

APEC Transportation Working Group (TPT-WG) Strategic Plan 2018-2021

(Draft version as of April 05)

(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, with approved 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)
 - AET – Air Service (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), although not an expert group, 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. It works with the private sector, international organizations and other APEC fora by conducting studies; supporting compatibility of policies,

rules, and economy standards; building human resource capacity; exchanging information and research data.

This Strategic Plan (2017 to 2020) replaces the Strategic Plan (2013 to 2016)- and provides a roadmap to address critical issues pertaining to the TPT-WG's mandate.

2. Vision Statement

The TPT-WG promotes and enables a harmonised, liberalised, seamless, comprehensive, safe, sustainable, resilient, secure and reliable transport network that fosters a prosperous Asia-Pacific region.

3. Mission Statement

The TPT-WG brings together APEC economies to facilitate the creation, maintenance and expansion of open economic networks across the Asia-Pacific region by promoting transport focused information exchange, collaborate on solutions of common challenges and capacity building to enhance transport safety, security, accessibility, sustainability and seamless connectivity.

It addresses people to people linkages, industry leadership, socio-economic issues, compliance with international standards, and regulatory cooperation to achieve its purpose mentioned above.

4. Objectives

The TPT-WG will respond to the direction of APEC Leaders, Transport Ministers' and SCE to achieve:

- Deepened regional economic integration by promoting quality, seamlessly connected, accessible, sustainable, safe, and secure transport infrastructure and systems; and by leveraging Public Private Partnership, sharing best practices with remote area, and pursuing socio-economic improvement.
- Enhanced liberalized, efficient, safe, resilient and secure flow of goods, people, services and capital in the APEC region through improving aviation, maritime, land transport, intermodal and mass transit transportation systems.
- Encouraged uptake and evaluation of technology development in transportation sector, through corresponding information exchange, and by complying with international standards to lead harmonious growth across the region.
- Enriched human resource capacity to better enable each APEC Economy to achieve transport aspirations which will contribute to the APEC region's future economic growth potential. Under the similar context, more encouraged women's activities in transport and more enforced measures against human trafficking.
- Comprehensive and seamless connectivity built by better promoted accessible mobility and sustainable transport systems

- Expanded connectivity of APEC’s three pillars (physical, institutional, and people to people connectivity) to other regions encompassing ASEM and ASEAN for the better integrated economic flows and inclusive developments.

The TPT-WG will address initiatives arising from the 10th APEC Transportation Ministerial Meeting (TMM10) by:

- A. Promote Quality Infrastructure Connectivity through:
 - Developing a Transport Connectivity Map pursuing broad-based economic growth in everywhere;
 - Implementing Supply Chain Connectivity Framework Action Plan in Transport;
 - Leveraging Private Public Partnership in developing, financing, maintenance, and operation of quality infrastructure;
 - Supporting APEC Connectivity Blueprint 2015-2025 to accelerate the cooperative development seamlessly;
 - Information and best practice sharing for regional integration;
 - Pursuing more seamless business and aviation operation across the APEC region.
- B. Enhance Transportation Accessibility, Safety, Security, and Sustainability through:
 - Improving business viability during disaster under the seven principles of Supply Chain Resilience;
 - Working with other relevant APEC fora and international organizations;
 - Encouraging to comply with ICAO (International Civil Aviation Organization) standards and with ISPS (International Ship and Port Facility Security) code, to utilize the latest security technology, and to apply GNSS (Global Navigation Satellite System);
 - Exploring regulatory approach for high-mass heavy-road vehicle safety and productivity as well as more harmonized approach for labeling, handling, and transporting dangerous goods;
 - Deploying advanced technologies as well as removing the corresponding regulatory barriers safely, efficiently, and reliably;
 - Opening dialogue with one another to facilitate information exchanges on research and data and sharing best practices that are necessary for safety regulators across the Asia-Pacific region to sufficiently evaluate rapidly evolving technologies, such as automated and connected vehicles, intelligent transportation systems and, more broadly, the evolving relationship between humans, technology and the operation of transportation.
- C. Crosscut Socio – Economic Improvement through:
 - Participating more in Women In Transport (WIT) task force activities and discouraging APEC transport networks to be utilized for human trafficking.

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

Critical success factors and Key Performance Indicators have been developed in consideration of the following assumptions.

- 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>Deepened regional economic integration:</u></p> <p>by promoting quality, seamlessly connected, accessible, sustainable, safe, and secure transport infrastructure and system</p>	<ul style="list-style-type: none"> • Developing a Transport Connectivity Map pursuing broad-based economic growth in everywhere • Implementing Supply Chain Connectivity Framework Action Plan in Transport • Encouraging APEC economies to adopt a comprehensive assessment method in proposal evaluation of infrastructure projects: the method of considering not only the purchase price, but also key elements such as life cycle cost including performance and durability, environmental impacts, safety and maintainability • Increasing the quality of infrastructure by creative scoring the competitive biddings • Supporting APEC Connectivity Blueprint 2015-2025 to accelerate the cooperative development seamlessly • Improving business viability during disaster under the seven principles of Supply Chain Resilience
<p><u>Deepened regional economic integration:</u></p> <p>by leveraging Public Private Partnership, sharing best practices with remote area, and pursuing socio-economic improvement.</p>	<ul style="list-style-type: none"> • Expanding institutional capacity to leverage private investment to support the development, financing, maintenance, and operation of quality transportation infrastructure through Public Private Partnerships (PPPs) • Letting the transportation network facilitate broad-based economic growth, from dense urban centers to remote rural areas and everywhere in between. • Sharing best practices in terms of mechanisms and programs that promote the integration by each economy of remote areas within their common transport area. • Encouraging greater participation of women in the transportation sector and more equal access of transportation users • Discouraging the use of any transportation network by human traffickers within and across our borders.
<p><u>Facilitating liberalized, efficient, safe, resilient, and secure flow of goods, people, services and capital in the APEC region through:</u></p>	<ul style="list-style-type: none"> • Enhancement of surface transportation as a component of multi-modal seamless supply chains through the application of ITS, GNSS and related technologies • On-going collaboration with other forums, including the International Transport Forum (ITF), on intermodal and mass transit transportation systems

Objectives	Key Performance Indicators (KPIs)
Improving intermodal and mass transit transportation systems	
<p><u>Facilitating liberalized, efficient, safe, resilient, and secure flow of goods, people, services and capital in the APEC region through:</u></p> <p>Improving Aviation transport system</p>	<ul style="list-style-type: none"> • Enhancing Aviation Connectivity and Emissions Reduction via Implementation of Performance Based Navigation (PBN) Assistance Program • Exchanging of best practices and lessons learned in the area of aviation security • Technological solutions to air security challenges identified • Working to address 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
<p><u>Facilitating liberalized, efficient, safe, resilient, and secure flow of goods, people, services and capital in the APEC region through:</u></p> <p>Improving Maritime transport system</p>	<ul style="list-style-type: none"> • Capacity Building for Preventing Accidents in Maritime Dangerous Goods & Containers Transportation • Collecting and sharing best practices regarding cruising ports • Study on enhancing the global capacity of seafarers in the APEC region • Promoting comprehensive connectivity through promoting port connectivity from the perspective of physical, institutional and people to people, in terms of APEC Port Services Network (APSN) • Holding APEC Port Connectivity Forum to Promote the connectivity of APEC Ports by APSN • Restructuring of Shipping and Port Industry in terms of APEC Port Services Network (APSN) • Promoting communication and cooperation among ports along the Silk Road Economic Belt and the 21st-Century Maritime Silk Road • Holding the Maritime Silk Road Port International Cooperation Forum • Conducting standardized capacity-building training courses focusing on risk mitigation; port facility security audits, drills and exercises; and port security regulation and development

Objectives	Key Performance Indicators (KPIs)
	<p>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>Facilitating liberalized, efficient, safe, resilient, and secure flow of goods, people, services and capital in the APEC region through:</u></p> <p>Improving Land transport system</p>	<ul style="list-style-type: none"> • Developing 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 • Exchanging 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) • Strengthening efforts to improve land transport security, including the development and promotion of best practice bus anti-terrorism measures
<p><u>Encouraged uptake and evaluation of technology development:</u></p> <p>In transportation sector</p>	<ul style="list-style-type: none"> • Exploring regulatory approach for high-mass heavy-road vehicle safety and productivity as well as more harmonized approach for labeling, handling, and transporting dangerous goods • Pursuing safe and reliable application of GNSS technologies • Studying 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

Objectives	Key Performance Indicators (KPIs)
	<ul style="list-style-type: none"> • Promoting energy efficient modes, including rail, inland river transport and short-sea shipping • Deploying advanced technologies as well as removing the corresponding regulatory barriers for the enhanced safety, efficiency, and reliability of transportation
<p><u>Encouraged uptake and evaluation of technology development:</u></p> <p>Through corresponding information and best practice exchanges</p>	<ul style="list-style-type: none"> • Holding workshops and seminars to disseminate and implement technologies to advance regional integration on transportation-related issues • Facilitating site visits to APEC economies to identify and promote best practices • Information and best practice sharing for regional integration in promoting quality infrastructure connectivity • Publication on APEC Port Development Report Annually • Conducting seminars on the factors and elements that promote sustainable transport, including benefits of intermodal freight strategies and transit-oriented development • Exchanging best practices and lessons learned in the area of green growth and sustainable development with the APEC Energy Smart Communities Initiative (ESCI)
<p><u>Encouraged uptake and evaluation of technology development:</u></p> <p>By complying with international standards to lead harmonious growth across the region</p>	<ul style="list-style-type: none"> • Exchanging 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) • Encouraging to comply with ICAO (International Civil Aviation Organization) standards and with ISPS • Following International Ship and Port Facility Security code, to utilize the latest security technology, and to apply GNSS (Global Navigation Satellite System) • Capacity building assistance provided to APEC economies in meeting internationally recognized requirements and procedures on air safety and security
<p><u>Performing complementary policy measures for:</u></p> <p>Proactive learning by life-cycle evaluation of transport infrastructure</p>	<ul style="list-style-type: none"> • Evaluating mechanisms to better maintain, manage and operate existing transportation infrastructure so that its utility to the people and business of the APEC region is both sustained and long lasting • Increasing the number of APEC economies that adopt a comprehensive assessment method in proposal evaluation of infrastructure projects: the method of considering not only the purchase price, but also key elements such as life cycle cost including performance and durability, environmental impacts, safety and maintainability

Objectives	Key Performance Indicators (KPIs)
<p>Enriched human resource capacity to better enable each APEC Economy to achieve transport aspirations which will contribute to the APEC region's future economic growth potential and more enforced measures against human trafficking</p>	<ul style="list-style-type: none"> • Participating more in Women In Transport (WIT) task force activities • Discouraging APEC transport networks to be utilized for human trafficking
<p>Enriched human resource capacity</p>	<ul style="list-style-type: none"> • Conducting standardized capacity-building training courses focusing on risk mitigation; facility security audits, drills and exercises, security regulation and governance. • Holding workshops and seminars to disseminate and implement best practices and technologies to advance regional integration on transportation-related issues • Compendium developed of best practices and regular dialogue held on Women in Transportation • Setting up APSN Study Center to Conduct Research on the APEC Port Development
<p><u>Building comprehensive and seamless connectivity through:</u></p> <p>Promoting accessible mobility</p>	<ul style="list-style-type: none"> • Linking economies and people to one another helping to accelerate the region's economic and inclusive growth
<p><u>Building comprehensive and seamless connectivity through:</u></p> <p>Developing sustainable transport systems</p>	<ul style="list-style-type: none"> • Pursuing low carbon and environmentally friendly transport system • Evaluation of quality infrastructure performance considering the external cost paid by the overall society and environment • Implementation of Green Port Award System (GPAS) through APEC Port Service Network • Publication on the Best Practices of APEC Green Ports • Holding APSN Green Port Award System Workshop to Promote Green and Sustainable Port Development in APEC Region • 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.

Objectives	Key Performance Indicators (KPIs)
	<ul style="list-style-type: none"> • Studies and seminars held on the application and benefits of seamless transportation systems • Enhancement of surface transportation as a component of multi-modal seamless supply chains through the application of ITS, GNSS and related technologies
<p>Expanded connectivity of APEC’s three pillars (physical, institutional, and people to people connectivity) to other regions encompassing ASEM and ASEAN for the better integrated economic flows and inclusive developments.</p>	<ul style="list-style-type: none"> • Working with other relevant APEC fora and international organizations including ASEAN and ASEM to enhance transportation accessibility, safety, security, and sustainability • Encouraging international education cooperation for deepening APEC, ASEAN, and ASEM regions’ connectivity • Implementation of a trade recovery communications mechanism in collaboration with the World Customs Organization for enhanced transportation system decision making and improved efficiencies in the movement of cargo during large scale transportation system disruption. • Variations addressed in cross-border standards and regulations for movements of goods, services and business travelers • Encouraged collaboration by APEC economies in developing joint personnel training. Taking into account that transport education belongs to APEC's "people to people connectivity", which will be addressed with other two connectivities (physical and institutional connectivities) in the extended regions encompassing Europe, ASEAN, SCO, EEU. •

6. Prioritized Implementation Schedule

An implementation schedule will prioritize activities across the 4 year strategic plan period and will be reflected 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 assessed against Key Performance Indicators (KPIs). A list of TPT-WG projects is attached (Annex A).

ANNEX A – TPT-WG Projects

Objectives	Activities	Start	Completion	Lead Economy/Fora
<u>Regional economic integration through:</u>	Continue to work toward achieving air service liberalization	2010	Ongoing	TPT-WG AEG SRV
Liberalization and Facilitation of Transport Services	Continue to work in APEC Port Service Network (APSN) to promote regional connectivity	2017	2018	TPT-WG MEG APSN
<u>Regional economic integration through:</u>	Advance collaborative efforts to promote supply chain connectivity through E-port development and cooperation under the APEC initiative on Asia-Pacific Model E-port Network (APMEN)	2017		TPT-WG IIEG
Seamless Transportation Systems	Promote the development of Intelligent Transport Systems.	2017		TPT-WG IIEG
<u>Regional economic integration through:</u>	Share best practices on the role and the practical use of ports in natural disasters	2012	Ongoing	TPT-WG MEG-SEC
Participating in the implementation of the Supply Chain Connectivity Framework Action Plan	Workshop to promote GNSS and its support on supply chain growth and ITS	2017		TPT-WG IIEG GIT
<u>Regional economic integration through:</u>	Share information on ATC fatigue, ATM system management performance (including key indicators), adoption of new systems and technology, ATC training and career development and ATC compensation.	2017	2017	Thailand, US, Chinese Taipei/ TPT-WG AEG-SAF
Information Sharing				
<u>Regional economic integration through:</u>	Women in Transportation initiative to develop compendium of best	2013	2017	United States/ TPT-WG

Objectives	Activities	Start	Completion	Lead Economy/Fora
Human Resource Development	practices and implement a plan of action to increase women's role in the field of transportation in the APEC region			
<u>Safety and Security through:</u> Aviation Safety and Security	APEC Performance Based Navigation Regulatory Review and Evaluation Program Disseminate of Landside Security Best Practices Guidance Material	2011 2017	Ongoing 2017	United States/ TPT-WG AEG Singapore/ TPT-WG AEG-SEC
<u>Safety and Security through:</u> Land	Develop a framework covering a range of regulatory, educational and other aspects to address the impacts of heavy vehicle overloading for selected economies	2017	2018	Australia/ TPT-WG LEG-SAF
<u>Safety and Security through:</u> Maritime Safety and Security	International Ship and Port Facility Security (ISPS) Code Implementation Assistance Program Study prevention measures of accidents in dangerous cargo transportation.	2013 2018	Ongoing 2018	United States/ TPT-WG MEG-SEC TPT-WG MEG
<u>Physical Connectivity through Transport and Transport Infrastructure</u>	Attracting Private Investment to Transportation Infrastructure PPPs: Training APEC Economies to Better-Package "Bankable Projects"	2017	2017	US / TPT-WG IIEG
<u>Follow up to TMM10</u>	-Developing a Transport Connectivity Map -Implementing Supply Chain Connectivity Framework Action - Improving business viability during disaster -Exploring regulatory approach for high-mass	2018 2017 2017 2017	2020 2020 2020 2017	TPT-WG

Objectives	Activities	Start	Completion	Lead Economy/Fora
	heavy-road vehicle safety Participating more in Women In Transport (WIT) task force activities and discouraging APEC transport networks to be utilized for human trafficking	2017	2020	