

**JOINT MINISTERIAL STATEMENT
9TH APEC TRANSPORTATION MINISTERIAL MEETING
09 October 2015
Cebu, Philippines**

1. Cognizant of the significant role played by the transportation sector in achieving APEC's goal of free and open trade and investment in the Asia-Pacific region, and bearing in mind the goal of strengthening physical connectivity envisioned in the 22nd APEC Economic Leaders' Declaration, we, the Ministers responsible for transportation in the APEC region, met in Cebu, the Philippines, on 09 October 2015, to discuss domestic and regional plans and initiatives, as well as current challenges and needs, under the theme Driving Economic Growth through Inclusive Mobility and Sustainable Transport Systems. It is our intention to ensure that the APEC transportation sector reinforces this shared vision, as articulated by our Economic Leaders, such that APEC efforts will tangibly improve the lives of all our citizens, as we move toward our common goals built through trade and investment liberalization and facilitation, as well as economic and technical cooperation, in accordance with domestic economic circumstances.
2. We acknowledge the holding of the second APEC Women in Transportation (WiT) Forum on 08 October 2015, where the WiT Task Force proposed a framework for women's inclusion in the sector along five pillars: education, recruitment, retention, leadership, and safe use and access to transportation systems. We endorse this framework that affirms the important role women play in APEC economies and encourages the use of data collection to track the effectiveness of actions taken to increase their inclusion.
3. On 09 October 2015, we, Ministers, had a dialogue with leaders from the private sector, and discussed how we can work together in addressing the APEC region's massive sustainable transportation needs.

Progress on Initiatives from the 8th Transportation Ministerial Meeting (TMM8)

4. We acknowledge the progress that the APEC Transportation Working Group (TPTWG) has made on various initiatives it was directed to undertake during TMM8 in Japan in 2013.
5. These forward-looking initiatives include gathering information and collating best practices as bases to advance the understanding and implementation of public-private partnerships (PPPs), particularly on sustainable transportation infrastructure investment, financing and operations, the development of a Quality Transport vision, encompassing user-friendliness, ease of access, efficiency, environment friendliness, safety, resilience and the lowering of life-cycle cost as priorities, and the creation of an APEC Connectivity Map, visualizing our ideal of physical and institutional integration to be reached by the year 2020.
6. We express our appreciation to Japan for its work on these three (3) initiatives, and encourage TPTWG to continue to progress these initiatives.

Inclusive Mobility

7. Recognizing that improving mobility increases people's productivity, and, results to the acceleration of economic growth, we endorse the initiative on creating an Inclusive Mobility Framework for the APEC region. It is envisioned to pave the way for the development of projects, programs, activities and transport planning mechanisms to address the transport needs of all individuals, especially those of the most vulnerable members of society, including persons with disabilities, older people, women, children and students, and other such groups.

Developing Sustainable Transport Systems

Enhancing Transportation Safety and Security

8. We reaffirm that enhancing the safety and security of transportation networks in the APEC region must remain among the highest priorities of the TPTWG. Both are fundamental elements in a viable transportation system that is able to facilitate the effective movement of passengers and goods.
9. We instruct the TPTWG to continue to collaborate with the public and private sectors from all modes of transportation, as well as other APEC fora and international organizations, like the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO), to address any gaps or needs in safety and security, and improve, through capacity building, member economies' governance, compliance and services in these aspects, while also taking into consideration the energy efficiency and environmental sustainability of operations.
10. We stress that adhering to recognized international safety and security measures for all modes of transport standards is a priority. These standards must be complementary and aligned to ensure safety and security objectives are pursued in the most efficient way, and without compromise on facilitation to movement of passengers and goods.
11. Recognizing the importance of aviation and maritime safety and security, we encourage economies to ensure that their respective aviation and maritime security frameworks comply with the ICAO Standards and Recommended Practices in Annex 17 (Security) to the Convention on International Civil Aviation, and Part A of the IMO International Ship and Port Facility Security Code (Chapter XI-2, International Convention for the Safety of Life at Sea), respectively.
12. We encourage economies to ensure that their respective aviation safety frameworks comply with the ICAO Standards and Recommended Practices in ICAO Annexes 1, 6, and 8. We note the ICAO direction on the need for Civil Aviation Authorities to ensure fully qualified and trained inspectors with conditions of service and remuneration consistent with their education, technical knowledge and experience, and comparable to those personnel of the entities they regulate.

13. Economies are encouraged to utilize the latest transportation security technology and give a high priority to providing comprehensive training to transportation security personnel.
14. In support of relevant international agreements, we encourage economies to push forward with the implementation of relevant activities to raise awareness on road safety issues to reduce road deaths and serious injuries. We instruct the TPTWG to continue to share information on economies' road safety strategies and targets, and maintain coordination with other relevant APEC sub-fora, the International Transport Forum, the Asian Development Bank and other organizations dealing with road and rail safety. We also encourage economies to share their best practices and research on road safety policies and programs.

Investing in Resilient Infrastructure

15. In support of relevant international agreements, we call on economies to promote the resilience of new and existing critical transportation infrastructure to ensure that they remain safe, effective and operational during and after disasters in order to provide life-saving and essential services.
16. We commend the ongoing work, under the Supply Chain Resilience program promoting the *Seven Principles of Supply Chain Resilience* to improve the viability of businesses and the physical and social infrastructure of the supply chain for disaster situations. We note the benefits of the workshop held in Peru in May 2015 on "*Using Hazard and Risk Mapping to Improve Supply Chain Resilience*," and the knowledge transfer it facilitated to numerous APEC Economies. We commit to continue to support this multi-year, United States-led program where all APEC economies will focus on one of the Seven Principles each year.
17. In addition to this ongoing commitment, we will focus special attention on one APEC Economy to help them develop a framework for enhancing the resilience of their supply chain which we recognize supports us all. Though focused on supply chains within individual APEC Economies, these efforts are relevant to the entire region; and we encourage the sharing of lessons learned from such initiatives within the TPTWG and the Emergency Preparedness Working Group. We note the outcome of workshop in The Philippines earlier this week.

Promoting Green Technology in Transportation

18. We note that the transportation sector is one of the largest emitters of greenhouse gases. As such, we commit to support global efforts to address climate change.
19. We applaud the ongoing efforts by the APEC Port Services Network to promote green growth in the APEC port industry, including the creation of the Green Port Award System. We encourage all economies to participate in this program, as it serves as an important platform for best practices sharing, the promotion of efficiency and sustainability, and the improvement of the overall competitiveness of the APEC port industry.

20. We further encourage economies to promote energy-efficient and environmentally friendly modes of transportation.

Encouraging Innovation in Transportation Systems

Harmonizing Vehicle Standards

21. We encourage economies to participate, to the extent possible, in international discussions aiming at the improvement of the safety and environmental performance of vehicles, as well as greater economic integration through harmonized vehicle standards and technical requirements.

Studying Disruptive Technology and Evolving Regulations

22. We acknowledge that today's innovations and new technologies can enhance the capacity, sustainability and efficiency of transportation systems.
23. We instruct the TPTWG to encourage economies' participation in existing fora, including standards development organizations, and to provide additional venues, as needed, for dialogue and collaboration among economies on the uses of these technologies in the transportation sector, as well as on the mechanisms to be put in place to address any subsequent challenges.

Using Intelligent Transport Systems (ITS) to Improve Transportation Efficiency and Effectiveness

24. The development of ITS is essential to the improvement of the transportation system in the APEC region. In this light, we encourage economies to implement ITS to enhance the efficiency and effectiveness of transport infrastructure, especially recognizing the significant safety and environmental benefits which may be realized simultaneously.
25. We encourage economies to cooperate with the relevant authorities or organizations to ensure data protection and system integration and integrity. In addition, security measures need to be put in place and actively maintained to support the use of big data in ITS applications.
26. Consistent with initiatives to promote inclusive, user-friendly mobility, we recommend that economies explore how ITS can make transportation networks more accessible to persons with disabilities, older people, women, children and students, low-income populations, and other vulnerable groups.
27. We reaffirm our support for the Global Navigation Satellite System (GNSS) Implementation Team and stress the importance of the application of GNSS technologies in achieving seamless and green intermodal transportation to enhance safety, security and sustainability. In view of this, we encourage economies to continue to promote and adopt GNSS technologies, especially those that will contribute to the

improvement of supply chain connectivity as well as to the enhancement of capabilities for preparedness to natural disasters and emergency response.

28. We recognize the decision by TPTWG41 to establish a Task Force within the APEC TPTWG framework to explore the benefits and challenges of APEC-wide Transport Cards. We encourage economies to support this Task Force.

Promoting Connectivity

29. We reiterate our commitment to implement the APEC Connectivity Blueprint (2015-2025), and achieve the overarching goal of strengthening physical, institutional and people-to-people connectivity, by taking agreed actions and meeting agreed targets by 2025. The objectives are to achieve a seamless and comprehensively connected and integrated Asia Pacific, as well as develop, maintain and renew quality infrastructure under physical connectivity, of which cross-sectoral aspects include quality of infrastructure, good practices and principles, and people-centered investment, to improve transportation systems to ease the flow of goods, people, services, and investments in the APEC region. We instruct the TPTWG to continue to enhance its work on connectivity of transportation networks.
30. We encourage economies to address the choke points identified by the APEC Supply Chain Connectivity Framework Action Plan, in order to promote a seamless, safe, green and reliable transport system through intermodal connectivity and innovation.
31. We strongly encourage economies to strengthen cooperation on PPPs by sharing best practices on a framework of bankable projects for transport supply chain connectivity and infrastructure, which will increase governments' capacities to structure their transportation infrastructure transactions to make them both appealing to the private sector and responsive to the needs of the key users of transportation networks. In connection with this, we recognize the importance of collaboration between the TPTWG, the Finance Ministers Process (FMP), the Committee on Trade & Investment (CTI), and the Investment Experts Group (IEG) within APEC on the topic of PPPs.
32. We recognize that an open and liberal international aviation regime and developed international air services are essential to continued economic growth and trade facilitation in the APEC region. Thus, we encourage economies to actively continue to pursue the goal of market access liberalization, using existing avenues including bilateral and multilateral agreements, for example, the Multilateral Agreement on the Liberalization of International Air Transportation, and the exploration of additional avenues in line with the ICAO's long-term vision for international air transport liberalization.
33. We also welcome the progress made by economies in developing and liberalizing intra-APEC aviation markets according to their respective situations and requirements, and recommend that they continue their work based on the spirit of APEC cooperation.
34. In accordance with the set of core principles outlining best practices in the economic treatment of international business aviation operations, as developed by the TPTWG,

we recommend that economies continue to pursue work on facilitating the more seamless operation of business and general aviation across the APEC region. Such operations can connect major Asia-Pacific centers of trade in an unprecedented, time-saving manner. Increased compatibility among economies in their regulatory treatment of this sector may serve to open the door to more opportunities for global commerce.

35. We take note of the results of the APEC Air Traffic Management Emissions Reduction Study/Project, and encourage the TPTWG to continue conducting efforts/projects to assist member economies in analyzing airspace capacity and developing methods to increase capacity of both en route and terminal operations, while still maintaining safety levels. We recognize that Under ICAO's Committee on Aviation Environmental Protection (CAEP), efforts continue on an aircraft CO₂ standard and an agreement is expected in February 2016.
36. We note the work being accomplished by the APEC Port Services Network (APSN), since its inception in 2008, to facilitate cooperation and communication amongst ports and related sectors in the APEC region. We reaffirm the importance of APSN initiatives, such as the conduct of workshops on ports and supply chain connectivity, one of which will be held on 10-11 November 2015 in Cebu, and a study on APEC Gateway Port Connectivity, in strengthening comprehensive connectivity in the APEC port and related industries. We encourage all member economies to continue their active participation in the APSN to strengthen regional economic integration.
37. We welcome the progress on the initiatives on *Promoting Cruise Visits to Ports in the APEC Region* and *Exploration on Strengthening of Maritime Connectivity*. We instruct the TPTWG to undertake further work on these initiatives.
38. We encourage economies to continue to explore ways to facilitate safety improvements for heavy vehicles, including overmass and oversize vehicles, to ensure transport supply chain connectivity.

Capacity Building

39. We recognize that the success of a safe, secure, effective and seamless transport system in the APEC region will depend largely on the competence of human resources. Therefore, we encourage economies to put more effort into collaborating on developing joint personnel training in smart and green supply chain connectivity.
40. We stress that there is a continued need to provide effective economic and technical cooperation for the further development of the transportation sector, achieving our goal of bridging development gaps.
41. We recommend that the TPTWG continue to promote capacity building efforts within APEC in cooperation with the Human Resources Development Working Group and explore programs and measures to implement ICAO and IMO requirements on air and maritime safety and security, respectively, utilizing the latest technology where appropriate.

42. We commend the efforts of the TPTWG in assisting economies to analyze their airspace capacity, and to develop methods to increase the capacity of both en route and terminal operations while maintaining safety levels.
43. We also applaud the efforts of the TPTWG to continuously conduct training courses on common principles to shipping policy that address real and complex issues of the maritime sector including international shipping policies and other related maritime policies.

Women in Transportation

44. We commend the WiT Task Force for its efforts towards the facilitation of the exchange of information among economies on initiatives, outreach, and measures to increase the role of women in transportation and share best practices for expanding their educational, recruitment, retention, and leadership opportunities.
45. Further to the directive given to the group at the TMM8 to develop a framework for the collection of data and sharing of resources that will enhance opportunities and measure progress for women in the transportation sector, we instruct the WiT Task Force to work with the APEC Policy Partnership on Women and the Economy to establish a “network of champions,” to shape, coordinate, plan and execute activities under the WiT initiative. We encourage all member economies to ensure their representation/participation in this network.

Cross-Fora Collaboration

46. We reiterate the need to strengthen engagement and collaborative efforts with other fora within and beyond APEC in working towards the achievement of the TPTWG’s objectives.
47. We encourage more collaboration with the Tourism Working Group on passenger transport. We acknowledge the progress made on the Travel Facilitation Initiative (TFI) and welcome the mid-term review and its recommendations. We instruct the TPTWG to redouble efforts to achieve the goals of making travel easier, faster, and more secure throughout the Asia-Pacific region.
48. We encourage more collaboration with the Anti-Corruption and Transparency Working Group in combating the problem of human trafficking in the Asia-Pacific region as part of a larger work stream. Since transportation networks in the Asia-Pacific region are exploited by traffickers, we believe the TPTWG can add value by working with the ACT on this issue.
49. We also encourage further collaboration with the APEC Policy Partnership on Science, Technology and Innovation on the application of ITS and other applications to improve road safety and transportation efficiency.
50. Cognizant of the directive to the TPTWG to give priority to developing and promoting fuel-efficient transport practices, including use of alternative fuels and development of

energy efficient transport infrastructure, we direct the TPTWG to continue collaboration with the Energy Working Group and other agencies to facilitate the development and diffusion of climate-friendly technologies, policies and practices in transportation.

51. We encourage continued collaboration with the Mainstreaming Ocean-Related Issues Steering Council in efforts to prevent and combat marine pollution, promote investment in port infrastructure and promote submarine cable cooperation.
52. We instruct the TPTWG to support the APEC Automotive Dialogue's development of the APEC Roadmap for Electric Vehicles, to harmonize electric vehicle and electric vehicle component standards and regulatory approaches, and support interoperability of competing technologies, by focusing work in existing international fora.
53. Cognizant of the vital role of services in achieving economic growth and of the need for cross-fora and multi-stakeholder collaboration to ensure that APEC's services agenda continues to respond to economic, market and technological developments, we welcome the plan to have an APEC Services Cooperation Framework (ASCF). The ASCF will be a valuable guide in aligning efforts to develop more inclusive, innovative, competitive and productive transportation services.
54. Furthermore, we welcome the work of the APEC Business Advisory Council at promoting dialogues between economies and the private sector. We welcome these dialogues and look forward to working with ABAC on exploring PPPs as a means to increase transportation infrastructure investment and development.

Conclusion

55. In addition to the directives and recommendations set out in this document, we direct the TPTWG to continue its efforts with respect to the implementation of directives and recommendations set out during the TMM8 and previous Ministerial Meetings.
56. We agree to meet again in 2017 to work towards the further advancement of the transportation sector in the APEC region.
57. We note that the TPTWG has proved an effective tool for enhancing cooperation amongst transportation ministries since its inception in 1991, almost 25 years ago. With the TPTWG continuing efficacy in mind, we direct the TPTWG to conduct a review of its own internal structure to ensure that its current composition of expert groups, sub-expert groups, and task forces, as well as its interactions with other APEC fora, are appropriate to meeting the transportation needs of APEC member economies for the next quarter century. The Lead Shepherd will provide recommendations to Ministers at the next APEC Transportation Ministerial Meeting.