PART I
I. ORGANIZATION OF THE SEMINAR

A. Introduction

The Regional Seminar on Liberalization of Maritime Transport Services under WTO GATS was held from 11 to 13 February 2002 in Bangkok. It was organized by the Economic and Social Commission for Asia and the Pacific (ESCAP). The project under which the Seminar was organized was funded by the Government of Japan.

B. Attendance

The Seminar was attended by 69 participants from Bangladesh; Cambodia; China; Hong Kong, China; India; Indonesia; Japan; Malaysia; Myanmar; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Thailand; Turkey; and Viet Nam. The meeting was also attended by the representatives from the United Nations Conference on Trade and Development (UNCTAD), the World Trade Organization (WTO), the Organization for Economic Co-operation and Development (OECD) who acted as resource persons.

C. Seminar opening

In his opening statement, Mr. Kim Hak-Su, Executive Secretary of ESCAP stated that over 90 per cent of international world trade moves by sea, and the maritime transport industry not only provides an important service to trade, but is an important trade in service for ESCAP member countries.

He observed that countries in the ESCAP region are at different stages of economic development and the success stories in the maritime sector are not spread uniformly across the region.

He pointed out the importance of assisting countries in integrating effectively into the global economy on a fair and equitable basis and noted that the transition from a controlled trade regime to an open trade regime is by no means smooth and free of problems. Policy decisions on the scope, sequencing, timing and pace of implementation of policies are as crucial as they are complex. Following the successful Ministerial meeting in Doha, negotiations within the World Trade Organization framework on General Agreement on Trade in Services (GATS) are scheduled to take place within the next few years. These negotiations could have a substantial impact on the provision of maritime services and competition within the sector.

He stated that two divisions of the secretariat namely, Transport, Communications, Tourism and Infrastructure Development Division (TCTIDD) and the International Trade and Industry Division (ITID), in close collaboration with WTO and UNCTAD, have been implementing a project to create awareness of the possible implications of future negotiations on GATS on ESCAP member countries and to promote on exchange information and experience between countries on their preparation for GATS negotiations. The project also seeks to identify a network of institutions and focal points to support negotiating delegations to GATS.

The Executive Secretary concluded that the development of pro-active policies and active participation in the formulation of multilateral rules of the WTO, compliance with such rules and implementation require a sound understanding of the WTO architecture, its processes and the implication of further liberalization. Being the first forum of its kind where developing and developed countries in the ESCAP region could come together to discuss liberalization of maritime transport, the seminar would be a catalyst to better networking and a continuation of discussion between countries beyond this seminar. A copy of his statement is attached as Annex I.
Mr. Takashi Saito, Minister and Permanent Representative to ESCAP, the Japanese Embassy in Thailand delivered an opening statement on behalf of the Government of Japan. He stated that the development of Maritime Transport has contributed much to the expansion of world trade, and any restriction or barrier would block the healthy development of maritime transport and world trade.

He added that the seminar provided a very good opportunity to understand the benefits of liberalization of maritime transport services and how WTO can contribute to the issue fairly and effectively. In closing, he hoped that the understanding of participants will become deeper and the participation in the liberalization process will become more positive. A copy of his statement is attached as Annex II.

D. Seminar programme

The detailed programme was circulated amongst participants and is attached as Annex III.

II. PROCEEDINGS OF THE SEMINAR

The programme of the seminar covered the following topics:

A. Opening session

(a) Introduction to the ESCAP activities in the transport sector (ESCAP secretariat)

The presentation explained the geographic scope of ESCAP, the structure of the secretariat and ESCAP’s role in the transport sector. Following the road map adopted at the Ministerial Conference on Infrastructure held in November 2001, the presentation dealt with the Asian Highway and Trans Asian Railway and the forecasts of container throughput and investment requirements from the policy planning models developed by ESCAP.

(b) Introduction to ESCAP initiatives in trade policy (ESCAP secretariat)

The presentation explained the technical assistance and capacity building initiatives undertaken by ESCAP in trade policy in accordance with its thematic focus of managing globalization. ESCAP secretariat assists member countries in their efforts to integrate into the international trading system in collaboration with World Trade Organization (WTO), United Nations Conference on Trade and Development (UNCTAD), International Trade Centre UNCTAD/WTO (ITC), United Nations Development Programme (UNDP), United Nations Industrial Development Organization (UNIDO), and World Intellectual Property Organization (WIPO) at the global level as well as Asian Development Bank (ADB), Association of South-East Asian Nations (ASEAN), The South Asian Association for Regional Cooperation (SAARC), Economic Cooperation Organization (ECO) and Pacific Islands Forum at the regional level.

B. Presentation of country reports

Bangladesh; Cambodia; China; Hong Kong, China; India; Indonesia; Japan; Malaysia; Myanmar; Pakistan; Philippines; Republic of Korea; Sri Lanka; Thailand; Turkey; and Viet Nam presented their country reports and explained the situation in each country with respect to Liberalization of Maritime Transport Services under WTO GATS. Country reports are contained in Part II.

C. Technical presentations

(a) Overview/conceptual framework (ESCAP secretariat)

The presentation examined the recent trends in globalization and the current liberalized environment. It discussed the need for further deregulation and liberalization, the dilemma faced by countries in addressing conflicting national interests and the prospect of reconciling the conflicts in the light of the new impetus through WTO GATS. Technical presentations are contained in Part III.
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(b) Services trade liberalization: development and regional dimensions of negotiations (ESCAP secretariat)

The presentation dealt with the role of the service sector in the overall economy of a country, the development dimension of GATS and the evolving process of liberalization under GATS. The GATS accept that developing countries may have different development objectives from developed countries and enables countries to regulate services in pursuit of policy objectives. The GATS architecture is however very complex and its effectiveness as an instrument for trade liberalization remains to be seen.

(c) WTO principles, practices and processes (WTO)

The presentation dealt with the development of WTO, the basic facts and frequently asked questions. The presentation also examined the main principles and provisions of the GATS including the articles relating to most favoured nations treatment, domestic regulation, monopolies, specific commitments and guidelines and procedures for negotiations.

(d) GATS and maritime transport (UNCTAD)

The presentation examined the WTO principles and processes in the context of the global maritime environment and maritime policy developments, including policy reform. The presentation dealt with the three pillars of maritime transport under GATS and its applicability to the vertical integration of liner shipping companies, international terminal operators, freight forwarding, and agency services.

The presentation also examined the capacity of developing countries to provide maritime transport services such as ocean transport and auxiliary services, the opportunities to extend into the logistics services, and the support that countries need to implement national policies.

(e) Consultative process amongst member countries and OECD’s position on liberalization of maritime transport services (OECD)

The presentation identified that OECD representing 70 per cent of world trade had taken the initiative of promoting maritime liberalization through its Maritime Transport Committee (MTC). The OECD council adopted MTC Common Principles of Shipping Policy in 1986, which were reviewed and updated in 2000 and they have been applied by all members although they are not binding. They have been given effect to the following key elements:

- **Prevention**: do everything possible to prevent restrictive practices from being applied in the first place
- **Dispute Resolution**: if restrictive practices come into force use discussions and negotiations to remove them or ameliorate their effect
- **Countervailing Powers**: if nothing else works and effects are serious enough, co-ordinated countervailing action can be taken by the OECD against country concerned

Realizing the importance of non-member countries, MTC has invited broad regional and economic groups such as the Russian Federation and Newly Independent States/Central and Eastern European Countries, Dynamic Non-member Economies consisting of Argentina; Brazil; Chile; Hong Kong, China; Indonesia; Malaysia; Chinese Taipei; Philippines; Thailand; and Singapore; and also individual countries such as China; Egypt; India; Israel; and South Africa to participate.

(f) WTO and maritime transport (WTO)

The treatment of maritime transport in WTO was explained under the following three topics:

(i) How it works

Participants were provided with an insight into the privileges and practices of scheduling under GATS and the preparation of offers. The presentation also dealt with the traditional classification of maritime
transport services and freight transportation, and the elaboration of the model schedule on four aspects i.e. international maritime transport, maritime auxiliary services, access to/use of port services and multimodal transport. The presentation also dealt with the form and content of an “offer” and the making of a commitment.

(ii) What it has achieved

In addition to 29 members who originally committed for liberalization, 14 members have joined the commitments during the period 1995-2002.

(iii) What it may achieve in the future

The Doha Ministerial Declaration laid out the following schedule:

- Submission of initial requests by 30 June 2002
- Submission of initial offers by 31 March 2003
- Conclusion not later than 1 January 2005

D. Group activity

Four working groups were established to undertake the group activity. Each group was provided with one issue to be addressed as follows:

(a) Group I

What are the issues countries need to take into account in the preparation of requests and offers for commitments in market access and national treatment in the GATS negotiations on maritime transport in the following areas?

- Blue water services
- Auxiliary services including port services

(b) Group II

How can countries improve the efficiency of national service providers in blue water services, and auxiliary services including port services in order to be more competitive and optimize the opportunities that come with liberalization?

(c) Group III

How can ESCAP member countries collaborate in order to prepare and participate more effectively in GATS negotiations in maritime transport services?

(d) Group IV

What can be done to improve the co-ordination/consultative process between the WTO focal point ministry, the ministry responsible for maritime transport, industry stakeholders, and academic/research institutes in order to ensure adequate information flow and to better prepare and participate more effectively in the GATS negotiations in maritime transport services?

III. RECOMMENDATIONS AND PARTICIPANTS’ VIEWS

Main recommendations and views arising from the deliberations at the Seminar were as follows:

1. Close cooperation and coordination is necessary among ESCAP members to develop their viewpoints and facilitate more active participation in GATS negotiations.

2. In order to cope with globalization and its impact on maritime transport, the participants recognized the importance of each country identifying comparative advantages and weaknesses. Self-identification and self-help are key to success under globalization.
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3. In order to sustain and encourage self-reliance, ESCAP member countries should have national focal points of maritime transport services negotiations. These focal points should co-ordinate at the country level, at a regional level amongst ESCAP member countries, and with the countries representative offices (missions) in Geneva. The ESCAP secretariat should request member governments to establish focal points.

4. Member countries should encourage their representatives in Geneva who participate in WTO meetings, to keep the national focal points informed of outcomes.

5. Countries in the ESCAP region should share with each other, details of their latest maritime policies.

6. It was also pointed out that there is lack of information, resources, expertise and information flow on liberalization of maritime services and GATS in the region. Measures such as establishing high-powered advisory committees, proper utilization of research facilities, technical assistance from international organizations, easy access to information, were some modalities that can be put in place.

7. Workshops and seminars should be organized by the ESCAP secretariat and member countries in order to increase the flow of latest information.

8. The WTO secretariat should arrange workshops and training programmes to develop capacity building and negotiation skills of ESCAP member countries.

9. The existing water transport website of ESCAP should be expanded to include the latest information on WTO and GATS issues in the maritime sector.

10. Research centres, private sector stakeholders, non-government organizations should be encouraged to have close co-operation, collaboration and networking arrangements.

The recommendations of each of the groups are attached as Annex IV.

IV. EVALUATION OF THE SEMINAR

An evaluation questionnaire was distributed on the last day of the seminar for completion prior to the closing session. Participants were invited to give their views and comments on the seminar, in terms of issues affecting seminar content and presentation. The result of this evaluation exercise is attached as Annex V.

V. CLOSING SESSION

In his closing statement, the Chief of the Transport, Communications Tourism and Infrastructure Development Division of ESCAP reviewed the topics covered during the three-day seminar and the recommendations that had been made by the participants. He thanked the participants for the considerable contribution that they had made to the seminar and their keen interest. He stated that ESCAP’s future activities in the water transport sector, would respond to the suggestions and recommendations from the participants made during the sessions.

The participants expressed their appreciation to the Government of Japan for its generous support to this activity and for the high quality of the deliberations, and the efficient arrangements made by ESCAP, as well as the hospitality extended to all delegates.
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WELCOME ADDRESS BY MR. KIM HAK-SU
UNDER-SECRETARY-GENERAL, UNITED NATIONS,
AND EXECUTIVE SECRETARY, ESCAP

Distinguished participants,
Ladies and Gentlemen,

It gives me great pleasure to welcome you all to this Regional Seminar on liberalization of Maritime Transport Services under WTO GATS. I am particularly happy to note that this activity, which has been financed by the Government of Japan, has generated significant interest throughout the ESCAP region. In this conference hall today, we have brought together policy makers, academics and industry stakeholders to deliberate upon important issues relating to liberalization of maritime services under the purview of the World Trade Organization (WTO), post Doha.

The maritime transport industry contributes greatly to international trade and economic development in the ESCAP region. Over 90 per cent of international world trade moves by sea. The maritime transport industry provides not only an important service to trade, it is also an important trade in service for ESCAP member countries.

We are all aware that in some areas of maritime transport this region provides a lead to the rest of the world. ESCAP member countries operate more than 40 per cent of the world’s shipping fleet, which includes nine of the world’s top twenty container shipping operators. At the same time about 60 per cent of the world’s seafarers are supplied by countries in the ESCAP region. Over the past years, the natural sea routes, which endow our region, have been substantially enhanced through the construction and expansion of a network of ports. Particularly in the container sector, Asian ports swept the top five positions in the world container through put for 2001.

It must, however, be borne in mind that countries in the ESCAP region are at different stages of economic development and the success stories in the maritime sector are not spread uniformly across the region.

Since accepting the role of leadership at ESCAP I have been working with the secretariat staff and member governments to identify areas where ESCAP can have the most tangible impact and determine ways of focusing our resources where they are most needed. We have now formulated three overriding themes: Reducing poverty, Managing globalization, and Emerging social issues.

This workshop falls within the theme of globalization and seeks to assist countries in integrating effectively into the global economy on a fair and equitable basis. The transition from a controlled trade regime to an open trade regime is by no means smooth and free of problems. Policy decisions on the scope, sequencing, timing and pace of implementation of policies are as crucial as they are complex. Following the successful Ministerial meeting in Doha, negotiations within the World Trade Organization framework on General Agreement on Trade in Services (GATS) are scheduled to take place within the next few years. These negotiations could have a substantial impact on the provision of maritime services and competition within the sector.

With this in mind, two divisions of the secretariat, Transport, Communications, Tourism and Infrastructure Development Division and International Trade and Industry Division have collaborated in implementing a project to create awareness of the implication of future negotiation on GATS on ESCAP member countries and to exchange information and experiences between countries on their preparation for
GATS negotiations. The project also seeks to identify a network of institutions/focal points to support negotiating delegations to GATS.

I am very happy to see that the project has been implemented in close collaboration with WTO and UNCTAD. Resource persons from these organizations will provide us with a deeper understanding of the negotiating processes of the WTO, the implications of further liberalization of the maritime sector, and the positions being adopted by countries outside the ESCAP region. OECD will also share with us the position of OECD countries and their experiences in effective networking and preparation for WTO negotiations.

Ladies and Gentlemen,

The development of proactive policies and active participation in the formulation of multilateral rules of the WTO, compliance with such rules and implementation require a sound understanding of the WTO architecture, its processes and the implication of further liberalization. I hope all of you make use of this forum to share your diverse experiences and discuss issues of mutual concern. Being the first forum of its kind where developing and developed countries in the ESCAP region could come together to discuss liberalization of maritime transport, I hope the seminar would be a catalyst to better networking and a continuation of discussion between countries beyond this seminar.

I look forward to the outcome of your deliberations and wish you a rewarding seminar.
Dr. Kim Hak-Su,
Distinguished participants,

On behalf of the Government of Japan, I would like to congratulate the Executive Secretary, and his staff, for successfully organizing this regional seminar. It is my great honour to be given this opportunity to say a few words at the opening of the Regional Seminar on Liberalization of Maritime Transport Services under WTO GATS in ESCAP.

The development of Maritime Transport has contributed much to the expansion of world trade, and any restriction or barrier block the healthy development of maritime transport and world trade.

For this reason, the Government of Japan has been working to liberalize maritime transport services. Moreover, the Government of Japan also fully supports the WTO which promotes a liberalization effectively and aims at free and fair trade and services.

Although the last WTO round of talks did not reach agreement of Maritime Transport Services, the issue was placed back on the agenda at the ministerial meeting in Doha in November 2001. As things have started to move ahead, holding a seminar focused on maritime transport services at this moment is timely and appropriate.

I wish to acknowledge the ESCAP Secretariat’s outstanding work and effort to coordinate this significant seminar, with its distinguished presenters.

Finally, I expect that the seminar is a very good opportunity to understand the benefits of liberalization of maritime transport services and how WTO can contribute to the issue fairly and effectively. I hope that the understanding of participants will become deeper and the participation in the liberalization process will become more positive.

Thank you.
ANNEX III

SEMINARY PROGRAMME

Day one: Monday, 11 February 2002

0830-1000 hours Opening session

0830-0900 hours Registration

0900-1000 hours Welcome address
Mr. Kim Hak-Su, Under-Secretary-General, United Nations
and Executive Secretary, ESCAP
Opening statement
Mr. Takashi Saito, Minister and Permanent Representative to ESCAP,
Embassy of Japan, Bangkok
Introduction to ESCAP activities in the transport sector
Mr. Barry Cable, ESCAP secretariat
Introduction to ESCAP initiatives in trade policy
Mr. Ravi Ratnayake, ESCAP secretariat

1000-1030 hours Coffee break

1030-1100 hours Overview/Conceptual framework
Ms. Geetha Karandawala, ESCAP secretariat

1100-1130 hours Services Trade Liberalization: Development and Regional Dimensions
Ms. Tiziana Bonapace, ESCAP secretariat
Q&A

1130-1215 hours WTO principles, practices and processes
Mr. Pierre Latrille, WTO, Geneva
Q&A

1215-1400 hours Lunch break

1400-1700 hours Country reports
Coffee break
Country reports (continued)
Day two: Tuesday, 12 February 2002

0900-0945 hours WTO GATS negotiations in the maritime sector
*Mr. Pierre Latrille, WTO, Geneva*

Q&A

0945-1200 hours Country reports
Coffee break
Country reports (continued)

1200-1300 hours Lunch break

1300-1345 hours GATS and Maritime Transport
*Mr. Peter Faust, UNCTAD, Geneva*

Q&A

1345-1630 hours Country reports
Coffee break
Country reports (continued)

1630-1700 hours Consultative process amongst member countries and OECD’s position on liberalization of maritime transport services. Mr. Danny Scorpecci, OECD, Paris

Q&A

Day three: Wednesday, 13 February 2002

0900-1045 hours Group activity

1045-1100 hours Coffee break

1100-1230 hours Reporting back and Discussion
Emerging issues
ESCAP/WTO/UNCTAD

1230-1300 hours Close of seminar
ANNEX IV

GROUPS’ RECOMMENDATIONS

Group I

Question
What are the issues countries need to take into account in the preparation of requests and offers for commitments in market access, or offering market access in the maritime transport sector in the following areas?
- Blue water services
- Auxiliary services including port services

Group response
Issues to take into account:

Request for commitments
(a) Countries need to engage in a consultative process with services stakeholders in order to:
   - Identify niche market, regulatory regimes, barrier to market access of other countries
   - Consider modes of supply
(b) Determine inventory of supply capacity:
   - Size, strength, competitive advantages
   - Ownership and management of ships in real terms
(c) Implications: Principle of reciprocity
(d) Need for interaction among LMG

Offer of market access:
Principle of reciprocity
   - Existing regulatory regime
   - Competitive advantages

Group II

Question
How can countries improve the efficiency of national service providers in blue water services, and auxiliary services including port services in order to be more competitive?

Group response
Improvement of efficiency of national service providers:
Factors to look into
(a) Blue water services
   - National Flag
      a. Foreign participation
b. Bureaucracy  
c. Consolidation/mergers  
d. Fiscal incentives  
e. Lifting cargo reservation  
f. Predictability and consistency

- Labour  
  a. Qualification/standard  
  b. Competence  
  c. Labour reform

Each country has to identify their comparative advantages and weaknesses/constraints.

Points to note
- Position of developing countries  
- Advantage: Labour supply  
- Weakness: Capital, technology, know-how, bureaucracy

(b) Auxiliary services including ports  
Countries need to take action and improve in the following areas
- Commercialization  
- Adoption of technology  
- Capacity building: infrastructure, human resource development (training and qualification – ILO, STCW)  
- Reforms – labour, facilitation processes  
- Coordination between ports related agencies  
- Coordination between ports themselves

**Group III**

*Question*

What are the different ways in which ESCAP member countries can collaborate in order to be better prepared and participate effectively in the negotiations in WTO GATS (maritime services)?

*Group response*
- We all thank the ESCAP secretariat for providing us the opportunity to have a group activity.  
- We feel that close cooperation and coordination is very necessary among ESCAP members to develop their viewpoints and facilitate to participate more actively in GATS negotiations.  
- ESCAP countries should have a focal point for maritime transport services negotiations. National focal point should coordinate at country level, among the ESCAP countries and the Geneva mission. The ESCAP secretariat should circulate a note for the member countries in order to determine a focal point.  
- The ESCAP countries’ representatives in Geneva for maritime transport services negotiations should make regular coordination meetings and inform the ESCAP secretariat and focal points of the outcome.  
- The existing web page on maritime transport services, which is available in the ESCAP, should be regularly updated and latest information should be available to all members of ESCAP.  
- Workshops and seminars should be organized by the ESCAP secretariat and the member countries, in order to increase the flow of the latest information.
− The WTO secretariat should arrange workshops and training programmes to develop capacity building and negotiating skills of ESCAP members.
− The latest maritime policies of the ESCAP should be shared by all the members of the ESCAP countries.
− If an ESCAP country wishes to make a proposal during the GATS negotiations, the country may informally consult with other ESCAP member countries.
− Research centres, private sector, stakeholders and non-government organizations, should be encouraged, to have close cooperation and collaboration and networking in this respect.

**Group IV**

**Question**

When you go back to your country, what will you do to improve the co-ordination between the ministry, WTO focal point, ministry responsible for maritime transport, industry stakeholders, and industry and academic/research institutes in order to improve the information flow and consultation process?

**Group response**

Recommendation to policy makers/government

(a) Take measures to enhance coordination
(b) Establish high powered advisory committee
(c) Ensure proper utilization of research facilities
(d) Request technology assistance from international organizations
(e) Ensure easy access to information

Problem areas

(a) Lack of coordination
(b) Lack of information
(c) Lack of resources
(d) Lack of expertise
(e) Lack of information inflow/outflow between capitol and missions overseas
ANNEX V

EVALUATION OF THE SEMINAR

Total numbers of participants is 69
Total numbers of respondents is 32 or 46 per cent of the participants

I. Organization profile of participants

1. Type of your institution/organization:
   Government Ministry/Department 84 per cent
   Industry – Forwarders, Transport Operators, etc. 3 per cent
   Others 13 per cent
   (Others are from academic, research institutes, and private)

II. Workshop structure and relevance

1. Workshop duration:
   Too short 9 per cent
   Appropriate 88 per cent
   Too long 3 per cent

2. What is your opinion of the structure of this Workshop?
   Well-structured 94 per cent
   Room for improvement 6 per cent
   Suggested improvements?
   – Improvement on the punctuality of the programme proceedings.
   – Allot more time for exchange of views/almost no time to ask clarificatory questions.

3. What is your opinion of the contents of this Workshop?
   Well-structured 97 per cent
   Room for improvement 3 per cent
   Suggested improvements?
   – Provide basic information on the WTO negotiations for the benefit of new members may bring participants with common understanding of issues.

4. What is your opinion of the group activity of this Workshop?
   Well-structured 97 per cent
   Room for improvement 3 per cent
   Suggested improvements?
   – Every participant should be asked to give opinion. No one should remain silent.
5. Do you think that the knowledge/understanding you gained will be of use to you?

- To a small extent: 0 per cent
- To a reasonable extent: 47 per cent
- To a great extent: 53 per cent

III. Workshop conduct

1. Did you find the method of presentation (lectures, visual aids, activities) used in the Workshop to be:

- Very Good: 44 per cent
- Good: 50 per cent
- Satisfactory: 6 per cent
- Unsatisfactory: 0 per cent

IV. Workshop administration

1. Servicing by secretariat:

- Very Good: 69 per cent
- Good: 28 per cent
- Satisfactory: 3 per cent
- Unsatisfactory: 0 per cent

2. Did you consider the physical arrangements (i.e. facilities, lighting, ventilation, equipment available) for the Workshop were?

- Very Good: 63 per cent
- Good: 31 per cent
- Satisfactory: 6 per cent
- Unsatisfactory: 0 per cent

Suggestions or recommendations:
- Country report should be presented after the presentation of “core subject” by experts/specialists.
- Very good.

Suggestions or recommendations (continued):
- Purely from academic interest, there is a dearth of research in this area in India and we would look forward for collaboration.
- Seminars should be arranged frequently.
- More arrangements of such type of seminars are suggested. It may be held frequently to solve problems and to come into correct decision.
- For the trade policy seminar to conduct as well as a forum in maritime sector.
- Such seminar may be held at a very regular interval, say half yearly, until conclusion of MTS negotiation.