



**Asia-Pacific
Economic Cooperation**

2015/TPTWG41/IIEG-GIT/004

Transportation Ministerial Meeting – Transportation Working Group Workplan – 2013 –2015

Purpose: Information

Submitted by: GIT Co-Chairs (United States, Chinese Taipei)



APEC
PHILIPPINES
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**Global Navigation Satellite Systems
Implementation Team Meeting
Jeju, Korea
27-28 May 2015**



**APEC TRANSPORTATION MINISTERIAL MEETING (TMM8)
JOINT STATEMENT**

TPTWG WORKPLAN – 2013 –2015

	MINISTERIAL TASKINGS	LEAD ECONOMY(S)/ SUB-GROUP	ACTIVITIES	DELIVERABLES	PROGRESS
Promoting Connectivity					
4	We remain committed to improving transportation systems to ease the flow of goods, people, services, and capital in the APEC region, and we direct the TPTWG to continue to enhance its work on connectivity including in the areas of aviation, maritime, cruise industry, logistics, intercity and urban transport, intelligent transportation systems, and intermodal networks.	All groups MEG IIEG	Promoting Cruise Industry in APEC Region Flow of goods and services; intermodal networks: Supply Chain Connectivity – Reducing post-harvest losses by improving transport supply chains through practical low cost and low tech but efficient measures [Australia]	November 2015: Compendium of best practices; effective publicity of hints and charts for farmers on measures to reduce post-harvest losses; and a framework for collection of data and sharing of resources that will enhance career opportunities for women in this aspect of supply chains.	Concept note to be presented at MEG A concept note for consideration by IIEG at TPT-WG39 in April 2014 Christchurch, New Zealand for BMC2 funding consideration in July 2014.
5	Mindful of regional targets of economic integration within ASEAN by 2015, achieving the Bogor Goals by 2020, and recognizing the importance of sharing the vision of the transportation network within the APEC region, we instruct the TPTWG to develop a transportation “Connectivity Map” that will visualize our ideal of physical and institutional integration to be reached by the year 2020, and to report on it at the next Ministerial Meeting.	All Groups, led by Japan Japan Australia	Collect information and data on current and future transportation connectivity within the APEC region TPTWG continues to follow up on the agreement of TMM8 on (1) developing a “Connectivity Map”; (2) sharing experiences and best practices in transportation infrastructure investment, financing and operations, particularly with regard to public-private partnerships; and (3) developing a “quality transport” vision, encompassing convenience, efficiency, safety, security and	Share a map that visualizes the future image to be achieved by 2020 and promote to strengthen connectivity in the region	Information collection is underway

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		IIEG	<p>sustainability as priorities.</p> <p>TPT-WG shares deliverables and progress from supply chain connectivity projects 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.</p> <p>TPTWG collaborates with the CTF and SCCP on enhancing supply chain resilience by developing a Trade Recovery Communications Mechanism, in cooperation with the World Customs Organization, to operationalize the APEC Trade Recovery Programme.</p> <p>Transport network and connectivity: maximizing energy efficiencies of supply chain connectivity through improving rail-waterway intermodal container transport in APEC [Viet Nam]</p>	<p>A framework to improve rail-waterway intermodal container transport system in order to achieve better performance for rail and rail-waterway intermodal container transport in the trade corridor covering North Eastern Asia, Singapore and Thailand through realizing energy efficiencies and cost reduction.</p> <p>The framework will contribute to regional economic integration by increasing the efficiency of supply chain connectivity and addressing key next generation trade and investment issues, particularly in developing best practices on</p>	<p>A workshop to develop a framework to improve rail-waterway intermodal transport system will be held in mid 2014.</p>

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			Economic integration: an integrated framework to measure supply chain performance in intermodal and logistics system and to promote energy-efficient and low carbon technologies while addressing anthropogenic impacts on human population of today and the future [Korea].	supply chain connectivity and designing innovative environment services.	Korea to provide.
6	We welcome the efforts of economies to implement the transport elements of the Supply Chain Connectivity Framework Action Plan.	HODs All groups			
7	We also support this year's initiative to establish a unifying, forward-looking, and ambitious APEC Framework on Connectivity and its three pillars - physical connectivity, institutional connectivity, and people-to-people connectivity - in order to strengthen regional economic integration, contribute to economic growth and enhance trade.	All groups, led by IIEG	TPTWG supports the implementation of the APEC Supply-Chain Connectivity Framework Action Plan through various projects; the coordination of workshops and focus groups; and other cross-fora engagement.		
8	An open and liberal international aviation regime is conducive to commercial and economic growth across the APEC region. We note in particular the conclusion of the 6 th meeting of the ICAO Worldwide Air Transport Conference that States should continue to pursue market access liberalization according to their respective situations and requirements, using existing avenues such as the Multilateral Agreement on the Liberalization of International Air	AEG	Dialogue on contemporary matters relating to air services liberalization: Provide updates at future AEG-SRVs on economies' recent bilateral and multilateral engagement on air services liberalization, including in relation to MALIAT. Continue a dialogue at future AEG-SRVs and inter-sessionally to progress outcomes from the 6th ICAO Air Transport Conference (ATCONF6), particularly in the areas of consumer protection and fair competition.	Continuation of discussions.	Several economies have presented. Discussion on ASEAN Open Skies planned. Ongoing Several economies have presented. The United States and Hong Kong, China agreed to make presentations at TPTWG-39.

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	Transportation. We also note ICAO's recommendation to develop and adopt a long-term vision for international air transport liberalization, including the examination of an international agreement. We welcome the progress made by APEC economies in liberalizing aviation markets and recommend that they continue their work in this regard.		Continue to compile Economies slot allocation guidelines.		
9	We endorse the working document of the TPTWG that contains a set of core principles outlining best practices in the economic treatment of international business aviation operations. In accordance with these principles, business aviation can connect major Asia-Pacific centers of trade in an unprecedented, time-saving manner. These principles serve to open the door to global commerce for smaller communities and rural populations across the region that require access to major cities and manufacturing centers.	AEG-SEC AEG-SRV	Development of core principles	Core principles on business aviation	Complete
10	We further welcome the development by the TPTWG of a set of core principles that embody best practices in the economic treatment of commercial maritime operations. With these principles, as presented in the APEC Framework on Connectivity, maritime trade can connect major Asia-Pacific centers in an efficient,	MEG	APEC Training Course on Common Principles to Shipping Policy Cargo preference and Restrictions Applying to Specific Trades		Training Course held in Philippines 2014. Concept Note to be presented for the next Training Course in Thailand.

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	resilient, secure and economically viable manner.				
11	Recognizing the importance of Global Navigation Satellite System (GNSS) applications in achieving seamless intermodal transportation to enhance safety, security, and sustainability, we support the work of the GNSS Implementation Team (GIT) and encourage continued efforts by each economy to develop capabilities for GNSS interference detection and mitigation.	IIEG GIT United States	<ol style="list-style-type: none"> 1. Monitor the implementation of Automatic Dependent Broadcast –B and Performance Based Navigation in the Asia Pacific Region 2. Collect information and data on experiences and best practices regarding GNSS interference detection and mitigation to create knowledge base and be shared with all economies 	<ol style="list-style-type: none"> 1. Determine Assistance where needed. 2. A knowledge base for economies to develop capabilities for GNSS interference detection and mitigation. 	Information collection and knowledge base creation are underway.
Enhancing Transportation Infrastructure					
12	We reaffirm that transportation infrastructure development is essential to the promotion of economic growth in the APEC region. This challenge is not only for developing economies, but also for developed economies. We encourage all economies to invest in new, upgraded, or replacement infrastructure, in order to meet increased transportation needs.	All groups, led by IIEG IIEG [PPPs]	Concept Note being developed to establish a fundamental framework to develop Public-Private Partnerships for infrastructure development and investment in developing economies [Australia]	A framework for developing economies to develop fundamental steps to prioritise, develop and implement PPPs that will facilitate transport supply chain connectivity through infrastructure investment.	A concept note for consideration by IIEG at TPT-WG39 for BMC2 funding consideration in July 2014.
13	In this regard, we take note of this year's proposal to develop a coordinated approach to promoting development, investment, and financing of well-designed, sustainable and resilient infrastructure within and between our economies through the creation of a multi-year plan to improve physical connectivity in Asia-Pacific.	IIEG to monitor and identify roles if any for TPTWG	See para 12		
14	We note that public-private cooperation and inter-governmental	All groups (in collaboration			

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	dialogue are important to ensure adequate, sustainable investments in, and maintenance and management of, transportation related projects.	with ABAC)			
15	We therefore instruct the TPTWG to explore opportunities for deepening cooperation including sharing experiences and best practices in transportation infrastructure investment, financing and operations, particularly with regard to public-private partnerships.	All groups (in collaboration with ABAC) Japan IIEG [PPPs]	Collect information and data on experiences and best practices regarding transportation infrastructure A project to promote PPPs to develop dry ports and logistics parks to enhance supply chain connectivity in APEC [Viet Nam] Supply Chain Connectivity – A fundamental framework to develop Public-Private Partnerships for infrastructure development and investment in developing economies [Australia]	Share best practices as a guidance for economies to effectively invest in and manage transportation infrastructure A comprehensive report on the workshop outcomes and a template of steps for implementation and a mechanism for post-project collaboration and support through the TPT-WG process. A framework for developing economies to develop fundamental steps to prioritize, develop and implement PPPs that will facilitate transport supply chain connectivity through infrastructure investment.	Information collection is underway A concept note for consideration by IIEG at TPT-WG39 for BMC2 funding consideration in July 2014.
Pursuing “Quality Transport”					
16	The remarkable economic growth in the APEC region requires a transportation network that can keep pace with development and meet the expectations of the business community and society more broadly. We reaffirm the importance of sharing information on advanced transportation systems; policy and	All groups MEG United States/	Workshop on Study to Develop a Carbon Footprint Methodology Promoting Green Supply Chain Connectivity,		Workshop held at TPTWG38. Interim report being reviewed by MEG. 2nd workshop planned for 39th Meeting of Energy Working Group (May 2014). Final report December 2014. Concept Note to be presented at MEG

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	regulatory measures; innovative technologies; and universal design concepts, notably as they pertain to accessibility. We will also continue efforts made to date on intelligent supply chain initiatives.	<p>MEG</p> <p>IIEG</p> <p>MEG</p>	<p>Sustainability and Private Sector Environmental Responsibilities in the Maritime Sector while Protecting Food Security and Fisheries Goals</p> <p>Quality transport in terms of efficient short sea shipping – Short Sea Shipping Study [Phase 2] to improve intermodal efficiency and reduce pollution, congestion, fuel costs and greenhouse gas emissions [Korea]</p> <p>Quality transport in terms of energy efficiencies for communities [USA]</p> <p>Aims to reduce marine pollution from ships operating in the APEC region by increasing APEC Members’ ability to effectively enforce the 1973 International Convention for the Prevention of Pollution From Ships, as modified by the Protocol of 1978 (MARPOL). This effort would help reduce widespread discharges of oil and other wastes into Asia-Pacific waters while promoting sustainable economic development of coral reefs and other coastal resources, for example fisheries that play a crucial role in climate change and food security. The target audience is port-state control officials, criminal investigators, and prosecutors.</p>	<p>Korea to provide deliverables for TPT-WG39.</p> <p>Deliverables to foster green growth, sustainable development and long-term job creation through clean energy technologies to reduce energy use and increase energy security.</p>	<p>Korea to provide progress.</p> <p>USA to provide progress.</p>
17	To this end, we direct the TPTWG to develop a “Quality Transport” vision, encompassing convenience, efficiency, safety, security, and sustainability as priorities, in cooperation with other relevant APEC	All groups (in collaboration with ABAC, ITF, and others TBC), led by Japan			

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	fora.	Japan	<p>Collect information and data regarding high quality transportation systems</p> <p>Develop a “Quality Transport” vision</p>	Promote “Quality Transport” by identifying measures for economies to aim for high levels of transportation quality	Information collection is underway
Natural Disasters					
18	We reaffirm the importance of preparedness, resilience and response to natural disasters within the APEC region. We will continue to learn from past experiences and to share best practices to protect supply chains and transportation infrastructure.	United States	<p>Global Supply Chain Resilience Program:</p> <ul style="list-style-type: none"> • Co-sponsors include USAID and the Organization for Economic Cooperation and Development (OECD) International Transportation Forum • Partners include the World Bank, and the Ford Foundation (pending) 	<p>Workshop in Christchurch, NZ directly preceding TPTWG meeting to maintain the momentum from the first workshop, further develop and share practical information to improve emergency preparedness and resilience of the supply chain, and reduce adverse impacts of hazards on the supply chain. Outcomes of the workshop will include the development of a Four Year Plan to implement the APEC Seven Principles for Supply Chain resilience</p> <p>Also developing a prototype seminar on Supply Chain resilience to be conducted by volunteer economies as a pilot program.</p>	Will report on progress at TPTWG. So far, agenda is developed, participants are registered, speakers are confirmed and the program is on track, on time and within budget.
Capacity Building					
19	Acknowledging the important role of capacity building in strengthening and	All groups			

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	supporting the trade and investment liberalization and facilitation agenda particularly in making progress in the transportation sector in the APEC region, we reaffirm the 2012 leaders' commitment to provide effective economic and technical cooperation.				
20	With regard to transportation safety, security, efficiency, and environmental protection, we note the importance of the initiatives underway in ICAO, IMO, and other international organizations as well as the complementary work of the TPTWG through information sharing and capacity building projects. We instruct the TPTWG to collaborate with those international organizations where appropriate.	<p>All groups (in collaboration with ICAO, IMO, and others TBC)</p> <p>United States</p> <p>MEG-SEC</p>	<p>Perfomanced Based Navigation (PBN)</p> <p>Modernization of Air Traffic Flow Management and Collaborative Decision Making</p> <p>Cooperation with the International Maritime Organization (IMO) will take place within the MEG-SEC toward enhancing economy implementation of the International Ship and Port Facility Security (ISPS) Code</p> <p>The TPT-WG will, through its MEG-SEC, collaborate with the World Customs Organization (WCO) toward developing and deploying a trade recovery communications mechanism.</p>	<p>Part 1 of program complete. Part 2 will be submitted for funding.</p> <p>Program development to measure benefits for the environment.</p> <p>As during previous years, IMO/APEC collaboration has resulted in APEC capacity building initiatives being co-funded with the IMO.</p> <p>Through a U.S. self-funded effort, a trade recovery communications platform will be developing using the WCO Customs Enforcement Network (CEN) IT platform, an internationally recognized, neutral system already in use by APEC economies, in 2014. Deployment of the platform in APEC economies will be supported by a workshop in 2014, and potential follow-on efforts in 2015.</p>	<p>New program for 2014-16.</p> <p>On-going and continuous.</p> <p>Agreement has been reached in principle and funding identified to support developing a trade recovery communications platform. A project proposal was submitted for APEC consideration to hold a workshop in the fall of 2014 toward identifying good practices and procedures to utilize the system within APEC. Deployment workshops in developing economies will be considered for 2015, based upon the 2014 workshop outcomes.</p>

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		<p>IIEG</p> <p>LEG</p> <p>LEG-SAF</p>	<p>IIEG collaboration with the APEC Energy Working Group relating to climate friendly technologies, policies and practices in transport; and the International Transport Forum on joint transport supply chain and technology initiatives and best practices.</p> <p>LEG collaboration with:</p> <ul style="list-style-type: none"> • ABAC Australia re heavy vehicle standards; • International Transport Forum [ITF] on road safety data; • International Working Group on Land Transport Security on anti-bus terrorism measures <p>LEG-SAF collaboration with:</p> <ul style="list-style-type: none"> • APEC Health Working Group re road safety from human cost perspectives; • APEC Automotive Dialogue – motorcycle safety aspects <p>Collaboration with Non-APEC fora:</p> <ul style="list-style-type: none"> • the Asia Injury Prevention Foundation/ Global Helmet Initiative; • the Dynamic Research Institute [Dr Terry Smith USA] on motorcycle helmet standards; • Global Road Safety Partnership [GRSP] on motorcycle and bicycle users; • International Road Assessment Programme [iRAP] on measures to prevent road deaths, targeting high-risk roads in developing countries; • Asian Development Bank on road safety capacity building in the Asia – Pacific; • the Australian Roads Research Board [ARRB] on motorcycle and road safety in 	<p>Economy reports to TPT-WGs on progress of harmonization.</p>	

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		LEG-VSH	<p>Australia;</p> <ul style="list-style-type: none"> the Malaysian Institute of Road Safety on motorcycle lanes <p>LEG-VSH collaboration with:</p> <ul style="list-style-type: none"> the World Forum for Harmonization of Vehicle Standards [UN/ECE WP29]. 		
21	We endorse the capacity building work being undertaken to promote the implementation of the relevant international treaties.	All groups			
Safety and Security					
22	We encourage the TPTWG to work with stakeholders from all modes to improve the safety and security of operators, service providers and facilities.	<p>All groups</p> <p>United States</p>	<p>Joint APEC CTTF/TPTWG Bus Anti-Terrorism Follow-On Workshop, July 2014 in Philippines</p> <p>Address the eight critical elements of an effective aviation safety oversight system</p> <p>Promote aviation best practices.</p> <p>Implementation of Safety Management Systems</p> <p>Implementation of Aviation language proficiency</p> <p>LEG</p> <p>Survey on feedback on the recent project relating to heavy vehicle safety measures in APEC transport supply chains [Australia].</p>	<p>Toolbox of best practices for bus/land transport security practices.</p> <p>Self –matching of economies with expertise with those seeking to improve their bus security.</p> <p>Aviation Safety Inspector Guidelines</p> <p>Airport Site Evaluation Program</p> <p>Safety Management System Training Program</p> <p>TBD</p> <p>Survey outcomes</p>	<p>Waiting host country date approval. Currently developing agenda and presentations.</p> <p>New project for 2014-16</p> <p>Part 1 of project complete. Part 2 being submitted for funding</p> <p>New for 2014-16</p> <p>New for 2014-16</p>
23	We acknowledge the wide range of	LEG	In response to the Decade of Action,		

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	work that economies are undertaking on road safety and the prominence that the United Nations has accorded this major concern by progressing the Decade of Action for Road Safety, 2011-2020. We recognize the important work of the TPTWG in facilitating information sharing and collaboration between developed and developing economies on evidence-based road safety policy measures with identified targets, systems and technologies. We direct the TPTWG to continue this body of work. We also encourage the TPTWG to undertake further work on improving safety between road and rail users.		economies provide an update on initiatives or progress at biannual TPT-WG meetings. Concept Note [Australia]: Practical Safety Measures to Save Lives for Motorcycle and Scooter Users in Developing Economies Road safety measures Matrices [Australia] Rail safety project [Philippines]	A compendium to provide a vehicle for other economies to draw on a generic model of motorcycle safety measures for their national road safety programs. Ongoing information sharing on road safety measures in road safety funding and policy programs of economies Ongoing information sharing project on rail safety at level crossing	A concept note will be submitted for BMC1 consideration for a decision on 28 April 2014.
24	We encourage the TPTWG to maintain its collaboration with the International Working Group on Land Transport Security and to continue efforts to improve and promote best practices in the land transport security sector.	LEG	In collaboration with IWGLTS, a series of workshops on APEC Bus Anti-Terrorism.	A Bus Security Toolbox for best practices and measures against terrorism-related incidents on buses for economies to make their own measures and policies.	The second workshop is scheduled in Manila in July 2014.
25	We encourage economies to as far as possible utilize the latest transport security technology and give a high priority to providing comprehensive training to transport security personnel to assist them in delivering an effective transport security system so as to minimize any security risks to transport within the Asia-Pacific region.	MEG – SEC	International Ship and Port Facility Security (ISPS) Code Implementation Assistance Program (ICIAP) – Port Security Risk Assessment Tool Webinar (PSRATW) International Ship and Port Facility Security (ISPS) Code Implementation Assistance Program (ICIAP)	Development of a self-executable PSRATW Webinar will allow the remaining Economies the ability to participate in this critical workshop, improving ISPS Code compliance utilizing the most current advanced “green” information technology. Self-Assessment Trainer Workshop (SATW) and Advanced Drill and Exercise (ADEW) workshops have been	To date sixty percent of TPT-WG Economies have participated in a PSRAT Workshop. Development of a self-executable PSRATW Webinar will allow the remaining Economies the ability to participate in this critical workshop improving ISPS Code compliance utilizing the most current advanced “green” information technology. The majority of TPT-WG economies have enthusiastically requested participation in one or both of these

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		<p>LEG – SEC</p> <p>IIEG – SEC AEG – SEC</p>	Collaboration with IWGLTS on land transport security	<p>demonstrated to improve the capacity of APEC Economies in implementing the ISPS Code. Two additional SATW and four ADEW workshops.</p> <p>Ongoing collaboration</p>	workshops. At the conclusion of this project over 85 percent of APEC Economies will have hosted a SATW workshop.
Combating Corruption and Illicit Trade across the Asia-Pacific Region					
26	We condemn any use of the transportation system by human traffickers within and across our borders. The International Labor Organization estimates that globally, 20.9 million people are victims of forced labour, including people trafficked for sexual and other forms of labour exploitation. Given that our transportation networks could be exploited by traffickers seeking to move their victims, we direct the TPTWG to explore ways to increase watchfulness and deter and prevent human traffickers from using our transportation networks.	All groups, led by the United States			
Vehicle Standards Harmonization					
27	We urge member economies to participate in the harmonization work under agreements administered by the World Forum for Harmonization of Vehicle Standards (WP.29) of the United Nations Economic Commission	LEG - VSH	LEG-VSH members to harmonize with agreements by UN/ECE WP29, aiming at improving the safety and environmental performance of vehicles as well as greater economic integration through harmonized vehicle standards and technical	Ongoing, with progress reports for information sharing at every TPT-WGs	

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	for Europe (UNECE) aiming at the improvement of the safety and environmental performance of vehicles as well as greater economic integration through harmonized vehicle standards and technical requirements.		requirements.		
Women in Transportation					
28	We applaud the TPTWG's work on the compendium of best practices for the inclusion of women in the transportation sector. We instruct the TPTWG to build on its progress to develop a framework for collection of data and sharing of resources that will enhance opportunities for women in transportation and enable the measurement of progress over time. We encourage each economy to continue voluntary efforts to support this important endeavor.	All groups, led by the United States United States	Women in Aviation Workshop	TBD	New program for 2014-16.
APEC Green Port Initiative					
29	We support the continuing work of the APEC Port Services Network (APSN) on the Green Port Initiative in encouraging collaboration, communication and capacity building among ports and related maritime sectors in the region. We affirm the value of the Green Port Award System (GPAS) to enhance regional environmental awareness, share best practices, improve the overall performance, efficiency and sustainability of APEC ports and promote innovation for green growth. We encourage the APSN and all	MEG	Green Port Award System Cooperation program of clean energy shipping with LNG fuelled ship Study on the Reduction of Energy Consumption and Prevention of Harmful Exhaust Emissions from International Shipping in the APEC region After three years' study on the green port index and GPAS [Green Port Awarding System] implementation plan, The APSN is now conducting a project aiming to share best practices, promote awareness, and		APEC fund approved APEC fund approved

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	economies to continue to contribute to green port development.	APSN Secretariat	encourage initiatives and actions for green growth in ports and related industry. The APSN to conduct a study and workshop with regard to APEC Gateway Ports' Connectivity for the key trading corridors, aiming to improving transport connectivity and advancing regional economic integration within the APEC region [China].	China to provide	The final GPAS implementation will be launched this year, and the program will officially start in 2015.
APEC Travel Facilitation Initiative					
30	We instruct the TPTWG to work with other APEC fora to facilitate the relevant elements of the APEC Travel Facilitation Initiative.	AEG MEG			
Conclusion					
31	We reaffirm our commitment to contribute to the further development of the APEC region by continuing our cooperative activities within APEC, with other international and regional organizations, and with the private sector and other stakeholders.	All groups			
32	Strong engagement and cross fora collaboration is needed to ensure that transportation in the APEC region is safe, secure, convenient, efficient, and sustainable. We recognize the complementary work within APEC in areas such as procedures related to trade and customs, business mobility, automotive industry, energy efficiency, tourism, and counter terrorism. We encourage the ongoing collaboration between the TPTWG and relevant APEC fora.	All groups (in collaboration with EWG, CTWG, Automotive Dialogue, CTI, and others TBC)			
33	We instruct the TPTWG to continue its efforts with respect to the implementation of the objectives set	All groups			

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	out at the Special Transport Ministers' Meeting (STMM), TMM7, and previous Ministerial meetings.				
34	We agree to meet again in the Philippines in 2015 to work towards the further advancement of the transportation sector in the APEC region.	Philippines			