

## **JOINT TRANSPORTATION MINISTERIAL STATEMENT**

### **Introduction**

1. As Ministers responsible for transportation in the APEC region, we met in Manila, the Philippines to continue the progress of our work towards achieving a safe, secure and efficient transportation system as well as realizing the primary goals of free and open trade and investment in the region. In this regard, we express our resolve to provide the APEC region with seamless and environmentally friendly transportation systems through innovation and the use of advanced technology, congestion reduction, enhanced transport safety, security and effective sustainability.

2. Since our first meeting in Washington, District of Columbia, United States of America in June 1995, we have met many challenges in fulfilling the directives of our Leaders. While primarily focusing on free and open trade and investment, we have achieved great strides in balancing this work with initiatives on transport safety and security across all modes of transportation.

3. We have recently witnessed disturbing events in the global financial and energy sectors. The current global economic crisis and volatile energy prices have not only undermined the economic gains we have achieved over the past several years but have also threatened transportation components of each economy and the global transport supply chain. We applaud the substantial stimulus measures taken by APEC member economies and note the unprecedented level of investment across the region in transport technologies and infrastructure. We express our strong support for targeted and strategic investment in transport infrastructure and systems generating short-term impacts on growth and employment, and long-term opportunities for economic development and improved environmental sustainability.

4. Concerned by the recent public health developments in a number of our economies, we call upon our officials to work closely with the transportation industry and with their colleagues in the public health agencies to enhance preparedness for and contain the spread of pandemic influenza.

5. We share the concerns of our Leaders about the negative impact of volatile global food prices. We recognize that efficient transportation and distribution systems are necessary to help stabilize these prices.

6. We reaffirm our commitment to achieve the goals of free and open trade with the view to promoting growth and development as well as rapid recovery from the current economic slowdown as stated in the Leaders Declaration in Lima, Peru in November 2008. We recognize the commitment of APEC Ministers to stand firm against any protectionist sentiment arising out of the crisis and maintain the progress towards free and open trade and investment.

7. We welcome the report of the Transportation Working Group and appreciate its accomplishments made possible through active and sustained cooperation among APEC member economies in the fulfillment of our Leaders', as well as our own directives. We request the Working Group to continue its efforts to address the issues raised in the report and give priority to those issues we have identified and other emerging issues which are essential for the transportation sector.

8. We further outline our specific priorities for the next two years as:

**A. Liberalization and Facilitation of Transport Services**

9. We reaffirm our Leaders' commitment to the Bogor Goals as a key organizing principle and driving force for APEC. We recognize that the Bogor Goals will be achieved through unilateral reforms, and bilateral and multilateral trade and transportation agreements or other means. We applaud the work that has been completed and look forward to full implementation according to Leaders' directives.

10. In an environment of continued economic challenges, we reaffirm our commitment to achieve greater liberalization of the transportation sector. In this regard, we support APEC's work to strengthen Regional Economic Integration (REI) in the APEC region through promoting free and open trade and investment.

11. We recognize that progress towards liberalization of air services has been challenging, as APEC member economies attempt to balance the benefits of liberalization with their other objectives. We urge all APEC member economies to recognize the long-term benefits of open markets and economic integration, as well as the importance of fair and equitable opportunities and to continue to work towards agreements or other means to achieve air services liberalization to enhance mobility of people and goods in the region.

12. In the area of maritime transport services, we commend the launch in November 2008 of the APEC Port Services Network (APSN) in Ningbo, China which aims to facilitate cooperation and communication among ports and related sectors in the APEC region, as instructed by the Leaders during the November 2006 meeting in Ha Noi, Viet Nam. We encourage all member economies to participate as APSN Council Members and to promote collaboration and communication among their ports and related sectors through the APSN. We look forward to the results of the next meeting of the APSN Council in May 2009 in Vancouver, Canada which will present the first opportunity for the private sector to engage in the new forum. We welcome the proposal to develop an APEC Port Database, training courses for the port industry and a workshop for senior management staff on port facility security.

13. We encourage member economies to review their status with regard to liberalization in the maritime transport sector and endorse the activities undertaken by member economies to remove restrictions applied to specific maritime trade.

14. We recognize the importance of contribution by the Working Group to trade facilitation by aligning domestic standards with international standards where possible, and collaboration with other international fora.

15. We acknowledge the progress of member economies towards the vehicle standards harmonization and Intelligent Transportation Systems (ITS). This is accomplished through the multilateral arrangements administered by the World Forum on Vehicle Standards and the International Organization for Standards (ISO). We urge member economies to continue their progress on this effort.

### **B. Seamless Transportation Systems**

16. We support the Working Group's initiatives to enhance seamless interconnectivity among the various modes within the transportation system to ensure effective, safe, secure and efficient movement of people and goods while improving the conservation of natural resources and mitigating environmental impacts. This includes efforts to address congestion and intermodal issues.

17. We stress the importance of transportation in enhancing physical connectivity and integrating markets. In particular, transportation systems that have well-integrated road and rail elements are essential for bringing goods to and from ports. A well integrated transport system addresses congestion and operational issues in order to achieve free and open trade in the APEC region. We instruct the Working Group to work closely with the APEC Committee on Trade and Investment and Economic Committee (CTI-EC) to implement the APEC Supply Chain Connectivity initiative.

18. We believe that the development and implementation of selected integrated technologies are important to the successful management and operation of intermodal transportation.

19. We instruct the Working Group to include activities addressing the implementation of selected integrated technologies in the management and operation of intermodal transportation such as the ITS, the Global Navigation Satellite Systems (GNSS) and the Secure and Smart Containers (SSC). We encourage the development of international standards through liaison with the ISO, workforce training, information sharing, and research on transportation systems, and improve supply chain management processes in an environmentally sustainable way.

20. We instruct the Working Group to build upon the work of relevant regional and international multilateral organizations and to avoid duplication of their efforts.

21. We acknowledge efforts towards disaster risk reduction, preparedness, and management and recognize the excellent work under the auspices of the Counter-Terrorism Task Force (CTTF) led by Singapore and a multi-economy working group

to develop an APEC Trade Recovery Programme. We instruct the Working Group to follow the progress in this regard and offer assistance to CTTF as necessary.

### **C. Aviation Safety and Security**

22. Taking into account the different stages of economic development among member economies, we instruct the Working Group to ensure the efforts in the area of aviation safety to continue to complement the work of ICAO including conducting a review of the recent Universal Safety Oversight Audit Program (USOAP) outcomes to help identify for member economies common deficiencies and reconciling any differences from ICAO standards with the aim to improve compliance.

23. Efforts should be focused in particular on mitigating against runway incursions, improving runway lighting and marking and overall ICAO compliance with runway standards. Member economies are encouraged to implement ICAO standards in English proficiency and safety management systems and to share aviation safety data.

24. In the area of aviation security, we instruct the Working Group to continue to examine emerging approaches to enhancing air cargo security; share information on efficient screening technologies and training; and continue to harmonize aviation security measures in the APEC region. It is important for the Working Group to support the second cycle of ICAO's Universal Security Audit Program and for member economies to work towards continuous improvement of transport security oversight and quality control.

### **D. Land Transport and Mass Transit Safety and Security**

25. We recognize the immense human and economic cost of motor vehicle and rail crashes to all member economies. We note the important contribution of transportation related safety programs to the economic and social well being of each member economy in the APEC region. We therefore encourage the promotion, institutionalization and implementation of best practices and technologies designed to create a safer road and rail environment. We urge member economies to continue developing action plans to address the tragic social and economic cost due to road trauma in the APEC region.

26. We instruct the Working Group to continue knowledge sharing and capacity building and encourage science-based and transparent vehicle regulatory systems and continued work towards harmonization of standards on vehicle safety and emissions. In particular, recognizing pressures on natural resource usage, air quality, congestion, and greenhouse gas emissions from rising private usage, we urge member economies to exchange information on ways to promote the development of cleaner and more fuel efficient vehicles.

27. We acknowledge the efforts of individual member economies to promote the security of land transport and mass transit systems such as the development of guidelines for security planning as well as systems approach to transit security.
28. We instruct the Working Group to use these initiatives to advance its work by developing best practices on topics such as threat and risk assessment, drills and exercises and security awareness training. We also call on the Working Group to continue its collaboration with other relevant fora to promote knowledge sharing on land transport security measures.
29. Owing to the vulnerability of land and mass transit systems from threats of terrorism, we welcome the successful development of the International Working Group on Land Transport Security (IWGLTS.) We instruct the Working Group to continue developing initiatives to further promote land transport security specifically aimed at the protection of mass transit systems in cooperation with other fora such as the IWGLTS.

#### **E. Maritime Safety and Security**

30. Noting the 5<sup>th</sup> Anniversary of the implementation of the International Ship and Port Facility Security (ISPS) Code, adopted by the International Maritime Organization (IMO), we encourage the exchange of information on its implementation with a view to identifying the lessons learned, gaps and challenges, and the benefits accrued by member economies. We encourage developed member economies to assist in the training programs and further encourage the Working Group to cooperate with relevant multilateral organizations.
31. We note the progress of the ISPS Code Implementation Assistance Program and express support for the forthcoming implementation of related activities such as the sub-regional workshops on the use of the Manual of Maritime Security Drills and Exercises and the Port Security Visit Program (PSVP).
32. We condemn in the strongest possible terms, acts of piracy and armed robbery against ocean going vessels and innocent seafarers off the coast of Somalia and express our collective support of the decisive actions of the United Nations (UN) and relevant organizations to protect vital international shipping lanes for overseas trade. We encourage further concerted efforts to fight against piracy.
33. We recognize the crucial role of international cooperation and effective information sharing in addressing the problem of piracy and armed robbery against ships and seafarers, and commend the efforts taken by the APEC member economies, the IMO and other relevant organizations in combating piracy and armed robbery against ships and seafarers in Asia.
34. We instruct the Working Group to cooperate with the IMO on its efforts to undertake an analysis of small boats as potential threats to maritime security.

35. We express support for the important work of the IMO on Voluntary Member State Audit Scheme and urge relevant member economies to ensure active participation aimed at enhancing maritime safety.

#### **F. Sustainable Transport**

36. We recognize that greenhouse gas emissions and their impact on climate change present a major global challenge to the environment and the need for transportation to make its contribution to the global response to this challenge. We instruct the Working Group to focus on options to help address emissions from transport without unduly affecting the safe and efficient carriage of people and cargo and growth of the transport industry.

37. We note the progress made by the Ministerial Conference on Global Environment and Energy in Transport (MEET) held in Tokyo, Japan in January 2009. We express concern with the recently adopted EU Emissions Trading Scheme (ETS) directive. In particular, we acknowledge the work of the IMO and ICAO in addressing international maritime and aviation emissions. APEC Transportation Ministers support global solutions to a global problem and advocate the work at IMO and in ICAO's Group on International Aviation and Climate Change in support of the United Nations Framework Convention on Climate Change.

38. The Working Group should continue the work of the Aviation Emissions Task Force (AETF) to further advance activities such as the Asia and South Pacific Initiative to Reduce Emissions (ASPIRE), exchanges of information on efficient Air Traffic Management (ATM) and progress thus far accomplished in reducing environmental impact; encourage the continued implementation of Performance Based Navigation (PBN) and Automatic Dependent Surveillance- Broadcast (ADS-B), both of which aim to result in more efficient fuel utilization.

39. Realizing the need to identify opportunities for the development and promotion of energy efficient transport policies and practices, we instruct the Working Group to take an active role in collaborating with the APEC Energy Working Group (EWG) in providing and adopting energy efficient processes and technologies and the APEC Agricultural Technical Cooperation Working Group (ATCWG) to promote the development of next generation biofuels as directed by the APEC Leaders at Lima, Peru.

40. In our desire to assist in addressing the issue of green house gas emissions from transportation sources by increasing fuel efficiency, we instruct the Working Group to identify opportunities for the development and promotion of fuel efficient transport policies and practices, including the use of alternative fuels for transportation vehicles and aircraft and to identify barriers to implement such policies and practices and determining appropriate actions to be taken. Fuel-efficient policies and practices will assist APEC member economies to achieve sustainable economic

and environmental benefits. In this respect, we request member economies to share information on their practices for reducing greenhouse gas emissions from all modes of transportation.

### **G. Industry Involvement**

41. Having recognized the important role of the private sector in the realization of our current and future initiatives, we instruct the Working Group to broaden its partnership with industry. We support the concept of Corporate Social Responsibility (CSR) and require the Working Group to include CSR in its work.

42. Recognizing the importance of transport infrastructure as an essential element in supporting economic activity and growth and the special role of the public sector at this time of financial and economic crisis, we welcome the agreement of Finance Ministers to support greater integration in the area of Public-Private Partnerships (PPP) which can be used over the longer term to meet the transportation infrastructure requirements of member economies.

### **H. Information Sharing**

43. Information sharing is one of the most effective means for learning best practices. In enhancing better cooperation and partnership between and among member economies, we instruct the Working Group to consider the possibility of providing a platform for a virtual forum in real time through the Working Group website with linkages to web-based tools available from international organizations.

44. Skills are important to support the development of effective transportation systems. The continuous upgrade of the ability of the workforce to develop, manage and safely implement existing and emerging technologies is essential to the on-going facilitation of trade in the APEC region. We instruct the Working Group to promote the institutionalization, dissemination and implementation of best practices and technologies to enable more people to benefit from such technologies.

45. We also desire broader cooperation arrangements for sharing best practices on the latest development in ports, airports and land transportation safety, security and port capacity and addressing congestion issues for intermodal cargo movement.

### **Closing Statement**

45. Over the next two years, we are mindful that, as our work progresses, the transportation sector will continue to face challenges as a result of the continuing changes in the global economic and political landscape. We therefore recognize the need for seamless, sustainable and open transport systems to facilitate trade and investment. We remain committed, as a community, to continue to assist each other and cooperate on issues of mutual concern. We agree to meet again in 2011 to continue to work towards the achievement of the APEC goals.