

# **Declaration from Ministers at the 2012 Summit on Seamless Transport: Making Connections**

**2012**

## **DRAFT DECLARATION FROM MINISTERS AT THE 2012 SUMMIT ON SEAMLESS TRANSPORT: MAKING CONNECTIONS**

Seamless transport is a powerful and ambitious strategic vision for the future of our transport systems. Seamless transport is highly interconnected and provides top-quality integrated service. It drives the development of better mobility and sustainable economic growth.

The structure and dynamics of transport systems – often involving complex modal transfers, multiple ownership structures, international border crossings and security threats – makes overcoming the inherent friction within the transport system a constant challenge. This challenge can only be met through co-operation across borders and modes. Transport systems are also increasingly integrated with communications and energy networks, and this integration needs to be managed.

It is in this spirit that Ministers assembled at the 2012 Summit of the International Transport Forum. Small groups of Ministers held in-depth discussions on issues of pressing importance today: the Automotive Future, Piracy at Sea, Safety of Cruise Ships, and Volcanic Ash and Other Crises.<sup>1</sup>

Discussions among all Ministers from member countries and transport actors across the world on *Seamless Transport: Making the Connections* concluded as follows:

### **Recognising:**

that a sustainable transport system is important for economic prosperity, environmental protection, safety and security of society;

### **Acknowledging:**

that the ability to travel and move goods, using a variety of transport modes and with minimal impediment, is a primary desire for transport users across modes and sectors;

### **Underlining:**

that there still exist substantial discrepancies in the development of transport systems between countries and regions;

### **Noting:**

that bottlenecks still exist, which impede the efficiency of transport systems;

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<sup>1</sup> Conclusions of these Ministers' Roundtables will be annexed to this Declaration as applicable.

that enhanced coordination and integration of transport policy and planning across modes and borders is required to capture the benefits of seamless transport, especially as economic systems become increasingly integrated, both functionally and spatially;

## **MINISTERS:**

**Re-affirm** their responsibility to establish policy and institutional frameworks that engender effective inter-governmental and private sector co-operation – one of the key factors in seamless, sustainable transport services;

**Commit** to continued cooperation among all levels of governments and across industry sectors in their countries and across borders; with the intent to provide more effectively connected transport modes and systems that better serve people, markets and trade.

**Agree** that enhancing transport connectivity by reducing the “seams in transport” will contribute to the achievement of the following priority policy goals:

### Bolstering the Economy

Investing in transport infrastructure can help shape the way cities and regions develop and connect, and can boost productivity in the process. It can also create jobs and opportunities for business<sup>2</sup>.

Improved and secure information exchange enables increased connectivity for transport and for society, which allows for greater productivity and use of capacity<sup>3</sup>. Supporting interconnected systems requires new policy approaches and innovative business models to allow sharing of information, cost and revenue among transport actors.

Further system interoperability and appropriate levels of standardisation and technology innovation will also support long-term efficiencies and benefits for the community, business and the environment. Alternative vehicle propulsion technologies and integrated payment systems accepted across modes are two areas where this could be applied.

### Enhancing Trade Facilitation

Enhancing trade facilitation and adopting efficient border controls could significantly increase global trade. Improvements at borders can be made with relatively little investment. Integrated border management processes should be adopted everywhere to reduce delays, simplify procedures and facilitate trade. Improved coordination among authorities within and between countries, and adoption of risk-based approaches to customs and security inspection can, amongst other measures, significantly improve seamlessness at border crossings, reduce barriers to trade, and realise potential savings.

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<sup>2</sup> Ministers made reference to and re-affirmed the *Key Ministerial Messages* from the 2009 Summit on *Transport for a Global Economy: Challenges and Opportunities in the Downturn*.

<sup>3</sup> Ministers made reference to and re-affirmed and the *Key Messages from the 2010 Forum on Transport and Innovation: Unleashing the Potential*

### Improving Access to Employment, Education and Community Services

Access to employment, education opportunities and community services through more connected transport requires greater integration and stronger coordination among governments, authorities and private transport actors<sup>4</sup>.

Better alignment is required between the aspirations of transport users for door-to-door mobility and the way authorities plan for, allocate resources to, and manage separate transport networks and services. Identifying cost-effective opportunities to improve connectivity is helped by close scrutiny of end-to-end journeys, including “the last mile” and transfers between modes. Implementation often requires policy coordination as much as investment. “Thinking seamless” can sometimes improve performance at lower cost than expanding capacity or building new connections.

### Delivering a Fluid Transport System for Movement of People and Goods

Natural disasters (for example volcanic ash clouds, tsunamis, and abnormal weather phenomena); accidents, malicious acts (for example piracy at sea and terrorist attacks) and elevation of sea levels due to global warming compromise the safety and security of passengers, transport workers and goods, as well as disrupt transport services. Consistent and coordinated action between governments and business – in particular on accident prevention policies – is required to ensure a safer, more secure, reliable transport system. Contingency plans – at local, national and international levels – should be developed to coordinate information and services involving alternative modes of transport.

### Providing for a Sustainable Transport Future

Effective connections between the transport system and renewable and sustainable energy sources, such as smart energy grids, are required for powering vehicles and rolling stock that will serve future generations.

### **In conclusion:**

All Ministers of the International Transport Forum declare their determination to pursue policies toward greater connectivity and seamless transport.

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<sup>4</sup> Ministers made reference to and re-affirmed the 2011 Summit *Key Messages from Ministers on Transport and Society*.

## Annex

# Ministers' Roundtable: Piracy at Sea

### JOINT STATEMENT

Ministers and high level industry representatives exchanged their views on piracy. Somalia based piracy especially, is still a serious threat to the maritime transportation industry as well as to the global trade system as a whole. The participants commended the presence of the Military counter-piracy operations in the region, noting that they are crucial in containing the piracy situation off the Coast of Somalia, as well as the highly beneficial initiatives taken by the International Maritime Organization (IMO) to prevent piracy, including the provision of interim guidance to flag states on private maritime security companies. Expectations were expressed that the IMO Piracy Meeting scheduled in mid-May will give an important momentum to the solution of this item. While the participants recognised they were a short-term solution, the participants identified the need to consider establishing an international basis regarding the private armed security guards issues, including the accreditation of private maritime security companies (PMSCs), the use of firearms and their carriage on ships entering the territory of port/coastal states, and urged the participants at the IMO to deliberate this as a matter of priority at their upcoming meeting.

It was recognised meanwhile the only sustainable solution would be stability on land in Somalia.

It was agreed to continue the close cooperation on the matter of piracy.

3 May 2012

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Peter HINCHLIFFE  
Secretary General  
International Chamber of Shipping

## Ministers' Roundtable: Safety of Cruise Ships

### JOINT STATEMENT

Ministers and high-level representatives from industry met for a Roundtable discussion at the 2012 Annual Summit of the International Transport Forum in Leipzig for an exchange of views on passenger ship safety following the unfortunate events that led to the grounding of the Costa Concordia in January this year.

Roundtable participants:

- Agreed that lessons to be learned from this incident can only be drawn from the accident investigation report -- the conclusions of which are wished as early as possible. Nevertheless they agreed to support a review of passenger ship safety under the auspices of the International Maritime Organization (IMO), including the human element and the suitability of current training standards.
- Encouraged IMO's Maritime Safety Committee to consider proposals to strengthen the current provisions on safety of all cruise ships.
- Discussed proposals made by Germany as regards mandatory evacuation simulation, improved Rules on lifesaving appliances, strengthened International Safety Management (ISM) provisions and improved electronic charting, and welcomed these proposals for further discussion within the IMO.
- Agreed the common objective to achieve global mandatory requirements that:
  - provide for flexibility in application of these for different sizes of ships and their specific needs,
  - follow a goal-based approach for enhance ship safety, and
  - allow for transparency in compliance.

2 May 2012

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International Maritime Organization (IMO)

Thomas Strang  
Vice President  
Carnival Corporation, USA

Michael Thamm  
President  
AIDA Cruises, Germany

## Ministers' Roundtable: Volcanic Ash and Other Crises

### JOINT STATEMENT

The participants of the Ministers' Roundtable at the International Transport Forum's Annual Summit on 3 May, 2012, acknowledged that crises always present unforeseeable challenges, but agreed, that the responsible bodies at national and international levels should prepare for a broad range of scenarios in advance by taking effective crisis management measures, including:

- ensuring an effective communications strategy is in place to keep the public informed throughout the crisis;
- giving priority to the safety of air transport at all times;
- ensuring communication and coordinated action of the bodies involved in crisis management [such as the Europe-wide coordination by the European Aviation Crises Coordination Cell (EACCC)];
- ensuring up-to-date contact details are available for the responsible persons in all public and private bodies involved in transport (modes of transport concerned, institutions and industry representatives);
- maintaining a dialogue between policymakers and industry representatives (aviation industry – air carriers, air navigation service providers, manufacturers and airports - and other modes of transport);
- developing and providing contingency plans in the event of a failure of a transport mode.
- that national government explore mechanisms by which travel visas may be extended on a *force majeure* basis when crises occur;
- ensuring a joint international approach in case of future disruptions or other incidents;
- considering the development of binding international standards to provide efficient crisis management.

The representatives of government and industry agree to take the abovementioned aspects into account in continuing the work launched. This will ensure a more coordinated approach in the future.

3 May 2012

Gerhard ADRIAN, President, German Weather Service

Susan KURLAND, Assistant Secretary for Aviation and International Affairs, Department of Transport, USA

Sergei ARISTOV, Secretary of State, Deputy Minister of Transport, Russia

Jean-Pierre LOUBINOUX, Director General, International Union of Railways (UIC)

Lars Erik BARTNES, State Secretary for Transport and Communications, Norway

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Gerry BROWNLEE, Minister of Transport, New Zealand

Andreas SCHEUER, Parliamentary State Secretary, Federal Ministry of Transport, Germany

Angela GITTENS, Director General, Airports Council International

Leo VARADKAR, Minister for Transport, Tourism and Sport, Ireland