

REPORT OF THE FOURTH APEC AUTOMOTIVE DIALOGUE MEETING
Singapore
17-19 April 2002

1. The fourth APEC Automotive Dialogue, chaired by Mr Ian Grigg, was held in Singapore on 17-19 April 2002.
2. The Dialogue was attended by 150 senior officials and industry representatives from Australia, China, Indonesia, Japan, Korea, Malaysia, the Philippines, Singapore, Chinese Taipei, Thailand, the United States and Vietnam. The President of the AAF and representatives of the ASEAN Secretariat and the APEC Secretariat also attended.
3. Participants noted with thanks the exceptional work of Japan and the United States in making excellent arrangements for the meeting. Particular appreciation was expressed to the Japan Automobile Manufacturers Association (JAMA) and the United States Automotive Trade Policy Council (ATPC).
4. The Dialogue was opened formally by Ian Grigg and opening remarks were also made by Hikaru Horiguchi, Director, Automotive Division, Ministry of Economy, Trade and Industry, Japan and William Lash, Assistant Secretary for Market Access and Compliance, Department of Commerce, United States.

Comments by Dialogue economies

5. Australia, China, Indonesia, Japan, Korea, Malaysia, Chinese Taipei, Thailand and United States gave presentations to the Dialogue on industry developments and views on the future of the Dialogue. It was noted that the Dialogue was pursuing valuable work for the auto industry and had helped to promote trade. It was regarded as a valuable forum for the exchange of policy ideas. It was suggested that the Dialogue Steering Committee should reassess the Dialogue's work plan and priorities to ensure continued relevance.

Reports on Key Issues and Approaches by the Working Groups

6. The co-ordinators of the Dialogue's six working groups – customs, technical regulatory harmonization, environment, information technology, economic and technical cooperation (Ecotech) and market access provided reports of their progress to the Dialogue.

Customs

7. The Dialogue endorsed the report and future work-program from the Customs working group. It was agreed that customs facilitation was a key method to reduce transaction costs and in accordance with the APEC Leaders' objective to reduce business transaction costs by 5% by 2006. The working group co-organized a Customs Best Practices Workshop in Thailand on 13-14 December 2001. The working group is also planning to expand its scope to arrange workshops for auto industry associations and other industry associations since

many customs issues cut across many sectors. Specific priorities for the working group include:

- Presenting at the annual ASEAN Director Generals of Customs meeting in July.
 - Organising additional workshop opportunities for customs officials and the local automotive industry and other interested parties in Indonesia in December 2002, in the Philippines tentatively in September 2002 and in Malaysia in 2003.
8. The working group agreed to examine the impact of counter-terrorism on customs activity within APEC. It was noted that Korea Customs has training programs for developing economies. Once a year customs officials are invited to Korea for training and demonstration. Korea has offered to provide further information to economies who have an interest in the program.

Environment

9. The Japan Automotive Research Institute (JARI) presented an updated study of environmental data of APEC economies. JARI suggested that the environment working group could explore the possibility of conducting a research program on alternative fuels and inspection and maintenance issues in APEC.
10. Dialogue participants endorsed and expressed keen interest in the work-program as follows:
- Promote the management of automotive waste disposal by collation of information on participating economies' policies and measures regarding automotive waste disposal management to reduce environmental impact of the automotive industry.
 - Identification of effective automotive taxation structures and policies relating to minimising environmental impact including various types of taxes on vehicles, registration and fuel and make recommendations for member economies to consider when developing policies.
11. The Philippines volunteered to provide at the next Steering Committee meeting a report on international trading of used vehicles as an environmental issue.

Harmonisation of Automotive Technical Regulations

12. The chair of the working group reported on the activities of the working group to date. These included discussions on:
- An ASEAN Mutual Recognition Agreement.
 - Methods of facilitating Developing Economy involvement in the global harmonization activities underway in WP.29.
 - Development of a set of "core regulations" for economies to consider when developing their regulatory systems.

- Development of a revised “Principles of Automotive Technical Regulation Harmonization.
13. The chair also reported on coordination with other APEC harmonization groups, including briefing the APEC Road Transport Harmonization Project (RTHP) on Auto Dialogue harmonization activities. The chair will also attend the next meeting of the APEC Sub-Committee on Standards and Conformance (SCSC) to brief that group on the Dialogue harmonization activity. Dialogue participants emphasized the importance of coordinating working group activity with these other groups.
14. Future work for the working group will be:
- Preparation of a paper on the potential benefits of an ASEAN MRA.
 - Preparation of a draft paper, to serve as a basis of discussion on what meeting the Bogor Goals means within the context of automotive technical regulation harmonization.
 - Consideration of a capacity building project to facilitate the involvement of developing economies in the activities of WP.29.
 - Work with the RTHP on the development of a list of “core regulations”.
 - Consider the organization of an event in the APEC region to promote harmonization activity in the automotive sector.
15. The Dialogue endorsed:
- The working group’s mission statement (see Attachment A).
 - The revised “Principles of Automotive Technical Regulation Harmonization” (see Attachment B).
 - The Auto Dialogue chair sending the Principles document to each APEC Trade and Transportation Minister, recommending that their economies use the principles to guide their harmonization and regulatory programs.
 - The Auto Dialogue chair sending the Principles document to the SOM for placement on the APEC Joint Ministerial Meeting agenda seeking Ministerial endorsement of the document.

Information Technology (IT)

16. The Dialogue endorsed the work-program of the Information Technology working group. Possibilities exist to participate in global or inter-regional vehicle programs through collaboration between distant suppliers and OEM organizations.
17. The working group has pursued the following activities:
- Surveyed national portal initiatives and accelerated dialogue between participating APEC members.
 - Launched a supplier portal directory project in Thailand funded by Japan.
 - Collaborating with the ASEAN Automotive Federation (AAF) and the Ecotech working group to develop a project on engineering capabilities database.

18. Future activities include accelerating collaboration among members to establish the regional supplier directory by defining common format, data gathering and maintenance, hosting and a timeline. The group will also coordinate with other global directory initiatives including industry private market places and other APEC fora including the E-Commerce Working Group.

Economic and Technical Cooperation (Ecotech)

19. The working group provided an update on the two main areas in their work-program as follows:

- The Adoption of Quality Management System (QMS) project has commenced implementation. After a delayed start, completion in all four participating economies is expected within 8-11 months. The working group has agreed to further refine the project on a needs basis, without losing track of its original objectives. It also agreed to give greater autonomy to each of the participating economies. Concerns remain about the level of funding of the project and the terms of reference will be reviewed to see where costs can be saved while preserving the original objective of the project. A possible second stage may follow pending an evaluation at the conclusion of the project. In order to broaden the reach of the project the participants have agreed to produce a manual of best practices to enable other SME's to benefit from the project's participating company experiences.
- The working group has commenced work on the development of a project to enhance engineering and product development capacity in ASEAN economies. It is cooperating with the IT working group to develop a full analysis of the application of information technology to this project and will present a more detailed project proposal at the next Steering Committee.

20. The meeting endorsed the working group's following ideas for future work and encouraged it to develop these ideas:

- An ASEAN portal for the automotive community.
- Acquisition of design software, hardware and related training to upgrade engineering design capabilities.
- Upgrade QS 9000 (now at 1994 levels) to 2000 levels.
- Working in cooperation with the Environment working group to examine the issue of 'green' technology in ASEAN.
- Facilitate participation by developing economies in the WP. 29 processes.

Market Access

21. The Market Access working group outlined its mission to promote trade and investment liberalisation in the auto sector in line with the APEC Bogor goals and its objectives of improving transparency and understanding of participating economies' policies and market developments; promotion of constructive debate on the benefits of moving to more liberal trading regime; and, exploring ways the

Dialogue can contribute in a positive way to advance the WTO round of negotiations.

22. The working group gained the endorsement of the meeting for the following activities:
- Participants recognised the value of studies such as the updated study by PECC on the ASEAN Automotive Industry: Challenges and Prospects. It agreed that the funding of such studies should be considered in detail at the next Steering Committee meeting.
 - Revitalising industry profiles by Dialogue economies and placing them on the APEC Secretariat website. Chinese Taipei and Thailand circulated at the meeting their industry profiles. Economies who have not yet completed industry profiles were encouraged to complete them as soon as possible.
 - Continuation of a process of peer discussions that began with a presentation by the United States at the Bali Steering Committee meeting. The Dialogue expressed appreciation to Japan and Korea for their offer to undergo a ‘peer discussion’ process at the next Steering Committee meeting.
 - Inviting individual economies to make presentations at future Dialogue meetings covering the impact of significant policy changes.
23. While acknowledging that Dialogue economies will pursue individual objectives in the new WTO round, the group explored ways in which the collective expertise of the Dialogue could be made available to the WTO. Participants also stressed the importance of Dialogue members improving their understanding of WTO law and processes particularly in relation to the forthcoming negotiations. The Dialogue endorsed a letter from the Dialogue Chair to the Director-General of the WTO expressing their interest in the new Round (see Attachment C), and its accompanying background paper (see Attachment D). It was agreed that the Market Access working group would recommend a terms of reference to the Steering Committee for the coordination of this issue.

ASEAN Automotive Industry –Challenges and Prospects

24. The meeting held a discussion of developments in the ASEAN automotive industry, its prospects and challenges. A panel of industry and government representatives exchanged views on developments in the region. A study prepared by PECC entitled “Changing Gears: Challenges and Prospects” contributed to the group’s discussion.
25. During the broad discussion of the panel the following themes arose and were discussed:
- The Asian financial crisis had significantly changed the plans and prospects of the ASEAN industry. One result has been an increased export orientation outside of the ASEAN region.
 - The importance of finalising the full implementation of the CEPT scheme under AFTA for the auto sector remains key to the development of intra-ASEAN automotive trade growth. Complementarities were emerging among ASEAN suppliers indicating future growth possibilities for intra-ASEAN trade.

- The Chinese market is emerging as a key automotive industry in Asia.
- Increasing linkages between foreign investors and indigenous ASEAN manufacturers and suppliers are increasing in activity and export potentials.
- Complementarities are emerging among ASEAN suppliers indicating future growth possibilities for both intra-ASEAN trade and connection to global markets.
- Effective reform strategies will recognise opportunities in world markets not just ASEAN markets.
- The advantages to be gained by reducing the high tariff margins between internal AFTA rates and MFN rates to remove distortions in trade which are impeding ASEAN's international competitiveness. Achieving this by establishing a common external tariff was discussed.
- Concerns were raised by some participants about increases in downstream taxes when tariffs were lowered and thereby reducing the benefits of AFTA implementation.
- The contribution that elimination of local content rules can make to expanding regional-wide sourcing of components was emphasised.
- The continuation of AICO as a transitional trade enhancing measure is still valuable.
- Some participants also emphasised the importance of maintaining awareness in ASEAN of environmental concerns and harmonisation of technical regulations and certification systems.

Strategic Outlook for the Automotive Industry in China to 2010

26. The Dialogue heard a panel presentation on the Chinese automotive market by industry and government experts. The panel provided a review of WTO implementation measures including liberalization commitments in the areas of tariffs, Trade Related Investment Measures (TRIMs), quotas, services and national treatment.
27. The panel provided a comprehensive overview of the development and future direction of the Chinese automotive market. Some key points emphasized in presentation included:
- The high growth rate forecast for the Chinese auto market.
 - Comparative advantages and disadvantages of Chinese manufacturing.
 - The importance of foreign manufacturers and Joint Ventures (JVs) for the development of the Chinese auto industry.
28. The panel heard questions on the coordination of WTO commitments between the national and provincial governments and on Intellectual Property Right protection. China emphasized a commitment to address these issues as a part of its WTO obligations. The panel also heard comments on the relationship between the ASEAN and Chinese automotive markets, and the potential for a complementary relationship between the ASEAN and Chinese industries in the future.

The New WTO round of negotiations – implications for the automotive sector

29. A panel discussion was held on the implications for the APEC automotive sector of the new WTO round of negotiations. The presentations stressed the value of automotive industry attention to the wide-ranging WTO Agenda. The value of improvements in market access through the WTO process was endorsed. Common themes that emerged were:
- The importance of understanding the possible negotiating modalities.
 - The importance of step-by-step tariff reduction or elimination in accordance with the readiness and capability of developing economies.
 - Coverage of non-tariff measures and technical barriers to trade including technical regulatory harmonisation.
 - Participation in work in anti-dumping practices and safeguard measures.
 - Complementary capacity building for each of these areas.
30. Participants stressed the complementarities between the APEC Automotive Dialogue's work-program and that of the new WTO round. Many participants noted the short time-frame allotted for completion of negotiations for this round. It was suggested that a WTO specialist should be invited to the next Steering Committee to give an overview on the modalities of the WTO, specifically on the implications of the industrial market access negotiations. Working group chairs were asked to review WTO new round activity to identify applications to their working group's activities for discussion at the next Steering Committee meeting. Recognising the goal of increasing the effective participation in the WTO processes by all WTO members, working groups were also requested to consider specific capacity building measures that would be useful. It was also suggested that the Dialogue hold an "off the record" discussion on areas of interest in the new round at the next Steering Committee meeting.

Chair's Panel on Future Directions of the Auto Industry in APEC

31. Panellists gave their views on the future of the regional automotive industry. Some highlights included:
- The improving economic outlook for the regional automotive industry.
 - Increasing role of the consolidation of the global automotive industry.
 - Outlook for the ASEAN market and its relative position to other markets.
 - Factors that may influence investment decisions for the region.
 - Impact of trade liberalisation initiatives including AFTA implementation, other FTA's and the new WTO round.
 - Panellists agreed on the need to factor in developing economy positions in liberalisation activities.

New Chair

32. The Dialogue welcomed the offer by Indonesia to take over the Chairmanship of the Dialogue. All participants expressed their sincere gratitude and warm appreciation to Ian Grigg for his Chairmanship of the Dialogue since its inception. Mr Agus Tjahajana Wirakusumah, Director General of Small and Medium Industry and Trade, Ministry of Industry and Trade, Indonesia was warmly

endorsed as the new Chair of the APEC Automotive Dialogue and Mr Alexander Barus, Head of Research and Development Center for Technology, Ministry of Industry and Trade, Indonesia will chair the Dialogue's Steering Committee.

Next Meeting

33. The Dialogue also expressed its thanks to the Republic of Korea for its offer to host the next meeting of the Steering Committee on 22-25 October 2002. China offered to give consideration to hosting the next meeting of the APEC Automotive Dialogue in 2003.
34. This report will be made available on the APEC website.
35. A list of speakers/panellists is at Attachment E.

Harmonization Working Group

Mission Statement

The Working Group should begin with the ultimate goal of promoting the achievement of the Bogor Goals. One important step will be further developing a definition of “meeting the Bogor Goals” for the context of technical regulation harmonization. To meet this ultimate goal, the group will develop a work plan, proceeding from the tenets outlined in the Principles of Automotive Technical Regulations. In developing this work plan, the group will coordinate with the RTHP, the primary APEC group responsible for automotive technical regulation harmonization. The completion of this work plan will address the industry recommended goals in regard to this subject.

ATTACHMENT B

Principles of Automotive Technical Regulations Harmonization

The Automotive Dialogue has endorsed the following Principles to guide the economies in the harmonization of automotive technical regulations. We have developed these Principles, recognizing that complete harmonization on a global scale will only be possible through the process created by the United Nations' Working Party 29, the "World Forum for Harmonisation of Vehicle Regulations" (WP29) and its activities and agreements, and support economies participation in WP29. The Dialogue believes that economies which use these Principles of Automotive Technical Regulations Harmonization, will facilitate achievement of the goals of the Bogor Declaration.

The Dialogue understands that there are essentially two certification systems existing for certifying compliance with automotive technical regulation, the Type Approval system used typically by Japan and the EU and the Self Certification System used by the United States and Canada. Economies using them should continue to cooperate in WP29 to harmonize existing and developing regulations. In addition, all economies, subject to their laws and regulations, will try to follow the procedures for the development and adoption of global technical regulations under WP29.

APEC Economies should:

1. Recognize the World Forum for the Harmonization of Vehicle Regulations of the United Nations' Economic Commission for Europe (UN/ECE WP29) as the focal point for harmonization and development of global technical regulations regarding safety, environmental protection, and energy efficiency.
2. Recognize the World Forum for Harmonization of Vehicle Regulations of WP29 also provides opportunities for mutual recognition of type approval certificates for vehicle parts and components.
3. Participate in the activities of WP29.
4. Strive to continuously improve and seek high levels of safety, environmental protection, and energy efficiency of motor vehicles and related parts through means that include international harmonization.
5. Recognize that the global technical regulations established by WP29 should be used as a basis for national regulations in a manner consistent with the World Trade Organization Agreements, including the Agreement on Technical Barriers to Trade.
6. Ensure openness and transparency in the implementation of global technical regulations and promote transparent and efficient domestic certification and approval processes.
7. Provide assistance to developing economies as they develop their technical regulations.
8. Recall their pledge under the Bogor Declaration to continue to reduce barriers to trade among APEC economies in a manner consistent with their rights and obligations under the WTO and other relevant international agreements.
9. Recognize the Road Transport Harmonization Project (RTHP) is the principal APEC body for technical regulation harmonization activity. The Automotive Dialogue will support as necessary.

ATTACHMENT C

Draft Letter
from Ian Grigg, Chair of the APEC Auto Dialogue
to Mike Moore, Director General, WTO

Dear Mr Moore

I am writing on behalf of the APEC Automotive Dialogue to advise you of the Dialogue's interest in the new round of WTO negotiations. While economies participating in the Dialogue will, naturally, pursue individual objectives in the new round, as a group we would like to explore ways in which the collective expertise of the Dialogue could be made available to WTO members and Secretariat.

We would be willing to provide information arising from the work of the Dialogue subject to unanimous agreement among all the economies of the Dialogue. Such information will be provided without prejudicing the members' individual positions and responses in the new round.

The Dialogue was established in 1999 to bring together senior automobile industry representatives and officials from APEC economies to discuss and develop effective mechanisms to address barriers to growth, in particular non-tariff measures, trade facilitation and economic and technical cooperation measures to foster the integration and development of the automotive sector in the Asia-Pacific region. The main participating economies in the Dialogue are Australia, China, Indonesia, Japan, Korea, Malaysia, the Philippines, Chinese Taipei, Thailand, the United States and Vietnam.

In its short history the Dialogue has built up an informed body of information and expertise on the automotive industry and related government policies. It functions through Working Groups such as Customs, Technical Regulation Harmonization, Environment, Information Technology, Economic and Technical Cooperation and Market Access.

The Dialogue would also be interested in working with the WTO Secretariat to hold seminars to improve the understanding of our members about WTO law and negotiating processes. This would be of particular interest to the private sector members of the Dialogue.

The Dialogue welcomes the new round and believes that it has the greatest potential of any ongoing activity to impact global automotive trade.

I look forward to your reply.

Yours sincerely

Ian Grigg
Chairman
APEC Automotive Dialogue

APEC Auto Dialogue - Support for the WTO Round

At the October 2001 Thirteenth APEC Ministerial Meeting in Shanghai, China, the Ministers reiterated their strong commitment to the WTO, and their desire to contribute to the success of the new round. Following that, at the November, 2001 APEC Automotive Dialogue Steering Committee Meeting in Langkawi, Malaysia, the group agreed “. . . that the United States, in consultation with Japan, would write a paper examining how the Dialogue can make a contribution to the Doha WTO round for discussion at the next meeting of the Steering Committee.” As the event with the greatest potential of any ongoing activity to impact global automotive trade, the Dialogue welcomes the new WTO round. Recognizing the collection of automotive industry expertise represented in the Dialogue, the group felt it could have a positive impact on the round. The paper below outlines an approach to this issue that would allow the Dialogue to achieve this goal.

How the Dialogue can advance and facilitate the new WTO round

To be determined upon consultation with and advice from the WTO Director-General and/or other appropriate WTO officials.

II. How the Dialogue will support the WTO Round

As an initial step, the chair of the Dialogue will send a letter to the WTO Director-General (see attached) offering the services of the Dialogue to facilitate and advance a successful global trade round. In this letter, the chair would offer to provide Auto Dialogue support to the WTO on matters of particular interest to the global automotive industry, upon request of the WTO Secretary General. Cooperative work with the WTO would be coordinated by the Market Access Working Group.

Submissions to the WTO could include papers which have already been approved by the Dialogue, and also papers submitted to the Dialogue provided that all economies of the Automotive Dialogue approve such submissions. Any papers, which have not been approved by the Dialogue, may be provided to the WTO on condition that the author(s) of such paper first agree to such submission, shall be clearly indicated as such, and shall also indicate who had prepared and/or endorsed them. Whenever any papers are to be provided to the WTO, all the economies of the Automotive Dialogue shall examine and agree whether or not to forward them to the WTO. In addition, specific categories of information (e.g. vehicle sales, export, imports) could be compiled and submitted as may be necessary following the foregoing procedures.

As the WTO round progresses, other areas in which the Dialogue has a particular expertise or interest should become apparent. This will provide the Dialogue with an ongoing opportunity to have a positive impact on the direction and outcome of the round on automotive goods.

ATTACHMENT E

LIST OF SPEAKERS/PANELLISTS

WEDNESDAY 17 APRIL 2002

Item 2 Opening comments by hosts of the Dialogue

Mr Hikaru Horiguchi, Director, Auto Division, METI, Japan

Mr William Lash, Assistant Secretary for Market Access and Compliance,
Department of Commerce, US

Item 3 Comments by Dialogue economies

Mr Garry Wall, General Manager, Engineering and Construction, Department of
Industry, Tourism and Resources, Australia

Mr Achdiat Atmawinata, Director General, Metal, Machinery, Electronic and
Miscellaneous Industry, Ministry of Industry and Trade, Indonesia

Mr Hikaru Horiguchi, Director, Auto Division, METI, Japan

Mr Jun-Yeong Choi, Director General, Capital Goods Industry Bureau, Ministry of
Commerce, Industry and Energy, Korea

Dr Damri Sukhotanang, Director General, Office of Industrial Economics, Ministry
of Industry, Thailand

Mr Joseph Bogosian, Deputy Assistant Secretary for Transportation and Machinery,
Department of Commerce, US

Mr Huo Jianguo, Vice Director-General, Department of Foreign Economic
Coordination, State Economic and Trade Commission, China

Mr Abdul Rahman Mamat, Director, Industries Division, Ministry of International
Trade and Industry, Malaysia

Mr Luen Jeng Liou, Economic Secretary, Board of Foreign Trade, Ministry of
Economic Affairs, Chinese Taipei

Item 4 Key Issues and Approaches by the Working Groups

Customs Issues: Mr David Tulauskas, Director, Corporate Affairs, General Motors
Asia Pacific, US

Environment: Mr Vallop Tiasiri, Executive Director, Thailand Automotive Institute,
Thailand and **Kiyoyuki Minato**, Senior Researcher, Japan Automobile Research
Institute

Harmonisation of Technical Regulations: Mr Al Warner, Director, Motor Vehicle Division, Department of Commerce, US

Information Technology: Mr Hikaru Horiguchi, Director, Auto Division, METI, Japan and **Mr Luc Hovan**, Representative Director, Covisint, US

Ecotech: Ms Aishah Ahmad, President, AAF and **Toshihiro Iwatake**, Director-General, International Department, JAMA, **Elmer Hernandez**, Executive Director, Industry Planning Group, Board of Investments, Philippines and **Adirizal Nizar**, Secretary-General, Gaikindo, Indonesia

Mr Peter Sturrock, CEO, Federal Chamber of Automotive Industries, Australia

Item 5 ASEAN Automotive Industry – Prospects and Challenges

Christopher Findlay, Chair, Coordinating Group, PECC, Australia

Mr Vicente Mills, President, Pilipinas Hino, Philippines

Mr Bill Botwick, Executive Director, GM ASEAN Operations and President, GM, Thailand

Mr Takao Suzuki, President, JAMA, Japan and **Toyohiko Shimada**, Vice-Chairman & Executive Managing Director, JAPIA, Japan

Mr John Parker, President, ASEAN Operations, Ford Motor Company, US

Mr Noordin Azhari, Director/Bureau of Economic Corporation, Association of Southeast Asian Nations (ASEAN), Indonesia

THURSDAY 18 APRIL 2002

Item 6 Strategic Outlook for the Automotive Industry in China to 2010

Mr Huo Jianguo, Vice Director-General, Department of Foreign Economic Coordination, State Economic and Trade Commission, China

Mr Hou Shiguo, Director, State Economic and Trade Commission, China

Mr Luo Zhiyang, Director, State Economic and Trade Commission, China

Mr Zhang Shulin, Executive Vice Chairman, China Association of Automobile Manufacturers, China

Mr Koji Kadowaki, President, Guangzhou Honda, China

Mr Zhao Lixin, Senior Engineer, China Faw Group Corporation, China

Mr He Jun, Department Chief, China Jialing Group Corporation, China

Mr Fu Lianxue, Senior Engineer, China Automotive Technology and Research Center, China

Item 7 The new WTO round of negotiations – implications for the automotive sector

Mr William Kelly, Director, International Government Affairs, Ford Motor Company, US

Mr Agus Tjahajana Wirakusumah, Director General, Small and Medium Industry and Trade, Ministry of Industry and Trade, Indonesia

Mr Masamichi Ozawa, General Manager, Nissan Motor Co Ltd, Japan

Ms Barbara Norton, Director, Industrial Trade Policy, Office of the US Trade Representative, US

Item 8 Chair’s Panel and Future Directions of the Auto Industry in APEC

Mr Mustafa Mohatarem, Chief Economist, General Motors

Mr Yukitoshi Funo, Director, Toyota Motor Corporation, Japan

Ms Aishah Ahmad, President, ASEAN Automotive Federation

Mr Udo Loersch, Vice President, External Affairs, Daimler-Chrysler South East Asia, US