

MARITIME EXPERT GROUP
WORK PLAN FOR 2009 AND BEYOND

Attachment to the Lead Shepherd's Policy Direction Paper for TPT-WG32

<i>Ministerial Directive/Para</i>	<i>Activity</i>	<i>Time Frame</i>	<i>Benefits</i>	<i>Beneficiaries</i>	<i>Progress/outcomes</i>	<i>Lead Economy</i>
Abbreviated TMM5/6 notation and paragraph number	i.e. initiative/task; workshop; seminar; survey, etc.	Month/year	Purpose/how it meets TMM6 Directive	Primary/secondary benefactors of activity	Indication of progress/success for activity	Lead and support / sponsoring economy(ies)
We reaffirm our Leaders' commitment to the Bogor Goals as a key organizing principle and driving force for APEC. We recognize that the Bogor Goals will be achieved through unilateral reforms, and bilateral and multilateral trade and transportation agreements or other means. We applaud the work that has been completed and look forward to full implementation according to Leaders' directives. / TMM6 para 9 In an environment of continued economic challenges, we reaffirm our commitment to achieve greater liberalization of the transportation sector. In this	Realizing the Bogor Goals in the Maritime Transport Sector	2005.6-2010			To remove restrictions applying to specific maritime trades with regard to the implementation of the Bogor Goals in the maritime transport sector, MEG encourage identified "champion" APEC Economies to provide leadership and support to other member economies with respect to the "APEC Common Principles to Shipping policy.	Japan

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<p>regard, we support APEC's work to strengthen Regional Economic Integration (REI) in the APEC region through promoting free and open trade and investment. / TMM6 para 10</p> <p>We encourage member economies to review their status with regard to liberalization in the maritime transport sector and endorse the activities undertaken by member economies to remove restrictions applied to specific maritime trade./ TMM6 para 13</p>						
<p>We reaffirm our Leaders' commitment to the Bogor Goals as a key organizing principle and driving force for APEC. We recognize that the Bogor Goals will be achieved through unilateral reforms, and bilateral and multilateral trade and transportation agreements or other means. We applaud the work that has been completed and look forward to full implementation according to Leaders' directives. (TMM 6 para 9)</p>	<p>Facilitation of International Shipping Project – Competition Policy Related to Liner Shipping</p>	2007-2010	<p>Public policy among APEC Economies that encourages the efficiency and service benefits of operational agreements in Liner Shipping while regulating the potentially anti-competitive aspects of such agreements.</p>	<p>Member economies,</p> <p>International traders in the APEC Region</p> <p>Liner Shipping Companies</p>	<p>Study by independent consultant completed November 2009.</p> <p>Proposed guidelines under discussion would encourage agreements via an exemption from <u>relevant</u> provisions of competition policy and law.</p>	Canada

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<p>We also support continued efforts by the Working Groups on the following initiatives:</p> <ul style="list-style-type: none"> •The study to develop guidelines for member economies to address the non-competitive aspects of non-ratemaking agreements among Liner Shipping companies; (TMM 5 para 39) 						
<p>We condemn in the strongest possible terms, acts of piracy and armed robbery against ocean going vessels and innocent seafarers off the coast of Somalia and express our collective support of the decisive actions of the United Nations (UN) and relevant organizations to protect vital international shipping lanes for overseas trade. We encourage further concerted efforts to fight against piracy./TMM6 para 32</p> <p>We recognize the crucial role of international cooperation and effective information sharing in addressing the problem of piracy and armed robbery against ships and</p>	Workshop to strengthen collaboration with APEC member economies to counter piracy and armed robbery	2009.7			MEG held a Workshop to strengthen collaboration with APEC member economies to counter piracy and armed robbery at the TPT-WG32 in Singapore to enlighten of willingness to fight against piracy and armed robbery, to Build up ability for policy making to disseminate of Best Practice to industries overseen and to follow up declaration from Ministerial Statement and APEC Leaders as well as Transport Ministers.	Japan/ Singapore

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seafarers, and commend the efforts taken by the APEC member economies, the IMO and other relevant organizations in combating piracy and armed robbery against ships and seafarers in Asia. /TMM6 para 33						
We encourage all member economies to participate as APSN Council Members and to promote collaboration and communication among their ports and related sectors through the APSN. /TMM6 para 12	APEC Port Services Network	2007.7-			MEG requested economies that have not yet nominated their Council member to the APSN to consider doing so at the earliest possible date.	APSN office
In this respect, we request member economies to share information on their practices for reducing greenhouse gas emissions from all modes of transportation./ TMM6 para 40	Sharing Best-Practice in Reducing Greenhouse Gas Emissions at ports	2007.5-2009 summer			MEG completed the final report on best practices in Reducing Greenhouse Gas Emissions at ports and will ensure that it is widely published among the shipping and port sectors.	Japan
We instruct the Working Group to focus on options to help address emissions from transport without unduly affecting the safe and efficient carriage of people and cargo and growth of the transport industry./ TMM6 para 36	Improvement of Energy Efficiency for Shipping	2009.7-			MEG considered an initial report on best practices aimed at improving energy efficiency for shipping .	Japan

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In our desire to assist in addressing the issue of green house gas emissions from transportation sources by increasing fuel efficiency, we instruct the Working Group to identify opportunities for the development and promotion of fuel efficient transport policies and practices, including the use of alternative fuels for transportation vehicles and aircraft and to identify barriers to implement such policies and practices and determining appropriate actions to be taken. Fuel-efficient policies and practices will assist APEC member economies to achieve sustainable economic./ TMM6 para 40						
1) Para 10: ..., we support APEC's work to strengthen Regional Economic Integration (REI) in the APEC region through promoting free and open trade and investment. 2) Para 16: We support the Working Group's initiatives to enhance seamless	Impacts of Trade and Transport Policy on International Cargo Shipping and Economic Activities	2008.4-2010.	By indicating the simulation results of the international trade and logistics model, how much big impacts and benefits of trade liberalization and seamless transportation in APEC region are expected are shown.	Government to facilitate trade liberalization, investors to the logistics infrastructure	Several simulations on the trade liberalization and seamless transportation had been already done and their results had been shown. Their impact and benefit as a whole of APEC region would be discussed at the next	Japan

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interconnectivity among the various modes within the transportation system to ensure effective, safe, secure and efficient movement of people and goods...					meeting.	
We express support for the important work of the IMO on Voluntary Member State Audit Scheme and urge relevant member economies to ensure active participation aimed at enhancing maritime safety./ TMM6 para 35	Voluntary Member State Audit Scheme				To urge relevant member economies to ensure active participation aimed at enhancing maritime safety.	All members
We also desire broader cooperation arrangements for sharing best practices on the latest development in ports, airports and land transportation safety, security and port capacity and addressing congestion issues for intermodal cargo movement. / TMM6 para 45	Bottlenecks in freight transport logistics focusing on port sectors	2009.7-			To identify bottlenecks in the transport and logistics chain focusing on port sectors in the APEC region and to consider possible solutions to eliminate those bottlenecks, Japan will prepare a more concrete project proposal with input from the APSN Port Development Conference in November 2009.	Japan

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MEG's project	The Implementation of Marine Casualty Investigation Systems				To encourage implementation of marine casualty investigation systems by APEC economies. Sharing results to understand the causes of accidents as a basis for promoting better safety practices. A questionnaire has been sent to all economies and results are being analyzed to determine capacity and capability.	Australia