market-Based Measures
5. Issues that Need to be Addressed

1. Mandate of IMO and CO₂ Emissions from International Shipping

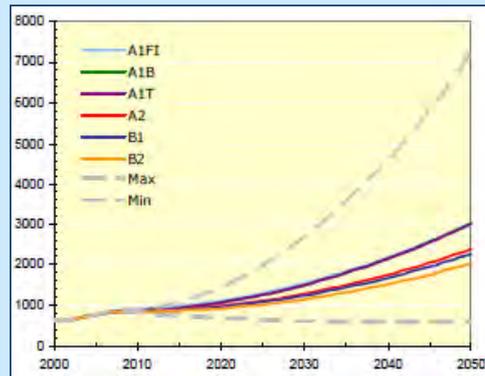
Mandate of IMO

- UN Framework Convention on Climate Change (UNFCCC)
 - Aims at stabilization of GHG concentration in the atmosphere
 - Adopts the principle of CBDR (Common but Differentiated Responsibility)
- Kyoto Protocol
 - Aims at reduction of GHG in Annex I countries
 - Article 2.2: Parties included in Annex I shall pursue limitation or reduction of emissions of GHG from aviation and marine bunker fuels, working through ICAO and IMO.
- IMO Assembly Resolution A.963(23)
 - Requests the Marine Environment Protection Committee (MEPC) to develop mechanisms to limit or reduce GHG emissions from international shipping, giving priority to:
 - the development of a methodology to describe the GHG efficiency of a ship
 - the evaluation of technical, operational and market-based solutions

CO₂ Emissions from International Shipping

■ Second IMO GHG Study (2009)

- CO₂ emissions from international shipping is estimated to be 870 million tons in 2007 or about 2.7% of global CO₂ emissions.
- By 2050, emissions may grow by 150% to 250% (compared to the emissions in 2007) as a result of the growth in shipping.



Source: Buhaug, Ø. et al., *Second IMO GHG Study 2009* (MEPC59/INF.10)

2. Technical and Operational Measures

EEDI and EEOI

■ EEDI (Energy Efficiency Design Index)

- Indicates the efficiency that a new ship is expected to achieve, calculated by its specification at the design stage.

$$\text{EEDI (g/ton mile)} = \frac{\text{Engine Output} \times \text{Specific Fuel Consumption} \times \text{Carbon Factor}}{\text{Capacity (DWT)} \times \text{Speed}}$$

■ EEOI (Energy Efficiency Operational Indicator)

- Indicates the efficiency achieved as a result of an operation of a ship, calculated by the actual transport volume (cargo mass and sailed distance) and fuel consumption.

$$\text{EEOI (g/ton mile)} = \frac{\text{Actual Fuel Consumption} \times \text{Carbon Factor}}{\text{Cargo Mass} \times \text{Sailed Distance}}$$

Mandatory EEDI and SEEMP

- Draft amendments to MARPOL Annex VI to make EEDI mandatory for new ships and SEEMP for all ships were adopted at MEPC62 (July 2011) and are expected to be in force on 1 January 2013.

■ Mandatory EEDI

- Each ship built after 2013 shall have a ship specific EEDI (“Attained EEDI”)
- The “Attained EEDI” must satisfy (be lower than) a specified threshold (“Required EEDI”), which will become more stringent over time.

■ SEEMP (Ship Energy Efficiency Management Plan)

- Each ship shall have a ship specific management plan of operational measures to increase energy efficiency, such as slow-steaming, weather routing, hull maintenance etc.
- EEOI can be used on a voluntary basis in order to monitor the operational performance of each ship.

3. Definition and Debate on Market-Based Measures

What is a Market-Based Measure (MBM)?

- A mechanism to create economic incentives to promote the adoption of technical and operational measures.
 - Levy (Contribution)
 - ETS
- A fund-raising mechanism in which revenues is used for specified purposes:
 - buying emission credits from non-shipping sectors (offsetting)
 - contributing to mitigation or adaptation of climate change in developing countries

Debate at UNFCCC and IMO

■ Debate at Ad Hoc Working Groups and Conference of Parties at UNFCCC

- New framework of climate change beyond 2012 is still under consideration.
- In the new framework, guidance may be given to IMO with regard to GHG emissions from marine bunker fuels.

■ Debate at MEPC of IMO

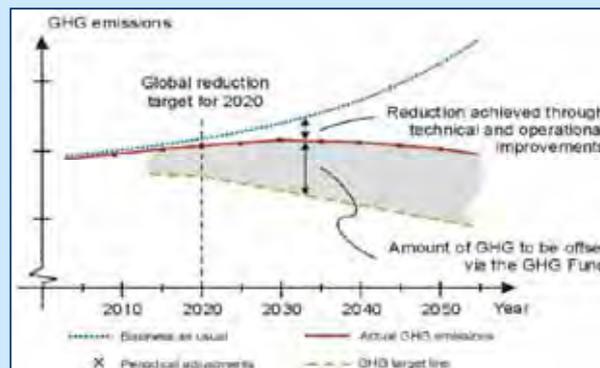
- Work plan was agreed at MEPC 59 (July 2009), which said that the MEPC would indicate by its 61st session (October 2010) which MBM it wishes to evaluate further.
- GHG-WG 3 (March 2011) agreed to group seven different MBM proposals into two groups:
 - Group A (Focus on In-sector)
 - Group B (In-sector and Out-of-sector)

4. Proposals of Market-Based Measures

GHG Fund

■ Design of GHG Fund

- Payment of contribution on bunker fuel purchase is required.
- International fund collects and uses the contributions to buy carbon offset credits (e.g. CDM credits), to mitigation and adaptation in developing countries, etc.
- Contribution rate will be set to ensure that revenues collected will be used to purchase sufficient carbon offset credits to meet the reduction target.



Source: Proposal by Cyprus, Denmark, the Marshall Islands and Nigeria (GHG-WG 3/2/1)

Emission Trading System (ETS)

■ Design of ETS

- A “Cap & Trade” system in which a cap is set on total emission allowances (carbon credits) allocated to ships.
- Purchase (via auction) and then surrendering of carbon credits in proportion to CO₂ emissions of ships are required.
- Carbon credits from non-shipping sector can be used for compliance.
- Revenues generated through auctioning of carbon credits could be used for mitigation and adaptation in developing countries, etc.

Efficiency Incentive Scheme (EIS)

■ Design of EIS

- Similar to GHG Fund, payment of contribution on bunker fuel purchase is required and an international fund is established to contribute to mitigation and adaptation in developing countries, etc.
- In order to give strong incentives to promote the adoption of technical and operational measures, the contribution rate (\$/ton fuel) is reduced in proportion to the extent the EEDI of specific ship meets the specified standard.
- Does not envisage to set a cap on total CO₂ emissions from international shipping.

5. Issues that Need to be Addressed

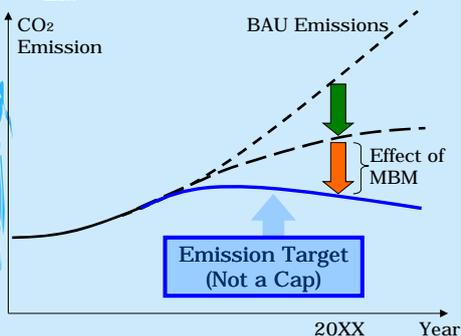
The Principle of CBDR

- The principle of CBDR vs. NFT (No more favorable treatment)
- Inapplicability of CBDR principle to individual ships
 - Emissions from international shipping cannot be attributed to specific countries.
 - Distinction of flag or nationality of owners may pose the danger of significant “carbon leakage” or “market distortion”.
- Application of NFT principle and satisfaction of CBDR principle by distribution of revenues should be the solution.

In-Sector and Out-of-Sector Reduction Mechanisms

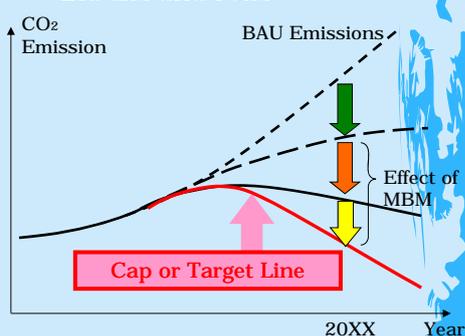
■ Group A: Focus on In-Sector

➢ EIS



■ Group B: In-Sector & Out-of-Sector

➢ ETS and GHG Fund



- ➡ Reduction due to Mandatory EEDI and SEEMP
- ➡ Reduction by improving energy efficiency of ships
- ➡ Reduction by buying credits from non-shipping sector (offsetting)

- Instead of setting a cap, which may impose an excessive burden on international shipping, measures to improve energy efficiency of ships should be focused on.
- IMO should consider the appropriate level of emission target, taking into account the growth in shipping and potential to improve energy efficiency of ships.

Finance to Developing Countries

- Actions taken outside the IMO
 - Developed countries committed to a goal of mobilizing \$100 billion a year by 2020 to address the needs of developing countries. (Copenhagen Accord)
 - Green Climate Fund will be established to operate the flow of finance (Cancun Accords)
 - Report of the UN Secretary-General's High-level Advisory Group on Climate Change Financing (AGF Report) assessed that international shipping has the potential of mobilizing \$2-19 billion in 2020.
- In order to avoid a situation in which international shipping will become a major source of funding for non-shipping sectors, IMO should take the lead to consider the appropriate way to contribute to developing countries.

Regional Measures by the EU

- EU urged the European Commission to propose a regional scheme (EU-ETS) by 2012 if an international scheme that contains emission target is not agreed at IMO by the end of 2011.
- Problems of applying EU-ETS to international shipping:
 - risk of creating market distortions
 - less effective to reduce CO₂ emissions due to “carbon leakage”
 - extra-territorial application might provoke a legal dispute as is already seen in the aviation sector
- In order to avoid these problems, global approach should be pursued at IMO rather than a regional approach.

Conclusion

- Measures to improve energy efficiency of ships needs to be pursued, instead of penalizing international trade and growth in shipping.
- IMO should take the lead to consider an appropriate level of emission target in international shipping and how to contribute to developing countries.
- Global approach rather than regional approach should be pursued.

Thank you for your attention!

Sejiro Morimoto
s-morimoto@jpmac.or.jp

Overview of Shipping in Canada

APEC Training Course on Common Principles to Shipping Policy
 Doug O'Keefe
 Chief, International Marine Policy December 6-8, 2011

CANADIAN MARINE INDUSTRY PROFILE

- Domestic Fleet: 45,000 ships (includes 22,000 fishing boats).
- Directly employs 40,000 people.
- Ports handled 450 million tonnes in 2010 (up 9.8% over 2009)
 - Domestic cargo: 116.5 million tonnes
 - Canada-United States cargo: 102.9 million tonnes
 - International Deep-sea cargo: 230.7 million tonnes
- Foreign-flag ships carry 99.8% of Canada's deep-sea trade.
- 549 public and private ports with 17 Canada Port Authorities (CPA).
- CPAs are financially self-sufficient, commercial authorities that operate their ports at arms-length from the Government.
- The St. Lawrence Seaway Management Corporation operates the St. Lawrence Seaway under an agreement with the Government.

2

CANADA'S INTERNATIONAL TRADE

Canada Export and Import Values (Millions Current \$) – Top 7 Countries

	2009	2010	Share in 2010
EXPORTS			
United States	270,074	299,068	75%
United Kingdom	12,087	16,396	4%
China, P. Rep.	11,152	13,233	3%
Japan	8,316	9,195	2%
Mexico	4,805	5,008	1%
Germany	3,737	3,937	1%
Korea, South	3,527	3,709	1%
Other Countries	46,168	48,886	12%
Total	359,866	399,433	100%
IMPORTS			
United States	186,792	203,384	50%
China, P. Rep.	39,655	44,522	11%
Mexico	16,535	22,109	5%
Japan	12,350	13,450	3%
Germany	10,657	11,281	3%
United Kingdom	9,391	10,703	3%
Korea, South	5,931	6,147	2%
Other Countries	83,884	92,314	23%
Total	365,155	403,910	100%

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Importance of the Marine Transportation Industry to the Canadian Economy

EXPANDING DEEP-SEA TRADE

	Canada-US Trade	Canada-Overseas Trade
2001	\$570 billion (76%)	\$177 billion (24%)
2010	\$502 billion (63%)	\$301 billion (37%)

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SHIPPING IN CANADA'S REGIONS

Arctic:
 Re-supply of remote sites and inter-regional trade and export of minerals

Pacific:
 Containers, Forest products, bulk construction materials, petroleum products, coal, grains

Atlantic:
 Crude oil, bulk minerals, domestic containers, international containers

Great Lakes:
 Bulk grain, iron ore, coal, construction materials

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SOME CANADIAN SHIPPING COMPANIES

- Fednav Limited (Fednav International)
- Canada Steam Ship Lines (CSL Group)
- Algoma Central Corporation
- Groupe Desgagnes Inc.
- Irving Oil Company
- Northern Transportation Company Limited
- Seaspn Marine Group
- SMIT Marine Canada Inc.
- BC Ferries Ltd.
- International Shipowners Alliance of Canada members
 - Teekay Shipping; Fairmont Shipping; Waterfront Shipping Co. Ltd; Valles Steamships (Canada); Oak Maritime;

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CANADIAN PORT AUTHORITIES

8

CARGO HANDLED AT CANADIAN PORTS (2010)

Port Authority of:	Million Tonnes	Thousand TEUs
1 Port Metro Vancouver	116.4	2,514
2 Saint John	30.5	46
3 Montreal/Contrecoeur	25.9	1,331
4 Sept-Iles/Pointe-Noire	25.1	7
5 Quebec City/Lewis	24.5	2
6 Prince Rupert	16.4	343
7 Hamilton	11.5	1
8 Halifax	9.5	435
9 Thunder Bay	6.9	
10 Windsor	5.3	
11 Trois-Rivières	3.0	
12 Belledune	2.1	11
13 Nanaimo	1.8	
14 Toronto	1.5	
15 St. John's	1.5	
16 Port Alberni	1.1	
17 Saguenay	0.4	
TOTAL:	285.3	4,685

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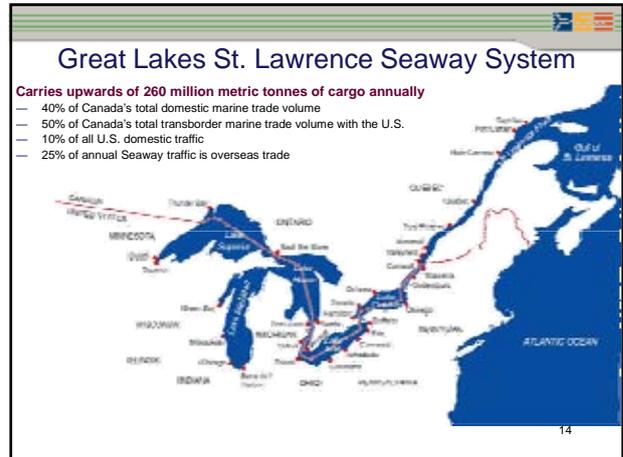
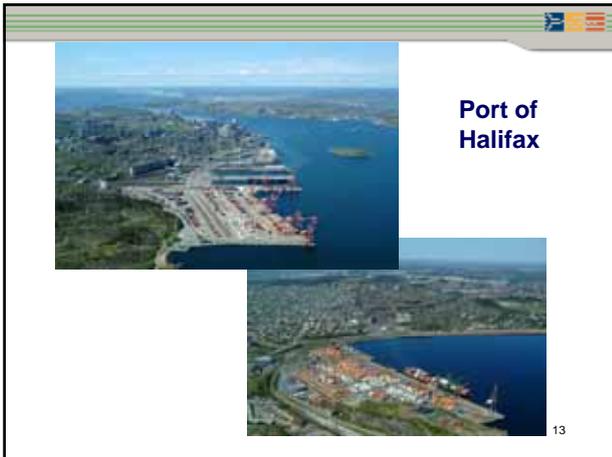
Port Metro Vancouver

Port of Prince Rupert

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PORT OF MONTREAL

12



ARCTIC SHIPPING - CONTEXT

- Highly dependent on marine transport for the annual resupply from southern Canada
- Challenging environment for marine transportation services:
 - Extreme ice and tidal conditions
 - Limited marine infrastructure
 - Requirements for specialized ice-class vessels and specialized skills
 - A short navigation season (typically June to November)
- Four major marine transport activities: Community resupply; Tourism; Resource extraction; Through navigation/transits.

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ARCTIC SHIPPING - ACTIVITY

- Freight activity in tonnes (2009)

	General community freight	General resource freight	Bulk fuel supply
Eastern Sealift	54,500	39,100	139,900
Western Sealift	3,750	3,850	58,900
Hudson Bay	4,300	27,300	38,500
Mackenzie River	8,900	3,900	26,200

- Voyages (2009)

Stream	Number of sailings
Northwest passage transits	17
Eastern Sealift	33
Western Sealift	5
Hudson Bay	19
Mackenzie River	23

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**GOVERNMENT OF CANADA
- KEY MARINE AGENCIES**

- Department of Transport
 - Marine safety, vessel registry and seafarer certification, marine policy and legislation, marine security.
- Canadian Coast Guard
 - Aids to navigation, marine communication and traffic services, search and rescue, ice breaking.
- Canadian Border Services Agency
 - Customs, border enforcement.
- Environment Canada
 - Marine environmental legislation

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LEGISLATIVE AND POLICY FRAMEWORK

- National Marine Policy (1995)
- Canada Marine Act (1998)
- Canada Shipping Act, 2001
- Marine Liability Act
- Coasting Trade Act
- Navigable Waters Protection Act
- Shipping Conferences Exemption Act
- Pilotage Act
- Marine Transportation Security Act
- Arctic Waters Pollution Prevention Act
- Marine and Aviation War Risks Act
- Bills of Lading Act
- Marine Insurance Act

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THANK YOU

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Development of China's shipping industry

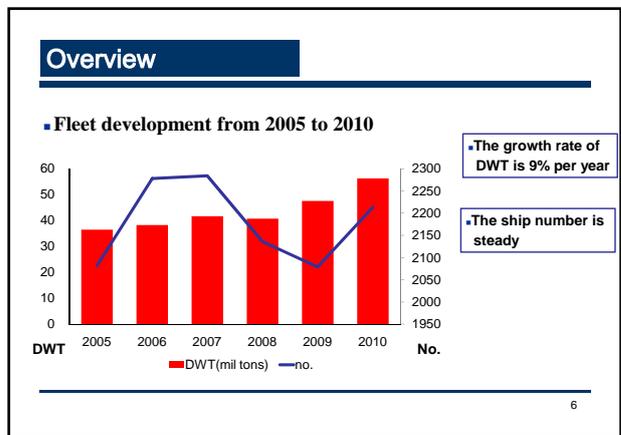
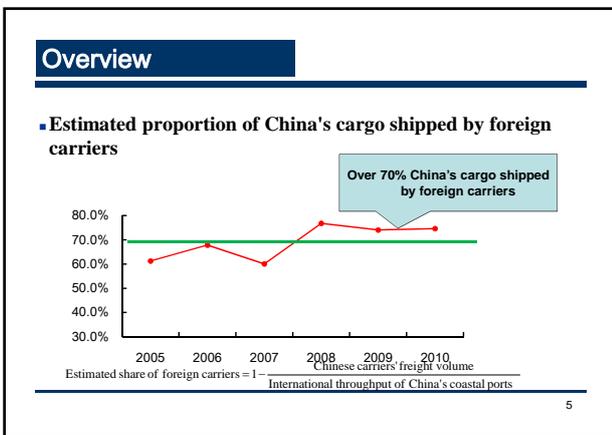
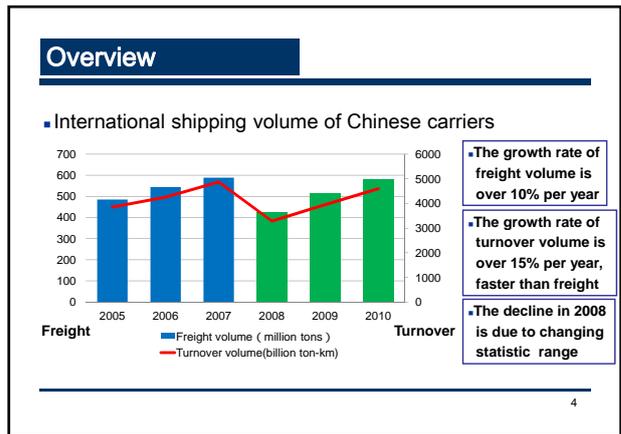
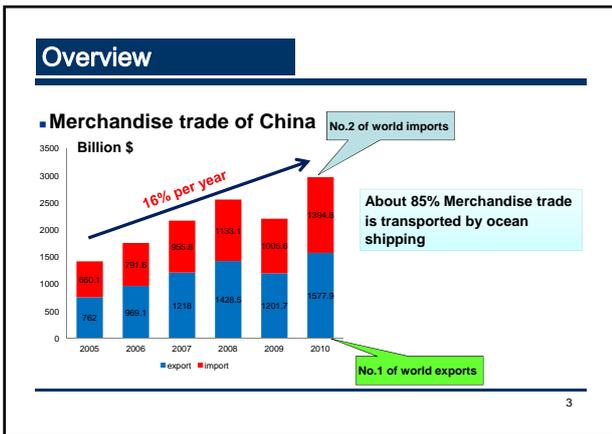
For 1st APEC TRAINING COURSE ON COMMON PRINCIPLES TO SHIPPING POLICY

December 2011
Ning Tao
 Associate Researcher,
 Waterborne Transport Research Institute (W.T.I.)
 M.O.T.,P.R.C.

Contents

- 1. Overview of whole international shipping industry
- 2. Tramp business
- 3. Liner business
- 4. Technical issues
- 5. Marine Labor
- 6. Port

2



Overview

	Total fleet		Oil tanker		Bulkier		Container ship	
	1000dwt	rank	1000dwt	rank	1000dwt	rank	1000dwt	rank
2000	38438	5	5514	12	21368	3	3541	5
2001	39865	5	5882	12	22546	3	3653	6
2002	40832	5	6244	11	22921	3	3970	6
2003	42735	4	6383	13	24405	3	4328	6
2004	45552	5	7437	13	25483	3	4734	6
2005	54140	4	10719	9	29649	3	5370	7
2006	64187	4	12937	8	35704	3	6454	6
2007	69069	4	14073	8	37557	3	7087	6
2008	83064	4	19878	5	42236	3	7825	6
2009	91192	4	23547	4	48019	3	8860	4
2010	101866	4	25319	3	56598	3	9345	4

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- ### Overview
- Shipping companies
 - Until 2010
 - 220 international shipping companies
 - Over 3600 NVOCCs
 - 8 Companies which operate fleet over 1 million DWT
- 8

Overview

Shipping companies—Top 4 by operate DWT

Rank	Company	Total		Self-owned		Chartered	
		no.	DWT (mil tons)	no.	DWT (mil tons)	no.	DWT (mil tons)
1	COSCO (Group)	799	57.8	481	30.1	318	27.7
2	CS(Group)	472	23.5	379	20.1	93	3.4
3	Sinotrens & CSC	1665	16.1	1503	11.1	162	5.0
4	HOSCO	54	8.4	35	6.3	19	2.1

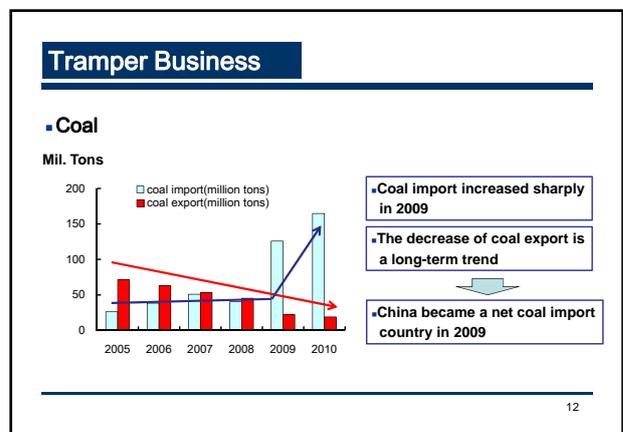
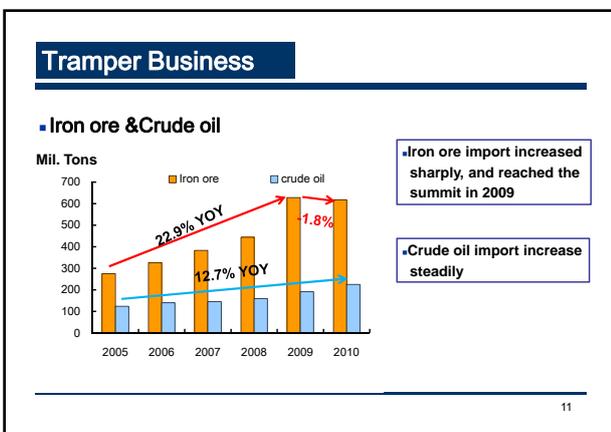
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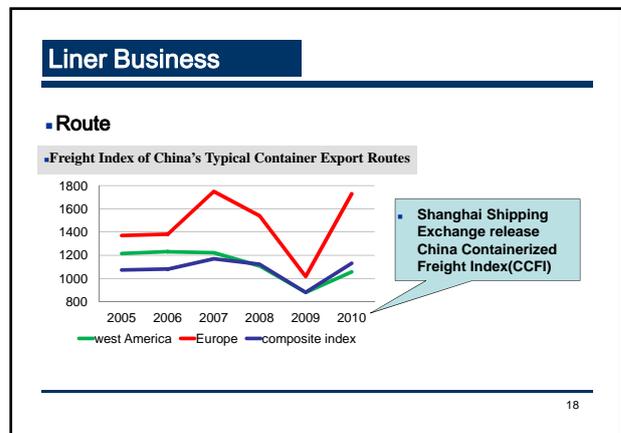
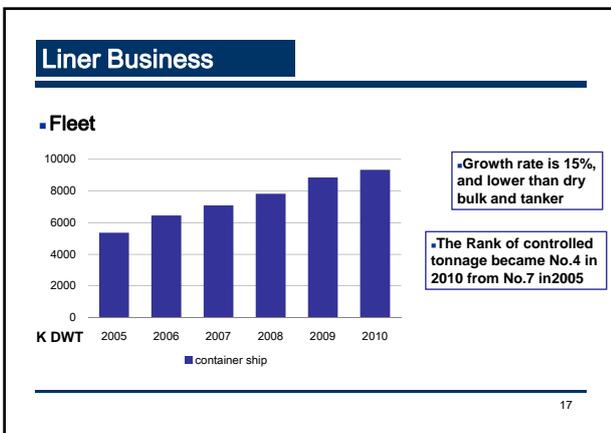
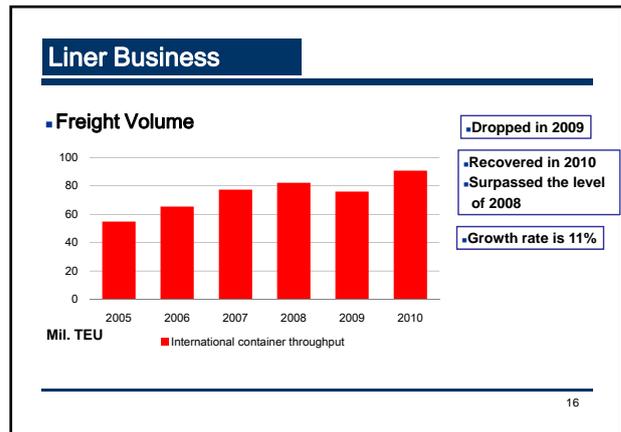
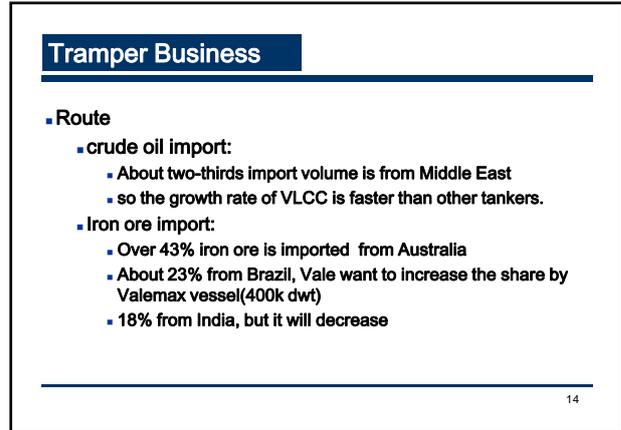
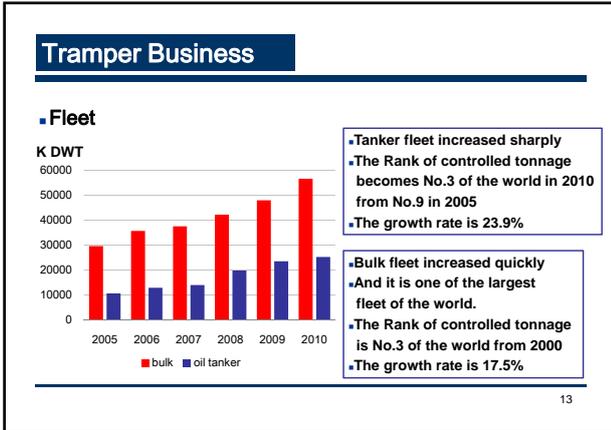
Overview

Shipping companies—Financial performance

Bil. Yuan	Public Company	2009	2010	% change over prev. year
Operating revenue	COSCO Holding(601919.sh)	55.7	80.6	44.6%
	COSCO Shipping (600428.sh)	3.9	4.4	12.9%
	CSCL (601866.sh)	19.9	34.8	74.7%
	China Shipping Development (600026.sh)	8.9	11.4	27.9%
Net profit	COSCO Holding(601919.sh)	-6.7	8.0	-
	COSCO Shipping (600428.sh)	0.1	0.3	177.7%
	CSCL (601866.sh)	-6.5	4.2	-
	China Shipping Development (600026.sh)	1.1	1.7	61.7%

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Liner Business

- Companies
 - COSCON is the largest container liner in China, and it is No.6 of the world.
 - Operate 149 vessels, 565.7 K TEU at the end of 2010
 - CSCL is the second largest container liner in China, and it is No.8 of the world.
 - Operate 120 vessels, 460.9 K TEU at the end of 2010

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Technical issues

- In the 12th five year planning, working emphasis of energy saving and emission reduction is about technical innovation, including **dual energy system** (diesel and LNG), **electronic propelling vehicle** in port, **mixed fuel engine** technique for inland river vessels, **full electronic container handling** technique, **fuel and gas recycling technique** in oil terminals, etc.
- Also, the central government has **allocated special funding** for promoting **energy saving and emission reduction**, which includes the framework construction of energy saving and emission reduction for waterborne transport, refunding for testing projects, stimulating to promote new projects, R&D and developing professional guide and standard, etc.

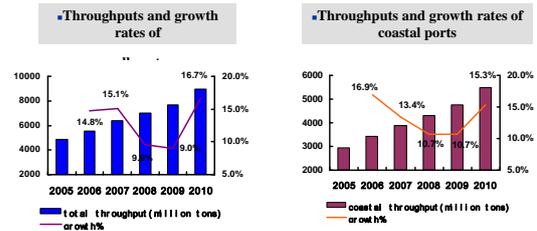
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Marine Labor

- Seafarers play an important role in the society: In IMO's report, it says, "Without seafarer's contribution, one half of the world would freeze, the other half of the people will starve."
- Currently, China has about 1.5 million seafarers
- In 1st Sep 2007, Chinese government issued REGULATIONS OF THE PEOPLE'S REPUBLIC OF CHINA ON SEAFARERS
- Following STCW, China has published MARITIME TRAFFIC SAFETY LAW OF THE PEOPLE'S REPUBLIC OF CHINA
- Chinese government take seafarers' safety, training and career development as an important mission.

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Port



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Port

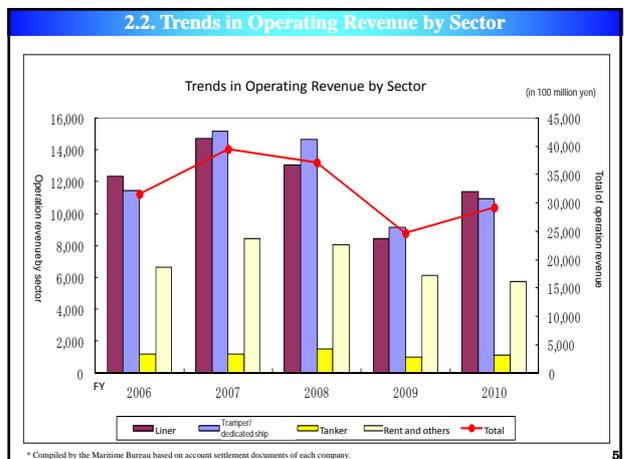
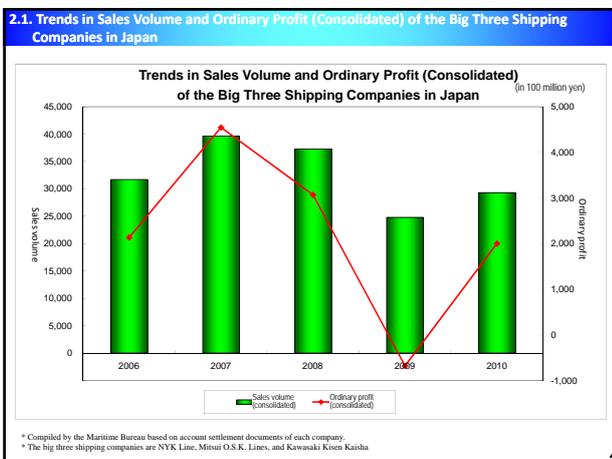
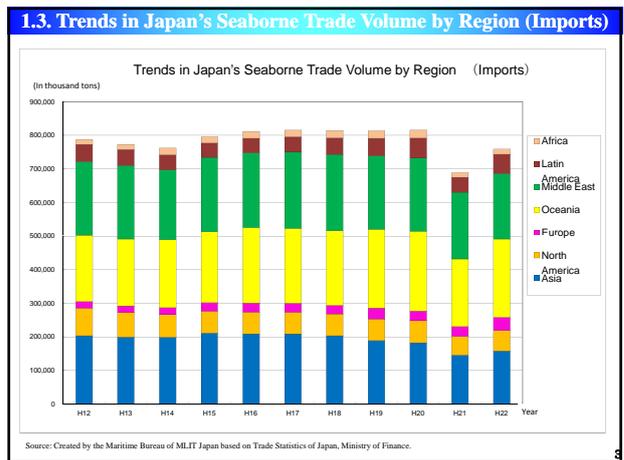
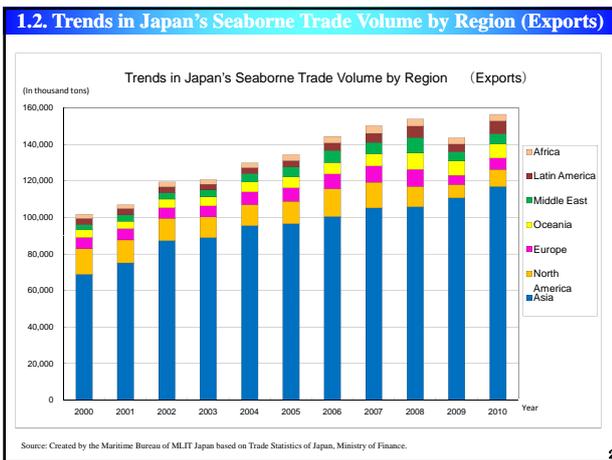
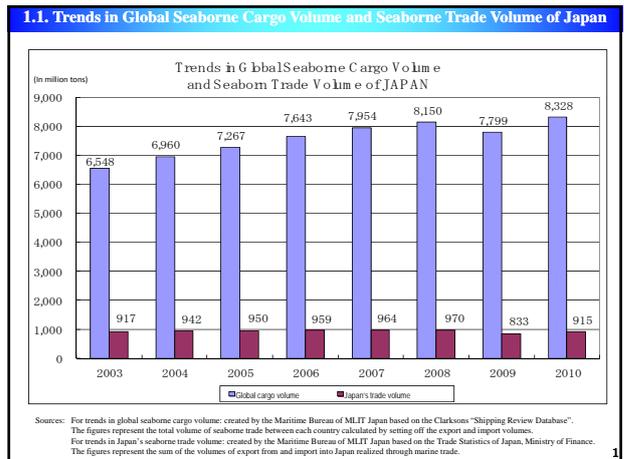
Throughputs of China's top five ports in 2005 and 2010

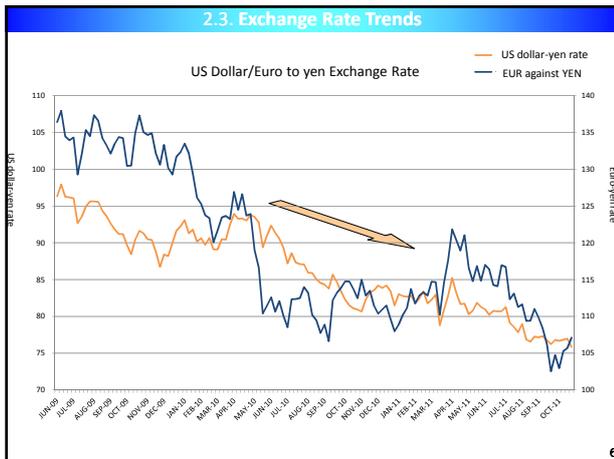
2005	Throughput (million tons)	2010	Throughput (million tons)
Shang hai	443.2	Shang hai	653.4
Ning bo	268.8	Ning bo-Zhou shan	633.0
Guang zhou	250.4	Tian jin	413.3
Tian jin	240.7	Guang zhou	411.0
Qing dao	186.8	Qing dao	350.1



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THANK YOU!







Republic of the Philippines
Department of Transportation & Communications
Maritime Industry Authority



THE PHILIPPINE OVERSEAS SHIPPING INDUSTRY

THEME 1 : ACTIVITIES OF SHIPPING

INFORMATION ON TRAMPER BUSINESS

The Philippine Registered Overseas Fleet (Number and Tonnage)

Year	Number			Total GRT	Total DWT
	Bareboat Chartered Ships	Companies	Deleted Ships		
2000	242	93	25	4,827,464	7,309,817
2001	201	90	54	4,404,045	6,768,829
2002	170	82	37	3,811,673	5,693,444
2003	166	75	27	3,790,965	5,669,895
2004	169	72	23	3,860,453	5,785,713
2005	165	63	29	3,921,557	5,776,907
2006	157	60	24	3,783,799	5,461,210
2007	156	54	17	3,758,069	5,405,631
2008	164	53	10	3,815,323	5,487,814
2009	170	53	13	3,039,647	5,778,164
2010	170	54	16	3,834,964	5,518,414

Source: Overseas Shipping Office, MARINA

Philippine Overseas Shipping Companies

Quick Facts	
No. of companies accredited under MC 181 as of 14 September 2011	68
Total Paid-Up Capitalization	PHP 1,021,970,670.00
No. of Philippine-registered overseas ships as of October 2011	165

Source: Overseas Shipping Office, MARINA

THEME 1 : ACTIVITIES OF SHIPPING

INFORMATION ON LINER BUSINESS

LINER BUSINESS

- The Philippine registered overseas fleet is not engaged in the liner business.
- In general, these overseas ships are chartered for limited engagement and may be found randomly in different parts of the world.

THEME 1 : ACTIVITIES OF SHIPPING

INFORMATION AND/OR CHALLENGES ON TECHNICAL ISSUES

IMO/ILO CONVENTIONS & PROTOCOLS ACCEDED BY THE PHILIPPINES

1. IMO Convention 48
2. IMO Amendments 91
3. IMO Amendments 93
4. SOLAS Convention 74
5. Load Lines Convention 66
6. Tonnage Convention 69
7. STCW Convention 78
8. STP Agreement 71
9. IMSO Convention 76
10. INMARSAT OA 76
11. MARPOL 73/78 (Annex I/II)
12. MARPOL 73/78 (Annex III)
13. MARPOL 73/78 (Annex IV)
14. MARPOL 73/78 (Annex V)
15. London Convention 72
16. CLC Protocol 92
17. Fund Protocol 92
18. SUA Convention 88
19. SUA Protocol 88

RECOGNIZED ORGANIZATIONS (RO) WITH MEMORANDUM OF AGREEMENT WITH MARINA PURSUANT TO IMO RES A.739(18)

1. American Bureau of Shipping (ABS)
2. Det Norske Veritas (DNV)
3. Lloyds Register of Shipping (LR)
4. Germanischer Lloyd (GL)
5. Registro Italiano Navale (RINA)
6. Hellenic Register of Shipping (HRS)
7. Korean Register of Shipping (KRS)
8. Nippon Kaiji Kyokai (NK)
9. China Classification Society (CCS)
10. Bureau Veritas (BV)
11. International Register of Shipping (IRS)

THEME 1 : ACTIVITIES OF SHIPPING

INFORMATION AND/OR CHALLENGES ON MARITIME LABOR

MARITIME LABOR

MARITIME LABOR CONVENTION (MLC, 2006)

*As of 25 October 2010, 10 countries have already ratified this convention (Bahamas, Bosnia and Herzegovina, Bulgaria, Canada, Croatia, Liberia, Marshall Islands, Norway, Panama and Spain)

*The tonnage requirement for the entry into force for this convention has already been met by the Philippines.

*To ensure uniform implementation of this convention, specific responsibilities have been lodged with the:

1. Flag State : Maritime Industry Authority (MARINA)
2. Port State : Philippine Coast Guard (PCG)
3. Labor Supplying State : Department of Labor and Employment (DOLE)

*Mandate of the Flag State :

*For Domestic Shipping – MARINA intends to make a phased-in implementation by categorizing ships in terms of size and length of travel hours.

*For International Shipping – implementation of the MLC can be done through the valid delegation of authority to recognized organizations (RO) pursuant to IMO Res A.739 (18)

THEME 1 : ACTIVITIES OF SHIPPING

INFORMATION ON PORT ACTIVITIES

PORT ACTIVITIES

- The Philippines is a member of the Tokyo MOU.
- The Port State Control (PSC) is being exercised by the Philippine Coast Guard (PCG)
- The Philippines has ten (10) international ports which are ISPS code-compliant.
- Port management is lodged primarily with the Philippine Ports Authority (PPA)
- Some ports are under the supervision of autonomous port authorities like PHIVIDEC Industrial Authority, Subic Bay Metropolitan Authority (SBMA) and Cebu Port Authority (CPA)

PORT ACTIVITIES

Supervising Agency	No. of Foreign Ship Calls (In/Out)		Foreign Container Traffic (TEU) (In/Out)		Foreign Cargo Traffic (MT) (In/Out)	
	2010	2009	2010	2009	2010	2009
Philippine Ports Authority	10,798	9,778	2,857,775	2,418,492	96,598,780	21,680,847
	Variance : 1,020 % inc.: 10.43		Variance : 439,283 % inc.: 18.16		Variance : 74,917,933 % inc.: 345.55%	
Cebu Port Authority	941	801	202,213	178,879	6,317,778	5,831,221
	Variance: 140 % inc. : 17.48		Variance: 23,334 % inc. : 13.04		Variance : 486,557 % inc. : 8.34	

Sources : Cebu Port Authority website www.cpa.gov.ph
Philippine Ports Authority website www.ppa.com.ph



Activities of shipping

**Institute of Transportation, MOTC,
Chinese Taipei**

2011.12.06

Outline

- Existing ships and carriers
- The operations in international routes
- International commercial ports
- Major Operations
- Major Initiatives

Existing ships and carriers

- As an island, Chinese Taipei's commodities were mainly transited by sea.
- At the end of 2010, there are 278 Chinese Taipei's ships of over 100 gross tonnages (G.T.), totaled 2.79 million gross tonnages, deadweight tonnage (D.W.T.) of 4.4 million tons.
- In Chinese Taipei, there are 156 shipping carriers, among which Evergreen Marine Corporation, Yangming Marine Transport Corporation, and Wan Hai Lines Ltd. provide container transportation services, while China Steel Express, U-ming, and Ta-Ho Maritime Corporation offer bulk transportation services.

Existing ships and carriers

Company	Vessels	Gross Tonnage (GT)	Deadweight Tonnage (DWT)
China Steel Express Company (中鋼運通)	7	523,476	987,646
Yang Ming Marine Transport Corporation (陽明海運)	12	434,337	446,746
U-Ming Marine Transport Corporation (海長航運)	8	128,738	226,878
Wan Hai Lines LTD. (萬海航運)	6	96,228	124,942
Evergreen Marine corporation	7	91,638	118,247
Ta-Ho Maritime Corporation (達和航運)	5	85,480	148,412
Subtotal	45	1,359,897	2,052,871
Other public and private sector organizations	233	1,420,279	2,347,459
total	278	2,789,176	4,400,330

Existing ships

- Recent 9 years, the vessels of Chinese Taipei's passenger and cargo ship of over 100 gross tonnages

Year	Vessels	Gross Tonnage (GT)	Deadweight Tonnage (DWT)
2002	272	4,234,610	6,789,778
2003	267	3,735,336	6,091,323
2004	272	3,707,115	5,998,972
2005	270	3,374,761	5,484,290
2006	258	3,005,203	4,962,058
2007	262	2,855,041	4,672,289
2008	267	2,868,332	4,709,741
2009	267	2,703,834	4,237,587
2010	278	2,789,176	4,400,330

Existing ships

- Chinese Taipei's vessels registration by category and type (1)

Category	Type	Vessels	Gross Tonnage	D.W.T
>1,000 G.T	General Cargo	43	196,621	297,283
	Bulk Carrier	20	931,605	1,735,831
	Container Ship	34	705,481	805,945
	Oil Tanker	13	550,529	932,692
	Passenger Ship	6	23,382	4,528
	Other Special Ship	20	325,855	563,860
	Subtotal	136	2,733,473	4,340,139
500-999 G.T	General Cargo	23	18,017	20,090
	Bulk Carrier	0	0	0
	Container Ship	1	834	738
	Oil Tanker	4	3,704	6,373
	Passenger Ship	0	0	0
	Other Special Ship	9	7,398	12,718
	Subtotal	37	29,953	39,919
100-500 G.T	General Cargo	23	6,474	7,476
	Bulk Carrier	1	188	60
	Container Ship	0	0	0
	Oil Tanker	5	1,475	2,028
	Passenger Ship	58	12,806	2,012
	Other Special Ship	18	4,807	8,696
	Subtotal	105	25,750	20,272
	Total	278	2,789,176	4,400,330

Existing ships

Chinese Taipei's vessels registration by category and type (2)

Category	Total		General Cargo		Bulk Carrier		Container Ship		Oil Tank		Passenger ship		Other Special Ship		
	Vessels	G.T	D.W.T	Vessels	G.T	D.W.T	Vessels	G.T	D.W.T	Vessels	G.T	D.W.T	Vessels	G.T	
Total	278	2,789,176	4,400,330	89	221,112	324,844	21	531,701	1,755,800	35	706,311	5,806,683	22	555,700	541,008
Under 500	168	25,720	20,272	23	6,474	7,476	1	188	0	0	5	1,475	2,025	58	12,802
500-999	37	29,953	39,918	23	18,017	20,090	0	4	1	834	738	4	3,704	6,374	0
1000-2999	44	72,051	92,656	31	48,313	28,972	1	2,268	3,216	2	4,748	7,612	4	5,764	9,763
3000-4999	14	55,208	79,926	5	21,007	31,765	0	4	1	12,322	20,447	2	7,203	10,908	2
5000-9999	12	83,628	105,898	4	24,451	31,228	0	0	0	0	0	0	2	13,171	3,262
10000-19999	31	451,698	611,177	1	15,043	23,916	2	51,718	75,478	21	114,743	407,556	0	0	0
20000-39999	9	278,228	497,595	1	20,502	35,661	0	205,582	375,537	0	0	0	2	54,144	86,397
40000-59999	13	619,088	812,335	0	0	0	2	86,343	161,108	8	373,666	470,330	1	59,933	104,863
60000 and over	13	1,174,098	2,140,550	1	66,909	115,721	7	287,681	1,120,492	0	0	4	423,488	720,765	0
Average G.T		16,313			2,114			44,371			20,180			24,164	
															282
															7

Existing ships

Chinese Taipei's vessels registration by type and age

Ages	Total		General Cargo		Bulk Carrier		Container Ship		Oil Tank		Passenger ship		Other Special Ship	
	Vessels	G.T	D.W.T	Vessels	G.T	D.W.T	Vessels	G.T	D.W.T	Vessels	G.T	D.W.T	Vessels	G.T
Total	278	2,789,176	4,400,330	89	221,112	324,844	21	531,701	1,755,800	35	706,311	5,806,683	22	555,700
Under 5 years	11	95,022	159,463	1	1,681	2,709	2	75,214	134,026	0	0	0	0	0
5-10 years	22	277,116	476,855	4	4	5	195,028	370,309	4	40,660	76,416	0,000	1,620	4,951
10-15 years	64	882,019	1,478,428	14	18,411	19,108	12	59,950	1,038,794	4	471,902	97,488	14,324	2
15-20 years	68	1,041,614	1,512,936	4	18,867	21,054	1	77,131	151,060	14	464,460	448,851	12,640	11
20 years and over	117	493,405	772,645	65	142,147	241,639	3	24,465	40,991	5	43,657	63,088	2,766	4
Average Ship Age		19			27			15			15			19
														15
														21

The operations in international routes

Chinese Taipei's shipping carriers mainly provide container and bulk cargo transportation service

Main international routes:

- "Asia — America / Europe / Australia / South Africa",
- "Europe — Asia / America / Mediterranean / South Africa",
- " America — Asia / European / Mediterranean ",
- " Asian range "

Liner shipping

- Container carrier: Evergreen Marine Corporation, Yangming Marine Transport Corporation, and Wan Hai Lines Ltd.

Tramp shipping

- Bulk carrier: U-ming, China Steel Express Company and Ta-Ho Maritime Corporation

International commercial ports

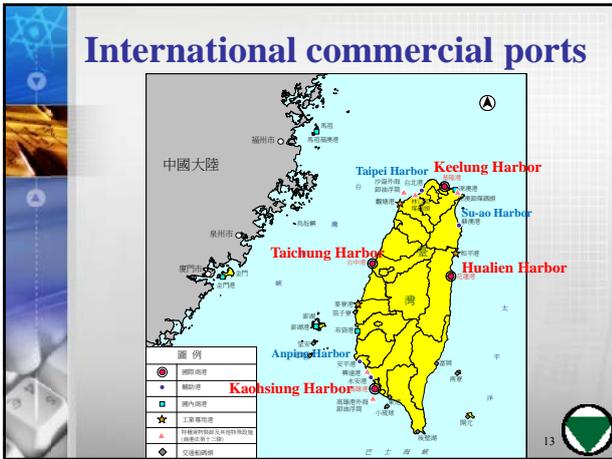
There are currently seven international commercial ports in the Chinese Taipei area, including: Keelung, Kaohsiung, Hualien, Taipei, Taichung, Su-ao and Anping which play very important roles in economic development.

- Container handling by Chinese Taipei's international harbors in 2008 totaled 12.98 million TEU
- The amount of cargo handled amounted to 668.28 million revenue tons
- Total throughput was 281.26 million metric tons
- Passengers entering and exiting through Chinese Taipei's international commercial harbors in 2008 reached 50.7 thousand.

International commercial ports

- Kaohsiung Harbor, which is Chinese Taipei's leading international commercial port, and also a key port in the world, handled the container throughput of 9.68 million TEU in 2008
 - Anping Harbor serves as its auxiliary port.
- Keelung Harbor, which handled the container throughput of 2.06 million TEU in 2008 is also one of the world's major container ports.
 - Su-ao Harbor serves as its auxiliary port.
 - Taipei Harbor has started the operation of bulk terminal since 1998 and continues carrying out plans such as building its infrastructure. Two wharves of participation by the private sector to invest in the construction of container storage and transportation center were started to operate in Feb, 2009.
- Taichung Harbor, which handled the container throughput of 1.24 million TEU in 2008, provides a gateway to central Chinese Taipei for promoting a balanced regional development.
- Hualien Harbor is the international port that bears responsibility for eastern Chinese Taipei's shipping connection with the outside world





International commercial ports

Volume of loading and unloading by international commercial ports

Type	2006		2007		2008		2009		2010	
	Tonnage (1000 R.T.)	%								
International Commercial Port and auxiliary port	706,506	100.0%	710,258	100.0%	668,279	100.0%	605,745	100.0%	655,400	100.0%
1. Keelung Harbor	99,479	14.1%	97,210	13.7%	91,261	13.7%	69,991	11.6%	76,675	11.7%
2. Keelung Harbor	464,884	65.8%	477,622	67.2%	448,992	67.2%	397,196	65.6%	423,074	64.6%
3. Hualien Harbor	20,072	2.8%	19,381	2.7%	17,420	2.6%	13,730	2.3%	14,268	2.2%
4. Taichung Harbor	90,222	12.8%	90,795	12.8%	89,294	13.4%	89,265	14.7%	107,021	16.3%
5. Suao	6,004	0.9%	6,018	0.8%	5,003	0.7%	5,177	0.9%	5,756	0.9%
6. Anping Harbor	11,150	1.6%	7,547	1.1%	6,671	1.0%	6,686	1.1%	1,237	0.2%
7. Taipei Harbor	13,994	2.0%	11,685	1.6%	9,637	1.4%	23,760	3.9%	27,360	4.2%

International commercial ports

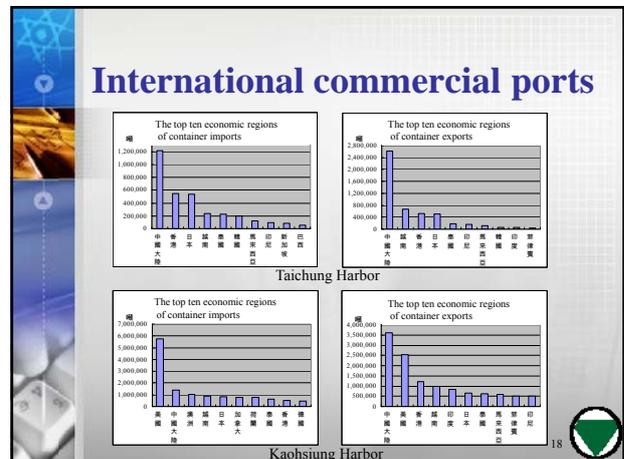
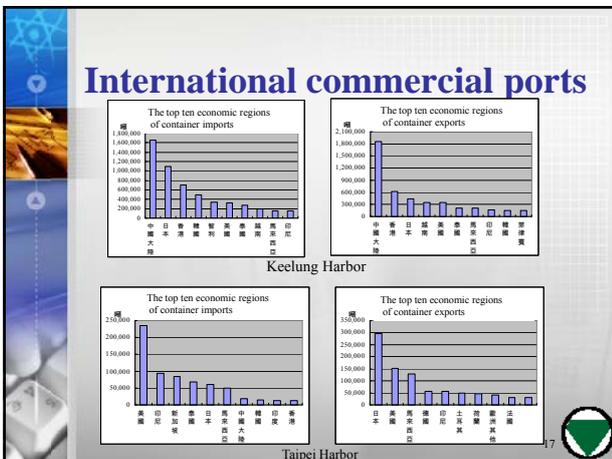
Distribution of ports' import and export of container cargo - weight tons of goods (2010)

區域別	基隆港		蘇澳港		花蓮港		台中港		安平港		台北港	
	合計	進出口	合計	進出口	合計	進出口	合計	進出口	合計	進出口	合計	進出口
總計	11,029,901	6,900,171	5,759,730	3,679,621	3,002,291	2,549,249	37,002,535	18,576,250	18,549,173	1,021,353	104,420	1,249,935
基隆港	9,754,492	5,081,825	4,702,662	3,418,302	3,343,384	3,075,614	18,499,685	8,778,468	11,821,080	324,681	469,494	755,135
蘇澳港	3,517,688	1,655,768	1,861,440	1,333,699	1,219,589	2,614,110	5,003,640	1,384,451	3,619,189	315,088	18,732	296,548
花蓮港	5,157,616	2,985,904	1,211,624	7,407,660	1,291,853	1,115,807	4,238,004	1,871,053	2,367,044	286,077	99,004	187,543
台中港	1,146,163	942,449	1,306,723	1,061,451	753,061	1,310,388	6,188,513	3,776,988	3,603,251	442,764	286,453	143,838
安平港	239,307	83,153	156,154	121,993	55,412	66,583	1,642,348	398,579	1,243,809	38,888	16,683	21,895
台北港	286,422	48,423	161,980	42,582	12,811	90,778	1,267,710	578,864	988,431	131,088	58,126	82,925
基隆港進出口	892,314	18,076	84,246	49,412	10,452	73,866	267,364	68,732	198,425	20,720	1,168	19,613
蘇澳港	301,200	89,508	111,692	54,499	8,473	46,228	796,323	343,982	452,765	53,671	405	53,064
花蓮港	10,200	1,201	4,028	4,010	430	2,421	218,112	42,188	175,919	23,624	41	23,275
台中港	141,362	80,400	60,962	23,941	5,793	18,148	391,800	235,792	156,001	6,327	175	4,190
安平港	49,998	7,907	41,691	22,740	1,821	20,927	186,729	66,010	120,729	23,744	419	23,295
台北港	1,664,818	674,702	786,919	3,255,961	162,700	838,828	11,833,360	7,625,553	3,568,412	476,760	360,668	126,110
基隆港進出口	687,793	237,728	350,064	73,713	59,638	14,077	9,370,179	6,524,060	2,846,110	366,715	237,740	126,975
蘇澳港	200,840	93,026	109,110	28,142	18,405	9,778	1,042,444	764,448	278,005	23,465	18,864	8,599
花蓮港	770,762	443,081	327,741	1,500,702	85,664	60,008	771,149	327,020	444,201	29,598	4,801	22,525
台中港	213,970	146,137	27,792	27,412	33,341	13,660	1,729,300	1,206,514	523,779	9,435	9,229	102
安平港	207,624	137,861	60,663	86,158	41,186	24,978	4,675,241	2,491,706	2,183,531	346,795	64,332	282,468
台北港	171,928	118,403	51,068	7,624	54,190	23,678	6,175,628	3,268,879	1,889,913	306,424	54,480	751,662
基隆港進出口	35,690	19,409	16,190	8,733	6,431	2,392	499,612	183,828	313,764	40,371	9,364	31,007

International commercial ports

Distribution of ports' import and export of container cargo - percentage (2010)

區域別	基隆港		蘇澳港		花蓮港		台中港		安平港		台北港	
	合計	進出口										
總計	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
基隆港	88.6%	89.7%	81.8%	94.0%	110.8%	92.0%	49.7%	50.4%	57.2%	17.2%	6.2%	19.8%
蘇澳港	31.5%	24.0%	32.3%	36.1%	40.3%	43.3%	13.3%	13.5%	19.5%	1.8%	2.3%	23.8%
花蓮港	46.7%	40.3%	24.7%	20.1%	37.0%	44.2%	14.4%	10.1%	13.8%	14.0%	13.2%	15.0%
台中港	12.6%	13.4%	31.5%	20.2%	20.0%	22.1%	16.7%	12.0%	18.2%	21.0%	17.1%	11.9%
安平港	2.2%	1.2%	2.7%	1.4%	1.5%	3.3%	4.4%	2.3%	6.7%	1.6%	1.3%	1.8%
台北港	15.9%	7.0%	2.8%	6.0%	0.6%	0.6%	3.7%	2.0%	3.0%	6.0%	4.0%	6.5%
基隆港進出口	0.8%	0.3%	0.5%	0.7%	0.1%	0.6%	0.2%	0.2%	0.2%	0.2%	0.1%	0.2%
蘇澳港	2.7%	1.3%	1.9%	0.6%	0.2%	0.9%	2.1%	0.9%	2.4%	0.3%	0.3%	0.3%
花蓮港	4.6%	3.9%	2.4%	2.0%	3.7%	4.4%	1.6%	1.1%	1.9%	1.4%	1.6%	1.8%
台中港	1.2%	1.3%	1.1%	0.3%	0.2%	0.3%	1.1%	0.3%	0.8%	0.3%	0.6%	0.5%
安平港	0.2%	0.1%	0.3%	0.1%	0.1%	0.4%	0.2%	0.1%	0.2%	0.1%	0.1%	0.2%
台北港	15.1%	7.7%	4.5%	6.5%	0.6%	0.6%	3.7%	2.0%	3.0%	6.0%	4.0%	6.5%
基隆港進出口	0.3%	0.1%	0.2%	0.1%	0.0%	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%



International commercial ports

- Kaohsiung Harbor has good location, natural port advantages, modern facilities, direct links to worldwide ports, and sufficient container capacity.
- Kaohsiung Harbor handles almost 75% Chinese Taipei's container traffic and 67% of Chinese Taipei's total international trade volume.

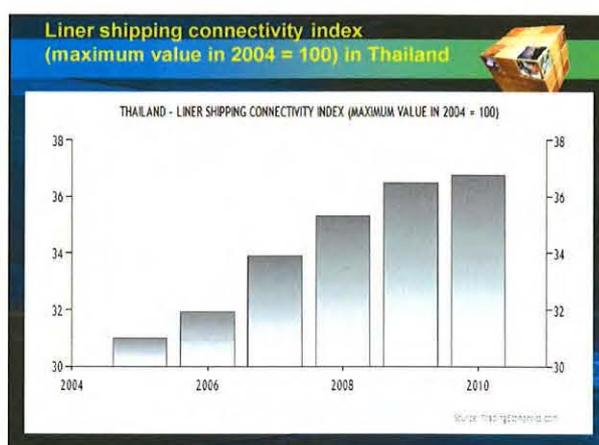
Major Operations

- Kaohsiung Harbor will focus on port of omni-bearing hub of logistics and Asia-Pacific transshipment center;
- Keelung Harbor will concentrate on the transportation and sale port for Near-Sea Shipping Line and the anchorage port for cross-strait passenger & commodity shipping and around-the-world cruise in northern area;
- Taipei Harbor plays the role of Ocean Going Shipping Line container port and global logistics port in northern area;
- Taichung Harbor will be the Near-Sea Shipping Line and Regional Container feeder port, as well as the major energy resources, heavy industry, petrochemical importing and oil storage and transportation center;
- Hualien Harbor will be developed as tourism port, and eastern gravel and mining (sand) stone, stone storage and transportation port.

Major Initiatives

- Developing Chinese Taipei as a sea transportation center primarily involves establishing the island as an East Asian hub for container transshipment and related cargo processing. Also, by facilitating the flow of goods between Chinese Taipei and East Asian countries, it will strengthen Chinese Taipei's role as an Asia-Pacific commercial hub and aid the island's development as a manufacturing center.
- To keep in the trend towards globalization, attracting foreign investment into Chinese Taipei, and improving trade liberalization and internationalization, the port authorities have developed Free Trade Zones (FTZs) at the island's four international commercial ports: Kaohsiung, Keelung, Taichung, and Taipei. By the end of 2008, 62 FTZ enterprises had been approved to operate. Once fully engaged, these FTZs can be expected to further streamline port operations.

Thank you for your
attention



TOP CONTAINER PORTS IN THE WORLD IN 2010 PRELIMINARY

RANKING	WORLD PORTS	MILLION TEUs
1	Shanghai, China	29.07
2	Singapore, Singapore	28.43
3	Hong Kong, China	23.70
4	Shenzhen, China	22.51
5	Busan, Korea	14.19
6	Ningbo-Zhoushan, China	13.14
7	Guangzhou Harbor, China	12.55
8	Qingdao, China	12.01
9	Dubai, United Arab Emirates	11.60
10	Rotterdam, Netherlands	11.14
11	Tianjin, China	10.08
12	Kaohsiung, Chinese Taipei	9.18
13	Port Kelang, Malaysia	8.87
14	Antwerp, Belgium	8.47
15	Hamburg, Germany	7.91
16	Tanjung Pelepas, Malaysia	6.5417
17	Los Angeles, U.S.A.	6.5018
18	Long Beach, U.S.A.	6.26
19	Xiamen, China	5.82
20	New York and New Jersey, U.S.A.	5.29
21	Dalian, China	5.28
22	Laem Chabang, Thailand	5.19

Source: <http://WWW.Worldshipping.org/about-the-industry/global-trade/top-60-world-container-ports>



Outbound Logistics Lead Time Summary From Thailand

From Thailand to	Sea Port	Lead Time By Seafreight	Lead Time By Road	Air Port	Lead Time By Airfreight
Brunel	Muara	4 days		Banda Seri Begawan	1-2 days
Indonesia	Jakarta	3-5 days		Jakarta	1 day
	Surabaya	7-8 days		Surabaya	1-2 days
	Semarang	7-12 days			
	Belawan	4-8 days			
Philippines	Manila	4-5 days		Manila	1 day
Singapore	Singapore	2-3 days	3 days	Singapore	1 day
Malaysia	Port Klang	3-4 days	3 days	Kuala Lumpur	1 day
	Penang	6-10 days	2 days	Penang	1 day
	Pasir Gudang	3-5 days			
Myanmar	Rangoon	9 days		Rangoon	1 day

Outbound Logistics Lead Time Summary From Thailand

From Thailand to	Sea Port	Lead Time By Seafreight	Lead Time by Road	Air Port	Lead Time By Airfreight
Vietnam	Ho Chi Minh	2-3 days		Ho Chi Minh	1 day
	Haiphong	4-6 days	Hanoi 4 days	Hanoi	1 day
Cambodia	Phnom Penh	2 days		Phnom Penh	1-2 days
	Sihanouville	12 days			
Laos PDR			Vientiane 1 day	Vientiane	1 day
Hong Kong, China	Hong Kong, China	4 days		Hong Kong, China	1 day
China	Shanghai	7-8 days		Shanghai	1 day
	Huangpu	7 days			
	Shenzhen	7-10 days	7-8 days	Shenzhen	1 day
	Shekou	4-5 days			
	Zhuhai	7-10 days		Guangzhou	1-2 days
	Shantou	13-14 days		Shantou	1 day

Overview of Major Ports in Thailand

Numbers of Ports in Thailand

Type of Ports	Total
1. Domestic Ports	97
2. International Ports	99
3. Coastal Ports	233
4. Passenger Ports	138
Total	567

POLICY AND INSTITUTIONAL FRAMEWORK in water transport in Thailand

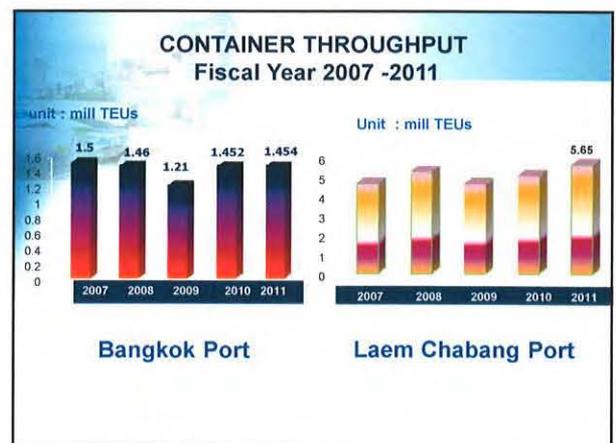
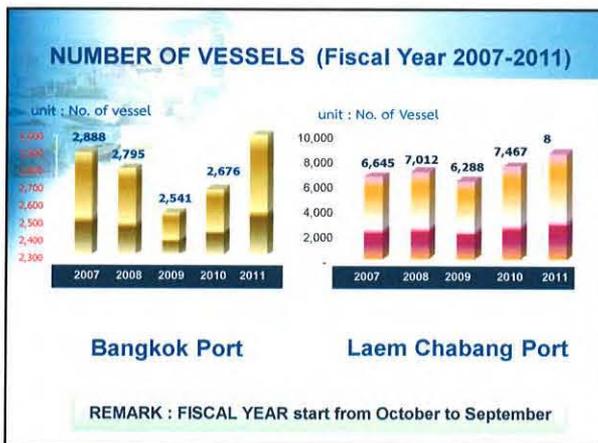
AGENCY	POLICY	REGULATION & MONITORING	IMPLEMENTATION
MINISTRY OF TRANSPORT (MOT)	X		
OFFICE OF TRANSPORT AND TRAFFIC POLICY AND PLANNING	X		
MARINE DEPARTMENT		X	X
PORT AUTHORITY OF THAILAND (PAT)		X	X
THAI MARITIME NAVIGATION			X
BANGKOK DOCK			X
PRIVATE SECTOR			X

Port Authority of Thailand (PAT)

is public state enterprise under the supervision of the Ministry of Transport (MOT).

VISION

The Port Authority of Thailand aims to be the main gateway of the country providing excellent services, enhancing safety, boosting economic growth and increasing national competitive edge.



Laem Chabang Port(LCP) "A world class"

Vision : To Be a Gateway of the GMS Region.

- Southern of China
- Laos
- Cambodia
- Viet Nam
- Myanmar

A map showing the GMS region (Greater Mekong Subregion) and its connections to South Asia, the Middle East, Europe, and Japan/China/Pacific/USA. Shipping routes are indicated by lines connecting major ports.

Laem Chabang Port (LCP) Development

Laem Chabang Port Phase I

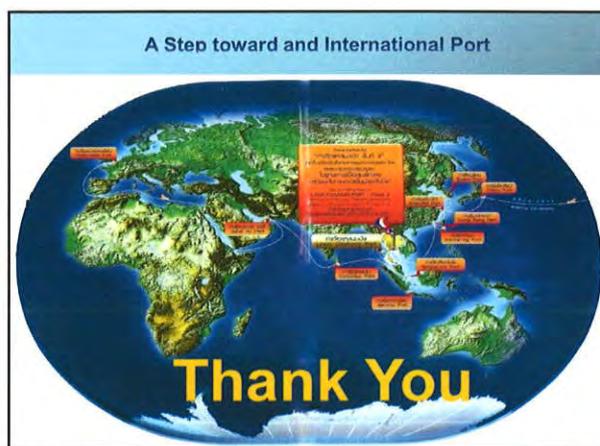
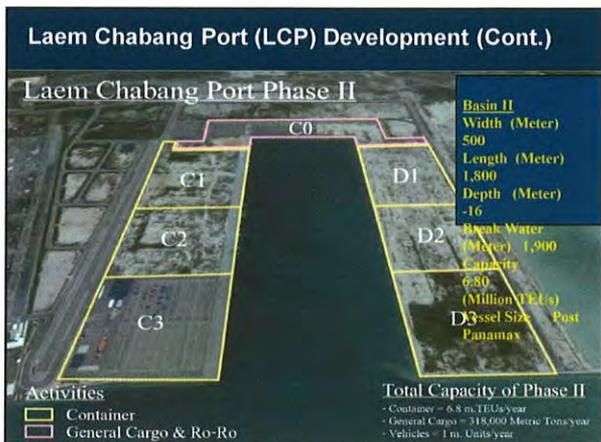
An aerial photograph of the port development area, divided into zones A0 through A5 and B1 through B5. A legend identifies activities for each zone: Container, Domestic, Passengers & Ro-Ro, Multi Purpose, Agri-Bulk, Ro-Ro, and Shipyard.

Total Capacity of Phase I

- Container = 4 m. TEUs/year
- General Cargo = 2.25 m. Metric Tons/year
- Vehicles = 950,000 Units/year

Basin I Specifications:

- Width (Meter) : 400
- Length (Meter) : 1,600
- Depth (Meter) : 14



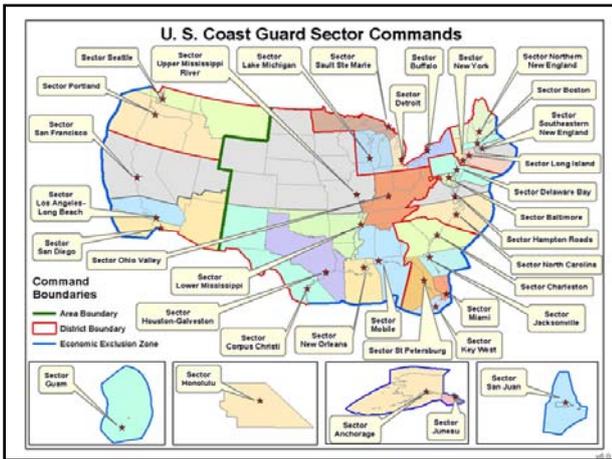
US Safety and Security Regulations



CDR Tom Griffiths
Executive Officer, USCG Activities Far East

USCG ACTIVITIES FAR EAST

- **BACKGROUND**
 - USCG Activities Far East/Marine Inspection Office Asia (FEACT) in Tokyo, Japan was established in 1994
 - Flag state inspections and investigations for U.S. flag vessels operating in Asia
 - International Port Security Program – collaboration with US trading partners on commercial port security
- **LOCATION**
 - FEACT is located on Yokota AB, Japan, with a detachments in Singapore and South Korea



Regulatory Regime

- Laws are passed through Congress and President
- USCG drafts and publishes regulations
 - Notice of Federal Register
 - Proposed – Interim – Final
 - Public comment critical
 - Harmonize with international standards
- Policy
 - Navigation and Vessel Circulars
 - Manuals
 - Letters

Ensuring Safety and Security

- Law Enforcement
- Flag State oversight
 - Vessel inspections (safety and security)
 - Licensing requirements
 - Casualty Investigations
 - Violation Investigations
- Port State Control
- Facility Compliance
 - Safety Inspections
 - Security Inspections

PORT STATE CONTROL EXAMS

PURPOSE:
To Eliminate Sub-Standard ships



U.S. intervenes when a foreign vessel's operational condition or crew do not substantially meet applicable international conventions to ensure the vessel will not proceed to sea when it presents a danger to the vessel, its crew, the port, or cause harm to the marine environment.

Port Security Advisory 03-11

Effective Date: 27 May 2011

The Maritime Transportation Security Act of 2002 (MTSA) has mandated that the United States Coast Guard evaluate the effectiveness of anti-terrorism measures in foreign ports and provides for the imposition of conditions of entry on vessels arriving to the United States from countries that do not maintain effective anti-terrorism measures

- ▶ Comoros
- ▶ Cote d'Ivoire
- ▶ Cambodia
- ▶ Cameroon
- ▶ Congo, Republic of the
- ▶ Cuba
- ▶ Equatorial Guinea
- ▶ Guinea-Bissau
- ▶ Indonesia
- ▶ Iran
- ▶ Liberia
- ▶ Madagascar
- ▶ Sao Tome and Principe
- ▶ Syria
- ▶ Timor-Leste
- ▶ Venezuela

Requirements to Trade in U.S. Waters

- ▶ E-Notice of Arrival
- ▶ Certificate of Financial Responsibility
- ▶ Letter of Deviation
- ▶ Ballast water management
- ▶ Vessel General Permit
- ▶ Non Tank Vessel Response Plan
- ▶ Certificate of Compliance exam

Certificate of Compliance Examinations



Other Security Requirements

- ▶ The U.S. Customs and Border Protection Agency (CBP) screens each crew member for U.S. visa status and nationality
- ▶ Screening results determine if a crewmember is a high-risk crewmember who must be detained on board
- ▶ Vessels determined to have high risk crewmembers on board are required by the USCG Captain of the Port to develop and implement a Crew Security Plan as part of a MOU between USCG and CBP
- ▶ The number and qualifications of security guards is determined by the number of high risk crewmembers on board

VESSELS BANNED FROM OPERATING IN THE U.S.A.

In accordance with Commandant CG-543 Policy Letter 10-03 dated 1 Sept 2010
 Available at: <http://homeport.uscg.mil/mcg/portal/ep/bvowse.do?channelId=-18371>
 Located under the Foreign Vessel Safety tab

VESSEL	IMO#	FLAG	OWNER	EFFECTIVE DATE
CUSE I I E	6617025	Bolivia	Pinafore Shipping Corp	01/28/2010
WILMINA	9151840	Norway	Wilmina Shipping AS	06/30/2010
ISLAND INTREPID	7033161	ST. Vincent	Mercator Ship Management SA	09/01/2010



Questions?

USCG HEADQUARTERS

Port State Control Program: CDR Jennifer Williams

Jennifer.F.Williams@uscg.mil
 202-372-1230

International Outreach: Mr. E.J. Terminella

Emanuel.J.TerminellaJr@uscg.mil
 202-372-1239

HQS-PF-FLDR-CG-543@USCG.MIL

USCG ACTIVITIES FAR EAST

CDR Tom Griffiths

Thomas.a.griffitts@uscg.mil

81-311-755-8405

Unit Website : www.uscg.mil/D14/feact

General inquiries: email feact@uscg.mil

Telephone: 81-311-755-8405 Japan office
 65-6750-2340 Singapore office

**MINISTRY OF TRANSPORT
VIETNAM MARITIME ADMINISTRATION**

INTRODUCTION

THE DELEGATION OF VIETNAM MARITIME ADMINISTRATION (VINAMARINE):

- MR. PHAN NGUYEN HAI HA – DEPUTY DIRECTOR OF INTERNATIONAL COOPERATION DEPARTMENT, VINAMARINE
- MR. DO HONG CUONG – SHIPPING AND MARITIME SERVICES DEPARTMENT, VINAMARINE
- MR. LE VAN LUONG – CHIEF OF LEGAL AFFAIR DIVISION, MARITIME ADMINISTRATION OF QUANG NGAI

1

**1st APEC TRAINING
COURSE
ON COMMON PRINCIPLES
TO SHIPPING POLICY**

2

TABLE OF CONTENTS

- Overview of Maritime Administration Framework
- Overview of Viet Nam Maritime Industry
- Legal documents related to maritime shipping
- Activities of Shipping
- Common Principles on Shipping Policy

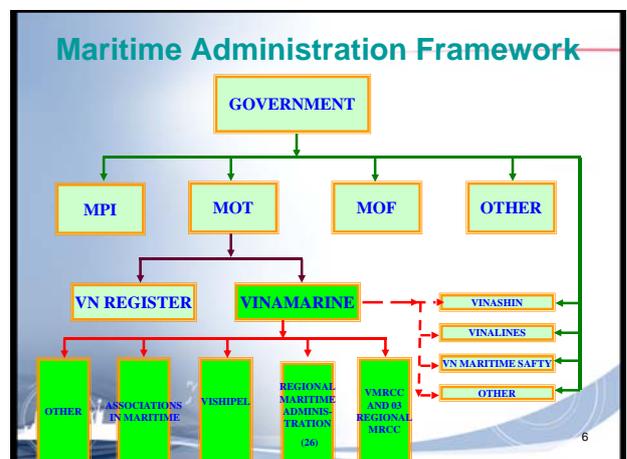
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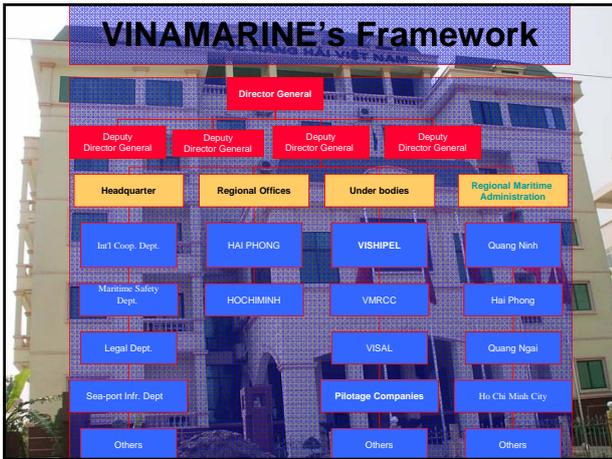
**Overview of Maritime
Administration Framework**

ABBREVIATIONS

- VN: Viet Nam
- MPI: Ministry of Planning and Investment
- MOT: Ministry of Transport
- MOF: Ministry of Financial
- VINAMARINE: Viet Nam Maritime Administration
- VISHIPEL: Vietnam Maritime Communication and Electronics Company
- VMRCC: Viet Nam Maritime Search And Rescue Coordination Center

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VINAMARINE's duties and powers

- ✿ TO WORK OUT :
 - MARITIME DEVELOPMENT STRATEGIES
 - MARITIME MASTER-PLANS
 - SHIPPING POLICIES/ REGULATIONS
 - RULES OF MANAGEMENT/ LEGAL NORMS
- ✿ TO MANAGE MARITIME INFRASTRUCTURE PROJECTS ON MARINE FUNDED BY OVERSEAS OR DOMESTICS
- ✿ TO SIGN BILATERAL MARITIME AGREEMENT
- ✿ TO PROPOSE TO RATIFY INTERNATIONAL CONVENTIONS ON MARINE

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VINAMARINE's duties and powers

- ✿ TO ISSUE PERMISSION TO FOREIGN SHIPS AND BOATS TO TERRITORIAL WATERS OF VIETNAM
- ✿ TO DECLARE SEAPORTS OPENING FOR NAVIGATION
- ✿ TO CONTROL OVER MARITIME SERVICES
- ✿ TO CARRY OUT SEARCH AND RESCUE ACTIVITIES
- ✿ TO IMPLEMENT PORT STATE CONTROL PROCEDURES
- ✿ TO CONTROL MARITIME SAFETY ISSUES
- ✿ TO INVESTIGATE AND SETTLE VIOLATIONS REGARDING SHIPPING ACTIVITIES

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Overview of Viet Nam Maritime Industry



Overview of Viet Nam Maritime Industry

1. Shipping:
 - + 1,811 ships flags Vietnamese Flag with over 8 million DWT owned by 500 ship owners.
 - + 40 ships flags Foreign Flag (Panama, Liberia, Mongolia, ...) with 1 million DWT
 - + Largest bulk carriers: 73,350 DWT
 - + Largest oil tanker: 155,505 DWT
 - + Largest container ship: 16,030 DWT (1,114 Teus)

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Overview of Viet Nam Maritime Industry

2. Seaport:

- 42 Seaports not included offshore
- + 03 ports: Class IA (overall red)
- + 11 ports: Class I
- + 17 ports: Class- II
- + 11 specified ports

With:

- + Number of terminals: 173
- + Number of berths : 332
- + Total length of berths: 42 km



Overview of Viet Nam Maritime Industry

3. Ship building industry:

- 30 factories,
- and built the ship with 53.000DWT, 100.000DWT and up to 150.000DWT

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Legal documents related to maritime shipping

LEGAL DOCUMENTS RELATED TO MARITIME

1. Commitment to joint WTO in the sector and sub-sector of Maritime transport services
2. Commitment to joint ASEAN in the sector and sub-sector of Maritime transport services
3. International Conventions relating to Maritime Activities
4. Vietnam Maritime Code 2005
5. Vietnam Investment Law 2005

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LEGAL DOCUMENTS RELATED TO MARITIME

6. The master plan on development of Vietnam's ocean shipping up to 2020 and orientations towards 2030
7. The master plan on development of Vietnam's seaport system through 2020, with orientations toward 2030, so on ...

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Activities of Shipping

ACTIVITIES OF SHIPPING

1. Information on Tramp Business (major shipping companies, cargo, shipping route, etc)
 - Major shipping companies: 96 companies
 - Cargo: Coal, fish and agriculture product, construction equipment, so on...
 - Shipping route: worldwide

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ACTIVITIES OF SHIPPING

2. Information on Liner Business (major shipping companies, cargo, shipping route, etc)
 - Major shipping companies: 15 companies
 - Cargo: Container
 - Shipping route: domestics (feeder)

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ACTIVITIES OF SHIPPING

3. Information and/or Challenges on Technical Issues

Currently, there are many small ship-owners loaned to purchase/build vessels but they do not operate these vessel effectively due to scarcity of market sales and having not enough experiences, knowledge of shipping operation management; no money to pay for port charges, supplies, fuel, crew wages, forced to extend significant losses, revenues insufficient to cover costs: are long overdue, the interest banks pay to interest rate up to 21% by year, the transport business is no longer collateral lead to bankruptcy.

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ACTIVITIES OF SHIPPING

4. Information and/or Challenges on Marine Labor

- Vietnam has about 39,691 seafarers of which about 20,000 seafarers working on Vietnamese vessel and foreign vessel, including the 2776 captains, 2334 chief engineers, 2084 chief officers, 1673 second engineers, 5,122 deck officers, 4677 engineer officers and other titles are working with age under 60.
- Ministry of Transport and Ministry of Labour, War Invalids and Social Affairs studied and submitted to the Government for accession the Maritime Labour Convention (MLC, 2006) in 2012.

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ACTIVITIES OF SHIPPING

4. Information and/or Challenges on Marine Labor

- Although, many crewmembers with high qualifications are provided and work on the fleet in the world advanced standard, however the quality of most crews do not keep up with the development of the maritime transport sector due to:
 - + English level does not meet the requirements;
 - + Ability to practice limited
 - + The crew members have to stick with professional

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ACTIVITIES OF SHIPPING

5. Information on Port Activities (major ports, cargo, trade volume, etc)

- Major ports: Vietnam with 3,260 kms of coastline with the information in distributed seaport as an overview of Seaport
- Cargo: Coal, rice, textiles, container, steel, oil products, ore, construction equipments, etc. ...
- In 2010, the total cargoes throughput the port reached 259 million tons, increased 3.16% in comparison with 2009, the ship in and out of the port reached 120,835 times with about 406,510,000 GT

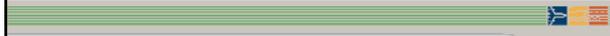
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COMPETITION POLICY RELATING TO LINER SHIPPING IN CANADA

APEC Training Course on Common Principles to Shipping Policy
Doug O’Keefe
Chief, International Marine Policy December 6-8, 2011





CONTENTS

1. Background
2. *Shipping Conference Exemption Act* (SCEA)
3. Liner Shipping in Canada – Conferences and Operational Agreements
4. APEC Guidelines Relating to Liner Shipping
5. Current Policy and Options

2



BACKGROUND

- **1902** – the North Atlantic Freight Conference established – Canada’s first shipping conference.
- **1923** – Shipping conferences became subject to the newly enacted *Combines Investigation Act* (now the *Competition Act*).
- **1970** – the *Shipping Conferences Exemption Act* enacted to regulate the anti-competitive practices of shipping conferences. The Act has since evolved with amendments in 1979, 1987 and 2002.

3



SHIPPING CONFERENCES EXEMPTION ACT

1. **Exempts conference agreements providing for certain collective activities from the provisions of the *Competition Act*.**
 - Examples: Common tariffs; Allocation of ports; Sharing cargo and revenues; Regulating sailings and service terms; Regulating admission and expulsion of members
2. **Protects shippers and encourages competition.**
 - Examples: Excluding predatory practices; provisions for “independent action” and confidential service contracts
3. **Specifies administrative procedures that liner shipping conferences must follow to avail of the exemption.**
 - Examples: File agreements/rates with the Canadian Transportation Agency (CTA) and Shippers organization; Maintain an office in Canada and provide public access to electronic copies of all documents and rates at all times (see <http://www.acs-fl.com/agree/agree.html>).

4



SHIPPING CONFERENCES EXEMPTION ACT

4. **Investigations.**
 - Canadian Transportation Agency can investigate complaints from shippers or Competition Bureau, where a conference agreement or practice causes unreasonable reduction in service or increase in costs.
 - Competition Bureau can investigate on own initiative where agreement has the effect of reducing/injuring trade or commerce in any goods.
5. **Enforcement.**
 - Canadian Transportation Agency can order a conference or its members to stop practice or revise agreement following a complaint.
 - Failure to comply with any provision can result in fine of \$10,000 per offense per day
6. **Role of Designated Shipping Association.**
 - Represent shippers, receive agreements, meet with conferences when necessary.

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LINER SHIPPING IN CANADA: CONFERENCE AND OPERATIONAL AGREEMENTS

- **Conference Agreements**
 - 1970s 48 Conference Agreements with 104 lines; 1998 14 Conference Agreements with 19 lines; Today 5 Asia/Oceania, 3 Latin America;
 - Activities – ratemaking; cooperation on operational matters (e.g. capacity sharing, coordinated sailings.)
- **Operational Agreements**
 - At least 8 non-ratemaking agreements.
 - *Competition Act* applies.

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THE COMPETITION ACT AND OPERATIONAL AGREEMENTS

- The Competition Act has provisions for agreements relating to collaboration between competitors.
- Most non-ratemaking agreements in liner shipping could be considered permissible under civil provisions of the Act provided the efficiency benefits of the agreement exceeds anti-competitive effects.
- Some agreements may be subject to criminal investigation if there appears to be a conspiracy to fix prices, allocate markets or restrict output.

(<http://www.competitionbureau.gc.ca/eic/site/cb-bc.nsf/eng/03177.html#ccg-1>)

7

APEC GUIDELINES RELATING TO LINER SHIPPING

- Voluntary, non-binding guidelines.
- Address non-ratemaking agreements only.
- Acknowledge the potential efficiency benefits and conflict with competition policy of such agreements.
- Propose exemption from competition law where:
 - Either, the provisions of general competition law prohibit the efficiency-enhancing behaviours that are typical of non-ratemaking agreements, or
 - The provisions of general competition law give rise to uncertainty as to whether, in a particular instance, these behaviours are or are not legal.

8

CURRENT POLICY AND OPTIONS

- Current Policy
 - Monitor developments in the legislation of its major trading partners to ensure that Canada’s liner shipping legislation remains in balance.
- Options for Canada to consider:
 - Status Quo.
 - Eliminate exemption from *Competition Act* for liner conferences similar to European repeal.
 - Amend *Shipping Conferences Exemption Act* to tighten regulation of conferences or encourage non-ratemaking agreements.

9

THANK YOU

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APEC COMMON PRINCIPLES TO SHIPPING POLICY

APEC Training Course on Common Principles to Shipping Policy
Doug O’Keefe
Chief, International Marine Policy December 6-8, 2011



Canada

OUTLINE

- UN Code of Conduct for Liner Conferences
- OECD Common Principles of Shipping Policy
- EC Conference and Consortia Block Exemptions
- APEC Common Principles to Shipping Policy
– Policy Item 2: Liner Shipping
- APEC Guidelines Related to Liner Shipping
- Possible questions for discussion

2

HISTORY (1)

UN Code of Conduct for Liner Conferences

- Adopted in 1974; which came into force in 1983;
- Complex convention with objectives to:
 - Facilitate orderly expansion of world seaborne trade;
 - Stimulate development of regular, efficient liner services;
 - Balance interests of suppliers and users of liner services;
 - Discourage discrimination against shipowners, shippers;
 - Encourage conferences to hold meaningful consultations with shippers and publish information on their activities.
- But seemed to encourage cargo sharing among national shipping lines (Article 2, paras. 4 (a)&(b))

3

HISTORY (2)

OECD Common Principles of Shipping Policy

- 1987 Recommendation of the Council, amended 2000;
- Sixteen Principles, based on desire to:
 - Safeguard and promote open trades, free competition on a fair and commercial basis in international shipping, and prevent abuse of dominant position by any commercial party;
- Identified role of Governments and Competition Policy in liner shipping and desirable/undesirable activities
 - Minimum intervention consistent with maintaining free competition.
 - Directed towards maintaining balance between interests of shippers and shipowners.

4

HISTORY (3)

EU Conference and Consortia Block Exemptions

- 1986 European Council (EC) adopted Regulation 4056/86, block exemption for conferences from competition rules;
- 1995 EC adopted Regulation 870/95, block exemption for Consortia, renewed and amended in 2000, 2005 and in 2009 (R 906/2009) and extended until 2015.
- 2006 EC announced the repeal of Regulation 4056/86 effective October 2008.
- May 17, 2011 EC initiated investigations into suspected anticompetitive practices of liner shipping companies active in member states.

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HISTORY (4)

APEC Common Principles to Shipping Policy

- Adopted by MEG at TPT-WG 24 in 2004;
- Nine policy items based on objectives of:
 - Coordination and harmonisation of shipping policies.
 - Free and fair competition
 - Equitable balance of interest between shipper and shipowner
 - No discrimination in access to cargoes, port facilities, investment or business opportunities in maritime auxiliary and intermodal services.
 - Measure of support for national shipping industries are delivered with minimal adverse consequence for the efficiency and flexibility of international maritime transport.

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APEC COMMON PRINCIPLES TO SHIPPING POLICY

- Policy Item 1: Framework for Common Principles to Shipping Policy
- Policy Item 2: Liner Shipping
- Policy Item 3: Government Ownership of Shipping
- Policy Item 4: Cargo Preference
- Policy Item 5: Restrictions Applying to Specific Trades
- Policy Item 6: Access to Port Facilities
- Policy Item 7: Land-Based Ancillary Services
- Policy Item 8: Port Management
- Policy Item 9: Subsidies to National Flag Vessels

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POLICY ITEM 2: LINER SHIPPING

APEC member economies develop a set of guidelines relating to liner shipping.

Why:

“Harmonisation of liner shipping policies could lead to significant gains. Other things being equal, the greater the degree of harmonisation, the lower the cost of providing shipping services. Moreover, harmonisation of liner shipping policy in accordance with a set of agreed principles would minimise the possibility of disagreement between APEC member economies.”

(Meyrick and Associates, Facilitation of International Shipping Project, 2004, Vol 3, page 11)

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POLICY ITEM 2: LINER SHIPPING (HISTORY)

- TPT-WG 24: MEG acknowledged the erosion of the ratemaking power of liner conferences and agreed to study “non-ratemaking” agreements.
- TPT-WG 28 (2006): MEG endorsed an APEC Project Proposal for a consultant’s study to develop guidelines for non-ratemaking agreements in liner shipping.
- TPT-WG 32 (2009): MEG discussed consultant’s study and draft guidelines and agreed to hold a workshop.
- TPT-WG 33 (2010): MEG workshop heard views of shippers, carriers, competition and regulatory agencies.
- TPT-WG 34 (2011): MEG adopted APEC Guidelines Related to Liner Shipping.

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APEC GUIDELINES RELATED TO LINER SHIPPING

PREAMBLE recognizes:

- APEC Common Principles to Shipping Policy;
- Importance of reliable liner shipping to global trade;
- Potential efficiency benefits of non-ratemaking agreements in liner shipping;
- Potential conflicts with competition regulatory frameworks;
- Nature of APEC guidelines as non-binding and voluntary;
- Diverse circumstances of member economies and flexibility in implementing guidelines.

And adopts guidelines as recommended practices.

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APEC GUIDELINES RELATED TO LINER SHIPPING

Guideline 1:

Non-ratemaking agreements between ocean carriers may continue to be permitted as a positive form of supplier collaboration for efficiency-enhancement within APEC member economies’ competition regulations.

A formal exemption from the relevant provisions of general competition law may be provided for non-ratemaking agreements in those APEC member economies where:

Either, the provisions of general competition law prohibit the efficiency-enhancing behaviours that are typical of non-ratemaking agreements, or

The provisions of general competition law give rise to uncertainty as to whether, in a particular instance, these behaviours are or are not legal.

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APEC GUIDELINES RELATED TO LINER SHIPPING

Guideline 2:

APEC member economies may collect such information for liner shipping non-ratemaking agreements that enjoy exemption from the application of general competition legislation as each economy deems appropriate for the effective oversight of the agreements. APEC member economies recognise the benefits of information sharing to foster effective oversight of non-ratemaking agreements and may cooperate bilaterally or as appropriate, in a manner compatible with their respective laws and interests, and subject to their availability of resources.

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APEC GUIDELINES RELATED TO LINER SHIPPING

Guideline 3:

APEC member economies may wish to consider a separation of ratemaking and non-ratemaking agreements in the course of their oversight process.

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APEC GUIDELINES RELATED TO LINER SHIPPING

Guideline 4:

Given the difficulty defining the relevant markets, APEC member economies do not subject non-ratemaking agreements to a market share test based on a pre-defined threshold level as a condition for a formal exemption from the relevant provisions of general competition law. However, APEC member economies may use a market share test when deciding the level of oversight to apply with respect to a particular agreement.

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APEC GUIDELINES RELATED TO LINER SHIPPING

Guideline 5:

APEC member economies continue to allow ocean carriers to negotiate the duration of the non-ratemaking agreements to enable the carriers involved to achieve the commercial objectives of the agreements.

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POSSIBLE QUESTIONS FOR DISCUSSION

1. Are the APEC Guidelines Relating to Liner Shipping consistent with your economy's current liner shipping legislation?
2. In your view, are they consistent with the UN Liner Code and the OECD Principles?
3. What are the possible options for APEC economies that wish to adopt the recommended practices, bearing in mind the costs to competent authorities and the industry?
4. What would be the possible roles for competent authorities, shippers and liner shipping carriers.

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THANK YOU

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The Status of China's Shipping Legislation

Ministry of Transport of the People's Republic of China
Ye Yuhai
2011.12

Contents

- Development status of China's shipping industry
- Current status of legislations on China's shipping
- Incentives and approaches for the development of shipping industry

2

Development status of China's shipping industry

1.1 Port Throughput

Throughputs of the China's ports from 2006-2010

Foreign trade throughputs of the China's ports from 2006-2010

Source: Statistical Bulletin of Highway and Waterway Transportation Industry in 2010

3

Development status of China's shipping industry

1.2 Cargo Transport

Container throughputs of the China's ports from 2006-2010

China's cargo transport volumes from 2006-2010

Source: Statistical Bulletin of Highway and Waterway Transportation Industry in 2010

Source: China Shipping Development Annual Report 2010

4

Development status of China's shipping industry

1.3 Fleet Size

China's water transport ships statistics from 2006-2010

Percentage of China's merchant fleet in the world merchant fleet from 2006-2010

Source: Statistical Bulletin of Highway and Waterway Transportation Industry in 2010

Source: China Shipping Development Annual Report 2010

5

Status of the China's shipping legislation

- Monitoring of the operation of shipping activities
- Responsibilities of carriers
- Treatment of conferences

6

Monitoring of the operation of shipping activities

2.1 Relevant laws and Legislations

- MARITIME TRAFFIC SAFETY LAW OF THE PEOPLE'S REPUBLIC OF CHINA
- MARITIME CODE OF THE PEOPLE'S REPUBLIC OF CHINA
- LAW OF PORT OF THE PEOPLE'S REPUBLIC OF CHINA
- REGULATIONS OF THE PEOPLE'S REPUBLIC OF CHINA FOR THE ADMINISTRATION OF WATER TRANSPORT
- REGULATIONS OF THE PEOPLE'S REPUBLIC OF CHINA ON INTERNATIONAL MARITIME TRANSPORTATION

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Monitoring of the operation of shipping activities

2.1 Relevant laws and Legislations (Continued)

- REGULATIONS OF THE PEOPLE'S REPUBLIC OF CHINA ON SEAFARERS
- REGULATIONS OF THE PEOPLE'S REPUBLIC OF CHINA GOVERNING THE REGISTRATION OF SHIPS
- REGULATIONS OF THE PEOPLE'S REPUBLIC OF CHINA ON THE PREVENTION OF VESSEL- INDUCED SEA POLLUTION



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Monitoring of the operation of shipping activities

2.2 Main Purpose of the Regulations on Interantional Shipping

- Protect fair competition
- Maintian the order of the market
- Safeguard the lawful rights and interests of the relevant parts



9

Responsibilities of Carriers

2.3 Main Requirements for Operators in International Shipping

- Have at least one national-flagged vessel;
- In compliance with the technical standards for maritime traffic safety;
- Have senior executives with the professional qualifications.



10

Responsibilities of Carriers

2.4 Freight Filing

- Rules of the International Container Liner Freight Filing
(Issued by M.O.T.,P.R.C. on June 10, 2009)
- The Implementing Rules for NVOCC Freight Filing
(Issued by M.O.T.,P.R.C. on September 19, 2010)



11

Treatment of conferences

2.5 Filing Requirements

- Liner conference agreements, service operation agreements and freight rate agreements shall be filed with MOT within 15 days from the date of conclusion of such agreements.



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Treatment of conferences

2.6 Investigations

- Liner conference agreements can be detrimental to fair competition;
- Service activities of the consortium, which involves a shipping volume exceeding 30% of the aggregate shipping volume for one consecutive year on one particular shipping line, can be detrimental to fair competition.



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Incentives for the maritime industries

- The special case tax-free registration policy for Chinese-capital-yet-foreign-flagged ships involving international shipping.
- The approval by MOT of a new liability insurance as a alternative option for NVOCCs' guarantee deposit.
- The specific policies to accelerate the development of the ports of Shanghai and Tianjin as international shipping center.



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Approaches for development of shipping industry

- Continue to strengthen the supervision and administration of the international shipping industry.
- Focus on the transformation of the development mode in order to speed up the modernization of maritime transportation.
- Actively promote the construction of the international shipping center and the large-scale integrated hub ports.
- Strengthen the bilateral and multilateral communication and cooperation with other economies and organisations in maritime field.

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Thank you !



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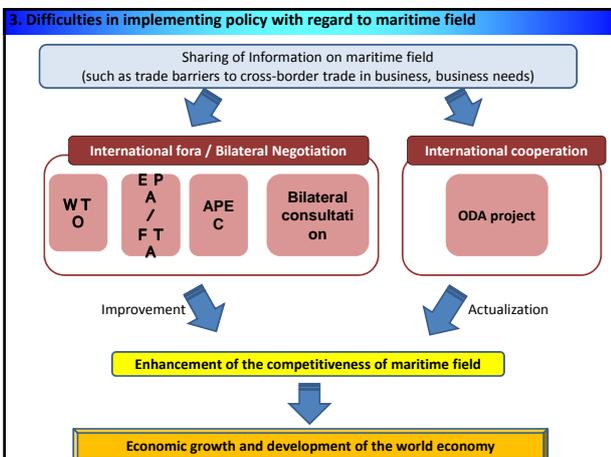


1. Information on the existing shipping legislation (Incentives for shipping companies)

List of Tax Reduction for Japanese International Shipping

Category	Tax Reduction	Content
Corporate Tax	Special depreciation for vessels	16% additional depreciation for the first year
	Exemption of taxation on replaced vessels	Reduction of 80% of the profit earned from the replacement of vessels
	Special deduction for future repair cost	Up to 3/4 of future repair cost is deductible in each fiscal year
Registration and License Tax	Tonnage tax to Japanese flagged vessels	Approved shipping companies are allowed to calculate its corporate tax based on the assumed profit per net tonnage of their Japanese flagged vessels
	Tax reduction on registration and mortgage of internationally competitive Japanese flagged vessels	Registration for possession / mortgage : 3/1000 of the ship value
Property Tax	Exemption of property tax on vessels	Reduction of property value to 1/6, 1/10 and 1/15
	Exemption of property tax on Containers	Reduction of property value to 4/5

- 2. Approaches in implementing the Common Principles to Shipping policy**
- Japanese efforts for the Policy item 1 of APEC Common Principles to Shipping Policy
- ✓ confirm “the OECD Code of Liberalization of Current Invisible Operation (so called CLIO)” and “the OECD Common Shipping Policy Principles”
 - ✓ actively participates in the harmonization of international maritime laws and policies at the International Maritime Organization (IMO)
 - ✓ play the lead role at WTO meetings and APEC TPT-WG meetings
 - ✓ shipping policy is based on “the principle of freedom of shipping”
 - ✓ never have any legislative or non-legislative measures to intervene in the international shipping market such as cargo sharing, preferential treatment to access to cargos and port facilities
 - ✓ has a direct support measure for Japanese vessels that limited to the minimum necessary to achieve the national goals as described in Policy Item 9.



Thank you for your kind attention !



DEPARTMENT OF TRANSPORT

1ST APEC TRAINING COURSE ON
COMMON PRINCIPLES TO SHIPPING
POLICY IN TOKYO 6TH – 8TH DECEMBER,
2011

PRESENTER: NELLIE KUNJIP KUP

Our Vision: To strive for excellence by working in partnership with the community to facilitate a well integrated and sustainable transport system for Papua New Guinea



OVERVIEW

1. MANDATED FUNCTION FOR DEPARTMENT OF TRANSPORT.
2. INTRODUCTION
3. THE MERCHANT SHIPPING ACT
4. APPLICATION OF LEGISLATION IN MARITIME SECTOR
5. INTERNATIONAL MARITIME CONVENTIONS
6. COASTAL TRADING LICENCES & PERMITS
7. TRAFFIC
8. CONCLUSION



1. DEPARTMENT OF TRANSPORT

The core functions are to:

- Provide transport policy, legislative/regulatory and planning advice across all three modes (Land, Water & Air) of transport;
- Develop transport Strategic Plans;
- Coordinate and monitor the implementation of Government policies, strategies and plans;
- Administer relevant legislation and enact new transport legislation; and
- Monitor and ensure the effective execution of delegated authorities and responsibilities implemented by sector agencies and stakeholders in the transport sector.



2. INTRODUCTION

- Shipping industry plays a vital role in ensuring the economic health of the nation. There are three (3) distinct sets of Shipping routes/activities in Papua New Guinea which are:
 - (1) International Transit routes;
 - (2) International Shipping between private and public PNG Ports and Foreign Ports and
 - (3) Domestic Commercial Shipping Routes



3. THE MERCHANT SHIPPING ACT

- The Department of Transport, under the Maritime Transport Division is mandated through the Merchant Shipping Act with the responsibility of dealing with waterborne transport.
- The Merchant Shipping Act (MSA) Chapter 242 includes provisions for the regulation and administration of Shipping in Papua New Guinea as follows:
 - (a) Registration of ships;
 - (b) Safety
 - (c) Crewmen;
 - (d) Navigational Aids;
 - (e) Coastal Trading Licence/Permit;
 - (f) Liability of Shipowners;
 - (g) Committees of advise;
 - (h) Pilotage



4. APPLICATION OF LEGISLATION IN MARITIME SECTOR

- Any vessels whether it be a new construction, purchased or chartered and is intended to be brought onto the coast of Papua New Guinea must meet these three (3) requirement before they can be registered:
 - (a) Owners must be a citizen of PNG;
 - (b) Corporate which are incorporated in PNG and has it's principal place of business in PNG and
 - (c) Has to be a corporation that is registered under Investment Promotion Authority (IPA) to carry out business as a Shipowner in PNG.

5. INTERNATIONAL MARITIME CONVENTIONS

- Papua New Guinea is signatory to a number of International Maritime Conventions including:
 - International Convention for Safety of life at Sea (SOLAS);
 - International Convention for the Prevention of Pollution from Ships (MARPOL) and the
 - Law of the Sea Treaty (Resolution of cargo and passenger claims)
 - International Maritime Organization (IMO)
- Two (2) other piece of Legislation are also taken into account are:
 - (1) The Organic Law of PNG and its incidence on the assignation of functions between National agencies and the Provincial and Local Level Governments.
 - (2) The Privatization Act 1999 which relates to the Privatization of the PNG Harbours Board which is known as PNG Ports Corporation Limited (PNGPCL) and its incidence on the assignation of functions of the National Maritime Safety Authority (NMSA).

6. LICENSING OF SHIPS

- Policy for issuing Coastal Trading Licence is that:
 - (a) Qualified person has to be licensed in respect of ship registered in PNG;
 - (b) Foreign companies which are incorporated in PNG and has it's principle place of business in PNG;
 - (c) Has to be a corporation that is registered with the Investment Promotion Authority (IPA)
- Upon satisfaction the above qualification of ownership:
 - (a) Owners will then lodge a formal Application Form with a covering letter advising the Department of the Applicants proposed Shipping Activity in PNG and it's proposed trade route.
 - (b) Upon completion of the said documents by the applicant, the application for licence will then be considered by the Coastal Trading Committee and make recommendation to the Minister for his final decision.
 - (c) In the event that the application is approved by the Minister, the applicant will be advised accordingly of the Minister's decision to introduce the vessel onto the coast to provide a shipping service.

7. TRAFFIC

- Traffic is a great concern with the Shipping industry because of the increase in Shipping activities with regards to international transit, it is estimated that 2, 850 (must have gone up) vessels per year made voyages between Australia's east coast ports and Asian ports. The traffic is principally bulk carriers, container vessels and general cargo vessels.
- The following table presents the key features of Shipping in PNG.

TABLE 1: SHIPPING CHARACTERISTICS

FEATURES OF SHIPPING DEMAND PATTERNS AT PNG PORTS				
	11 YEARS AVERAGE CALL	HIGH	LOW	OBSERVATION
Total overseas & Coastal Ship calls	7, 674 calls	8, 400 calls	6, 625 calls	Overseas 32% Coastal 68%
Overseas Ships calls	2, 489 calls	3, 150 calls	1, 908 calls	Peak and low years
Overseas log Ships calls	787 calls	1, 050 calls	433 calls	32% of Overseas ship calls

TABLE 1.1: DIFFERENT CARRIERS

OTHER OVERSEAS VESSELS			
	HIGH	LOW	
* General Cargo	490	717	
* Container	326	430	
* Tanker	255	288	
* Fishing Vessels	207	623	
* Ro-Ro	96	145	
* Cruiser Ships	28	47	
*Others	299	781	
* Coastal Ship calls	5, 185	5, 435	Flat to declining pattern
*Coastal general cargo calls	2, 291	3, 678	44% of coastal ships calls
*Coastal "Others"	1, 711	2, 693	Includes 18m boats

TABLE 1.2: BUSY PORT CALLS

BUSIEST PORTS OVERSEAS AND COASTAL SHIP CALLS				
	11 YEAR AVERAGE	HIGH	LOW	
Madang	1,687	1,877	1,276	
Port Moresby	1,342	1,555	1,133	
Kimbe	1,117	1,343	845	
Lae	842	971	804	
BUSIEST PORTS OVERSEAS CALLS				
Port Moresby	547	736	468	
Lae	429	512	366	
Rabaul	389	454	288	
Madang	250	317	206	
International transit estimated 2, 850 per years				



8. CONCLUSION

- To conclude, Department of Transport is the lead agency for Policy formulation for all modes of transport (Land, Water, Air) in Papua New Guinea.
- Of the three (3) modes of transport, Coastal Shipping services under the Maritime Industry plays a significant role in providing direct access to rural/remote communities in Papua New Guinea for social and economical survival because of the geographical location with high mountain terrains.

REFERENCES

- The Merchant Shipping Act;
- Shipping Activities in PNG,
- Maritime Division.



THE END

EARLY CHRISTMAS
GREETINGS TO YOU
ALL FROM PAPUA NEW
GUINEA GOVERNMENT,
& A PROSPEROUS 2012.

THEME 2 : COMMON PRINCIPLES TO SHIPPING POLICY

The PHILIPPINES :

1. Adheres to the common principle of free trade as dictated by its national interest.
2. Participates in trade policy review regularly conducted by the WTO.
3. Advocates the conduct of a feasibility study of ASEAN RORO and Short-Sea Shipping pursuant to ASEAN connectivity.
4. Observes the cabotage principle as provided by its Tariff and Customs Code

THEME 2 : COMMON PRINCIPLES TO SHIPPING POLICY

The PHILIPPINES :

5. Maintains an incentive program for overseas shipping operation pursuant to Republic Act 7471, as amended by Republic Act 9301 by way of :
 - Exemption from payment of customs duties and taxes in the importation of vessels for overseas use and
 - Exemption from payment of income tax derived from overseas shipping operation for ten (10) years or until 27 July 2014
6. Promotes the Philippine Ship Registry

EXISTING SHIPPING LEGISLATIONS : Monitoring of the operation of shipping activities

Presidential Decree	Subject
PD 760 (July 31, 1975)	Allowing the temporary registration of foreign-owned vessels under time charter or lease to Philippine nationals for use in the Philippine coastwise trade subject to certain conditions
PD 866 (January 2, 1976)	Amending Presidential Decree No. 760 by reducing the term of the lease or charter period to not less than one year, deleting the word "Time" in the title and body of the decree, and allowing overseas shipping in certain cases
PD 1711 (August 21, 1980)	Further amending Presidential Decree No. 760, as amended by further encouraging the chartering of specialized ocean-going vessels and by extending the effectivity of the decree until 1999 Note : Executive Order No. 438 extended the effectivity of any charter or lease contract pursuant to PD 760, as amended, until 2009. (September 15, 1997) Executive Order No. 667 extended indefinitely the effectivity of any charter or lease contract pursuant to PD 760, as amended. (October 11, 2007)

EXISTING SHIPPING LEGISLATIONS : Monitoring of the operation of shipping activities

MARINA Memorandum Circular No.	Subject
116	Lifting of age restriction of vessels registered under PD 760/866/1711
122	Implementation of the International Safety Management (ISM) Code
137	Amendments to Chapter XVIII of the Philippine Merchant Marine Rules and Regulations (PMMRR) of 1997 on minimum safe manning for seagoing ships for international trade.
166	Rules in the utilization of domestic ships in overseas trade/operation
168	Mandatory ship reporting system
181	Rules in the accreditation of overseas shipping companies
182	Rules in the acquisition of ships under PD 760, as amended, and providing the implementing rules under Chapter XV of the 1997 PMMRR on registration, documentation and licensing of ships for international voyage.
193	Rules in the implementation of maritime security measures for Philippine-registered ships engaged in international voyages.
194	Rules in the provision /installation of ship security equipment
200	Rules in the issuance and maintenance of continuous synopsis record for Philippine-registered overseas vessels

THEME 2 : COMMON PRINCIPLES TO SHIPPING POLICY

EXISTING SHIPPING LEGISLATIONS : Treatment of Conferences

THEME 2 : COMMON PRINCIPLES TO SHIPPING POLICY

EXISTING SHIPPING LEGISLATIONS : Responsibilities of Carriers

EXISTING SHIPPING LEGISLATIONS :
Incentives for Overseas Shipping Operators

Republic Act No. 7471, as amended by Republic Act No. 9301

- Exemption from Import Duties and Taxes - on the importation of oceangoing vessels including spare parts for the repair and/or overhaul of such vessels.
- Exemption from payment of Income tax – for a period of ten (10) years from date of approval of RA 9301 or up to 27 July 2014.

EXISTING SHIPPING LEGISLATIONS :
Incentives for Overseas Shipping Operators

Republic Act No. 9337 [Sec. 7]

- Exemption from Value –Added Tax (VAT) for the following transactions :

x x x

“(S) Sale, importation or lease of passenger or cargo vessels and aircraft, including engine, equipment and spare parts thereof for domestic or international transport operations;

“(T) Importation of fuel, goods and supplies by persons engaged in international shipping or air transport operations;

THEME 2 :
COMMON PRINCIPLES TO SHIPPING POLICY

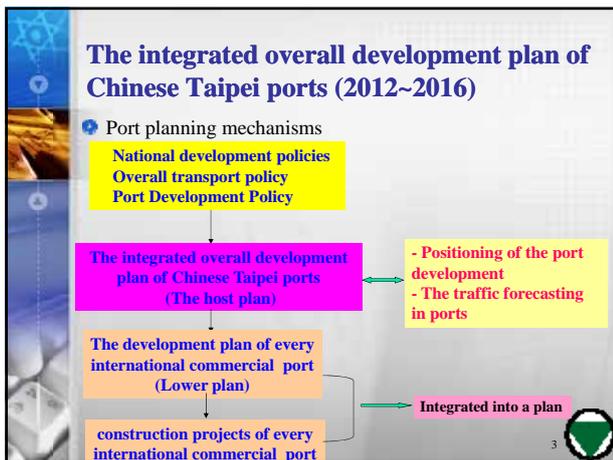
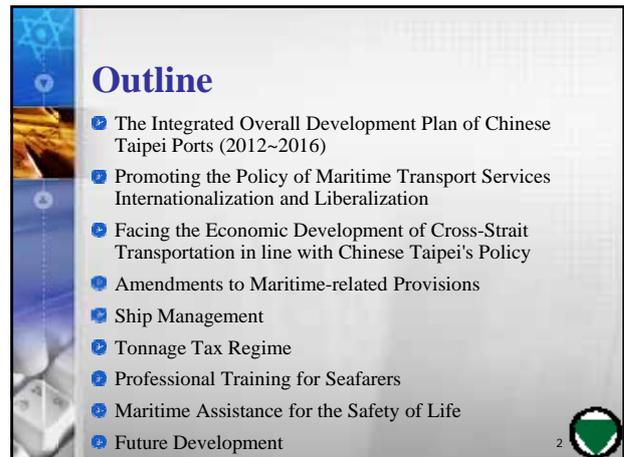
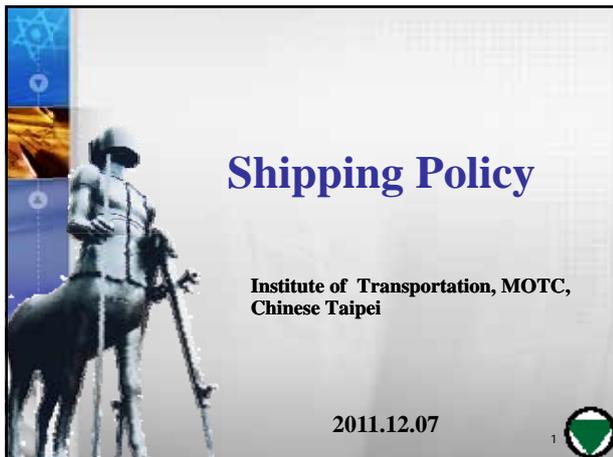
APPROACHES IN IMPLEMENTING THE COMMON PRINCIPLES TO SHIPPING POLICY

THEME 2 :
COMMON PRINCIPLES TO SHIPPING POLICY

DIFFICULTIES ENCOUNTERED IN IMPLEMENTING THE COMMON PRINCIPLES TO SHIPPING POLICY

THANK YOU &

Mabuhay!



Facing the Economic Development of Cross-Strait Transportation in line with Chinese Taipei's Policy

- Due to the policy of liberalization, the people of Chinese Taipei and of Mainland China have been able to travel each other through using the "Mini-Three-Links" since June 19, 2008.
- Following the signing of the Cross-strait Sea Transport Agreement on Nov. 4, 2008, direct shipping across the strait was inaugurated on Dec. 15, 2008; this is expected to greatly reduce operating costs for shipping companies, and to create a favorable operating environment.

Amendments to Maritime-related Provisions

- To conform with the international trends-liberalization, facilitation, multi-model and door-to door transport—the Commercial Port Act, Ships Act, Seafarer Act and Navigation Business Act are amended continually.
- The objectives of the measures above include accelerating the development of commercial ports, meeting the international conventions on inspection of ships as well as seafarer welfare, providing a sounder business operation environment for business, and improving the economy.

Ship Management

- In 2009, Chinese Taipei's shipping fleet of over 100 gross tonnages was joined by 18 newly built or purchased vessels, while 7 old ships were eliminated.
- The new port security measures have been promoted since July 1, 2004(to meet the regulation of SOLAS and ISPS). The purpose of this Code is to enhance the international ship and port facility security, as well as to safeguard the international peace and security of the maritime industry.
- Furthermore, MOTC has established a navigation safety examination panel for passenger ships for random inspections in order to protect passenger safety. In 2010, a total of 1,104 voyages had been inspected.

Tonnage tax regime

- The proportion of FOC Ships up to 87% in Chinese Taipei.
- In order to enhance the international maritime competitiveness, recovery of the domestic shipping industry and the development of peripheral industries, and conform to international trends in the implementation of the tonnage tax, we promote tonnage tax regime.
- The implementation date of the tonnage tax was January 26, 2011, shippers can apply for the new tonnage tax regime by 2012.
- Tax calculated in accordance with the following:
 - Ships with a net tonnage of 1,000 tons or less, derived profit will be set at NT\$67 per 100 tons per day.
 - Ships with a net tonnage of 1,000 tons to 10,000 tons, daily derived profit per 100 tons will be NT\$49.
 - Ships with a net tonnage of 10,000 tons to 25,000 tons, daily derived profit per 100 tons will be NT\$32.
 - Ships over 25,000 tons, it will be NT\$14.

Tonnage tax regime

- NT dollar per 100 tons per day:

Country \ ton.	<1000	1000 - 10000	10000 - 25000	>25000	Income tax rate	Tax period(years)
Netherlands	34	26	17	9	40%	10
U.K.	32	24	16	8	28%	10
Denmark	37	27	16	11	25%	10
Ireland	38	28	19	9	12.50%	10
Korea	40	31	20	11	25%	5
Japan	38	28	18	8	30%	10
Chinese Taipei	67	49	32	14	20%	10

Tonnage tax regime

- According to the questionnaire survey, there are 8 shipping companies are willing to apply the tonnage tax, and another three shipping companies are still under evaluation
- It's expected to increase 33~38 ships, with the net tonnage of about 947,000 tons in 5 years.
- Expected performance:
 - Increase Chinese Taipei's Ships
 - Increase the professional training opportunities for students and seafarers, and the employment opportunities
 - Encourage the establishment of shipping companies and related industries, business management headquarters,
 - Recovery of the domestic shipping industry and the development of peripheral industries

Professional Training for Seafarers

- To strengthen professional training for Chinese Taipei's seafarers and raise their standards, high-quality guidance was provided in accordance with the International Convention on Standards of Training, Certification, and Watch-keeping (STCW) for Seafarers, 1978, as amended on faculty, curricula, instructional materials, and facilities. A total of 3,912 seafarers completed professional training in 2008.
- The seafarers' upgrade training was implemented since 2004 that continuously ensures the competence of Chinese Taipei's seafarers qualifies complying with STCW Convention. It also raises the international competitiveness of the shipping industry.
- In 2010, 731 seafarers participated in upgrade training and 276 of them successfully qualified—the rate was 37.76%. (In 2008, 327 seafarers participated in upgrade training and 124 of them successfully qualified).

Maritime Assistance for the Safety of Life

- Chinese Taipei is a Grand Segment Operator of the International Satellite System for Search and Rescue (Cospas-Sarsat). In accordance with the implementation of Global Maritime Distress and Safety System (GMDSS), Chinese Taipei has established the Local User Terminal (LUT) and organized the Mission Control Center (MCC) to actively implement related works.

Future Development

- MOTC has taken several measures to continuously improve shipping environment and raise world competitiveness of shipping operators.
- Relevant measures include offering preferential port service, as well as the cross-strait shipping convenience, developing the shipping industries, and formulating or revising related legislation.
- Additionally, we make every effort to implement the cargo maritime transportation regulations of government agencies for offering more cargoes to the foregoing industries.
- Also, budgets are being allocated each year for professional maritime training to enhance local seafarers' expertise and thereby meet the needs of the shipping industry.

Thank you for your attention





Thailand Shipping Policy Formation

Present by Veera Puripanyawong
Maritime Promotion Bureau
Marine Department, THAILAND
7 December 2011



The Thai government has realized the importance of maritime transportation as key factor to enhance competitive logistics for Thailand's international trade. Also it conforms to energy strategy that has a goal to reduce energy consumption and for further aim to reduce effect of climate change. Realizing that water transport is the most effective mode of energy saving and by developing connectivity of water transport with other mode of transport will enhance multimodal transport and logistics for improving efficiency of transportation system.



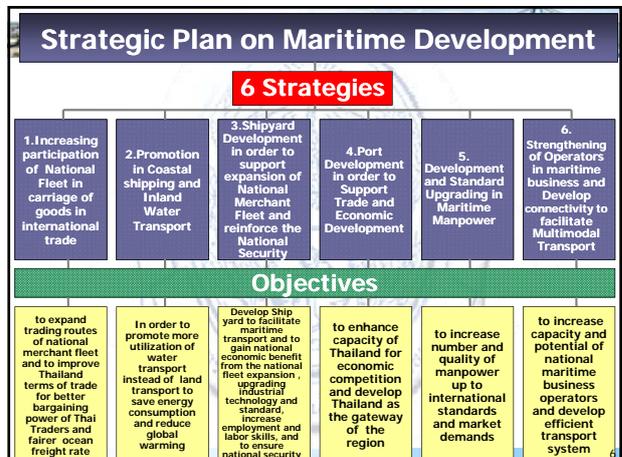
Maritime transportation would take into consideration the activities, infrastructure and system which are involved in the movement of cargos from the point of origin to the point of destination involving the sea mode of transportation. It therefore encompasses a broad system linking the ports and shipping sectors with a vast network of logistics service providers in the supply chain including transport, distribution, freight logistics and specialist services such as IT, communications, legal, banking and finance, insurance and education/training.



According to the Maritime Promotion Commission Act B.E. 2521(1978) and B.E. 2548 (2005), Marine Department has, as its role as the secretariat of the Maritime Promotion Commission, been conducting in both the direct responsibility and works in the spear of safe, clean and effective water transport development also keep coordination with other agencies according to the proposed plans, measures under maritime development strategy approved by the Maritime Promotion Commission.



The Maritime Promotion Commission, according to the Maritime Promotion Commission Act B.E. 2548 (2005) has been set up and chaired by the prime minister. The board consists of ministers from various Ministry and has Director General of Marine Department as a committee and secretary of the board.





Maritime Promotion Commission has set up 6 steering committees to look into detail the plans, projects, and measures for each strategy. Those are

1. Steering Committee on increase participation of Thai flagged vessels in sea transport,
2. Steering Committee on promotion of coastal and river transport,
3. Steering Committee on port development,
4. Steering Committee on shipbuilding development,
5. Steering Committee on maritime man power development,
6. Steering Committee on strengthening capacity building of maritime enterprises and development of business network for multimodal transport.

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Plans, Projects and Measures are set according to short term, medium term and long term plans of implementation, consisting various measures and projects as infrastructures, financial or tax incentives for maritime business operators, development of human resource in the related field, upgrading safety and environment standard, facilitation of research and development and transfer of technology, est.

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Marine Department has as its role as secretariat of Maritime Promotion Commission, to study, recommend plans, projects, and measures for the development of maritime industry as well as coordinate with private sector, business enterprises, various government agencies concerned, foreign economies and international organizations for the sake of Maritime transport and maritime related business development. Marine Department take a leading role as a key agency to supervise and oversee Steering Committee no. 1 (increase participation of Thai flagged vessels), 2 (promotion of coastal and river transport), 3 (port development) and 5 (maritime man power development) and has its Director General chaired those Steering Committee. While Steering Committee no. 4 (shipbuilding development) is supervise and oversee by Office of Industrial Policy, Ministry of Industry.

9



Some Shipping Policy Issues (Thailand cases)

- Subsidies to National Flag Vessels
- Government Ownership of Shipping
- Cargo Preference
- Liner Shipping
- Access to Port Facilities

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Thailand Merchant Fleets

- Thai merchant fleets of over 500 Grt. In 2011 reach 480 vessels with cargo carrying capacity of 4.4 million DWT. They are dry cargo vessel number 200 vessels of 2.3 million DWT and Liquid cargo vessel number 280 vessels with carrying capacity of 2.1 million DWT
- All is private shipping company.
- Major Shipping Operators are:
Regional Container Line (RCL) : operates as regional container feeder operator and container line of the region.

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•Precious Shipping (Public) COMPANY Ltd.

•Thoresen (Public) COMPANY Ltd.



12



Common Principles on Shipping Policy

COMMON PRINCIPLES ON SHIPPING POLICY

1. Information on the existing shipping legislation

Monitoring of the operation of shipping activities:

- + To guide the implementation of the provisions of law on maritime transport and maritime services
- + To organize the implementation of statistics, research and forecasts of marine and evaluate the quality of maritime services
- + Develop legal documents on the development of maritime and support shipping services, business conditions in maritime transport services

COMMON PRINCIPLES ON SHIPPING POLICY

1. Information on the existing shipping legislation

Treatment of conferences:

Every year, VINAMARINE held meetings shipping to synthesize ideas from companies related to shipping, including: ship owners, shippers, shipping agents and other providers support services to shipping thereby determining the issues to be addressed to support business of maritime.

COMMON PRINCIPLES ON SHIPPING POLICY

1. Information on the existing shipping legislation

Responsibilities of carriers

Report specialized management agencies on the situation of shipping and maritime services.

COMMON PRINCIPLES ON SHIPPING POLICY

1. Information on the existing shipping legislation
 - Incentives for the maritime industries
 - + Protect the rights of inland transport
 - + Priority to shipping of goods has national resources
 - + For loans to purchase vessel for shipping, shipping company is exempt from income tax in the first 02 years after taxable income and 50% of tax payable in the next 02 years

COMMON PRINCIPLES ON SHIPPING POLICY

2. The approaches in implementing the Common Principles to Shipping Policy in Viet Nam:
 - Commitment to join the World Trade Organization (WTO) for maritime transport services and maritime transport support
 - ASEAN commitments in maritime transport and support services shipping
 - Vietnam Maritime Code 2005
 - Investment Law in Vietnam 2005
 - And Master Plans of Shipping and Seaport (as above)

COMMON PRINCIPLES ON SHIPPING POLICY

3. The difficulties in implementing the policies with regard to maritime field in Viet Nam.
 - Vietnamese Fleet is not a big fleet with high age, poor technical condition
 - The rate of general cargo vessel in the fleet remain high percentage in terms of quantity and tonnage/deadweight
 - Container ships, crude oil, LPG vessels and tonnage quantities are limited, the level of development did not meet the requirements and planning objectives set out

7

THANK YOU VERY MUCH
FOR YOUR ATTENTION



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