



**Asia-Pacific  
Economic Cooperation**

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Agenda Item: 4, 7

## **Independent Assessment of the Transportation Working Group**

Purpose: Information

Submitted by: Lead Shepherd (Canada)



**Head of Delegation Meeting One  
Christchurch, New Zealand  
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**Asia-Pacific  
Economic Cooperation**

## **Independent Assessment of the APEC Transportation Working Group**

Report to SOM Steering Committee on Economic  
and Technical Cooperation

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## **APEC TRANSPORTATION WORKING GROUP (TPT-WG)**

### **Independent Assessment**

#### **EXECUTIVE SUMMARY**

APEC Transportation Working Group was created in 1991, only two years after APEC's establishment, to work towards a safe, secure, efficient and sustainable transportation system in the region. In order to cover effectively APEC needs and priorities, the TPT-WG has actively implemented changes in the last few years in its structure, methodology and topics covered. These modifications have also resulted in efficient governance within the TPT-WG, which is acknowledged amongst Member Economies.

TPT-WG shares with other structures within APEC the challenge of encouraging all economies to participate, to attend its meetings and to submit competitive projects that cover their needs. Even though there is a general consensus regarding the efficiency of the WG, specially due to the current leadership, the assessment clearly states that changes need to take place in order to ensure that this work is the result of collaborative efforts and institutional channels and not only of individual officers. The following are the assessment key findings and respective recommendations:

#### **Considering alignment to APEC priorities:**

This assessment found that the TPT-WG has developed an efficient methodology that has proven successful to include the WG priorities and topics into APEC general agenda as well as to align its activities and projects both with Leaders and Ministerial priorities, Joint Ministerial Statements and SCE's needs. Regarding TPT-WG governance, this assessment also acknowledges how TPT-WG Terms of Reference, as well as guidelines and projects are in full compliance with APEC priorities.

However and even if these procedures seem very efficient and worthwhile sharing with other WG, not all Delegates within the TPT-WG are familiar with them. There appears to be a gap between the WG leadership and other Member Economies Delegates in terms of understanding APEC procedures and priorities, and how they affect the WG projects and activities.

There also seems to be a challenge in including the priorities of all member economies in TPT-WG activities due to a lack of participation and low preparedness of certain Delegates. Not all Delegates have a clear understanding of their economy's agenda and particular needs and interests. There is a consensus that the group would be more efficient if Delegates had a higher rank, greater proficiency of the policy agenda in their own economies and more empowerment for decision-making. Key recommendations include:

- 1) Maintain and strengthen the current methodology to assure that TPT-WG priorities are taken into consideration by the highest levels in APEC.
- 2) Prepare a presentation of the working group including the pertinent links to the experts groups and sub-groups' ToR as well as the APEC guidelines.



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- 3) Make it standard protocol to have each Member Economy to provide a brief overview of their expectations and purposes of participation as part of their inputs to a draft agenda for an upcoming meeting.
- 4) Exhorting economies to carefully choose and prepare their delegations to have a successful participation in TPT-WG and APEC as a global forum.

#### **Projects:**

TPT-WG shares with others the challenge of encouraging all economies to participate and submit competitive projects that cover their needs. Projects are generally presented and sponsored by the same economies and even though there is recognition in APEC that economies have different levels of development and therefore different possibilities to actively engage in projects, there is a general perception in the Group of the need for all members to participate and enrich their work.

There is a general consensus regarding an effective work process within the group and amongst active economies to prepare, enrich and present solid projects for funding. Nevertheless, there was a significant challenge found during the assessment to project execution that rests with APEC Secretariat processes and timelines, including project ranking criteria and timelines. Key recommendations include:

- 1 To consider developing a protocol to solicit those economies who haven't been active in terms of project supporting, their feed back on the alignment of the actual projects to their specific priorities. This should include an exercise of evaluating the obstacles they may have encounter to support o present projects to consider mechanisms to solve them.
- 2 Prepare a presentation that explains the projects process including links to the pertinent documents.
- 3 Revise protocols to permit projects to have a full year for execution from the time of contract issuance due to the difficulty to adhere to the timeframe projects implementation due to various unavoidable factors.
- 4 Support the APEC Secretariat proposal to the BMC to extend project completion dates to two years after the date of approval. Follow closely the assessment of the multi year projects pilot in order to see the possibility of including relevant projects that can provide solutions.
- 5 Consider developing a process for prioritizing projects proposed by multiple fora or multiyear initiatives, which tend to have more ambitious objectives and to cover more priorities and needs.
- 6 Consider the possibility of allowing project funds to be used for project management activities. The project manager will be responsible for ensuring the implementation of the project and to work closely with the TPT-WG officer and alleviate the APEC Secretariat workload.
- 7 Identify best practices on joint project proposals to be strengthened and shared with other APEC fora.

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#### **Forum Operations:**

TPT-WG has improved its governance in the last few years providing the group with a sound methodology that has been reflected in active work and effective forum operations. Specific recommendations regarding Member Economies participation, logistics for TPT-WG meetings, TPT-WG web site information and annual work plans and reports are included in the assessment.

- 1 APEC should consider funding the participation of economies personnel who are elected to official positions within fora as a means of encouraging developing economies to seek these positions.
- 2 TPT-WG could consider reviewing its Management Guide to contemplate the possibility of distributing responsibilities amongst more office holders to incentivize economies to access to these positions.
- 3 TPT-WG meeting rolling schedule should be strengthened.
- 4 To boost participation, member economies should be involved since the preparation of the agenda to ensure that their needs and topics of interest are covered. To achieve so, more time should be given to this preparation to include Member Economies feed back.
- 5 Document submission deadlines should be respected.
- 6 The APEC Secretariat should provide working group officers with expected attendance to the meetings to facilitate logistics organization such as document preparation.
- 7 Host governments should solicit work group chairs for desired meeting space conditions prior to sessions.
- 8 Review existing protocols to ensure that website information is up to date to be an effective work tool for Member Economies and TPT groups.
- 9 Review protocols to enable Member Economies to present more focused economy reports. Economy-wide priorities should be given special consideration.

#### **Cooperation:**

TPT-WG has been working to improve its protocols to cooperate both cross APEC fora as with international organizations and representatives of the private sector. Some recommendations to strengthen these changes are included in the present work.

- 1 SCE should consider a protocol to make communication more efficient with TPT-WG including the possibility of attending the WG meetings or at least giving feedback on TPT-WG documents before its meetings.
- 2 Review protocols and budget to provide travel funds for elected working group officials to attend other fora meetings.
- 3 Review protocols on how to involve ABAC with TPT-WG activities.
- 4 TPTWG could consider co-sponsoring the CTTF's Secure Trade in the APEC Region (STAR) Conference or developed its own, similar, contact group in which TPTWG issues were specifically discussed with a wide range of private sector entities.



## **APEC TRANSPORTATION WORKING GROUP (TPT-WG)**

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## **INTRODUCTION**

Since 1991, only two years after APEC's creation, member economies agreed on the importance of transportation as a key issue to promote their primary goals of free and open trade and investment in the region and created the Transportation Working Group (TPT-WG), which is amongst the first groups established by the forum. It is also one of the most complex in its organization, integrated by four Expert Groups, six sub-groups, a network and two task forces. In order to cover effectively APEC needs and priorities, the TPT-WG has actively implemented changes in its structure, methodology and topics covered. These modifications have also resulted in efficient governance within the TPT-WG, which is acknowledged amongst Member Economies.

TPT-WG should meet biannually to work towards a safe, secure, efficient and sustainable transportation system in the region. Nevertheless, only in 2012 this schedule was accomplished as in 2010 and 2011<sup>1</sup>, only one meeting was held. According to its position, TPT-WG aligns its projects and activities with instructions from Leaders' and Ministers' Statements as well as with the priorities and decisions of Senior Officials. It is placed under the Steering Committee on Economic and Technical Cooperation (SCE), one of the four high level committees in APEC's structure including the Committee on Trade and Investment (CTI), the Budget and Management Committee (BMC) and the Economic Committee (EC).

In order to evaluate its efficiency to achieve these objectives and following APEC's ongoing efforts and commitment to work as an effective mechanism that constantly reviews its activities and structures to improve its impact and operations, the SCE issued a request for proposals for an independent consultant to review TPT-WG activities. The objective is to ensure that economic and technical cooperation (ECOTECH) priorities are targeted and that APEC is making the best use of scarce resources. The outcome of the assessment, including Member Economies recommendations and comments, is expected to help bring a more strategic perspective to APEC's capacity-building and technical assistance and will be provided to SCE in 2013.

According to the terms of reference, the main objectives of the present work are:

- Review key APEC policy documents, including Leaders' and Ministers statements, TPTWG records of meetings, key project documentation and activities to assess the outcomes and how TPTWG supports the main objectives/goals of APEC and their impacts in APEC member economies;

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<sup>1</sup> Considering that an Independent Assessment on TPT-WG was published in February 2010, the current exercise will take into consideration information since 2010.

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- Evaluate whether TPTWG is operating effectively and efficiently; whether the group's Terms of Reference or operation could be modified to better respond to APEC ECOTECH priorities and contribute to the achievement of APEC goals;
- Identify ways to strengthen TPTWG's strategic priorities and direction for future work;
- Provide recommendations on how the forum can better focus and more efficiently and effectively manage its tasks and assure that its capacity building activities are providing benefits according to Leaders' and Ministers' priorities;
- Identify ways to develop synergies among the work of the forum and other relevant APEC groups;
- Identify opportunities and provide recommendations for greater collaboration with non-APEC parties, including the private sector, civil society and other international organizations; identify ways for TPTWG to tap resources for programs;
- Explore how TPTWG can better take into account the APEC commitment to give gender greater consideration in accordance with directions outlined by the Policy Partnership on Women and the Economy;

To achieve the latter, the following activities were accomplished:

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### **DOCUMENTATION**

A thorough review and analysis of key APEC documentation was conducted. Documents included Leaders' and Ministers' statements, TPT-WG records of meetings, TPT-WG annual work plans, the Strategic Plan Project, key project documentation, the 2010 Independent Assessment of the TPTWG and the report of recommendations implementation.

The main focus of this research was to have a sound understanding of APEC as a global forum, of SCE structure, priorities and relationship with the TPT-WG, as well as TPT-WG structure, activities, priorities and relationship with other APEC fora and non-APEC organizations so as to have an integral and broad scope of TPT-WG role.

### **MEETING**

The independent consultant attended TPT-WG37 meeting held in Ho Chi Minh City, Vietnam in April 2013. During this meeting a more profound understanding of TPT-WG work and dynamics, including its Experts Groups and sub-groups, was achieved.

One on one informal conversations with the Lead Shepherd, Heads of Delegation, Chairs, Vice Chairs, Delegates and APEC staff, including the TPT-WG Program Director, were extremely helpful to analyze TPT-WG in terms of its effectiveness and consistency in following APEC guidelines and priorities.



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#### **QUESTIONNAIRE**

A questionnaire was presented and sent to TPT-WG Heads of Delegation to officially receive Member Economies' comments and recommendations. 13 Questionnaires from delegates from 9 Member Economies were taken into consideration and are included in this document.<sup>2</sup> These contributions were crucial to compare prior findings and recommendations to the ones proposed by Member Economies.

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According to APEC's needs, the report will be divided into 5 sections:

1. TPT-WG alignment with APEC priorities
2. Projects
3. Forum operations
4. Cooperation
5. Summary of recommendations

#### **I. ALIGNMENT WITH APEC PRIORITIES**

To evaluate how strongly TPT-WG aligns with APEC priorities, an analysis was conducted to identify how solidly the TPT-WG has been able to elevate its priorities to the highest APEC fora, as a manner of assessing how much added value transportation issues and TPT-WG projects and activities offer APEC as a global organization.

As a second step, a scrutiny of the TPT-WG main documents such as its Term of Reference (TOR), TPT Management Group (TPT-MG) Guidelines and annual plans was carried out to identify its proper alignment to Leader Declarations, Ministerial Statements, Joint Ministerial Statements and SOM Steering Committee on Economic and Technical Cooperation priorities and guidelines.

##### **1.1 TPT-WG priorities reflected in APEC Leaders Fora:**

TPT-WG has developed an efficient methodology which has proven successful to include the TPT-WG priorities and topics to APEC general agenda. For example, the Ministerial Declarations are carefully drafted with the participation of volunteer economies taking advantage of several meeting opportunities. Consultations also take place through an email process. Through this mechanism, all the active economies points of view are comprised and transportation issues and comments are efficiently taken to APEC leadership fora, including APEC Leaders and Ministerial Meetings and Statements<sup>3</sup>. Annex 1 (p. 20) offers examples on how transportation

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<sup>2</sup> In case additional questionnaires were to be received during the period the first draft will be reviewed, the data will be included in the final assessment, as Member Economies comments and observations are most valuable to conduct a comprehensive assessment.

<sup>3</sup> Considering that an Independent Assessment on TPT-WG was published in February 2010, the current exercise will take into consideration information since 2010.

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issues are taken into consideration by Leaders and Ministers. As the exercise shows, transportation issues since 2010 have increased in importance as well as in detailed goals and specific instructions to be followed by APEC working groups, including TPT-WG.

**Recommendation TPT-WG 1:** The TPT-WG priorities are taken into consideration at the highest levels in APEC. The inclusive methodology and timing to present the economies priorities fostered by the TPT-MG should be maintained to ensure this outcome. TPT-WG could consider detailing this methodology so this result is permanent.

#### **1.2. TPT-WG projects and activities alignment to APEC priorities:**

As the annual working plans of the WG prove since 2011, the TPT Management Group (TPT-MG) and the Program Director carefully seek alignment of their activities and projects both with Leaders and Ministerial priorities, Joint Ministerial Statements and SCE's needs (Annex 2 p. 22). It is also worth mentioning the efforts the TPT-WG has undergone to give continuity and appropriateness to its work plans as APEC priorities evolve through time and according to the host economy direction. This ability to adapt to new trends but maintaining a consistent line of work should be acknowledged. The exercise also showed how TPT-WG has evolved in the last 3 years to work in collaboration with more APEC fora as well as with international organizations, deepening its cooperation mechanisms.

Regarding TPT-WG governance, it is first of all important to note that all Expert Groups in the TPT-WG have their TOR in full compliance with APEC priorities. In 2010 a review of these documents was accomplished to assure that they continue to reflect the TPT-WG objectives and structure. Furthermore, the Guidelines for the TPT-MG have been updated following SCE directions. The TPT-WG leadership has made an important effort to explain how its activities are carefully looking to observe APEC priorities, for example with an active use of the TPT-WG Lead Shepherd Direction Letter. Finally, the TPT-WG aligns effectively their projects and proposals to particular APEC priorities, especially Bogor Goals, assuring their pertinence to APEC as a global forum.

Nevertheless, these procedures seem very efficient, not all Delegates are familiar with them. There appears to be a gap between the TPT-WG leadership and other Member Economies Delegates in terms of understanding APEC priorities and how they affect the TPT-WG projects and activities. For example and even though Delegates considered the TPT-WG is consistent with the 5 medium-term ECOTECH priorities, knowledge on this issue is weak.



## APEC TRANSPORTATION WORKING GROUP (TPT-WG)

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On a scale of 1 to 5, how do you rate, on a general level, the consistency of TPT-WG activities with the 5 medium-term ECOTECH priorities?<sup>4</sup>

Regional Economic Integration: 2.27

Addressing the social dimensions of globalization: 2.27

Safeguarding the quality of life through sustainable growth: 2.18

Structural reform: 2.36

Human security: 2.36

Of particular relevance to SCE is the fact that some Delegates considered that TPT-WG projects and activities, which we have seen are carefully aligned to APEC priorities, do not align with their member economy interests.

In your opinion, is TPT-WG responding to current needs, particularly so that they would be more closely aligned with the priorities of your member economy?

Yes: 6, No: 2, Somewhat: 2

Much of the effort of APEC is centered in Asia, which limits the benefit and participation of certain economies. There seems to be a lack of interest in TPT-WG particularly from Latin American economies, which requires a concerted effort by the organization to actively involve the entire membership in projects. This would be beneficial to better identify their needs, priorities, interests and best practices that could deliver further integration in the region. For example, and as it will be further explained in the following sections, the MEG-SEC actively seeks to cooperate with the Organization of American States, reporting great benefit. An active outreach effort is also needed to evaluate the situation.

This finding is to be taken into consideration with special care together with another important factor uncovered during this assessment. There is a significant disparity between some of the economies regarding the level of experience, preparation and empowerment of their Delegates.

Not all Delegates have a clear understanding of their economy's agenda and particular needs and interests. There is a consensus that the group would be more efficient if Delegates had a higher rank, greater proficiency of the policy agenda in their own economies and a good knowledge on APEC's work and TPT-WG ToR and guidelines. Economies need to identify better and prepare the right people to attend the meetings to enrich the discussions and to potentiate the work of the TPT-WG. Mechanisms need to be implemented to invite Economies to be more proactive, vocalize their concerns and offer solutions to cross-cutting issues.

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<sup>4</sup> For all the questions the rank considered was from 1 (meets the expectations) to 5 (does not meet the expectations)



## **APEC TRANSPORTATION WORKING GROUP (TPT-WG)**

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**Recommendation TPT-WG 2:** Considering TPT-WG has a working web site and to facilitate a better understanding of the TPT-WG procedures as well as APEC mechanisms, it is recommended to prepare a presentation of the working group including the pertinent links to the experts groups and sub-groups' ToR as well as the APEC guidelines.

**Recommendation TPT-WG 3:** Make it standard protocol to have each Member Economy to provide a brief overview of their expectations and purposes of participation as part of their inputs to a draft agenda for an upcoming meeting.

**Recommendation SCE 1:** To consider exhorting economies to carefully chose their delegations to have a successful participation in TPT-WG and APEC as a global forum. The objective would be to ensure that attendees are well informed and empowered to the best extent possible to commit work activities and projects.

## **II. PROJECTS**

To identify how TPT-WG is performing in terms of projects, these were analyzed according to their alignment to APEC priorities as well as of their continuity. They were also identified by their capacity to work with other APEC fora as well as with other global organizations. Finally, the procedures to present projects were considered. The following are the main results of this exploration.

### **2.1 Participation:**

TPT-WG shares with others the challenge of encouraging all economies to participate and submit competitive projects that cover their needs. Projects are generally presented and sponsored by the same economies and even though there is recognition in APEC that economies have different levels of development and therefore different possibilities to actively engage in projects, there is a general perception in the Group of the need for all members to participate and enrich their work. This lack of involvement is even present amongst economies that co-sponsor projects as sometimes this supports seems of good will but does not necessarily translate into active work from officers and delegates.

There is a general consensus regarding an effective work process within the group and amongst active economies to prepare, enrich and present solid projects for funding. Nevertheless and as not many personnel gets involved, human resources are sometimes short to comply with deadlines.

**Recommendation TPT-WG 4:** To consider developing a protocol to solicit those economies who haven't been active in terms of project supporting, their feed back on the alignment of the actual projects to their specific priorities. This should include an exercise of evaluating the obstacles they may have encountered to support o present projects to consider mechanisms to solve them.

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**Recommendation TPT-WG 5:** Prepare a presentation that explains the projects process including links to the pertinent documents.

#### **2.2 Secretariat processes and timelines:**

There is an agreement within the TPT-WG regarding the effective role the APEC Secretariat has played through the Program Director who has provided the necessary information on project requirements and timelines as well as the administrative assistance to present value added projects.

Nevertheless, there was a significant challenge found during the assessment to project execution that rests with APEC Secretariat processes and timelines. For example, delegates pointed out that there have been instances in the past three years where by the time a project has had a published RFP and an issued contract, only six to nine months have remained in the project year for actual execution. It is important to notice that APEC Secretariat is conscious of these difficulties and is monitoring multi year pilot projects. TPT-WG could contribute to this effort by elaborating protocols to permit projects to have a full year for execution.

**Recommendation TPT-WG 6:** Revise protocols to permit projects to have a full year for execution from the time of contract issuance to avoid the difficulty to adhere to the timeframe projects implementation due to various unexpected factors.

**Recommendation TPT-WG 7:** Support the APEC Secretariat proposal to the BMC to extend project completion dates to two years after the date of approval.

It is also perceived that an unintended consequence of the latter is that project proposals tend to favor short-term efforts such as single workshops or studies. Considering that many of the challenges facing the global transportation and supply chain systems involve culture change, long-term propositions suit best. The current system may adequately result in identification of gaps and challenges but long-term solutions are difficult to implement or influence. Even though best practices sharing, studies and workshops are very useful, some topics need to go beyond this phase, especially the ones that have been a priority for APEC for a number of years such as supply chain systems.

**Recommendation APEC Secretariat 1:** Consider the possibility of allowing project funds to be used for project management activities. The project manager will be responsible for ensuring the implementation of the project and to work closely with the TPT-WG officer, the latter could also alleviate the APEC Secretariat workload.

According to the 2010 recommendations suggested by the independent assessment, a protocol was established by APEC Secretariat to ensure that all project information in the database is accurate, complete, up to date and aligned in each state of the project life cycle.



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The TPT-WG acknowledges that the Project Overseer provides a completion report as per APEC template requirements; nevertheless, most project outcomes are not followed through systematically. It is up to the Project Overseer to make sure the sustainability of project outcomes, which should be followed up and reported to a next meeting. This process should be strengthened.

#### **2.3 Project ranking criteria:**

According to the recommendations provided by the 2010 independent assessment, the TPT-WG is fully compliant with APEC-wide project ranking criteria. However, there is the perception in the TPT-WG that a detailed review of the ranking process should be implemented to privilege more ambitious projects. TPT-WG ranking criteria for projects is aligned with the Funding Criteria for all APEC funded projects in 2013. The ranking is associated with promoting regional economic integration, directly support APEC Leader's growth strategy and linked to other priorities identified by Leaders and Ministers. Nevertheless SCE should consider including to the ranking process criteria related to specific WG priorities, some impact measures and length.

**Recommendation SCE 2:** Consider including in the ranking process of project selection some criteria related to the specific WG priorities and impact of the project, including how the project impacts other APEC for a priorities.

#### **2.4 Resources:**

Since resources for projects have been reduced, the group requires a special effort to use the existing ones in an optimal manner, to submit competitive projects and increase the group chances to be funded.

TPT-WG has an interesting experience of working in collaboration with international organizations such as the Organization of American States or the International Maritime Organization. This cooperation will be further detailed in section four but should be strengthened in terms of project proposals to increase the possibility of matching funds and therefore rising TPT-WG chances to have more approved projects.

**Recommendation TPT-WG 8:** Identify best practices on joint project proposals to be strengthened and shared with other APEC fora.

### **III. FORUM OPERATIONS**

TPT-WG has improved its governance in the last few years providing the group with a sound methodology that has been reflected in active work and effective forum operations. In this regard, Member Economies recognize the Lead Shepherd has guided the group very effectively.



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Delegates agree that a lot of activities have been carried out and that this leadership requires a lot of work.

However, few economies seem willing to undertake that responsibility. A clear example of this is that the Deputy Lead Shepherd position has been vacant since July 2012 and unfortunately the task wasn't covered during TPT-WG37, increasing work pressure on few positions. Proficiency in the use of English language in order to be able to draft and revise the documents might be a deterrent.

This finding is relevant, as efficiency should be assured under the forum structure and operations and not only on the Lead Shepherd's contribution. There will always be a special variation according to the economy leading the group, which should be welcomed and recognized, but the main tools to have an effective work plan and active participation should be assured through independent measures and collective efforts. For example, Australia, Canada and China worked collaboratively weeks ahead of the TPT-WG37 which resulted in useful documentation available before the IIEG meeting, allowing sufficient time for more productive and enjoyable deliberations at the actual meeting. These experiences should be replicated in an ordinary manner.

The participation of member economies shows very active economies such as Australia, Canada, China, Chinese Taipei, Indonesia, Japan, Korea, New Zealand, the Philippines, Singapore, Thailand and the USA that not only attend the meetings but also provide delegations to cover all Expert Groups and Sub-Groups, as annex 3 (p. 24) clearly shows. They enthusiastically participate in projects, sponsoring them or as Project Overseers, and collaborate in terms the TPT-WG management. TPT-WG office holders are from 11 economies, coincidentally, the above mentioned more active ones. Especially Latin American economies such as Chile and Mexico have been absent for a number of years while others have heavy workloads. For inter-sessional dialogue, post-meeting collaboration by economies declines considerably; only the economies which have on-going roles in matters post TPT-WG meetings continue collaborating as office holders do.

**Recommendation SCE 3:** APEC should consider funding the participation of economies personnel who are elected to official positions within fora (e.g., Experts Group and Sub-Group Chairs, Deputy or Vice Chairs, Lead Shepherd, etc.) as a means of encouraging developing economies to seek these positions. This should extend beyond the APEC travel eligible economies, however, as it would also encourage broader participation by all economies.

**Recommendation TPT-WG 9:** TPT-WG could consider reviewing its Management Guide to contemplate the possibility of distributing responsibilities amongst more office holders to incentivize economies to access to these positions.

## APEC TRANSPORTATION WORKING GROUP (TPT-WG)

### Independent Assessment

#### 3.1 TPT-WG meetings:

On the scale of 1 to 5 please rank the following elements of TPT-WG meetings preparation and conduction:

- Agenda preparation: 1.8
- Document dissemination: 2.5
- Meeting coordination: 1.7
- Post meeting follow-up: 2.5

TPT-WG Meetings meet the expectations of Member Economies. Delegates especially recognized that agenda preparations and document dissemination from the Lead Shepherd are timely ahead of the meetings, which facilitates proper and due consideration as well as feedback. Nevertheless this does not appear to be effective to all Experts Groups. When document dissemination is only days before the meeting, collaboration and active participation is discouraged. Some Chairs circulate agendas and documents only to members of their Groups; this does not make the other Chairs and colleagues aware of issues that may be relevant to them.

Some delegates also considered that same topics tend to be repeated especially between Management Group and Heads of Delegation meetings. For a more efficient management of the meetings, topics should be put together as much as possible to avoid repeated information sharing.

Following 2010 independent assessment recommendation a 'rolling' schedule of the next two-three meetings was established. This schedule included coordination with Transportation Ministerial Meetings and proved to be effective. Nevertheless, Delegates mentioned the suitability of TPT-WG Meetings to coincide with workshop dates to increase Member Economies participation.

There are also comments regarding meeting space conditions. Frequently working groups do not have proper facilities (lack of IT, no laptops or projection capability, rooms that are overly large or too small).

**Recommendation TPT-WG 10:** To increase member economies participation workshop schedules should coincide with Ministerial Meetings.

**Recommendation TPT-WG 11:** To incentivize participation, member economies should be involved since the preparation of the agenda, especially Expert Groups agendas, to ensure that their needs and topics of interest are covered. To achieve so, more time should be given to this preparation to include Member Economies feed back.



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**Recommendation TPT-WG 12:** Currently there are document submission deadlines that do not appear to be followed by Member Economies. The timings should be respected as, if documents are circulated with sufficient time prior to meetings, economies might be incentivized to better prepare their participation, which could contribute to higher quality meetings.

**Recommendation TPT-WG 13:** In order to assist office holders in better preparation of their meetings, a mechanism should be agreed so information of expected attendance is properly disseminated to the working group officers preferably in advance of document reproduction deadlines, but after registration deadlines.

**Recommendation TPT-WG 14:** Host governments should solicit work group chairs for desired meeting space conditions prior to sessions.

### **3.2 TPT-WG Web Site:**

TPT-WG has a web site originally created by Australia, subsequently administered by Chinese Taipei and currently by China. It is an excellent source of information and an important collective effort. Nonetheless, the website will be as good as the information Chairs and members provide. Currently information is not up to date; documents from the TPT-WG36 held in St Petersburg in August 2012 are not available.

Following 2010 independent assessment, a consultation process was held with the Communications and Public Affairs Unit to create protocols and ensure that all content on the TPT-WG website is final, current, accurate, correctly positioned, relevant and consistent with APEC Website Guidelines. Under these protocols it is the responsibility of Chairs of the Experts Groups to keep their webpages up to date. Currently there is a lot of information available and navigation and research is complex to those not familiar with the TPT-WG activities and processes. An interactive tool or search engine to facilitate research may help.

**Recommendation TPT-WG 15:** Review existing protocols to ensure that website information is up to date to be an effective work tool for Member Economies and TPT groups.

### **3.3 Annual Work Plans and Reports:**

To guide its activities, TPT-WG has been effectively working with annual plans, which are reviewed, assessed and enriched during every meeting. These plans are strictly and positively aligned to the Leaders priorities and have been very useful to maintain its work focused for the last meetings.

Adding up to these annual plans, reporting has greatly improved through a standard and simplified final report for each of the expert groups. This improvement hasn't been as clear



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with the “economy reports” which seem to be not focused and can be on any topic that touches on the broad umbrella of the expert group.

**Recommendation TPT-WG 16:** Review protocols to focus economy reports. Economy priorities should be given special consideration.

Following up SCE recommendation, TPT-WG has been working on a Strategic Plan to be presented in October 2013. During TPT-WG37 the Lead Shepherd presented a first draft for Member Economies to review and enrich. There seems to be confusion within the TPT-WG regarding the objectives and benefits of the Strategic Plan versus the Annual Plans, which have proven to be effective to the TPT-WG activities.

TPT-WG has done an important effort to plan their activities accordingly to APEC priorities. The Strategic Plan shouldn't be an obstacle to achieve so but a tool to facilitate this path. It shouldn't be considered as mechanism to report to SCE but a document that could help TPT-WG long-term strategy including continuity in the most important topics and evaluation of national priorities to maintain APEC agenda up to date.

## IV. COOPERATION

Cooperation was analyzed according to the following variables: intra-group, cross fora, international organizations and private sector.

According to the findings and recommendations of the group's assessment in 2010, there was need for enhancing dialogue between SCE and TPT-WG. There was a specific recommendation regarding opportunities to improve coordination which included the submission of annual plans and reports so as to give the TPT-WG Management Group sufficient lead time to draft and review the documents. It appears that more can be done to improve communication between SCE and the TPT-WG on priorities, guidelines and opportunities for collaboration with other APEC fora. There is still poor knowledge on SCE and ECOTECH activities, and there seems to still lack clear communication between the group and SCE.

**Recommendation SCE 4:** SCE should consider a protocol to make communication more efficient with TPT-WG including the possibility of attending the TPT- WG meetings or at least giving feedback on TPT-WG documents before its meetings. A protocol should be established with TPT-WG to facilitate this dialogue.

An important finding of this assessment is that there is a good dialogue and working dynamics between the group's management economies and the Program Director. The recommendation taken by last assessment regarding SCE to better inform TPT-WG Lead Shepherd of the specific responsibilities of the PD has proven to be effective. There is also a good level of intra-group communication, especially reported by active economies.

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Communication and participation: on scale of 1 to 5 please rank the following  
Quality of Intra-group consultations: 2.72  
The role of APEC Secretariat: 2.54

The TPT-WG has made a committed effort to coordinate its activities with other APEC fora, with the Lead Shepherd and other officers attending such meetings as the SCCP and the CTTF. However, this attendance is entirely based upon the availability of economy funds for travel to events that may not be immediately beneficial to the funding organization.

**Recommendation SCE 5:** review protocols to provide travel funds for elected working group officials to attend other fora meetings.

The TPT-WG has not been effective in conveying APEC as a whole the relevance of the work being developed within the group. There is little knowledge amongst the Delegates of other APEC activities and the synergies that could be found by working together. Nevertheless, the presentation of joint projects has proven to be effective within TPT-WG especially with the following groups: Tourism, Counterterrorism Task Force, CTI, PPWE, EWG, Business Mobility Group. Recent examples of successful joint projects include:

- TPT-WG and the EWG project to study international visitor flows and greenhouse gas emissions to examine the impact on economies of future market-based measures applying to international transport and the study on transit development by the USA.
- The Global Supply Chain Resilience Workshop presented together with the Emergency Preparedness Working Group, which will allow the development of an Action Plan to improve response and rapid recovery of economies struck by disasters. This project is a joint venture of the TPT-WG, EP-WG and ABAC.
- TPT-WG is currently sharing information with the APEC Committee on Trade and Investment (CTI), the APEC Sub-committee on Customs and Procedures (SCCP), and the APEC Policy Support Unit (PSU), in order to address the identified supply chain chokepoints, in addition to benchmarking activities on supply chain performance measurement indicators.

TPT-WG complements the work done by other international fora and has multiple examples of successful cooperation with multilateral organisms such as IATA - International Air Transport Authority, ICAO - International Civil Aviation Organization, IMO - International Maritime Organization, WCO - The World Customs Organization and WTO - The World Trade Organization. It has focused on the implementation of recommendations and best practices.

The TPT-WG should continue its emphasis on collaboration with other APEC fora and other international/multilateral organizations. APEC, being a consensus driven organization of economic entities focused on achieving economic growth, can serve as an incubator for harmonized systems that can eventually become global standards through the work of such



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entities. This has actually been done to good effect with the APEC Trade Recovery Programme, the SCCP and CTTF, and the WCO and IMO. Some actual examples of this cooperation include:

- TPT-WG is working in cooperation with the WCO on enhancing supply chain resilience by developing a Trade Recovery Communications Mechanism to operationalize the APEC Trade Recovery Programme.
- TPT-WG has established contact with the Airports Council International (ACI) to identify possible areas of cooperation for the Airport Partnership Program.
- TPT-WG is increasing outreach to multilateral organizations such as ICAO and the WCO to gain understanding and insight into their capacity building and facilitation initiatives of Air Passenger Security Screening.
- TPT-WG has established contact with IATA's Baggage Working Group (BWG) and is exploring cooperation in checked baggage facilitation.

The TPT-WG routinely has members of private sector organizations and industry who participate in sessions, either through guest status or as members of economy delegations. But if the dialogue with the business sector has initiated, there is the perception that it can be improved. Collaboration that takes place could be more focused on synergies relevant to the TPT-WG and another forum. For example, the ABAC gave a presentation at the TPT-WG37 on their general activities. It would have been more useful if that presentation was tailored to cover specific work relating to TPT-WG and expectations ABAC would like to see the TPT-WG concentrate on, consistent with the existing Ministerial directives and APEC priorities. It would be also useful to provide a clear pathway for collaboration and a timeframe for implementation and follow-up.

**Recommendation to TPT-WG 17:** Review protocols on how to involve ABAC in TPT-WG activities. Participation in meetings does not seem to be sufficient. A more strategic relationship should be created so that the knowledge and experience that the private sector has in transportation issues could be effectively shared to government officials and vice versa.

**Recommendation to TPT-WG 18:** TPT-WG could consider co-sponsoring the CTTF's Secure Trade in the APEC Region (STAR) Conference or developing its own, similar, contact group in which TPT-WG issues are specifically discussed with a wide range of private sector entities.



## V. SUMMARY OF RECOMMENDATIONS

Considering alignment to APEC priorities:

**Recommendation TPT-WG 1:**

The TPT-WG priorities are taken into consideration at the highest levels in APEC. The inclusive methodology and timing to present the economies priorities fostered by the TPT-MG should be maintained to ensure this outcome. TPT-WG could consider detailing this methodology so this result is permanent.

**Recommendation TPT-WG 2:**

Considering TPT-WG has a working web site and to facilitate a better understanding of the TPT-WG procedures as well as APEC mechanisms, it is recommended to prepare a presentation of the working group including the pertinent links to the experts groups and sub-groups' ToR as well as the APEC guidelines.

**Recommendation TPT-WG 3:**

Make it standard protocol to have each Member Economy to provide a brief overview of their expectations and purposes of participation as part of their inputs to a draft agenda for an upcoming meeting.

**Recommendation SCE 1:**

To consider exhorting economies to carefully chose their delegations to have a successful participation in TPT-WG and APEC as a global forum. The objective would be to ensure that attendees are well informed and empowered to the best extent possible to commit work activities and projects.

**Projects:**

**Recommendation TPT-WG 4:**

To consider developing a protocol to solicit those economies who haven't been active in terms of project supporting, their feed back on the alignment of the actual projects to their specific priorities. This should include an exercise of evaluating the obstacles they may have encounter

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to support or present projects to consider mechanisms to solve them.

#### **Recommendation TPT-WG 5:**

Prepare a presentation that explains the projects process including links to the pertinent documents.

#### **Recommendation TPT-WG 6:**

Revise protocols to permit projects to have a full year for execution from the time of contract issuance to avoid the difficulty to adhere to the timeframe projects implementation due to various unexpected factors.

#### **Recommendation TPT-WG 7:**

Support the APEC Secretariat proposal to the BMC to extend project completion dates to two years after the date of approval.

#### **Recommendation APEC Secretariat 1:**

Consider the possibility of allowing project funds to be used for project management activities. The project manager will be responsible for ensuring the implementation of the project and to work closely with the TPT-WG officer, the latter could also alleviate the APEC Secretariat workload.

#### **Recommendation SCE 2:**

Consider including in the ranking process of project selection some criteria related to the specific WG priorities and impact of the project, including how the project impacts other APEC for a priorities.

#### **Recommendation TPT-WG 8:**

Identify best practices on joint project proposals to be strengthened and shared with other APEC fora.

#### **Forum Operations:**

#### **Recommendation SCE 3:**

APEC should consider funding the participation of economies personnel who are elected to official positions within fora (e.g., Experts Group and Sub-Group Chairs, Deputy or Vice Chairs, Lead Shepherd, etc.) as a means of encouraging developing economies to seek these positions. This should extend beyond the APEC travel eligible



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economies, however, as it would also encourage broader participation by all economies.

#### **Recommendation TPT-WG 9:**

TPT-WG could consider reviewing its Management Guide to contemplate the possibility of distributing responsibilities amongst more office holders to incentivize economies to access to these positions.

#### **Recommendation TPT-WG 10:**

To increase member economies participation workshop schedules should coincide with Ministerial Meetings.

#### **Recommendation TPT-WG 11:**

To incentivize participation, member economies should be involved since the preparation of the agenda, especially Expert Groups agendas, to ensure that their needs and topics of interest are covered. To achieve so, more time should be given to this preparation to include Member Economies feed back.

#### **Recommendation TPT-WG 12:**

Currently there are document submission deadlines that do not appear to be followed by Member Economies. The timings should be respected as, if documents are circulated with sufficient time prior to meetings, economies might be incentivized to better prepare their participation, which could contribute to higher quality meetings.

#### **Recommendation TPT-WG 13:**

In order to assist office holders in better preparation of their meetings, a mechanism should be agreed so information of expected attendance is properly disseminated to the working group officers preferably in advance of document reproduction deadlines, but after registration deadlines.

#### **Recommendation TPT-WG 14:**

Host governments should solicit work group chairs for desired meeting space conditions prior to sessions.

#### **Recommendation TPT-WG 15:**

Review existing protocols to ensure that website information is up to date to be an effective work tool for Member Economies and TPT groups.

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#### **Recommendation TPT-WG 16:**

Review protocols to focus economy reports. Economy priorities should be given special consideration.

#### **Cooperation:**

#### **Recommendation SCE 4:**

SCE should consider a protocol to make communication more efficient with TPT-WG including the possibility of attending the TPT- WG meetings or at least giving feedback on TPT-WG documents before its meetings. A protocol should be established with TPT-WG to facilitate this dialogue.

#### **Recommendation SCE 5:**

Review protocols to provide travel funds for elected working group officials to attend other fora meetings.

#### **Recommendation to TPT-WG 17:**

Review protocols on how to involve ABAC in TPT-WG activities. Participation in meetings does not seem to be sufficient. A more strategic relationship should be created so that the knowledge and experience that the private sector has in transportation issues could be effectively shared to government officials and vice versa.

#### **Recommendation to TPT-WG 18:**

TPTWG could consider co-sponsoring the CTTF's Secure Trade in the APEC Region (STAR) Conference or developing its own, similar, contact group in which TPT-WG issues are specifically discussed with a wide range of private sector entities.



ANNEX 1

Transportation Issues in Leaders Declarations and Ministerial Statements

APEC works following three main pillars: trade and liberalization, business facilitation and economic and technical cooperation. These pillars respond to the main objectives that guide APEC activities defined in the Bogor Goals.

1. - Bogor Goals

The Objective of APEC is to lead the way in:

- A. Strengthening the open multilateral trading system;
- B. Enhancing trade and investment liberalization in the Asia-Pacific region; and
- C. Intensify Asia-Pacific development cooperation.

Transportation is a crucial element of trade. TPT-WG work must be aligned not only with the Bogor Goals but also with the directions of APEC Leaders, APEC Ministers and Senior Officials.

The following table presents the directions from Leaders Declarations and Ministerial Statements that have an impact on the work and projects of the TPT-WG.

Leaders Declarations	Ministerial Statements
<p><b>2010</b></p> <p><b>APEC' secure community:</b> Commitment to protect the region's environment for trade, finance, and travel from terrorism.</p> <p><b>Path toward an economically-integrated community:</b> Implementation of the APEC Supply-Chain Connectivity Framework Action Plan. Objective: to achieve an APEC-wide target of a ten percent improvement in supply-chain performance by 2015 (reduction of time, cost, and uncertainty of moving goods and services).</p> <p><b>Green growth agenda:</b> Promotion of energy-efficient transport.</p>	<p><b>Regional Economic Integration (Supply Chain Connectivity):</b> Implementation of the APEC Supply-Chain Connectivity Framework Action Plan.</p> <p>Endorsement of the APEC Guidelines for Advance Rulings to increase the certainty and predictability of moving goods throughout the region. Conduct capacity building to further enhance the ability of economies to implement this.</p> <p>Promote the establishment of a Single Window system in each economy and increasing international interoperability between the Single Window systems, for implementing the Supply-Chain Visibility Initiative.</p>

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Leaders Declarations	Ministerial Statements
<p><b>2011</b></p> <p><b>Regional Economic Integration and Expanding Trade:</b> Establishment of commercially useful de minimis values that will exempt low-value shipments from customs duties and streamline entry documentation requirements, as a key contribution to an APEC-wide 10 percent improvement in supply-chain performance by 2015. Launch the APEC Travel Facilitation Initiative to explore ways to make travel in the region faster, easier, and more secure.</p> <p><b>Green Growth:</b> Promote energy efficiency by taking specific steps related to transport, buildings, power grids, jobs, knowledge sharing, and an education in support of energy-smart low-carbon communities.</p>	<p><b>Honolulu</b></p> <p><b>Reporting on Progress towards Achievement of the Bogor Goals:</b>  <b>-Improving Supply Chain Performance:</b> Endorsement of the APEC Pathfinder to Enhance Supply Chain Connectivity by establishing a Baseline de Minimis Value. Develop a capacity-building program to increase the participation of economies in the Pathfinder. Endorsement of the APEC Authorized Economic Operator (AEO) Capacity Building Plan and of the APEC Guidelines for Customs Border Enforcement of Counterfeiting and Piracy.  <b>-Facilitating Regional Travel:</b> Welcome the efforts by APEC economies to establish “trusted traveler” programs and link them to others in the region to create a more seamless travel system.  <b>-Facilitating Secure Trade:</b> Endorsement of the APEC Consolidated Counter-Terrorism and Secure Trade Strategy to make regional commerce and travel more secure, efficient, and resilient. Continue to work on the Trade Recovery Program in 2012 by undertaking a multi-year project in conjunction with the private sector to build an operational system for ensuring trade recovery and resilience across the region in the wake of natural disasters and other major disruptions, such as terrorist attack.</p>



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2012	Vladivostok
<p><b>APECS' Reliable Supply Chain:</b> Adoption of a more systematic approach to address existing chokepoints in supply chains through targeted capacity-building and concrete steps to advance this work in 2012 to be completed by 2014.</p> <p>Continued discussion with the business community and other relevant stakeholders on the diversification of transportation routes in the region, on technological enhancement of supply chains and on Authorized Economic Operators programs, in line with the World Customs Organization/APEC SAFE Framework of Standards, to improve supply chain performance.</p> <p>Implementation of the APEC Consolidated Counter-Terrorism and Secure Trade Strategy through deeper cooperation and capacity building.</p> <p>Efforts by APEC Tourism and Transport Ministers are welcomed to encourage facilitation of international travel, to assess the liberalization of air transportation services and to improve safety and security of tourist products.</p>	<p><b>Establishing Reliable Supply Chains:</b> <b>-Implementing supply chain connectivity:</b> Enhancement of capacity building in Supply Chain Connectivity implementation, including e-commerce and the logistical capacity of sub-providers.</p> <p><b>-Improving supply chains reliability:</b> The activities of the APEC Transportation Working Group in 2012 represent an important step towards the implementation of the instructions set forth in the 2010 Leaders' Declaration.</p> <p>Continue exploring opportunities for diversifying and optimizing transportation and supply chain routes across all modes, improving supply chain connectivity, establishing a logistic information service network, equipping all elements of supply chains with smart technologies and expanding cooperation in the field of disaster prevention and management.</p> <p><b>-Securing cross-border trade and travel, strengthening disaster resilience:</b> We welcome the first annual progress report of the APEC Consolidated Counter-Terrorism and Secure Trade Strategy. Recognize the important accomplishments being made by APEC sub-fora to make regional commerce and travel more secure, efficient, and resilient. The extension of the Counter-Terrorism Task Force's mandate and its contributions to enhance the coordination and cooperation within APEC, the private sector, and other organizations, across the strategy's priority cross-cutting areas of secure supply chains, travel, finance, and infrastructure is welcomed.</p> <p>Continue to strengthen CTTF's capacity building activities.</p> <p>Cross-fora collaboration to advance the APEC Travel Facilitation Initiative is commended, including efforts to enhance the APEC Business Travel Card scheme.</p> <p>Enhance emergency preparedness and disaster resiliency, including through cooperation aimed at easing search and rescue and the mobility of relief assistance in the aftermath of disaster which may minimize casualties such as the work on a comprehensive website for first responders in the event of a chemical emergency.</p> <p>Promotion of business continuity plans to enhance the reliability of supply chains.</p>

ANNEX 2  
Work Plan Alignment to APEC priorities

TPT-WG outputs are reported to SCE and through SCE to the Senior Official Meeting (SOM), the APEC Ministerial Meeting (AMM) and the APEC Economies Leaders Meeting (AELM).

The following table shows TPT-WG outputs and its relevance with regard to APEC priorities.

APEC Priority	Year	
	2011	2012
Supply Chain Connectivity	Several APEC-funded projects to:  Identify workforce development needs, advance Secure and Smart Container (SSC) systems, promote integrated Intelligent Transport Systems (ITS) technologies and standards, identify baselines for the expansion of transit-oriented development to reduce oil imports, greenhouse gas emissions and travel times in APEC member economies.	Workshops, focus groups and cross-fora cooperation including with CTI and SCCP to address the identified supply chain chokepoints, in addition to benchmarking activities on supply chain performance measurement indicators.
		Coordination of workshops, focus groups and other cross-fora engagement. TPTWG shares the recommendations from these projects with the APEC CTI, SCCP, and PSU. Global Supply Chain Resilience Workshop with the Emergency Preparedness Working Group to develop an Action Plan: joint venture of the TPTWG, EPWG and ABAC. Collaboration with CTTF and SCCP on enhancing supply chain resilience by developing a Trade Recovery Communications Mechanism in cooperation with the World Customs Organization. Studies and discussion on training to achieve the Bogor Goals in the Maritime Transport sector. Promote intermodal transport and Intelligent Transportation Systems. OTHER PRIORITIES: DISASTER MANAGEMENT, EASE OF DOING BUSINESS



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APEC Priority	Year	
	2011	2012
Secure Growth	<p>Assist APEC economies in: Aerodrome certification oversight and inspection programs. Implementation of the International Ship and Port Facility Security (ISPS) Code through two initiatives: the Port Security Visit Program (PSVP) and workshops on the use of the APEC Manual of Maritime Security Drills and Exercises for Port Facilities. Enhancing overall airport safety and efficiency functions through new technologies. Developing a model Safety Management System (SMS) implementation plan on air safety issues to complement ICAO requirements.</p>	<p>Focus work on: <u>Maritime:</u> Continue the implementation of the ISPS Code through the PSVP, risk mitigation (Port Security Risk Assessment Tool (PSRAT)), and the Self Assessment Training Workshop (SATW). Develop a Model Port Security Code to provide focused legislative assistance to economies to improve their national port security legislation. <u>Intermodal:</u> Encourage and promote international standards on Intelligent Transportation Systems (ITS). Encourage and promote the increased use of Global Navigation Satellite Systems (GNSS). Assess the feasibility of establishing a network to monitor supply chain security for the transport of containers.</p>
		<p>Continue activities to: Effectively implement the ISPS Code.  Conduct a Global Supply Chain Resilience Workshop together with the Emergency Preparedness Working Group, and develop an Action Plan for further development. This project is a joint venture of the TPTWG, EPWG and ABAC.</p>

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APEC Priority	Year		
	2011	2012	2013
Green Growth	<p>International visitor flows and greenhouse gas emissions: produce a template for its analysis.</p> <p>Best practices sharing:</p> <ul style="list-style-type: none"> <li>- Environmentally friendly cargo transportation system produced by the Maritime Expert Group</li> <li>- Measuring and reporting aviation emissions as well as obstacles to implementing aviation emissions management measures.</li> </ul> <p>Greater regional cooperation to enhance the operational efficiency of air traffic management across the Asia Pacific region.</p>	X	<p><b>Cross fora cooperation: TPTWG and EWG</b> to promote the reduction of energy intensity and carbon emissions in the APEC region</p> <p>Support APEC Port Service Networks (APSN) to promote the Green Port Award System (GPAS) in the APEC region.</p> <p>Continue to promote measuring and reporting aviation emissions.</p> <p>Provide guidance for Green Port programs and solutions to reduce harmful emissions from international shipping and energy consumption.</p> <p>Promote green growth development by enhancing intermodal transportation and IT'S in the APEC region.</p>

APEC Priority	Year		
	2011	2012	2013
Energy	<p>Assist APEC economies shift freight transport from energy-intensive to energy economizing transport modes.</p> <p>Analyze findings on capacity building in intermodal transport for developing economies.</p> <p>Adoption of harmonized safety and emissions regulations for vehicles and vehicle components to reduce compliance costs and barriers to trade in the automotive sector.</p>	<p>Cross fora cooperation: TPTWG and EWG</p> <ul style="list-style-type: none"> <li>-Develop initial performance measures energy efficient, sustainable and low carbon transport</li> <li>- Template to analyze international visitor flows and greenhouse gas emissions.</li> <li>-Best practices sharing on efficiency of cargo transportation systems and develop environmentally-friendly cargo transportation</li> </ul> <p>Already produced by the Maritime Expert Group.</p>	<p>Continue cross fora cooperation: TPTWG – EWG.</p> <p>Best practices sharing: Measuring and reporting aviation emissions by APEC economies.</p>

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APEC Priority	Year	
	2011	2013
Travel Facilitation	TPTWG will explore ways to collaborate with other APEC sub-fora groups, including SCCP, CTTF, BMG and TWG to advance on travel facilitation.	<u>Airport Partnership Program</u> Cooperation with ACI. <u>Facilitation of Air Passenger Security Screening</u> : Workshop on Low Cost/No Cost Security & Checkpoint Optimization Capabilities, cooperation with ICAO and WCO, AEG-SEC and CTTF workshop on canine screening. <u>Checked Baggage Facilitation</u> : Cooperation with IATA's Baggage Working Group (BWG).

APEC Priority	Year	
	2011	2012
Regulatory Convergence		The TPTWG will undertake/continue work to: <u>Land:</u> -Collaborate with the United Nations Economic Commission for Europe (UNECE) in the development of vehicle regulatory processes aimed at harmonization of vehicle standards. -Empower APEC economies to develop their own road safety measures for heavy vehicles. -Provide cost-effective safety measures for motorcycle and scooter users and road safety policy makers, with benefits to be translated directly into social and economic savings, thus economic growth.

APEC Priority	Year	
	2011	2012
ECOTECH	TPTWG Management Guide amended to include reference to management tools and their interdependencies as well as project management tools.	X TPTWG Management Team working on 2013 strategic plan. TPTWG will continue to support APSN and its activities.



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APEC Priority	Year		
	2011	2012	2013
Women			TPTWG is developing and implementing a plan of action that addresses gender related concerns, with a specific emphasis on women, in the transportation sector in the APEC region.
Role of the private sector			<ul style="list-style-type: none"> <li>• TPTWG will continue to advance collaboration with ABAC's IDWG.</li> <li>• Global Supply Chain Resilience Workshop: joint venture of the TPTWG, EPWG and ABAC.</li> <li>• TPTWG to support APSN in establishing an Advisory Board, in order to enhance the role of the private sector in the port and shipping industry.</li> </ul>
Activities comply with APEC priorities and have evolved into to more complex projects, involving more APEC sub fora, the private sector and international organizations with more ambitious results.			

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ANNEX 3

Member economies participation is important. The following table presents member economies' participation in the TPT-WG meetings.

APEC TPT-WG Meetings																					
33rd Tokyo, Japan 2010										34th Brisbane, Australia 2011						35th Bangkok, Thailand February 2012					
Economy	269 delegates attended the meeting representing 18 APEC member economies.										269 delegates attended the meeting representing 18 APEC member economies.						269 delegates attended the meeting representing 19 APEC member economies.				
	PLENARY SESSION			Experts Group sessions			Sub-Groups sessions						PLENARY SESSION			Experts Group sessions			Sub-Groups sessions		
							A														
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							A	A	A	S	S	S									
	A	M	I	L	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
Australia	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
Brunei Darussalam	X	X	--	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
Canada	X	X	X	--	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
Chile	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
People's Republic of China	X	X	X	X	-	X	X	X	X	X	X	X	X	X	X	X	X	X			
Hong Kong, China	X	X	--	X	X	-	X	X	X	X	X	X	X	X	X	X	X	X			
Indonesia	X	X	--	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
Japan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			





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APEC TPT-WG Meetings																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Economy	380 delegates attended the meeting representing 16 APEC member economies.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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APEC TRANSPORTATION WORKING GROUP (TPT-WG)

Independent Assessment

APEC TPT-WG Meetings																								
36th St. Petersburg Russia July- August 2012										37th Ho Chi Minh City, Viet Nam 2013														
380 delegates attended the meeting representing 16 APEC member economies.																								
Economy	PLENARY SESSION				Experts Group sessions				Sub-Groups sessions				PLENARY SESSION		Experts Group sessions				Sub-Groups sessions					
					A		M		L						A		M		L					
					A		A		M		R						A		A		M		R	
					S		S		S		S						S		S		S		S	
Malaysia	X	X	X	X	-	X	X	X	X	-	-	-	-	-	-	X	X	X	-	-	-	-	-	X
Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Zealand	X	X	-	X	-	X	X	-	-	-	-	-	-	-	-	-	X	X	-	-	-	-	-	-
Papua New Guinea	-	-	-	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peru		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
The Philippines	X		X	-	X	-	-	-	-	-	-	X	-	-	-	X	X	X	-	-	-	-	-	X
Russia	X	X	X	X								X	-	-	-		X	-	-	-	-	-	-	-
Singapore	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Chinese Taipei	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Thailand	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
The United States	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Vietnam	X	X	X	X	X	-	X	-	X	-	X	-	X	-	X	X	X	X	X	X	X	X	X	X

G: Guest	A= Aviation Expert Group
O: Observer	<div>1. AS= Air Services Sub-Group</div> <div>2. AS= Aviation Safety Sub-Group</div> <div>3. AS=Aviation Security Sub-Group</div> <div>M= Maritime Expert Group</div> <div>0. MS= Maritime Security Sub-Group</div> <div>I= Intermodal &amp; intelligent Transportation System Expert Group</div> <div>L= Land Expert Group</div> <div>1. RS= Road Safety Sub-Group</div> <div>2. VS= Vehicle Standards Harmonization Sub-Group</div>