



**Asia-Pacific
Economic Cooperation**

2014/TPTWG39/HOD1/008

Agenda Item: 7

TPTWG Strategic Workplan

Purpose: Information

Submitted by: Lead Shepherd (Canada)



**Head of Delegation Meeting One
Christchurch, New Zealand
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APEC Transportation Working Group (TPT-WG) Strategic Plan 2013-2016

FINAL (incorporating changes coming out of APEC TAFT)

1. Introduction

Established in 1991, the Transportation Working Group (TPT-WG) normally meets biannually to work towards an efficient, seamless, safe, secure, and sustainable transportation system, and to promote the Bogor Goals of free and open trade and investment in the APEC region.

Chaired by a Lead Shepherd, the TPT-WG's work is implemented through Leadership groups, four Expert Groups and seven sub-groups as follows:

- **Leadership Groups:**
 - **Heads of Delegation (HODs) from each APEC Member Economy with the Lead Shepherd, Deputy Lead Shepherd, and Program Director**
 - **Management Group, comprised of the Lead and Deputy Lead Shepherds, Chairs of Experts Groups, and the Program Director**
- **Experts Groups:**
 - **Aviation Experts Group (AEG)**
 - AEG-Safety (AEG-SAF)
 - AEG-Security (AEG-SEC)
 - AEG-Air Services (AEG-SRV)
 - **Intermodal & Intelligent Transportation Systems (ITS) Experts Group (IIEG)**
 - GNSS (Global Navigation Satellite Systems) Implementation Team (GIT)
 - **Land Experts Group (LEG)**
 - LEG-Vehicle Standards Harmonization (LEG-VSHG)
 - LEG-Road & Rail Safety (LEG-SAF)
 - **Maritime Experts Group (MEG)**
 - MEG-Security (MEG-SEC)

The APEC Port Services Network (APSN) also reports to the TPT-WG.

The TPT-WG aligns its work with instructions from Leaders' and Transportation Ministers' Statements as well as with the priorities and decisions of Senior Officials and the Steering Committee on ECOTECH (SCE).

The TPT-WG is composed of member economy transportation experts covering aviation, intermodal, land and maritime transport, and works with the private sector, international organizations and other APEC fora by conducting studies, supporting harmonization of economy standards, building capacity, exchanging information, and setting aspirational policy goals.

This Strategic Plan (2013 to 2016) replaces the Medium-term Workplan and provides a roadmap to address critical issues pertaining to the TPT-WG's mandate.

2. Vision Statement

The TPT-WG seeks to foster a prosperous Asia-Pacific region connected by efficient, seamless, safe, secure, resilient, and environmentally responsible transportation systems.

3. Mission Statement

The TPT-WG contributes to prosperity, economic growth, and economic integration in the Asia-Pacific region through liberalized, efficient, seamless, safe, secure, resilient and sustainable transport.

4. Objectives

The TPT-WG aims to:

1. promote regional economic integration through:
 - liberalization and facilitation of transport services;
 - seamless transportation systems;
 - contributing to the implementation of the APEC Supply Chain Connectivity Framework Action Plan;
 - information sharing;
 - addressing human resource development needs in the transportation sector and encouraging capacity building for the next generation, with particular focus on the role and participation of women in transportation;
2. enhance aviation, maritime, land transport, intermodal and mass transit efficiency, safety, resilience and security; and
3. promote sustainable and green transport.

The TPT-WG will address initiatives arising from the 8th APEC Transportation Ministerial Meeting (TMM8) by:

- developing a “connectivity map” that will concretize a vision of physical and institutional integration to be reached by 2020 (initiative to be led by Japan);
- exploring opportunities to deepen cooperation, including sharing experiences and best practices in transportation infrastructure investment, financing, and operations, particularly with regard to public-private partnerships;
- developing a “Quality Transport” vision, encompassing convenience, efficiency, safety, security and sustainability as priorities, in cooperation with other relevant APEC fora; and
- exploring opportunities for deepening cooperation including sharing experiences and best practices in transportation infrastructure investment, financing and operations, particularly with regard to public-private partnerships.

5. Critical Success Factors/ Key Performance Indicators (KPIs)

Below are the Critical Success Factors and Key Performance Indicators (KPIs) for the TPT-WG, as aligned with the group's objectives. These were developed with the following assumptions in mind:

- the sustained engagement and commitment of member economy experts;
- economies' willingness to implement recommendations and actions that may require special attention;
- buy-in from other APEC fora;
- proposals that are effective in moving the TPT-WG toward achieving its goals; and
- availability of adequate funding.

Objectives	Key Performance Indicators (KPIs)
<p><u>Regional economic integration through:</u></p> <p>Liberalization and Facilitation of Transport Services</p>	<ul style="list-style-type: none"> • Agreements or other means to work toward achieving air transportation liberalization • Vehicle standards harmonization under agreements administered by the World Forum for Harmonization of Vehicle Standards (WP.29) of the United Nations Economic Commission for Europe (UNECE) • Improved efficiency and reliability in intermodal networks and global supply chain systems • Improved transportation efficiency, safety, security and sustainability using ITS technologies • Implementation of Global Navigation Satellite Systems (GNSS) in intermodal transportation to enhance efficiency, safety, security and sustainability in the transportation system • Activities to remove or harmonize restrictions applied to specific maritime trade • Collaboration and communication among ports and related sectors through the APEC Port Services Network • Information sharing and collaborative promotion of cruise ports for cruising industry in the APEC region.

<p><u>Regional economic integration through:</u></p> <p>Seamless Transportation Systems</p>	<ul style="list-style-type: none"> • Implementation of intelligent transportation systems (ITS) and GNSS, in the management and operation of intermodal transportation • Implementation of a trade recovery communications mechanism in collaboration with the World Customs Organization based on the APEC Trade Recovery Program that provides for enhanced transportation system decision making and improved efficiencies in the movement of cargo during large scale transportation system disruption. Economic benefits of this effort may be measured in terms of capacity usage data, delivery of economy priorities during crisis, and reductions in low-priority cargo movement compared to overall system capacities. • Variations addressed in cross-border standards and regulations for movements of goods, services and business travelers • Studies and seminars held on the application and benefits of seamless transportation systems • Mobility of people and goods in the APEC region enhanced through the implementation of the APEC Travel Facilitation Initiative • Enhancement of surface transportation as a component of multi-modal seamless supply chains through the application of ITS, GNSS and related technologies
<p><u>Regional economic integration through:</u></p> <p>Participating in the implementation of the Supply Chain Connectivity Framework Action Plan</p>	<ul style="list-style-type: none"> • Contribute towards achieving an APEC-wide ten (10) percent improvement in supply-chain performance by 2015, in terms of reducing time, cost, and uncertainty of moving goods and services through the Asia-Pacific region • Minimize the impact of a major disruption to the global supply chain through operationalizing the APEC Trade Recovery Program and providing for tangible effectiveness measurements in terms of supply chain system usage during periods of system constraints resulting from large scale disasters. • Develop a framework to define the important elements to improve emergency preparedness needed to strengthen supply chain resilience in the APEC region • Enhance the visibility of freight container movements in the APEC region • Improve efficiency and enhance reliability in intermodal network and global supply chain systems • Promote Gateway Ports' Connectivity for the key trading corridors within the APEC region • Uptake ITS technologies and best practices in intermodal transport, supply chains and logistics information sharing
<p><u>Regional economic integration through:</u></p>	<ul style="list-style-type: none"> • Workshops and seminars held to disseminate and implement best practices and technologies to advance regional integration on transportation-related issues

Information Sharing	
<u>Regional economic integration through:</u> Human Resource Development	<ul style="list-style-type: none"> • Compendium developed of best practices and regular dialogue held on Women in Transportation
<u>Safety and Security through:</u> Aviation Safety and Security	<ul style="list-style-type: none"> • Exchange of best practices and lessons learned in the area of aviation security • Technological solutions to air security challenges identified • Work that addresses the eight critical elements of an effective aviation safety oversight system • Implementation of Aviation Language Proficiency, GNSS, Automatic Dependent Surveillance-Broadcast (ADS-B) implementation and ICAO mandated Safety Management System by APEC economies • Site visits to APEC economies to identify and promote best practices • Capacity building assistance provided to APEC economies in meeting internationally recognized requirements and procedures on air safety and security
<u>Safety and Security through:</u> Land Transport and Mass Transit Safety and Security	<ul style="list-style-type: none"> • Develop a better understanding of the intersection between road and rail safety issues • Best practices identified on road safety measures (heavy and light vehicles, motorcycles and scooters) • On-going road safety initiatives and increase road safety efforts in response to the United Nations Decade of Action for Road Safety, 2011-2020 • On-going capacity building for economies to develop their own road safety measures for heavy vehicles in the transport supply chain sector, with a view to sharing and promoting a common approach for implementation and the alignment of safety measures and standards • On-going collaboration with other forums, including the International Transport Forum (ITF), on road safety data, and the International Working Group on Land Transport Security on land security matters • Exchange of information to enable economies to harmonize vehicle safety standards under agreements administered by the World Forum for Harmonisation of Vehicle Standards [Working Party 29] of the United Nations Economic Commission for Europe (UNECE) • Enhancement of surface transportation as a component of multi-modal seamless supply chains through the application of ITS, GNSS and related technologies • Strengthening efforts to improve land transport security, including the development and promotion of best practice bus anti-terrorism measures
<u>Safety and Security</u>	<ul style="list-style-type: none"> • Conduct standardized capacity-building training courses

<p><u>through:</u></p> <p>Maritime Safety and Security</p>	<p>focusing on risk mitigation; port facility security audits, drills and exercises; and port security regulation and development workshops to promote the implementation of the International Ship and Port Facility Security (ISPS) Code and improve port security governance. Economic benefits may be measurable through reductions in vessel or cargo delays resulting from ISPS Code implementation consistent across the region.</p> <ul style="list-style-type: none"> • Implementation of GNSS for Automatic Identification System (AIS)
<p><u>Sustainable Transport through:</u></p> <p>Sustainable Growth</p>	<ul style="list-style-type: none"> • Conduct seminars on the factors and elements that promote sustainable transport, including benefits of intermodal freight strategies and transit-oriented development • Study on the application of Air Traffic Management Modernization tools as a means to reduce aviation emissions in the APEC region • Framework developed to use clean energy and reduce energy consumption and identify best solutions and practices to reduce exhaust emissions from ships • Study to develop a methodology to measure carbon emissions and energy intensity of ocean-going vessels (OGVs) • Advancing the Green Port/Shipping initiatives through collaboration with the APEC Port Services Network (APSN) and related economies, to reduce carbon emissions and discharge from vessels, and to promote investments in green technologies • Implement the APSN Green Port Award System (GPAS) program to promote environmental awareness of APEC ports and increase the understanding of the green port development strategy • Promote energy efficient modes, including rail, inland river transport and short-sea shipping • With the APEC Energy Smart Communities Initiative (ESCI). exchange best practices and lessons learned in the area of green growth and sustainable development

<u>Follow up to TMM8</u>	<ul style="list-style-type: none"> • Develop a “Connectivity Map” (initiative to be led by Japan) • Share experiences and best practices in transportation infrastructure investment, financing and operations, particularly with regard to public-private partnerships • Develop a “quality transport” vision, encompassing convenience, efficiency, safety, security and sustainability as priorities
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6. Prioritized Implementation Schedule

The prioritized implementation schedule will be updated to reflect activities outlined in the TPT-WG Annual Workplan (prepared and endorsed by SCE during SOM-1 on an annual basis). During TPT-WG meetings, activities will be reviewed to assess how they support achieving the existing Key Performance Indicators (KPIs), as well as how they will generate additional outputs and impact future KPIs. The latest status of TPT-WG projects is attached (Annex A).

ANNEX A – TPTWG Projects

Objectives	Activities	Start	Completion	Lead Economy/Fora
<u>Regional economic integration through:</u> Liberalization and Facilitation of Transport Services	Continue to work toward achieving air service liberalization	2010	Ongoing	TPTWG AEG SRV
	Business Aviation Initiative to advance progress on developing a set of agreed core principles on best practices in business aviation regulation	2011	2013	TPTWG AEG-SRV
	Cargo Preference and Restrictions Applying to Specific Trades Project	2013	2014	Korea/ TPTWG MEG
<u>Regional economic integration through:</u> Seamless Transportation Systems	Sustainable Intermodal Transportation Network Using Short-Sea Shipping - 2nd Phase of Short Sea Shipping Study that can improve intermodal efficiency and reduce pollution, congestion, fuel costs and green house gas emissions	2011	2013	Korea/ TPTWG IIEG
	Maximising Energy Efficiencies of Supply Chain Connectivity by Improving Rail-waterway Intermodal Transport in APEC Economies	2013	2014	Viet Nam/ TPTWG IIEG
<u>Regional economic integration through:</u> Participating in the implementation of the Supply Chain Connectivity Framework Action Plan	Share best practices on the role and the practical use of ports in natural disasters	2012	Ongoing	TPTWG MEG-SEC
	Develop a Trade Recovery Communications Mechanism	2014* (pending APEC funding or revision to include self funding)	2015	United States/ CTWG, TPTWG MEG-SEC, World Customs Organization, International Maritime Organization
	The Last-Mile of Supply Chain - Third Party	2012	2013	Chinese Taipei/ TPTWG IIEG

Objectives	Activities	Start	Completion	Lead Economy/Fora
	Logistics Forum and Technical Visits			
	Sharing Best Practices for Seamless Intermodal Cargo Movement - Phase 1, Physical Infrastructure Workshop	2012	2013	Russia/ TPTWG IIEG
	Workshop on Supply Chain Resilience	2013	2013	United States/ EPWG, TPTWG IIEG, ABAC
	Workshop on Supply Chain Resilience: Phase II	2014	2014	United States/ EPWG, TPTWG IIEG, ABAC
	2 nd APEC Training Course on Common Principles to Shipping Policy	2013	2014	Japan, Philippines / TPTWG MEG
	Workshops on APEC Gateway Ports Connectivity	2014	2015	APSN
	Enhancing Visibility of Maritime Container 2nd Phase	2013	2015	Japan/TPTWG MEG
<u>Regional economic integration through:</u> Information Sharing	Workshop on Supply-chain Benefits of Electronic Information Exchange between Seaports [self-funded]	2012	2013	Australia/ TPTWG IIEG

<u>Regional economic integration through:</u> Human Resource Development	Women in Transportation initiative to develop compendium of best practices and implement a plan of action to increase women's role in the field of transportation in the APEC region	2013	2014	United States/ TPTWG
<u>Safety and Security through:</u> Aviation Safety and Security	APEC Performance Based Navigation Regulatory Review and Evaluation Program	2011	Ongoing	United States/ TPTWG AEG
	Advanced Aviation Security Workshops	2012	2014	United States/ CTWG, TPTWG AEG-SEC
	Airport Safety Evaluation Visit Program	2013	2014	United States/ TPTWG AEG- SAF
	APEC Aviation Flight Standards Regional Conference	2013	2014	United States/ TPTWG AEG- SAF
	Safety Inspector Training Guidelines	2012	2014	United States/ TPTWG AEG- SAF
	Airspace Capacity Improvements	2014	2016	United States/ TPTWG AEG- SAF
<u>Safety and Security through:</u> Land	*Projects under development Motorcycle and Scooter Safety Workshop (Hanoi, Viet Nam) US-funded Second Workshop on bus Anti-Terrorism (Manila, mid-2014)	2014* (pending funding decision by APEC) 2013	2014 2014	Australia/ TPTWG LEG- SAF United States/ TPTWG/ LEG- SAF

<u>Safety and Security through:</u> Maritime Safety and Security	International Ship and Port Facility Security (ISPS) Code Implementation Assistance Program	2013	Ongoing	United States/ TPTWG MEG-SEC
	International Ship and Port Facility Security (ISPS) Code Legislative Workshop	2013	2014	United States/ TPTWG MEG-SEC
	International Ship and Port Facility Security (ISPS) Code Good Practice Workshops	2013	2014	Australia/ TPTWG MEG-SEC
	International Ship and Port Facility Security (ISPS) Code Drill and Exercise Manual	2014	2016	United States/ TPTWG MEG-SEC, International Maritime Organization, Organization of American States
<u>Sustainable Transport through:</u> Sustainable Growth	Air Traffic Flow Management Emissions Reduction Project	2013	2014	United States/ TPTWG AEG
	Advancing the Green Port/Shipping initiative through collaboration on the following projects:	2013	2016	TPTWG MEG/ APEC Port Services Network
	- Study on the Reduction of Energy Consumption and Prevention of Harmful Exhaust Emissions from International Shipping in the APEC Region	2013	2014	China/ TPTWG MEG
	- Environmental Performance and Energy Efficiency of Supply Chains-Carbon Footprint Proposal (Phase 1): Study to Develop a Methodology for Ocean-Going Vessels	2013	2014	Canada/ TPTWG MEG, EWG
	- Cooperation Program of clean energy shipping with LNG fuelled ships	2014	2014	Korea/TPTWG, MEG

	<ul style="list-style-type: none"> - Workshop on Green Port-Time for Actions and Innovations 	2013	2014	APEC Port Services Network
	<ul style="list-style-type: none"> - Implement APEC Green Port Awarding System and other port related activities 	2012	2016	APEC Port Services Network
<u>Physical Connectivity through Transport and Transport Infrastructure</u>	Workshop to promote PPPs in dry ports and logistics parks development, a driver for APEC's Supply Chain Connectivity Action Plan	2013	2014	Viet Nam/ TPTWG IIEG
<u>Follow up to TMM8</u>	<ul style="list-style-type: none"> -Develop a "Connectivity Map" (initiative to be led by Japan) -Share experiences and best practices in transportation infrastructure investment, financing and operations, particularly with regard to public-private partnerships -Develop a "quality transport" vision, encompassing convenience, efficiency, safety, security and sustainability as priorities 	2013 2013 2013	2015 2015 2015	Japan/ TPTWG