

ERIA TRADE IN SERVICES SECTORAL QUESTIONNAIRE – MARITIME SERVICES - FINAL

The questionnaire covers both maritime shipping and onshore maritime services (eg cargo handling, other port services).

COVERAGE (CPC Codes)

10.A. Maritime Transport Services	
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b. Freight transportation	7212
c. Rental of vessels with crew	7213
d. Maintenance and repair of vessels	8868**
e. Pushing and towing services	7214
f. Supporting services for maritime transport	745**
10.B Internal Waterways Transport	
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Notes: ** The service specified constitutes only a part of the total range of activities covered by the CPC item number.

Port services require the construction, ownership and maintenance of port infrastructure and superstructure. In some countries, ownership and service provision (eg cargo handling) are vested in the same public entity. In other countries, there is private participation in the ownership and/or operation of port superstructure and perhaps infrastructure. Where there is private participation in its operation but not ownership, private firms typically rent port assets through concessions and/or licences. In this questionnaire, the construction/ownership of port superstructure/infrastructure (terminals, cranes) is treated as an additional activity, potentially distinct from its operation.

INTRODUCTION

The questionnaire covers the conditions of *competition* in the sector, notably policy restrictions on entry; restrictions on *ownership*, private and foreign; and *regulation*, including regulations governing shipping conferences and conditions required to carry the national flag.

Note (1): Please give information for the current year only. Please record actual practice.

Note (2): Whenever a question is not applicable, (eg because the particular activity or institution is not allowed), please indicate using 'NA', rather than leaving the cell blank. Please also explain why the question is not applicable.

Note (3): Where reporting monetary values, please note currency.

Note (4): If insufficient space is provided, please attach additional information on separate sheets.

SUGGESTED INFORMATION SOURCES

Government department in charge of regulating maritime shipping and/or port services

Independent national or regional regulatory body overseeing maritime shipping and/or port services (if different from the above institution)

A domestically-owned shipping company (if necessary)

A foreign-invested shipping company (if necessary)

A domestically-owned or foreign-invested onshore maritime service company (if necessary)

A. Commercial presence (mode 3) - restrictions on entry

1. Are there policy restrictions to new entry (refer only to commercially-established operators)?				
Service	Entry by any firm	If yes, total number of firms allowed	Entry by firms with foreign participation ¹	If yes, number of firms with foreign participation allowed
International shipping	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
Cabotage ²	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
Internal waterways	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
Port superstructure	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
Cargo handling services	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
Storage and warehousing	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
Freight forwarding	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
Pilotage, towing and tying	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	
Maintenance and repair of vessels	<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes	

2. If entry is restricted, what are the reasons provided by the government?				
Use the definitions below to fill in the table:				
1—To give the incumbent(s) time to prepare for competition.				
2—To increase government revenue from privatization or license fees				
3—Exclusive rights believed necessary to attract (strategic) investment. If so, please specify how many and how long exclusive rights are provided.				
	Reasons			
	1	2	3	Other (describe in brief)
International shipping				
Cabotage				
Internal waterways				
Port superstructure				
Cargo handling				
Storage and warehousing				
Freight forwarding				
Pilotage, towing and tying				
Maintenance and repair				

3. Are foreign maritime companies <i>prohibited</i> from establishing in a joint venture with local firms? Are they <i>required</i> to establish in a JV? Are there restrictions on JVs (eg equity limits)			
	JV prohibited?	JV required?	Restrictions on JVs
International shipping	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
Cabotage	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
Internal waterways	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
Port superstructure	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
Cargo handling	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
Storage and warehousing	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
Freight forwarding	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
Pilotage, towing and tying	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	
Maintenance and repair	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	

¹ This category also includes branches and subsidiaries of foreign suppliers.

² Trade transit of a vessel along the coast (coastal trading), from one port to another within the territorial limits of a single nation.

4. Which of the following legal forms of establishment are allowed for foreign maritime transport companies? (tick all relevant forms)				
	Subsidiaries	Branches	Representative offices	All
International shipping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cabotage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Internal waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Port superstructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cargo handling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storage and warehousing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freight forwarding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pilotage, towing and tying	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance and repair of vessels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B. Restrictions on cross-border trade (mode 1)

5. Describe restrictions on cross-border supply imposed on foreign shipping companies:				
Restriction	International Shipping		Cabotage	
	Liner	Tramp ³	Liner	Tramp ³
Application of principle of reciprocity	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Restrictions on the number of foreign suppliers (indicate how many foreign suppliers are allowed)	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Are exemptions from cabotage restrictions available? Please specify.				
Party to UN Liner Code, but Article 2 not applied ⁴	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
UN Liner Code applied, including Article 2 (provide quota applicable to foreign suppliers)	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Bilateral agreements including cargo-sharing clauses (provide total number and list countries affected)	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Cargo reservation if different from the application of UN Liner Code and bilateral agreements (provide quota applicable to foreign suppliers)	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Selective restrictions imposed by government for retaliatory purposes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Other (please specify): _____	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes

³ As opposed to freight liners, tramp ships trade on the spot market with no fixed schedule or itinerary/ports-of-call(s).

⁴ Article 2 gives the governments of trading states the right to specify the amount of conference cargo that can be carried by shipping lines of the state of origin, the state of destination and third-country shipping lines. The most common (though not mandated) ratio is 40/40/20.

6. If cross-border entry is restricted, what are the reasons provided by the government?		
	International Shipping	Cabotage
To give the incumbent(s) time to prepare for competition.	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
For national security reasons.	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Other (please specify)		

7. Please fill in the following table with information referring to any of the top 3 main international ports (in terms of traffic):		
Port service	Are the following services mandatory for ships entering the port (main port only)?	Is access to service discriminatory for foreign carriers as opposed to domestic ones?
Pilotage	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Towing	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Tug assistance	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Navigation aids	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Berthing	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Waste disposal	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Anchorage	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Casting off	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Are there restrictions on domestic ships getting access to ports?		<input type="checkbox"/> No <input type="checkbox"/> Yes
Are there restrictions on foreign ships getting access to ports?		<input type="checkbox"/> No <input type="checkbox"/> Yes

C. Restrictions on the movement of intra-corporate transferees of foreign-invested companies (mode 4)

8. Are there residency or nationality requirements or quotas for any of the following categories of personnel employed by locally established foreign maritime transport services companies?	
	Minimum number/percentage of nationals/residents (please specify)
Members of the board of directors	
Executives	
Managers	
Skilled workers	
Unskilled workers	
Other staff (specify):	

9. Identify the permitted length of short-term visit (in days) for foreign personnel (eg shipping agents). Identify the permitted length of long-term stay (in years) of foreign intra-corporate transferees.	
Short-term	
Long-term	

D. Ownership

10. Is private ownership in the provision of services through commercial establishment allowed?						
	Existing operators		Maximum private equity permitted (%)	New entrants		Maximum private equity permitted (%)
International shipping	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Cabotage	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Internal waterways	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Port superstructure	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Cargo handling	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Storage and warehousing	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Freight forwarding	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Pilotage, towing and tying	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Maintenance and repair of vessels	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	

11. Is foreign ownership in the provision of services through commercial establishment allowed?						
	Existing operators		Maximum foreign equity permitted (%)	New entrants		Maximum foreign equity permitted (%)
International shipping	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Cabotage	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Internal waterways	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Port superstructure	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Cargo handling	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Storage and warehousing	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Freight forwarding	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Pilotage, towing and tying	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	
Maintenance and repair of vessels	<input type="checkbox"/> No	<input type="checkbox"/> Yes		<input type="checkbox"/> No	<input type="checkbox"/> Yes	

12. Please fill in the table below, for the 5 most important international maritime ports with respect to the amount of traffic.						
Port	Port Authority		Port type ⁵			
	<input type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Landlord	<input type="checkbox"/> Tool	<input type="checkbox"/> Service	<input type="checkbox"/> Other
	<input type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Landlord	<input type="checkbox"/> Tool	<input type="checkbox"/> Service	<input type="checkbox"/> Other
	<input type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Landlord	<input type="checkbox"/> Tool	<input type="checkbox"/> Service	<input type="checkbox"/> Other
	<input type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Landlord	<input type="checkbox"/> Tool	<input type="checkbox"/> Service	<input type="checkbox"/> Other
	<input type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Landlord	<input type="checkbox"/> Tool	<input type="checkbox"/> Service	<input type="checkbox"/> Other

⁵ In the case of landlord ports, the port authority typically owns and manages infrastructure, private firms are able to own superstructure, and provide port services as well as rent port assets by concessions or licenses. In the case of tool ports, port authority owns infrastructure and super structure, private firms provide services by renting port assets through concessions and licenses. In the case of service ports, the port authority owns assets and supplies services by directly hiring employees.

E Regulation

13. Characteristics of the sector regulator		
Institutional status of sector regulator	For carriers	For ports
Name of regulator		
When was the regulator established?		
Is the regulator institutionally independent of the Ministry? ⁶	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Is the regulator institutionally independent of the operating entity (shipping company, port operator)?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes

14. What are the conditions that a vessel or fleet must fulfill in order to fly the national flag ⁷ (if a national merchant fleet does not exist or an "open registry" ⁸ system is in place, please specify). Please tick all that apply.	
Commercial presence required?	<input type="checkbox"/> No <input type="checkbox"/> Yes
At least 50% equity participation must be domestic?	<input type="checkbox"/> No <input type="checkbox"/> Yes
At least 50% of crew required to be domestic?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Other (please state):	
National merchant fleet does not exist?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Open registry system in place?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Do exporters or importers receive concessional treatment of any sort if they use national flagged vessels?	<input type="checkbox"/> No <input type="checkbox"/> Yes

15. Regulation of carrier agreements	
Do agreements between transport carriers (such as conferences ⁹) benefit from exemptions to competition law?	<input type="checkbox"/> No <input type="checkbox"/> Yes
If yes, what types of carrier agreements benefit from exemptions?	
What types of conference agreements are allowed?	
Open?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Closed?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Both open and closed?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Are tariffs established by carrier agreements required to be filed or notified?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Open registry system in place?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Does the government enforce tariffs agreed upon within carrier agreements?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Is fare discounting allowed?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Does the regulatory agency monitor conferences' activities?	<input type="checkbox"/> No <input type="checkbox"/> Yes

⁶ 'Institutionally independent' means that the regulator is not part of the ministry and is not linked to the operating entity (national carriers/port authorities)

⁷ 'Flagged' fleets are where countries exercise effective State control.

⁸ 'Open registries' are where countries do not exercise effective 'flag' or State control over fleets.

⁹ Shipping 'Conferences' are integrated cartels fixing prices and frequencies, that are open to new entrants on US routes and closed in the rest of the world. They often enjoy anti-trust immunity and benefit from block exemption from competition authorities on the basis that it is thought by some that they constitute a factor of stability and a source of technical progress and services to customers.

16. Regulation of port services (please answer for any of the top 3 international ports)	
Are terminal handling costs regulated by government?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Are terminal handling costs non-negotiable?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Are terminals restricted in the activities they can undertake (eg only container operations)?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Are private ports prohibited from handling general cargo? ¹⁰	<input type="checkbox"/> No <input type="checkbox"/> Yes
Are private ports able to handle general cargo on payment of a fee?	<input type="checkbox"/> No <input type="checkbox"/> Yes

17. What licence conditions must new domestic entrants fulfill?		
	Payment of license fee (indicate amount in local currency)	Other (describe in brief)
International shipping		
Cabotage		
Internal waterways		
Port superstructure		
Cargo handling		
Storage and Warehousing		
Freight forwarding		
Pilotage, towing and tying		
Maintenance and repair of vessels		

18. Do the licence conditions for foreign-invested providers who establish locally differ from those above (tick whichever applies)? For example, please note if foreign providers must fly the national flag in order to provide cabotage services, or if they have restrictions on type of cargoes.				
	Foreign providers not allowed	Conditions same	Conditions differ	Describe difference
International shipping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cabotage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Internal waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Port superstructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cargo handling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Storage and Warehousing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Freight forwarding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pilotage, towing and tying	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance and repair of vessels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

¹⁰ Private ports are typically built and operated for a special purpose, eg to service a mining operation.

19. Do the licence conditions for foreign cross-border providers differ from those above (tick whichever applies)? For example, please note if foreign providers must fly the national flag in order to provide cabotage services, or if they have restrictions on type of cargoes.				
	Foreign providers not allowed	Conditions same	Conditions differ	Describe difference
International shipping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cabotage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Internal waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

20. Does the provision of shipping services by domestic or foreign providers require the appointment of a domestic shipping agent?		
	Domestic providers	Foreign providers
International shipping	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Cabotage	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
Internal waterways	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> Yes
If yes, briefly describe the conditions the agent must fulfill.		

21. Restrictions on the transportation of non-commercial (eg government, defence) cargoes. Tick whichever applies.	
No private shipping service supplier can carry non-commercial cargoes?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Only national flagged suppliers can carry non-commercial cargoes?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Other restrictions on commercial shipping companies carrying non-commercial cargoes? Please describe	
No restrictions on commercial shipping companies carrying non-commercial cargoes?	<input type="checkbox"/> Yes <input type="checkbox"/> No

22. Does the government subsidise domestic shipping companies? <input type="checkbox"/> No <input type="checkbox"/> Yes If yes, please indicate the shipping company.
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23. Has the government covered operational losses of shipping companies in the past ten years? <input type="checkbox"/> No <input type="checkbox"/> Yes If yes, please indicate the amount in each of these past ten years.
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If you have any queries about this questionnaire, please contact:

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