**APEC Transportation Working Group (TPT-WG)  
Strategic Plan 2018-2020**

**FINAL**

**(incorporating changes coming out of APEC TAFT)**

**1. Introduction**

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

Chaired by a Lead Shepherd, the TPT-WG’s work is implemented through Leadership groups, four Expert Groups, 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, collaborating 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 purposes 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 Partnerships, sharing best practices with remote areas, 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, intermodal and mass transit transportation systems.
* Encouraged uptake and evaluation of technology development in the 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 this context, encourage more women’s activities in transport and more enforced measures against human trafficking.
* Comprehensive and seamless connectivity built by better promoting accessible mobility and sustainable transport systems.
* Expanded connectivity of APEC’s three pillars (physical, institutional, and people-to-people connectivity) through cooperation with other international organizations as appropriate for better integrated economic flows and inclusive development.

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

1. Promote Quality Infrastructure Connectivity through:
   * Developing a Transport Connectivity Map pursuing broad-based economic growth;;
   * Implementing the Supply Chain Connectivity Framework Action Plan in Transport;
   * Leveraging Public-Private Partnerships in developing, financing, maintenance, and operation of quality infrastructure;
   * Supporting the APEC Connectivity Blueprint 2015-2025 to accelerate seamless cooperative development;
   * Sharing information and best practices for regional integration; and
   * Pursuing more seamless business and aviation operations across the APEC region.
2. Enhance Transportation Accessibility, Safety, Security, and Sustainability through:
   * Improving business viability during disasters under the seven principles of Supply Chain Resilience;
   * Working with other relevant APEC fora and international organizations;
   * Encouraging compliance with ICAO (International Civil Aviation Organization) standards and with ISPS (International Ship and Port Facility Security) codes 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 a more harmonized approach for labeling, handling, and transporting dangerous goods;
   * Deploying advanced technologies as well as removing corresponding regulatory barriers safely, efficiently, and reliably; and
   * 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.
3. Crosscutting Socio-Economic Improvement through:
   * Participating more in Women in Transport (WiT) activities and encouraging member economies to continue implementation of WiT activities.
   * Taking steps to prevent APEC transport networks from being 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)** |
| --- | --- |
| Deepened regional economic integration:  by promoting quality, seamlessly connected, accessible, sustainable, safe, and secure transport infrastructure and system | * Developing a Transport Connectivity Map pursuing broad-based economic growth * Implementing the Supply Chain Connectivity Framework Action Plan in Transport * Increasing the quality of infrastructure by creatively scoring competitive bids, which also consider not only the purchase price but also key elements such as life cycle costs including performance, durability, environmental impacts, safety, and maintainability. * Supporting the APEC Connectivity Blueprint 2015-2025 to accelerate cooperative development seamlessly. * Improving business viability during disasters under the seven principles of Supply Chain Resilience. |
| Deepened regional economic integration:  by leveraging Public- Private Partnership, sharing best practices with remote areas, and pursuing socio-economic improvements | * 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. |
| Facilitating liberalized, efficient, safe, resilient, and secure flow of goods, people, services and capital in the APEC region through:  Improving intermodal and mass transit transportation systems | * Enhancing multi-modal seamless supply chains through the application of ITS, GNSS and related technologies. * Exchanging best practices in the fields of intermodal and ITS developments. * Working to address chokepoints identified by the APEC Supply Chain Connectivity Framework. * Strengthening capacity building in the area of emergency preparedness and global supply chain resilience; * On-going collaboration with other fora, including the International Transport Forum (ITF), on intermodal and mass transit transportation systems. |
| Facilitating liberalized, efficient, safe, resilient, and secure flow of goods, people, services and capital in the APEC region through:  Improving the aviation transport system | * Enhancing Aviation Connectivity and Emissions Reduction via the Implementation of a Performance-Based Navigation (PBN) Assistance Program. * Exchanging best practices and lessons learned in the area of aviation security. * Identifying technological solutions to air security challenges. * Working to address the eight critical elements of an effective aviation safety oversight system. * Implementing Aviation Language Proficiency, GNSS, Automatic Dependent Surveillance-Broadcast (ADS-B) and the ICAO-mandated Safety Management System by APEC economies. * Site visits to APEC economies to identify and promote best practices. * Providing capacity building assistance to APEC economies in meeting internationally recognized requirements and procedures on air safety and security. |
| Facilitating liberalized, efficient, safe, resilient, and secure flow of goods, people, services and capital in the APEC region through:  Improving the maritime transport system | * Capacity building for preventing accidents in maritime dangerous goods &containers transportation. * Collecting and sharing best practices regarding cruising ports. * Conducting a study on enhancing the global capacity of seafarers in the APEC region. * Promoting comprehensive connectivity through port connectivity from physical, institutional and people-to–people perspectives, in terms of the APEC Port Services Network (APSN) * Holding an APEC Port Connectivity Forum to promote the connectivity of APEC ports by APSN. * Restructuring the shipping and port industry in terms of the APSN. * Promoting communication and cooperation on ports connectivity by working with other international organizations as appropriate. * Conducting standardized capacity-building training courses focusing on risk mitigation; port facility security audits, drills and exercises; and port security regulation and development workshops to promote the implementation of the International Ship and Port Facility Security (ISPS) Code and improve port security governance. Economic benefits may be measurable through reductions in vessel or cargo delays resulting from ISPS Code implementation consistent across the region. * Implementation of GNSS for the Automatic Identification System (AIS). |
| Facilitating liberalized, efficient, safe, resilient, and secure flow of goods, people, services and capital in the APEC region through:  Improving the and transport system | * Developing a better understanding of the intersection between road and rail safety issues. * Identifying best practices on road safety measures (heavy and light vehicles, motorcycles and scooters). * On-going road safety initiatives and increased 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 fora, including the International Transport Forum (ITF), on road safety data, and the International Working Group on Land Transport Security on land security matters. * Exchanging information, plans, or status of vehicle standards by economies. * Strengthening efforts to improve land transport security, including the development and promotion of best practices in bus anti-terrorism measures. |
| Encouraged uptake and evaluation of technology development: | * 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 the safe and reliable application of GNSS technologies. * Studying the application of Air Traffic Management Modernization tools as a means to reduce aviation emissions in the APEC region. * Developing a framework to use clean energy, reduce energy consumption, and identify best solutions and practices to reduce exhaust emissions from ships. * Promoting energy-efficient modes, including rail, inland river transport and short-sea shipping. * Deploying advanced technologies as well as removing corresponding regulatory barriers for the enhanced safety, efficiency, and reliability of transportation. |
| Encouraged uptake and evaluation of technology development:  Through corresponding information and best practices exchanges | * Holding workshops and seminars to disseminate and encourage implementation of technologies to advance regional integration on transportation-related issues. * Sharing information and best practices for regional integration in promoting quality infrastructure connectivity. * Publishing the APEC Port Development Report annually. * Conducting seminars on the factors and elements that promote sustainable transport, including the 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). |
| Encouraged uptake and evaluation of technology development:  By complying with international standards to lead harmonious growth across the region | * Exchanging information, plans, or status of vehicle standards by economies. * Encouraging compliance with ICAO (International Civil Aviation Organization) standards and with ISPS. * Following the International Ship and Port Facility Security code to utilize the latest security technology, and to apply GNSS (Global Navigation Satellite System). * Providing capacity-building assistance to APEC economies in meeting internationally recognized requirements and procedures on air safety and security. |
| Performing complementary policy measures for;  Proactive learning by life-cycle evaluation of transport infrastructure | * Evaluating mechanisms to better maintain, manage and operate existing transportation infrastructure so that its utility to the people and business of the APEC region are both sustained and long lasting. * Increasing the number of APEC economies that adopt a comprehensive assessment method in evaluating proposals for 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. |
| 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 | * Participating more in Women in Transport (WiT) activities. * Continue implementation of activities under the WiT Data Framework to increase women’s employment in transportation jobs in the APEC region. * Launch Phase 2 of pilot projects under the WiT Data Framework. * Transition the existing WiT Taskforce into a more sustainable and permanent sub-Group or other organizational unit within the TPT-WG to appropriately address the Ministers’ instruction to continue work in this area. * Discouraging APEC transport networks to be utilized for human trafficking. |
| Enriched human resource capacity | * 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. * Developing a compendium of best practices, and holding regular dialogues, on Women in Transportation. * Setting up the APSN Study Center to conduct research on APEC port development. |
| Building comprehensive and seamless connectivity through:  Promoting accessible mobility | * Linking economies and people to one another to help accelerate the region’s economic and inclusive growth. |
| Building comprehensive and seamless connectivity through:  Developing sustainable transport systems | * Pursuing low-carbon and environmentally friendly transport systems. * Evaluating quality infrastructure performance by considering the external cost paid by the overall society and environment. * Implementing the Green Port Award System (GPAS) through the APEC Port Service Network. * Publishing the Best Practices of APEC Green Ports. * Holding an APSN Green Port Award System Workshop to Promote Green and Sustainable Port Development in the APEC Region. * Economic benefits of this effort may be measured in terms of capacity usage data, delivery of economy priorities during a crisis, and reductions in low-priority cargo movement compared to overall system capacities. * Holding studies and seminars on the application and benefits of seamless transportation systems. * Enhancing surface transportation as a component of multi-modal seamless supply chains through the application of ITS, GNSS and related technologies. |
| Expanded connectivity of APEC’s three pillars (physical, institutional, and people-to-people connectivity),in coordination with other international organizations as appropriate,for better integrated economic flows and inclusive developments | * Working with other relevant APEC fora and international organizations to enhance transportation accessibility, safety, security, and sustainability. * Encouraging international education cooperation for deepening connectivity in APEC and with relevant international organizations. * Addressing variations in cross-border standards and regulations for movement of goods, services and business travelers. * Encouraging collaboration by APEC economies in developing joint personnel training. Taking into account that transport education belongs to APEC's "people-to-people connectivity" pillar, which will be addressed with the other two pillars in coordination with other international organizations as appropriate. |

**6. Prioritized Implementation Schedule**

An implementation schedule will prioritize activities across the four-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 |
| --- | --- | --- | --- | --- |
| Regional economic integration through:  Liberalization and Facilitation of Transport Services | Continue to work toward achieving air service liberalization  Continue to work in APEC Port Service Network (APSN) to promote regional connectivity | 2010  2017 | Ongoing  2018 | TPT-WG AEG SRV  TPT-WG MEG  APSN |
| Regional economic integration through:  Seamless Transportation Systems | Promoting Supply Chain Resiliency in the APEC Region: Reviewing Progress on the 7 Principles | 2017 | 2018 | United States/ TPT-WG IIEG |
| Regional economic integration through:  Participating in the Implementation of the Supply Chain Connectivity Framework Action Plan | Share best practices on the role and the practical use of ports in natural disasters  Promote GNSS and its support on supply chain growth and ITS  The Study of Best VGM Practices to Maintain and Enhance Supply Chain Connectivity in the APEC Region | 2012  2017  2017 | Ongoing  Ongoing  2018 | TPT-WG MEG-SEC  TPT-WG IIEG  GIT  Chinese Taipei/ TPT-WG IIEG |
| Regional economic integration through:  Human Resource Development | Women in Transportation (WiT) Taskforce to update the compendium of best practices; and  Continue implementation of activities under the WiT Data Framework to increase women’s employment in transportation jobs in the APEC region.  Launch Phase 2 of pilot projects under the WiT Data Framework.  Transition the existing WiT Taskforce into a more sustainable and permanent sub-Group or other organizational unit within the TPT-WG to appropriately address the Ministers’ instruction to continue work in this area. | 2013  2013  2018  2018 | 2018  Ongoing  2021  2019 | United States/ TPT-WG |
| Cooperation in the field of transport education for the benefit of APEC transport connectivity.  Developing guidelines for transport education and joint educational programs. Discussing the preparation of staff for certain infrastructural project. | 2015 | Ongoing | Russia/TPT-WG |
| Safety and security through:  Aviation Safety and Security | APEC Performance-Based Navigation Regulatory Review and Evaluation Program | 2011 | Ongoing | United States/ TPT-WG AEG |
| Safety and security through:  Land Safety and Security | Develop a framework covering a range of regulatory, educational and other aspects to address the impacts of heavy vehicle overloading for selected economies  Developing Guidelines for Motorcycle Crash Data Collection and Reporting in the APEC Region | 2017  2018 | 2018  2019 | Australia/  TPT-WG LEG-SAF  Chinese Taipei/ TPT-WG LEG-SAF |
| Safety and security through:  Maritime Safety and Security | International Ship and Port Facility Security (ISPS) Code Implementation Assistance Program  Study prevention measures of accidents in transporting dangerous cargo | 2013  2018 | Ongoing  2018 | United States/ TPT-WG MEG-SEC  TPT-WG MEG |
| Follow up to TMM10 | * Developing a Transport Connectivity Map * Implementing Supply Chain Connectivity Framework Action Plan * Improving business viability during a disaster   -Participating more in Women in Transport (WiT) activities –  -Take steps to prevent APEC transport networks from being utilized for human trafficking | 2018  2017  2017  2017  2017 | 2020  2020  2020  Ongoing  Ongoing | TPT-WG |