



**Asia-Pacific  
Economic Cooperation**

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**2018/TPTWG45/PLEN2/006**

Agenda Item: 2.3

## **Land Experts Group Meeting - Final Report**

Purpose: Consideration  
Submitted by: LEG Chair



**45th Transportation Working Group  
Meeting Closing Plenary  
Seoul, Korea  
24 April 2018**

## SUMMARY OF LEG REPORT FOR CLOSING PLENARY

1. Deputy Chair Mr. Lee, Jae-Pyeong (Korea) chaired the TPT-WG45 LEG meeting because of the vacancy of the LEG Chair. Thirteen economies attended: Australia, Canada, Indonesia, Republic of Korea, Malaysia, Papua New Guinea, Singapore, Chinese Taipei, the Russian Federation, the United States, Peru, Thailand and Viet Nam.
2. The LEG discussed one completed project and one new concept note: 1) completed project: a self-funded project and survey on heavy vehicles by Papua New Guinea; 2) new concept note: a self-funded project on improving motorcycle safety by Chinese Taipei. Papua New Guinea asked for and received LEG members' endorsement for the final report (toolkit) on its project. The new concept note submitted by Chinese Taipei was endorsed and supported by Viet Nam, Malaysia, Papua New Guinea, and Korea. In addition, Russia shared and received endorsement for the outcomes of its self-funded project on cooperation in the field of transport education for the benefit of transport connectivity in the APEC region.
3. Korea, Australia, Malaysia, and Chinese Taipei provided presentations regarding their initiatives in support of the UN Decade of Action for Road Safety 2011-2020.
  - Korea introduced the efforts of the Korean government in the field of Korean Motor Vehicle Safety Regulations for improving road safety.
  - Australia introduced its National Road Safety Strategy (NRSS) 2011-2020, which seeks to reduce the number of deaths and serious injuries from road crashes by at least 30 % by 2020. An independent inquiry has been initiated to investigate ways to improve performance and meet the targets of the NRSS.
  - Malaysia shared its strategic plan called Road Safety Malaysia Plan 2014-2020, with the main objective of reducing projected fatalities due to road accidents by 50 %, in line with the UN Decade of Action for Road Safety 2011-2020.
  - Chinese Taipei introduced four specific actions -- zero tolerance for drunk driving, technology-assisted law enforcement, on-road driving tests, and elderly driver management -- to reduce fatalities by 40 % in 10 years.
4. Korea and Chinese Taipei updated LEG on their activities vehicle standards harmonization.
  - Korea gave the LEG information on the status of vehicle standards harmonization with UN Regulations and UN Global Technical Regulations (GTR) and its plan for 2018.
  - Chinese Taipei introduced their Vehicle Safety Type Approval System and developments on technical regulation, and updated the information regarding harmonization with UN Regulations.
5. Korea and Canada presented on the status and policy direction of automated and connected vehicles.
  - Korea delivered the Korean government's policy for developing and

commercializing autonomous vehicles including various research projects such as development of assessment technologies, temporary operation permit procedures and several pilot projects for autonomous vehicles.

- Canada gave a presentation on its policy development regarding connected and automated vehicles.
6. LEG reviewed its Workplan for 2018 and the TPTWG 2018 Action Plan, and will update them to reflect the Lead Shepherd's policy direction and the outcomes of TMM10.
  7. In recognition that many issues discussed in LEG, especially with relation to AV/CVs, overlap with IIEG, there were some suggestions and ideas on how to work more closely with IIEG, for example, in a joint half-day session to discuss common issues.
  8. Volunteers or recommendations for the new LEG Chair were sought but none were received during the meeting.

## **INTRODUCTION**

Mr. Lee, Jae-Pyeong (Korea), as Deputy Chair, welcomed delegates to the TPT-WG45 LEG meeting and thanked the attendees for traveling a long way. The former Chair, Mr. Marcus James, retired recently and resigned from the chair of LEG.

The attendees included delegates representing 13 economies: Australia, Canada, Indonesia, Republic of Korea, Malaysia, Papua New Guinea, Singapore, Chinese Taipei, the Russian Federation, the United States, Peru, Thailand and Viet Nam.

A list of participants is attached at Attachment A.

The agenda was adopted as proposed.

## **CHAIR'S REMARKS AND POLICY DIRECTIONS**

The Chair highlighted some changes in the structure of APEC TPTWG meetings, according to TMM10 directives, including:

- reducing the size of TPTWG meetings and only including sub-group meetings when approved in advance by HODs and the host economy; and
- two TPTWG meetings shall be held every year, but one TPTWG meeting shall be held in the year when the Transportation Ministerial Meeting takes place (every three years).

Malaysia suggested that LEG-SAF be continued to ensure continuity of discussion on road and rail safety issues. Only two years are left until the 2011-2020 UN Decade of Action for Road Safety ends and there are many issues yet to be discussed at the LEG-SAF. LEG decided to ensure that SAF issues are included on the LEG agenda going forward, and that SAF sub-group meetings will be requested to take place when required.

## **PROJECTS AND ACTIVITIES**

The status of one on-going project and one new concept note were discussed at the LEG meeting:

1. Report on the PNG self-funded project and survey on heavy vehicles safety – Papua New Guinea
2. Self-funded project on improving motorcycle safety – Chinese Taipei

The self-funded project conducted by Papua New Guinea on regulatory approaches to managing overloaded/over-mass heavy vehicles was co-sponsored by Vietnam, Malaysia, Australia, and Chinese Taipei. PNG presented the final report and explained the results of the workshop held in Brisbane in April 2017. PNG asked for LEG member economies to endorse its regulatory toolkit, which will be submitted to TPTWG for approval.

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The Russian Federation informed LEG about the outcomes of the APEC Conference, “Cooperation in the Field of Transport Education for the Benefit of Transport Connectivity in the APEC Region”, which was held on 7-8 February 2018 in Moscow. The conference took place within the framework of the Forum “Transport education and science 2018”. Russia looks forward to receiving comments from economies regarding the Conference recommendations, which will be proposed for adoption by TPTWG.

Russia summarized the International Conference "City and Transport: Safety, Efficiency, and Sustainability", which was held on 4-5 September 2017 in Khabarovsk (Russia), in accordance with the proposal of the Third Session of the UNESCAP Ministerial Conference on Transport.

Chinese Taipei gave an overview of its new concept note. The uniformity of crash data collection and reporting is essential and fundamental to help APEC economies share and transfer best practices and research on road safety policies and programs. This project seeks to improve the accessibility and transferability of motorcycle crash data among different stakeholders, not only within each APEC economy but also among APEC economies as a whole. Chinese Taipei will host a workshop to discuss a “minimum set” of standardized data elements that can be used to describe a motorcycle-related crash on any crash report form. This new concept note was supported by Viet Nam, Malaysia, Papua New Guinea, and Korea.

## **ECONOMY REPORTS AND MAJOR DEVELOPMENTS IN LAND TRANSPORT**

Economies reported on initiatives to support the UN Decade of Action for Road Safety 2011-2020, and road safety and vehicle standards harmonization.

- Korea described the efforts of the Korean government in the field of Korean Motor Vehicle Safety Regulations for improving road safety, such as mandatory installation of two emergency exits for large passenger vehicles (passenger capacity 16 and above) that was harmonized with UN Regulation No. 107, and speed limit devices for preventing speeding of school buses. Advanced Emergency Braking Systems (AEBS) and Lane Departure Warning Systems (LDWS) shall be mandated to be installed in all passenger vehicles 11 m or longer and all commercial vehicles of GVW 20 tons or heavier from January 2018 and January 2019 respectively.
- Australia introduced its National Road Safety Strategy (NRSS) 2011-2020, which has specific targets to reduce the number of deaths and serious injuries from road crashes by at least 30 % by 2020.

The National Road Safety Strategy 2011-2020 was established as a formal agreement between the Federal Government and all Australian states and territories. It is based on Safe System principles and is framed by the guiding vision that no person should be killed or seriously injured on Australia’s roads.

Increases in deaths in 2015 and 2016 have eroded previously good progress made under the strategy.

In 2017, the Australian Government launched an independent Inquiry into the NRSS to identify the factors involved in road crash death and serious injury trends, to review the effectiveness of the NRSS and associated action plans, and to advise on the arrangements for the management of road safety. The Inquiry will report to government this year and will influence the development of the next NRSS.

While recent performance has been of concern, it is worth noting that the rate of death from road crashes has dropped from 30.4 deaths per 100,000 population in 1970 to the current 2018 level of around 5 per 100,000. It should be noted, however, that road deaths are more likely to occur in regional and remote areas. Around two-thirds of deaths from road crashes in Australia are in regional areas.

In Australia, the Federal Government is responsible for regulating safety standards of new vehicles and allocating infrastructure resources. State and territory governments are responsible for funding, planning and designing the road network, managing licensing and registration, and regulating road user behavior. Local governments have responsibilities in relation to designing and maintaining the road networks in their local areas.

Roadside drug testing in Australia is well established and is based on state and territory legislation that regards the presence of a substance as an offence and does not prescribe a level for impairment. The cost of the testing and legal process has been identified as a barrier to increased roadside drug testing. The National Drug Driving Working Group has been formed with police, road authorities and policy makers to progress a national best practice model and provide advice on more efficient and cost-effective options for roadside drug testing.

While serious injury is measured in Australia, there is no nationally agreed measure or definition of serious injuries from road crashes. All states and territories are working with the Australian Government on a project to establish a shared definition and to link hospital and crash data to provide a baseline to measure serious injury in the next National Road Safety Strategy.

The Australian Government is also pursuing a number of other measures including investigating ways to mitigate the effects of distraction from mobile phones and other devices, and further supporting vehicle safety through its support of the Australasian New Car Assessment Program (ANCAP) and the Used Car Safety Ratings (UCSR).

- Malaysia updated the meeting on progress and initiatives undertaken in support of the UN Decade of Action on Road Safety 2011-2020. Malaysia reported that 6,740 lives have been lost due to road traffic accidents in 2017, with a proportion of 61% motorcyclists, 20% car occupants, 7% pedestrians, and 12% accounting for other road users. The Malaysian Road Traffic Fatality Index per 10,000 registered vehicles has also shown a decreasing trend from 4.51 in 2004 to 2.34 in 2017. Malaysia aims to reduce projected deaths due to road traffic accidents by 50% by 2020.

The reduction in number of deaths due to traffic accidents can be attributed to the multi-faceted initiatives undertaken by the Ministry of Transport Malaysia together with the Road Safety Department of Malaysia. A concerted effort has been undertaken through the Malaysian Road Safety Plan 2014-2020. The plan underlines five main strategic pillars including Post-crash Management, Safer Road Users, and Road Safety Management to address road safety issues in Malaysia.

The Road Safety Department of Malaysia also carries out weekly campaigns and advocacy programmes targeting different groups of road users, and introduced Road Safety Education in schools where it is integrated under the official curriculum of the Malay language. The modules cover primary and secondary schools (up to 15 years old). The initiative is underway for pre-school students as well.

Malaysia is currently embarking on a new program based on the National Blue Ocean Strategy, called the MySafe Road Program. Through this initiative, road safety issues are tackled at a district level with the assistance of all relevant stakeholders and government agencies. The pilot program undertaken in 2016 has revealed potential effectiveness as the number of deaths due to road traffic accidents in the piloted area were reduced by 20% in 2017.

Malaysia is hopeful that through the initiatives undertaken, road traffic fatalities can be greatly reduced in tandem with the targeted goal of the United Nations Decade of Action for Road Safety 2011-2020.

- Chinese Taipei introduced their four specific actions for reducing the fatalities by 40% in 10 years: 1) zero tolerance for drunk driving; 2) technology-assisted law enforcement; 3) implementing on-road driving test; and 4) elderly driver management

## **ACTIVITIES IN ROAD SAFETY AND VEHICLE STANDARDS HARMONIZATION**

Four presentations were made to the LEG:

- i. Korea provided an update on the status of vehicle standards harmonization in Korea. Korea has introduced 64 UN Regulations and 11 UN GTRs into the Korean Motor Vehicle Safety Standards (KMOVSS) since 2006 and plans for harmonization with seven additional UN Regulations including mandatory installation of ABS for motorcycles.
- ii. Chinese Taipei introduced their Vehicle Safety Type Approval System and development of technical regulations, which have evolved since 1998. All economies are welcome to request more detailed information.
- iii. Chinese Taipei updated the information regarding harmonization with UN Regulations, including periodic amendments to existing regulations and review of/plans for introducing newly established UN Regulations.
- iv. Chinese Taipei noted that harmonization benefits administration/industry/users only when care is taken to make the vehicle comply with the requirements of any technical

regulation, and advocated for all economies to work together to secure these advantages.

Chinese Taipei would like to remind economies of the importance of Harmonization of Vehicle Regulations in promoting safety and environmental protection among the APEC region. They recommended that each economy keep sharing information with regard to their progress on harmonizing with UN Regulations, and exchange contact details of representatives for each of the WP.29 expert groups (GRs), where applicable.

Additionally, Chinese Taipei thanked Korea for continuing to provide an overview of the outcomes of the World Forum for Harmonization of Vehicle Regulations (WP.29), and recommended that Korea could continue to assist with sharing that overview information because it is clearly beneficial to capacity building, training and cost reduction, especially for economies with limited resources, and in turn leads to efficient harmonization work among the APEC region. Korea agreed.

## **EMERGING TECHNOLOGIES**

Two presentations were made to the LEG:

- i. Korea provided a presentation on its Autonomous Vehicle Policy status, including various research projects and implementation pilot projects for driverless shuttle services and for developing 5G communication and a High-Definition map. Korea is actively supporting the commercialization of level 3 automated vehicles by 2020 (phase 1) and preparing for level 4 technology by 2026 (phase 2).
- ii. Canada gave a presentation on its policy development regarding connected and automated vehicles (CV/AVs). Innovation is a key element that features prominently in Transportation 2030 – Canada’s Minister of Transport’s long-term vision for transportation in Canada (announced in 2016). Transportation 2030 includes commitments to support the safe adoption of connected and automated vehicles on public roads to improve road safety, reduce congestion, increase mobility, and protect the environment. Canada is investing \$50 million over five years to develop regulations and standards for CV/AVs and drones, and to work with stakeholders to ensure the safe integration of these technologies. The \$10.5 million Advance Connectivity and Automation in the Transportation System (ACATS) program is helping Canadian jurisdictions prepare for the technical, regulatory, and policy issues that are emerging as a result of increased connectivity and automation in the transportation sector. Finally, proposed amendments to the *Motor Vehicle Safety Act* will help ensure public safety, while not hindering innovation and technologies that can benefit Canadians.



## **PROJECT PROPOSALS**

The LEG endorsed a new concept note submitted by Chinese Taipei for launching the self-funded project under the co-sponsoring of Viet Nam, Malaysia, Papua New Guinea, and Korea.

## **UPDATING OF LEG WORK PLAN 2018 & TPTWG ACTION PLAN 2018**

LEG reviewed its Workplan for 2018 and the TPTWG 2018 Action Plan, and will update them to reflect the Lead Shepherd's policy direction and the outcomes of TMM10.

## **OTHER BUSINESS**

Volunteers or recommendations for the new LEG Chair were sought but none were received during the meeting.

In recognition that many issues discussed in LEG, especially with relation to AV/CVs, overlap with IIEG, there were some suggestions and ideas on how to work more closely with IIEG, for example, in a joint half-day session to discuss common issues.

## **CLASSIFICATION OF MEETING DOCUMENTS**

All the documents tabled at the meeting are available for public access except for the one presented by Malaysia, entitled "Malaysia's Initiatives in Support of the United Nations Decade of Action for Road Safety 2011-2020".

## **ATTACHMENTS**

A – Attendance

**ATTACHMENT A – LEG ATTENDANCE**

<b>Economy</b>	<b>Title</b>	<b>Surname</b>	<b>First name</b>	<b>Organization</b>	<b>Position</b>	<b>Email</b>
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