

## APPENDIX 6

### Supply Chain Connectivity Framework Action Plan: List of Policy Inventories for Reference (as of 27 September 2013)

#### Chapeau

Economies recognise that addressing the eight Chokepoints of the Supply Chain Connectivity Framework Action Plan (SCFAP) is critical for reaching APEC's 2015 objective of a 10% improvement in supply chain performance in terms of reduction of time, cost, and uncertainty of moving goods and services through the Asia-Pacific region.

Economies recognise that compilation of inventories of specific policy recommendations under the systematic approach is a crucial step to complement our existing efforts under the SCFAP to address the eight Chokepoints. The inventories will serve as useful references to enable economies to diagnose and address the eight Chokepoints which will in turn help APEC to achieve better progress in reaching our 2015 objective. Economies can adopt the recommendations in the inventories below on a voluntary basis to take into account their individual circumstances. Based on economies' experiences in making supply chain performance improvements and addressing the eight Chokepoints of the SCFAP, the Committee on Trade and Investment should continue to make necessary adjustments to each inventory so as to make this a living document.

Economies also recognise that the policy inventories will help APEC identify economies' specific supply chain performance improvement capacity building needs. Economies are encouraged to take into account such needs when putting forward capacity building projects in the CTI and in relevant sub-fora in accordance with the SCFAP.

**Supply Chain Connectivity Framework Action Plan:  
List of Policy Inventories for Reference**

**Chokepoint 1 : *Lack of transparency/awareness of full scope of regulatory issues affecting logistics; Lack of awareness and coordination among government agencies on policies affecting logistics sector; Absence of single contact point or champion agency on logistics matters***

**Objectives :**

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

<b>Policy Recommendation</b>	<b>Benefits</b>
<b>COORDINATION OF POLICIES</b>	
1. Take steps to implement a whole of government approach in the development of regulations, including coordination across regulatory, standards, and trade agencies, consistent with the APEC-OECD Integrated Checklist on Regulatory Reform.	An integrated policy that sets out the principles governing the regulatory reform process is important to help ensure that policies for all concerned areas are mutually supportive. It should include key elements, such as transparency, non-discrimination, and interference with competition and open markets, only to the extent necessary to obtain relevant policy objectives.
2. Inform and consult with appropriate official bodies when preparing a new measure or planning a new reform to avoid unnecessary duplications and contradictions.	
3. Promote the consideration of competition, efficiency, and market openness issues in the assessment of all regulations and their alternatives that may have an impact on markets.	
4. Integrate competition and market openness considerations into institutional structures, policy development processes, administrative procedures, official responsibilities, and accountability arrangements as part of a regulatory management system.	
5. Promote the strong involvement and a sense of “ownership” by regulators in charge of the design and implementation of regulations, who are committed to the objectives of	
	Regularly scheduled outreach and coordination efforts integrated amongst agencies will allow for a better

Policy Recommendation	Benefits
the regulation and have information on the sector history and situation.	understanding of concerns from the trade community (traders, regulators, and government) and will enhance awareness of potential regulatory and policy changes. Similarly, coordination of this effort through a central body, institutions, or mechanisms works to ensure coordination efforts are done systematically throughout government agencies and associated trading institutions. The central body also helps reduce transaction costs by streamlining coordination policy in one central area.
6. Develop means to coordinate regulatory reform or initiatives through a central body, institutions, or coordinating mechanisms.	
7. Integrate into the rulemaking process priority setting, coordination of regulatory activities, and the involvement of competition and trade officials in policy development or review where appropriate.	
<b>STAKEHOLDER ENGAGEMENT</b>	
8. Provide a meaningful opportunity, where appropriate, to comment on proposed laws, regulations, and progressively, procedures and administrative rulings of general application, consistent with the APEC Transparency Standards and the APEC-OECD Integrated Checklist on Regulatory Reform.	Mechanisms for stakeholder engagement - specifically communications, publishing, and deliberation measures - provides well understood avenues for discussing proposals for adoption and procedures for notice. This will help promote genuine dialogue and effective discussion of various policy proposals leading to more effective action taken in relation to supply chain management.  Publishing in advance of proposed legislation and regulations that govern customs procedures allows interested parties, including business and the trade community, to have a meaningful opportunity to provide comments on the contents and proposed implementation procedure prior to their adoption.
9. Publish, to the extent possible, in advance, through official journals and the internet, measures that are proposed for adoption. Upon request, provide interested parties with information and respond to questions pertaining to any actual or proposed measure when possible.	
10. Promote a well-developed set of procedures for notice and comment, which may be codified or provided through written guidance on consultation requirements.	
11. Provide opportunities for comment by stakeholders to facilitate a genuine dialogue and potential to affect policy development. Regulators should be held accountable for the consultation and how comments are handled so that the credibility of the consultation process is maintained.	
12. Provide importers or other parties that are issued a customs determination the ability to review and appeal their determinations at an administrative level that is independent of the office that made the determination and have access to a judicial review. They should	Effective stakeholder engagement through communication and reasonable notice helps to ensure affected parties are given the opportunity to respond

<b>Policy Recommendation</b>	<b>Benefits</b>
also be notified of the decisions in writing.	and present facts and arguments in a timely manner.
13. Promote the development and use of mechanisms for regular communications and exchanges with interested parties, especially business and the trade community, which take into account their views. Examples of such mechanisms include customer liaison groups to collect views of stakeholders on services relating to trade and holding discussions or dialogue sessions with stakeholders prior to formulating new rules and regulations related to trade.	Consultations with appropriate industry representatives, domestic logistics associations, consumer group representatives and sectoral/professional bodies in developing regulations or standards help to increase the degree of confidence on all sides that the reasons for regulation are clearly understood, and to heighten the likelihood of compliance with measures once they are introduced. Consultations also act to improve the policies being adopted by helping to ensure the concerns and interests of multiple parties are taken into account during the formation/drafting of such policies.
<b>PUBLICATION</b>	
14. Promptly publish or make available laws, regulations, and progressively, procedures and administrative rulings of general application, including through the internet, in such a manner as to enable interested parties and other economies to become acquainted with them, consistent with the APEC Transparency Standards.	Making information on domestic trade regimes available through the use of information technology can enhance trade predictability by ensuring that all interested parties have easy access to information affecting trade costs and procedures. Traders have to overcome additional costs if information on the trade regime is difficult to access. Prompt publishing and ensuring ease of access has the potential to lower trade costs and increase transparency.
15. Make information available in a consistent and timely manner at no cost or at a reasonable cost, which include policies, laws, regulations, administrative rulings, licensing, certification, qualification and registration requirements, technical regulations, standards, guidelines, procedures and practices relating to trade in goods and services.	
16. Information on procedures related to the importation, exportation, and transit of goods should be provided in a simplified, non-technical manner and in English where possible. In addition, relevant forms and documents should be made publicly available through widely available media, including the internet.	
<b>ANTI-CORRUPTION</b>	
17. Apply rules and regulations affecting the logistics sector in a consistent and non-discretionary manner, consistent with the APEC Conduct Principles for Public	Applying anti-corruption rules and regulations consistently helps minimise hidden costs of trading and

Policy Recommendation	Benefits
Officials.	works to ensure trade facilitation remains open. Applying rules and regulation regarding anti-corruption also minimises the incentives for importers and exporters to make or accept corrupt payments or engage in corrupt acts outside commonly accepted trading procedures.
18. Apply rules and procedures relating to the trade in a consistent, predictable, and uniform manner with integrity so as to minimise uncertainty to the trade and trade related parties.	
19. Provide clear and precise procedural guidance to the appropriate authorities with standard policies and operating procedures and be applied in a non-discretionary manner.	
<b>BUSINESS CERTAINTY</b>	
20. Provide access to due process and legal recourse, consistent with the APEC-OECD Integrated Checklist on Regulatory Reform.	Providing a fair system that respects the due process rights of individuals and firms is key to credible and respected regulatory actions. Due process procedures that are available to all interested parties seeking redress with respect to the implementation of rules and procedures helps ensure a predictable business environment where conflicts are settled using well understood procedures.
21. Provide for due process rights and clear mechanisms designed to ensure the enforceability of those rights for persons subject to the law.	
22. Provide an appeals system that is accessible, transparent, and accountable. Foreign stakeholders and participants should not be disadvantaged in their access to the appeal systems.	
23. Implement the APEC Guidelines for Advance Rulings to increase certainty and predictability in the trading environment.	Advance rulings lower barriers to complex trade regimes, reduce delays, and promotes trade facilitation by providing administrative information for common customs procedures (e.g. determining origin, tariff classification, or valuation of shipments).
24. Where possible, economies should provide advance rulings for tariff classification, the application of the provisions set forth in the WTO Agreement on Customs Valuation, the application of duty drawback, country of origin marking requirements, the application of rules of origin under free trade agreements and other tariff regimes, and admissibility requirements.	
25. Provide enquiry points for interested parties to address questions on customs procedures, and provide customs forms and documents within a reasonable time period,	Providing easily accessible enquiry points to information related to customs and administrative procedures

<b>Policy Recommendation</b>	<b>Benefits</b>
including through the internet. To facilitate access to enquiry points, information concerning the procedures for making enquiries should be made available on the internet.	reduces transaction costs by providing required information to stakeholders in a central location. These enquiry points eliminate trade costs associated with acquiring appropriate information and can speed up the pace of trade.

## Supply Chain Connectivity Framework Action Plan: List of Policy Inventories for Reference

### Chokepoint 2 : *Inefficient or inadequate transport infrastructure; Lack of cross border physical linkages (e.g. roads, bridges)*

#### Objectives :

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

Policy Recommendation	Benefits
1. Maintain a single government coordinator, an infrastructure development plan at the central government level, or a domestic coordination process to advance cross-border or regional transport infrastructure development.	Increases the likelihood that infrastructure development meets national and regional needs, not merely the needs of the local community closest in proximity to the infrastructure.
2. Maintain a process to coordinate with regional economies on cross-border or regional transport infrastructure development issues.	Increases the probability that cross-border infrastructure needs are addressed efficiently for regional economies.
3. Maintain programmes that promote cross-border information/data sharing or communications in the context of cross-border or regional transport infrastructure usage, both within an economy and across borders.	Minimises delay during times of overcapacity. When infrastructure becomes congested, or is expected to become congested, information should be shared widely so that other logistics firms and traders can find alternative routes to get their goods to destination on time.

Policy Recommendation	Benefits
4. Maintain an infrastructure development process that leads to multimodal interoperability in cross-border or regional transport infrastructure.	Improves efficiency for both customs authorities and shippers.
5. Participate in regional associations of relevant national and sub-national governments, private sector actors, and public private partnerships to cooperate on and take into account issues related to shared natural infrastructure, such as those concerning rivers and straits.	Rather than developing ad hoc solutions, negotiated approaches to addressing problems with relevant economies will allow more efficient solutions to be developed and implemented.
6. Require performance of feasibility, impact, or cost-benefit analysis, studies, or assessment regarding how development of cross-border infrastructure projects affect the capacity for and take into account international trade and investment and/or the environment.	Helps infrastructure development projects have a net positive impact on public welfare relating to improved economic efficiency, environmental sustainability, safety and health, and adjacent community interests.
7. Include in infrastructure development plans at the central government level forward-looking metrics or criteria that take into account demographic, trade, or demand projections as regards the development of cross-border or regional transport infrastructure.	Depending on an economy's financial and physical space constraints (or lack thereof), it may make sense to build more infrastructure now in one package, rather than adding it on piece by piece in a manner that does not keep up with growth. This guidance would help economies build for both today and for future growth.
8. Include forward-looking maintenance cost projections for critical transport segments such as bridges, tunnels, and ports, to keep them operating at full capacity over their entire usable lifespan.	In the long-run, less expensive, less direct infrastructure connections will be more sustainable if their maintenance costs are lower.
9. Enforce domestic laws or regulations concerning anti-corruption and anti-bribery in the context of cross-border or regional transport infrastructure projects.	Adoption of this guidance gives relevant government agencies tools to enforce international standards and best practices concerning anti-corruption and anti-bribery, which leads to reduction in costs and creates incentives for investment in cross-border or regional transport infrastructure projects.



<b>Policy Recommendation</b>	<b>Benefits</b>
10. Allow the participation of private capital, including through PPPs, in cross-border or regional transport infrastructure development projects, consistent with domestic laws and regulations and international obligations.	Increases private sector investment in cross-border or regional transport infrastructure development projects.

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**Chokepoint 3 : *Lack of capacity of local/regional logistics sub-providers***

**Objectives :**

- To improve understanding on the current business environment in which local/regional logistics providers operate; SMEs in particular.
- To enhance engagement of local/regional sub-providers (LSPs) in the region.
- To enhance competitiveness of LSPs in the region.

<b>Policy Recommendation</b>	<b>Benefits</b>
<b>TRADE FACILITATION</b>	
1. Promote Trusted Trader programmes that reward LSPs who comply with applicable customs laws and regulations.	Efficiency gains will greatly benefit small players in the industry. If a local/regional logistics sub-provider is trusted, they can move product more quickly across borders and to market. Such programmes enhance legitimate trade.
2. Encourage programmes designed to help LSPs navigate port congestion.	Reduces impact on smaller logistics providers, as it would take less hours and labor required to move product out of ports.
<b>IMPROVE KNOWLEDGE</b>	
3. Promote inter-agency communication and information sharing among logistics related domestic government entities within an individual economy.	Better understanding the internal situation of each economy is a crucial step to simplifying trade procedures, reducing paperwork, and facilitating cross-border logistics in general.

Policy Recommendation	Benefits
4. Publish a State of Logistics annual report or a self-evaluation of an economy's own internal logistics situation using existing data from international organisations or other sources where possible.	Such analysis on voluntary basis would help identify weaknesses and success stories in each economy to aid in cross-economy evaluation and understanding, and also better support efficient use of trade and logistics facilitation resources.
5. Maintain a regional arrangement or communication network to share logistics related information resources in a systematic manner for the benefits of the SME LSPs.	Such arrangements and networks will promote information sharing across economies and will benefit all APEC economies and their LSPs.
6. Maintain and provide current, comprehensive, and standardised local or regional business information that is easily accessible to LSPs.	Adoption of this recommendation will lower barriers to market entry for local/regional LSPs.
<b>STAKEHOLDER ENGAGEMENT</b>	
7. Establish a decentralised online platform that supports cross-economy communication, and self-determined sharing of logistics information over the internet.	Using technology to facilitate information sharing, allows for faster communication and more efficient use of each economy's human resources.
8. Maintain guidelines for encouraging private enterprises to contribute industry level real-time cross-border logistics and supply chain information to the public by way of the online platform.	Participation of the private sector is a key element for the government sector to better understand the logistics industry situation and needs.
9. Enable and empower relevant personnel in the cross-border trade related government entities of each economy to participate and contribute to the logistics information sharing online platform.	
<b>ENHANCE COMPETITIVENESS</b>	
10. Implement effective and efficient cross-border logistics promotion policies based on a holistic view of regional business and supply/value chains.	Reduces unknowns for the LSP actor, and thereby promote ventures into new or niche markets or more specialised logistics verticals. Enables economies to understand how their respective logistics systems operate and encourages LSPs to expand service into other economies.

Policy Recommendation	Benefits
11. Make available the cross-border logistics information resources to SME LSP stakeholders.	Better information leads to improved business intelligence for SME LSP players; allowing them to compete more effectively.
12. When conducting self-evaluation, use the State of Logistics economy reports and existing data and information sources as cross-economy comparison tools, and acknowledge potential behind-the-border issues that would otherwise be difficult to identify.	
13. Promote customs and border personnel certification systems and provide relevant training programmes.	By introducing certification systems and ensuring that logistics personnel will attend continuing training programmes at regular intervals and receive different levels of certification accordingly, it will be possible to improve the quality and international competitiveness of logistics personnel.
14. Maintain capacity-building programmes to assist local/regional logistics service providers with fulfilling current market requirements.	Increases competition, decreases costs, and reduces barriers to entry.

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**Chokepoint 4 : *Inefficient clearance of goods at the border; Lack of coordination among border agencies, especially relating to clearance of regulated goods 'at the border'***

**Objectives :**

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

<b>Policy Recommendation</b>	<b>Benefits</b>
<p>1. Towards Single Window (SW) systems</p> <ul style="list-style-type: none"> <li>- Analyse the current situations of the economies which have not implemented the SW system through the second questionnaire, which is now in practice. (The first questionnaire was conducted in 2010.) Identify the necessary points to be solved for implementing the SW system. [Plan, Do]</li> <li>- Share the experiences and bad/good practices of the economies which have established the SW system. [Do]</li> <li>- Carry out another questionnaire and evaluate the progress from the previous one. [Check]</li> <li>- Encourage the economies which have not implemented the SW system to take necessary actions for further improvement. [Act]</li> <li>- Collect and share the information of the major examples of the SW international interoperability projects in the world. Share the experiences of the SW international interoperability projects (pilot and full implementation) conducted among APEC member economies. [Plan, Do]</li> <li>- Identify the important aspects to be considered for the SW international interoperability. [Check, Act]</li> </ul>	<p>Find out the important aspects and difficulties to implement the SW system. Understand the measures to facilitate the implementation.</p>

Policy Recommendation	Benefits
<p style="text-align: center;">Policy recommendations:</p> <p>(i) Overview</p> <ul style="list-style-type: none"> <li>- Maintain a single programme or entity through which traders can submit export/import documents in order to clear goods through customs.</li> </ul> <p>(ii) Electronic System</p> <ul style="list-style-type: none"> <li>- Maintain an electronic system on the internet through which traders can clearly identify applicable customs, safety, health, or other regulations that goods must comply with to enter/exit the economy's territory.</li> <li>- Subset of SW: Maintain an electronic system for clearance of goods into and from the territory of the economy.</li> <li>- Subset of SW: Maintain an electronic system that enables pre-arrival clearance and release of goods into the territory of an economy.</li> <li>- Subset of SW: Maintain an electronic system where customs agency(ies) can communicate with traders about cross-border transactions of goods (imports and exports).</li> <li>- Subset of SW: Implement a programme that builds capacity of SMEs to participate in any electronic systems catering the clearance of goods to and from the territory of the economy.</li> </ul> <p>(iii) Legal Framework</p> <ul style="list-style-type: none"> <li>- Subset of SW: Maintain law(s) or regulation(s) that support the existence of an electronic system for clearance of goods into or from the territory of the economy.</li> <li>- Subset of SW: Maintain law(s) or regulation(s) that protect the privacy of data with respect to the clearance of goods into the territory of the economy.</li> </ul>	
<p>2. Maintain programme designed to reduce bureaucratic redundancy and increase institutional coherence when clearing goods at the border.</p>	<p>More streamlined border institutions and processes will make clearing goods at the border more efficient and therefore reduce the time it takes for goods to get to market or be exported.</p>

Policy Recommendation	Benefits
3. Maintain human resources programmes designed to nurture professional logistics management for clearing goods at the border as a human capital asset, both with respect to private sector and government representatives.	Professionals who are highly trained in customs matters and equipped with state of the art knowledge and skills will make clearing goods at the border more efficient and therefore reduce the time it takes for goods to get to market or be exported.
4. Maintain state-of-the-art trade data systems that leverage the full extent of a national government's data ability to expedite the processing and assessment of goods at the border.	State of the art trade data systems will boost the productivity of the border officials who use them, therefore making clearing goods at the border more efficient and reducing the time it takes for goods to get to market or be exported.
5. Maintain a single point of contact within a government to serve as ombudsman for customs/border delays, and give that entity the authority to direct traders to the appropriate specialist in a timely and customer service friendly manner.	Such an ombudsman can help traders overcome clearance obstacles and contribute to efficient clearance of goods at the border.
6. Maintain procedures allowing for the submission of import documentation and other required information, including manifests, in order to begin processing prior to the arrival of goods.	Helps ensure a timely and efficient entry of goods into an economy and reduce the time it takes to place goods on markets.
7. Maintain procedures for the expedited release of goods to persons that apply for such treatment.	Helps ensure a timely and efficient entry of goods into an economy and reduce the time it takes to place goods on markets.
8. Maintain procedures allowing the option of electronic payment for duties, taxes, fees and charges collected by customs.	Helps ensure a timely and efficient entry of goods into an economy and reduce the time it takes to place goods on markets and is a strong anti-corruption tool.
9. World Customs Organization (WCO) Guidelines for the Immediate Release of Consignments. - Implement the WCO Immediate Release Guideline.	Minimising the time of the clearance which the Guideline can be applied.

Policy Recommendation	Benefits
<p>10. Maintain procedures allowing the release of goods prior to the final determination of customs duties, taxes, fees and charges, which may include use of guarantee in the form of a surety, a deposit or other appropriate instrument.</p>	<p>Helps ensure a timely and efficient entry of goods into an economy and reduce the time it takes to place goods on markets.</p>
<p>11. Time Release Survey or WCO Time Release Study</p> <ul style="list-style-type: none"> <li>- Conduct Time Release Survey (TRS) on regular basis. Analyse the results of TRS to seek further supply chain efficiency.</li> <li>- Maintain procedures to measure and publish average release time of goods periodically and in a consistent manner.</li> </ul>	<p>Identifying the bottlenecks of the trade related procedures by conducting TRS. Evaluating the improvements of trade facilitation by conducting TRS, and raise the public awareness.</p>



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**Chokepoint 5 : Burdensome procedures for customs documentation and other procedures (including for preferential trade)**

**Objectives :**

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

Policy Recommendation	Benefits
<p>1. Maintain a programme designed to enhance traders' capacity to self-issue Certificates of Origin (C/O) for entry of goods receiving preferential treatment.</p> <p><u>Measurement Checklist</u></p> <ul style="list-style-type: none"> <li>- The number and type of capacity-building programmes for the private sector led by authorities of the Member Economies.</li> <li>- Whether authorities of the Member Economies have established permanent/regular dialogue channels with the private sector.</li> </ul>	<p>The self-issued C/O system is more effective than the authority-issued C/O system in removing trade barriers in terms of cost and procedure. Therefore, the benefits of self-issuance for exporters such as the reduction of expenses need to be further utilised.</p> <p>In order to prevent the issuance of false certificates, however, it is imperative to emphasise the accountability for self-issuance and enhance the capacity of the private sector through the reinforced storage of relevant C/O data from self-issuance, the obligation to cooperate with the Customs' verification of C/O, etc.</p>
<p>2. Each Economy is encouraged not to require traders to issue C/O for the entry of goods receiving non-preferential treatment.</p>	
<p>3. Improve conditions for regulatory environment related to issuance of C/O to offer preferential trade benefits.</p> <ul style="list-style-type: none"> <li>- Set a C/O expiration date that allows goods sufficient time to arrive at their final destination.</li> </ul>	<p>Saves time and expenses for re-issuance.</p>

Policy Recommendation	Benefits
<ul style="list-style-type: none"> <li>- When requiring submission of C/O from importers, supplementary documents to the submitted C/O should be required to the necessary minimum.</li> <li>- Manage minor errors in the completion of C/O (ensure an uninterrupted process of issuance for C/O containing minor errors such as typographical errors, which do not affect the ruling of origin).</li> <li>- Set and maintain de minimis of customs duties/taxes for expedited goods and postal packages. In addition, require documents such as C/O in the most simplified manners for expedited goods and postal packages which are imposed with customs duties/taxes less than de minimis.</li> </ul> <p><u>Measurement Checklist</u></p> <ul style="list-style-type: none"> <li>- Whether allowance of release in advance is guaranteed systematically with the condition of submission within a given time, when an origin certificate is not submitted in time of import declaration.</li> <li>- Whether measures are undertaken to exempt or simplify the submission of C/O.</li> <li>- Whether measures are undertaken to simplify requirement documentation and procedures for the submission of C/O issuance.</li> <li>- Whether simplified supplementary procedures are introduced to deal with minor errors when completing C/O.</li> </ul>	<p>Enhances expedience in certificate issuance and protection of privacy. Saves time and expenses for re-issuance.</p> <p>Facilitates trade in goods that fall under the de minimis threshold.</p>
<p>4. Maintain an electronic system for clearing goods at the border that can adapt to future technologies regarding online/electronic forms.</p> <p><u>Measurement Checklist</u></p> <ul style="list-style-type: none"> <li>- Whether an electronic system that can manage cargo entry/exit, import/export clearance and verification of import/export requirements is operated.</li> <li>- Whether an online system is used for requesting necessary additional documentation and information in the process of clearance.</li> <li>- Whether essential documentation required for clearance is received in an electronic form.</li> </ul>	
<p>5. Publish information related to Certificate of Origin in a single on-line location (establishment of WebTR).</p>	<p>On-line publication of information on relevant procedures and required documents can enhance predictability in trade.</p>

Policy Recommendation	Benefits
<p><u>Measurement Checklist</u></p> <ul style="list-style-type: none"> <li>- Whether Member Economies established and operate WebTR.</li> <li>- Whether information related to C/O such as issuance procedure, expiration date, approval standard is provided on the established WebTR.</li> <li>- Whether the established WebTR provides information on C/O in more than one of the official languages designated by the WTO, aside from its national language.</li> </ul>	<p>Immediate publication and guarantee of accessibility to information relating to C/O can reduce costs and increase transparency in trade considering the potential burden for traders when they cannot easily access relevant information.</p>
<p>6. Maintain an electronic system through which traders can submit electronic Certificates of Origin (e-C/O) for entry of goods receiving preferential treatment.</p> <ul style="list-style-type: none"> <li>- e-C/O with e-signature and e-seals can be issued and delivered from the issuing agency of the exporting economy to the Customs of the importing economy.</li> </ul> <p><u>Measurement Checklist</u></p> <ul style="list-style-type: none"> <li>- Whether a secure system for exchange of e-C/O is established or planned to be built.</li> <li>- Whether a programme for exchanging e-C/O between Member Economies is in place.</li> </ul>	<p>Utilisation of electronic delivery of C/O as part of a paperless trade project can reduce time and expenses in trade.</p>
<p>7. Maintain an open and transparent dispute settlement mechanism with published timelines and procedures for arbitrating disputes between importers and Customs agencies.</p> <ul style="list-style-type: none"> <li>- A strong, unified and transparent dispute settlement mechanism which can be operated at an initial port of entry or during a subsequent review process is established when disputes between importers and Customs arise.</li> </ul> <p><u>Measurement Checklist</u></p> <ul style="list-style-type: none"> <li>- Whether a dispute settlement mechanism between Member Economies and importers is institutionally provided for and its procedures are open to the public.</li> <li>- Whether a step-by-step dispute settlement mechanism which reserves the final decision to the third party such as judicial institutions separated from executive agencies is institutionally in place.</li> </ul>	<p>A strong, unified and transparent dispute settlement mechanism can provide swift remedies for violation of rights, find reasonable solutions and contribute to enhancing the predictability and security of international trade.</p>

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**Chokepoint 6 : Underdeveloped multi-modal transport capabilities; inefficient air, land, and multimodal connectivity**

**Objective :**

- To address underdeveloped multi-modal transport capabilities, and facilitate air, land and multimodal connectivity.

Policy Recommendation	Benefits
1. Maintain programmes that support investments in trade and transport-related infrastructure, and include forward-looking metrics or criteria that take into account demographic, trade or demand projections when developing cross-border transport infrastructure.	Allows for future space needs for trade to be taken into account when making investment decisions, and to build infrastructure in one package rather than adding on piece by piece, in a manner that does not keep up with growth.
2. Maintain programmes designed to both set aside funds for infrastructure maintenance and promote policies that take the total life cycle cost of an infrastructure asset into account at the time it is constructed.	Depreciation of roads and other infrastructure tends to diminish their usefulness and trade effects over time, and returns from infrastructure maintenance can thus be very high.
3. Consider how the efficiency of the entire multimodal freight transportation system can be increased when making transportation infrastructure decisions, rather than just one aspect of the system.	This enables the transport system's capacity to grow, rather than just one aspect/piece of that transport system's capacity.
4. Maintain a regulatory environment that supports multimodal transport.	A more liberal air transport environment is one way of boosting overall air transport performance, and a more liberal regulatory environment in distribution services can help promote high quality logistics services.

Policy Recommendation	Benefits
5. Maintain programmes to promote alignment of legal environment for multimodal transport with international standards and best practices.	Laws for marine, rail, road and air transport that are aligned to international standards and best practices will minimise legal uncertainty for shippers.
6. Apply policies concerning multimodal transport that maximise public benefits and support competition and diversity of transportation options.	Multiple transportation mode options and competition may ease congestion, lower costs for shippers, and enhance supply-chain resiliency during natural disasters.
7. Maintain programmes that advance private sector and workforce development regarding multimodal transport, and appropriately involve civil society in the processes of infrastructure upgrading, maintenance and regulatory reform.	Facilitates adequate information flows, positive compliance and partnership.

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**Chokepoint 7 : *Variations in cross-border standards and regulations for movements of goods, services and business travellers***

**Objectives :**

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

Policy Recommendation	Benefits
1. Maintain programmes and adequate resources and streamline processes to facilitate the deployment, protection and expeditious repair of submarine telecommunications cables.	Adoption of guidance would minimise potential disruption to submarine cables. Disruption poses a risk to trade in goods and services, international financial markets, social welfare, political stability, and domestic security.

Policy Recommendation	Benefits
2. Encourage the establishment of a trusted online environment.	<p>Development and dissemination of strategies for fostering a safe and trusted ICT environment, with a focus on consumer protection policies, promotes efforts to protect personal information and make networked systems more secure. This encourages greater multi-stakeholder engagement with the digital economy.</p> <p>Information-sharing and promotion of cyber security policies for the protection of vulnerable groups, particularly young people, to help mitigate online threats.</p>
3. Encourage increased competition and reduction in international mobile roaming rates.	<p>Variations in cross-border competition and transparency in interconnection and international mobile roaming markets affect the smooth flow of telecommunication services in the Asia-Pacific region. Deployment of infrastructure and mechanisms to reduce excessive costs of interconnectivity, including through increasing industry competition by promoting free and open trade and investment.</p>
4. Promote road and vehicle safety standards for heavy vehicles carrying freight on medium and long haulage.	<p>Road safety strategies address variations in cross-border standards that impede the smooth flow of goods. They include a mix of driver behavioural<sup>1</sup> modification, infrastructure upgrade and regulatory measures to achieve safer standards for vehicle,</p>

<sup>1</sup> The end goal of driver training is to change driver behaviour so that vehicle can be handled safely and efficiently. The extent of change and the specific behaviours which need to change will vary according to the driver's skill level prior to commencing training – some drivers may need to change little, others a great deal. There are a number of specific behaviours that are likely to require attention, e.g. speed choice, gear management, observational skills, maintaining safe distance, loading (including treatment of perishable or hazardous goods, if required), care of vehicle, fatigue management.

Policy Recommendation	Benefits
	<p>especially heavy vehicle, use, roads and operational practice. A systematic plan for road and vehicle safety is a key element of transport productivity.</p> <p>Promote best practices for the safe use of vehicles, including use of emerging technologies such as digital tachographs and GPS-based tracking systems enable safe driving and operating practice.</p>
5. Allow foreign long-haul carriers that comply with road safety rules and regulations to seek business opportunities in domestic markets in accordance with central and local laws.	Creates greater safety, efficiency, and competition gains.
6. Encourage promotion of electronic data interchange safely across borders.	<p>Will help address deficiencies in information infrastructure linking major seaports as well as overlapping information requirements which are major impediments to effective supply-chains in the Asia-Pacific region.</p> <p>Ensures that electronic commerce occurs in a safe environment, protecting consumers' and businesses' information.</p>
7. Maintain an international regulatory cooperation program designed to help regulators assess the cost of incompatible customs regulations and/or standards and promote harmonisation of these regulations and/or standards to facilitate more efficient international trade.	Quantifying the costs, both in monetary and employment terms, will yield greater harmonisation of standards and more efficient international trade.



**Supply Chain Connectivity Framework Action Plan :  
List of Policy Inventories for Reference**

**Chokepoint 8 : *Lack of regional cross-border customs-transit arrangements***

**Objectives :**

- To determine how Customs Administrations take care of transit by a non-party for the application of preferential treatment. In this context how and which documents are required for this compliance at the customs administration of the importing economy. For all the above it is necessary to establish a common understanding - not only for APEC customs administrations, but moreover for trade operators - on the documentation that justifies and accredited this transit.
- To determine, if possible, a general overview regarding a timeframe for this transit in a non-Party, for store goods and splitting goods; all the above, under the surveillance of the customs administration of this non-party economy.

<b>Policy Recommendation</b>	<b>Benefits</b>
1. Implement GATT Article V.	To guarantee freedom of transit purpose.
2. Maintain procedures to identify goods in transit and verify satisfaction of transit requirements.	To speed up good the passing and clearance in transit through Customs.
3. Do not apply customs charges, formalities, or inspections other than those necessary for specific law enforcement purposes with respect to that transit operation, until the goods arrive at the point of exit from an economy's territory.	To give more predictability to the whole supply chain.
4. Maintain procedures for filing and processing of transit documentation and data prior to the arrival of goods.	To speed up goods the passing and clearance in transit through Customs.

Policy Recommendation	Benefits
5. Maintain programmes designed to harmonise and coordinate customs requirements concerning giving preferential treatment to originated goods which have previously transited through a non-Party.	Adoption of this recommendation will clearly and safely facilitate the determination of origin of goods, through a harmonised and predictable process. An increased understanding of transit rules will reduce cost, time and uncertainty, especially for SMEs and occasional operators.
6. Maintain programmes to promote safer warehouses for transit, high technology uses for the clearance of goods in transit, and capacity building for customs officers and private actors.	Enhancing the performance in the clearance of the goods in transit will contribute to the good operating and co-working of new APEC systems, such as Single Window or e-cargo, increase security for both importers and final consumers, and reduce time, cost, and uncertainty of transit procedures.
7. Maintain guidelines or programmes to improve understanding of transit, facilitate transit agreements, and grant preferential treatment to goods in transit, which can enhance the benefits of Regional Trade Agreements/Free Trade Agreements (RTAs/FTAs).	Adoption of this recommendation will increase predictability of supply chain connections, by guaranteeing equal treatment in customs issues and giving clear information about the documentation required to grant preferential treatment. Cross-border traders and operators would be more aware about transit matters and benefit from more clarity on the application of preferential treatment.
8. Implement international conventions concerning transit of goods, such as International Route Transport Union (IRU-TIR), World Trade Organization agreements (WTO), etc.	<p>Will improve access to and open markets by increasing the available number of routes, enhancing the whole logistics chain, and improving the benefits obtained through RTA/FTAs.</p> <p>Will achieve the purpose of Art. V GATT, free of transit.</p>