



APEC Work Program Related to Trade Facilitation

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1. From TFAP I and II to SCFAP
2. 8 chokepoints identification
3. Mid-term assessment of SCI
4. External and internal indicators
5. Self-assessment survey
6. Summary of findings
7. Recommendations

TFAP II Review (2007-2010)



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Customs Procedures

- The number of Approved Economic Operators (AEOs) in APEC increased by 26% between 2007 and 2009
- > Most APEC economies had either 100% electronic lodgement or increased the proportion of merchandise trade-related documentation lodged electronically between 2007 and 2009

Business Mobility

- > 38% reduction in business travel transaction costs, translating to total savings of USD 3.7 million within one year
- > 91% of ABTC holders rated their overall level of satisfaction with the scheme

Electronic Commerce

- > Progressing towards developing a consistent approach to information privacy protection across the region and towards assisting member economies to build capacity in domestic legislation
- > Completed the guidelines, directories and templates to create the framework for the implementation of a Cross-Border Privacy Rules system

Standards and Conformance

- > The number of economies reporting alignment with IEC standards rose from 12 in 2006 to 16 in 2010
- > The degree of alignment to a set of 168 IEC standards reported by APEC members rose to between 91% and 100% alignment in 2010 from a range of 55% to 100% in 2006

Supply Chain Connectivity Framework Action Plan

PSU Mid-term Assessment



SCI / SCFAP goal

- a quantitative target of improving the performance of time, cost and uncertainty of supply chain performance by 10% by 2015.

SCFAP measurement Framework: three- track assessment

- Internal indicators – track the degree to which actions are implemented
- External indicators – track the effects of those actions on measurable supply chain processes and outcomes
- Self-assessment survey – economies to detail actions taken and estimate the impact of SCFAP actions

Performance Clusters

Performance clusters	Chokepoints
I. Building infrastructure & capacity	2. Infrastructure 3. Logistics capacity 6. Connectivity
II. Streamlining procedures	4. Clearance 5. Documentation
III. Strengthening rules & institutions	1. Transparency 7. Regulations & standards 8. Transit

External Indicators (1)

Overall Level Assessment	Direction of improvement	Baseline (2009)	Pro-rata benchmark (2011)	Actual (2011)
LPI Overall Index (score)	↗	3.38	3.49	3.39
ETI Overall Index (score)	↗	4.64	4.79	4.70

Building Infrastructure and Capacity	Direction of improvement	Baseline (2009)	Pro-rata benchmark (2011)	Actual (2011)
ETI Transport Infrastructure Pillar	↗	4.88	5.04	4.92
ETI Transport Services Pillar	↗	4.58	4.74	4.54
ETI ICT Pillar	↗	4.27	4.42	4.75
LPI Infrastructure Index	↗	3.29	3.40	3.35
LPI Logistics Competence Index	↗	3.30	3.41	3.33
LPI % Shipments Meeting Quality Criteria	↗	80.35	83.02	83.52

External Indicators (2)



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Streamlining Procedures	Direction of improvement	Baseline (2009)	Pro-rata benchmark (2011)	Actual (2011)
ETI Customs Administration Pillar	↗	4.82	4.98	4.85
ETI Import-Export Procedures Pillar	↗	5.27	5.44	5.31
LPI Customs Index	↗	3.11	3.22	3.13
LPI Lead Time to Import	↘	2.78	2.69	2.59
LPI Lead Time to Export	↘	2.17	2.10	2.10
LPI Documents to Import	↘	3.98	3.85	3.35
LPI Documents to Export	↘	3.53	3.41	2.66
LPI Cost to Import	↘	767.90	742.31	834.20
LPI Cost to Export	↘	681.29	658.58	692.89
LPI % Physical Inspection	↘	10.95	10.59	9.67
Doing Business Time to Import*	↘	15.90	14.58	14.95
Doing Business Time to Export*	↘	15.48	14.19	14.43
Doing Business Documents to Import*	↘	5.95	5.46	5.90
Doing Business Documents to Export*	↘	5.48	5.02	5.43
Doing Business Cost to Import*	↘	918.14	841.63	896.19
Doing Business Cost to Export*	↘	847.90	777.25	835.67

External Indicators (3)

Strengthening Rules and Institutions	Direction of improvement	Baseline (2009)	Pro-rata benchmark (2011)	Actual (2011)
ETI Transparency of Border Administration Pillar	↗	4.52	4.67	4.51
ETI Business Environment Sub-Index	↗	4.75	4.91	4.70

Summary

Cluster	Green	Amber	Red
1. Building Infrastructure & Capacity	2	1	3
2. Streamlining Procedures	6	1	9
3. Strengthening Rules & Institutions	0	0	2
Overall goal	0	1	1
Total	8	3	15

Internal Indicators

Progress of implementation for the 8 Chokepoints

	Elements implemented	Total elements	Percentage of Implementation
Chokepoint 1	9	12	75
Chokepoint 2	6	10	60
Chokepoint 3	7	8	88
Chokepoint 4	5	9	56
Chokepoint 5	17	22	77
Chokepoint 6	25	27	93
Chokepoint 7	7	9	78
Chokepoint 8	3	6	50
Total	79	103	77

Projects,
symposia,
actions...

Progress of implementation for the 3 Clusters

Cluster	Elements implemented	Total elements	Percentage of Implementation
Building Infrastructure & Capacity	38	45	84
Streamlining Procedures	22	31	71
Strengthening Rules & Institutions	19	27	70
Total	79	103	77

Self-assessment Survey (3)



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Question 3: Please identify the most successful SCFAP project

Cluster I:

Building
Infrastructure
and Capacity

- (1) **Transborder Control and Optimal Transborder Logistics**
- (2) Programme for enhancing the Capacity of APEC Local/Regional Logistics Sub-providers
- (3) Supply Chain Visibility Feasibility Study
- (4) Study on the Travel Time of Good Vehicles on Main Economic Corridors
- (5) Global Supply Chain Workforce Development Needs
- (6) Automated Transport Management Systems Implementation for Optimizing Logistics within the Asia-Pacific with emphasis on ITS and GNSS Applications

Cluster II:

Streamlining
Procedures

- (1) **Transborder Control and Optimal Transborder Logistics**
- (2) APEC Regional Workshop on Single Window
- (3) Korea-Chinese Taipei Electronic Certificate of Origin (eCO) Pathfinder project
- (4) Case Study on Establishing an APEC De Minimis Baseline Value
- (5) **AEO program**
- (6) Joint Border Management System
- (7) Strengthen Cooperation with the Relevant International Organizations

Cluster III:

Strengthening
Rules and
Institutions

- (1) Compendium of Best Practices and Benefits of National Logistics Associations (NLAs)
- (2) **Transborder Control and Optimal Transborder Logistics**
- (3) Chokepoint 8-related programs
- (4) **AEO Program**
- (5) the New Advance Clearance Process (PE)
- (6) Global Supply Chain Workforce Development Needs
- (7) Automated Transport Management Systems Implementation for Optimizing Logistics
- (8) chokepoint 1-related programs.

Self-assessment Survey (5)



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Question 5: List positive aspects achieved via SCFAP and areas to improve

Positive aspects achieved through SCFAP

- Knowledge sharing and measures in addressing the knowledge gap
- Provide a platform or network for economies to communicate with the industries, and to engage actively and enhance the capacity of SMEs
- Improve awareness and understanding of new technologies
- Some economies have set up or strengthened local institutions, improved infrastructures and networks, and/or reviewed and revised the rules and procedures

Aspects to be enhanced

General aspects

- Private sector (especially shippers and freight forwarders) could be involved more in the SCFAP actions, through dialogues for example
- Economies/sub-fora could put in more efforts to synchronize definitions and identification of good sources of data for quantitative measures
- Harmonize activities with relevant international organizations (ISO, UN/CEFACT)
- Implement existing technologies, and explore new technologies

On SCFAP Design and Implementation

- Timely update on the actions
- More capacity building activities on a regular basis
- Assess the projects in a more timely fashion and publish results
- A greater level of participation and coordination among economies

Self-assessment Survey (6)



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Question 7: To what level do you support the 8 chokepoints?

Number of Economies/Sub-fora Supporting Each Chokepoint

	Very well	Moderately	Slightly	Not at all
1. Transparency	10	2	4	2
2. Infrastructure	5	5	6	2
3. Logistics Capacity	3	9	1	6
4. Clearance	9	8	2	2
5. Documentation	11	2	5	3
6. Connectivity	6	6	6	1
7. Regulations & standards	6	6	3	3
8. Transit	7	4	5	2

More economies involved in **Chokepoint 5 (Documentation)**, **Chokepoint 1 (Transparency)**, **Chokepoint 4 (Clearance)**.

Supply Chain Connectivity Framework

Action Plan

8 Chokepoints



Inventory of Policies – to aid economies' voluntary diagnostics

Chokepoints	Example (Inventory of Policy Recommendations)
<i>1: Lack of transparency/awareness of full scope of regulatory issues affecting logistics; ...</i>	Inform and consult with all appropriate official bodies when preparing a new measure or planning a new reform to avoid unnecessary duplications and contradictions
<i>2 : Inefficient or inadequate transport infrastructure; Lack of cross border physical linkages</i>	Maintain a single government coordinator, an infrastructure development plan at the central government level...
<i>3 : Lack of capacity of local/regional logistics sub-providers</i>	Develop framework for a State of Logistics annual report and a self-evaluation of its own internal logistics situation
<i>4 : Inefficient clearance of goods at the border; Lack of coordination among border agencies, especially relating to clearance of regulated goods 'at the border'</i>	Implementation of Single Window (SW) system

Supply Chain Connectivity Framework Action Plan

Chokepoints	Example (Inventory of Policy Recommendations)
5 : <i>Burdensome procedures for customs documentation and other procedures (including for preferential trade)</i>	Maintain a program designed to enhance traders' capacity to self-issue Certificates of Origin (C/O)
6 : <i>Underdeveloped multi-modal transport capabilities; inefficient air, land, and multimodal connectivity</i>	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
7 : <i>Variations in cross-border standards and regulations for movements of goods, services and business travellers</i>	Maintain programmes or policies that encourage the establishment of a trusted online environment.
8 : <i>Lack of regional cross-border customs-transit arrangements</i>	Increase harmonisation and coordination about customs requirements to originated goods which have previously transited through a non-Party, in order to receive preferential treatment.

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