



2009/TPTWG32/HOD1

**FINAL REPORT OF THE INTERMODAL and
INTELLIGENT TRANSPORTATION SYSTEMS
EXPERTS GROUP (IEG)**

Purpose: Information

Submitted by: United States



**REPORT OF THE INTERMODAL and INTELLIGENT TRANSPORTATION SYSTEMS
EXPERTS GROUP (IIEG): Final Report**

1. Introduction

Mr. Walter Kulyk, USA, Chair of the Intermodal and ITS Experts Group (IIEG) and the Deputy Chair, Mr. Fei Weijun, from the People's Republic of China, welcomed the delegates at 1:30 pm on July 27, 2009. The attendees included 28 delegates representing 14 economies: Australia, Canada, Indonesia, Japan, Korea, Malaysia, People's Republic of China, Philippines, Russia, Singapore, Chinese Taipei, the United States, and Vietnam. Macao China attended as a guest economy. A list of participants is attached.

The Chair reiterated the IIEG's commitment to a seamless integrated intermodal transportation system which includes the effective incorporation and inter-connection of all modes including land, marine and air. It was noted that the IIEG encourages involvement of rail as an important component of the land mode.

The Chair discussed the four "pillars" which frame its activities related to trade facilitation and liberalization. These "pillars" outline the key focus areas for the IIEG and include Technology (including ITS and Global Navigation Satellite Systems); Supply Chain Management (focused on transportation); Sustainability (including energy and environment); and Human Resource Development. These "pillars" address the overriding theme and vision of the IIEG which is to help ensure an integrated and seamless transportation system that supports the ultimate goal of trade facilitation and liberalization. These pillars support the theme and vision of the IIEG which is to ensure an integrated and seamless intermodal transportation system. The Chair also discussed the latest Joint Transportation Ministerial Statement and the Lead Shepherd's Policy Direction.

2. Ongoing Projects and Activities

Agenda Item 6.1 APEC GNSS Implementation Team Activities

UNITED STATES/THAILAND

The APEC Global Navigation Satellite Systems (GNSS) Implementation Team (GIT) held its thirteenth meeting on 27-29 July 2009 in conjunction with the 32nd APEC Transportation Working Group Meeting. The APEC GIT meeting was attended by over 30 GNSS experts from 10 APEC economies including India as a guest economy. Ten economy reports and two industrial reports on GNSS implementation for all modes of transportation were presented at the meeting.

The APEC GIT/13 was chaired by the United States. Japan expressed regrets that it could no longer serve as the GIT co-chair. An election was held in light of the vacancy of the Japanese co-chairs, and a representative from Thailand was nominated by Chinese Taipei and seconded by Malaysia, the Philippines and China. The Thailand representative was unanimously agreed to by all delegates.



32ND APEC TRANSPORTATION WORKING GROUP MEETING
Singapore, 27-30 July 2009

The APEC GIT reviewed its Terms of Reference which includes intermodal transportation applications of GNSS technology based on the accepted TOR from the GIT/12. The meeting agreed on the following Terms of Reference to be forwarded to IEG for its considerations.

The proposed APEC GIT Terms of Reference includes:

- Facilitate Global Navigation Satellite System (GNSS) application to support seamless intermodal transportation to enhance safety, security, and sustainability in line with the APEC Transportation Ministerial Directives
- Identify actions to facilitate and collaborate on implementations of GNSS applications for transportation in the APEC region, complementing, but not duplicating, the work of the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO), and the International Committee GNSS (ICG)
- Provide a public/industry forum to address GNSS technologies, but not rate commercial products, related to transportation issues that will benefit the APEC region (including non-APEC economies and international organizations)

The APEC GIT reviewed the Joint Transportation Ministerial Statement and noted the support and directives from the APEC Transportation Ministers relevant to the work of the APEC GIT, especially those in paragraphs 17, 18, 19, 20, 37, 38, 39 and 40. The APEC GIT updated its strategies for the adoption of measures to include GNSS technologies to in the development of the seamless intermodal transportation systems. The APEC GIT also reviewed APEC project proposal on the use of GNSS for surface transportation.

In addition to GNSS applications for aviation, presentations on GNSS applications to enhance safety and security for marine and land transport were presented and discussed by the APEC GIT. More detailed information on the outcomes of the APEC GIT/13 can be found in the APEC GIT/13 meeting report. The meeting also noted the United States' intention to host the APEC GIT/14 meeting in Seattle, Washington tentatively on 21-24 June 2010.

Agenda Item 7.1.1 ISO TC204 Liaison Update

KOREA

Korea's newly appointed liaison to the International Organization for Standards (ISO) provided a status update of ISO Technical Committee (ISO TC) 204 activities. Korea reported on changes in participating (P) membership and conveners of working groups (WG) as well as the development stages of each WG's standardization items. The status update emphasized the participation in ISO TC 204 activities by APEC members. Non-member or observers of ISO TC 204 were encouraged to more actively participate in ISO TC 204. It was noted that the standardization of emerging ITS technologies including nomadic and portable devices by WG17 and ubiquitous ITS by ad hoc WGs provide the opportunities for new participating members to influence the development of new mobile ITS standards, which will have considerable impacts on relevant industries.



Agenda Item 7.1.2 Research Activities Involving the American Public Transportation Association
UNITED STATES

A representative of the American Public Transportation Association (APTA) from the United States gave a presentation addressing the research and standards development activities of APTA. It was noted that the United States will likely see a large modal shift in transportation in the coming decades from private automobiles to mass transit in order to maintain its standard of living and reduce carbon emissions in the face of several macro economic trends including rising population and automobile ownership costs. APTA is helping to facilitate this shift through several initiatives, not the least of which is the development of standards. It sees standards as the mechanism to reduce costs, ease workforce development, and promote regional integration. In the area of ITS, APTA is working on several standards efforts including Transit Cooperative Interface Profiles (TCIP), where it has developed an implementation editor TCRP Implementation Requirements Capabilities Editor (TIRCE); and Contactless Fare Media Standards (CFMS). All of APTA's standards efforts are coordinated with, and incorporate, previous international standards efforts for broad adoption globally, as well as nationally.

Agenda Item 7.1.3 Management of Security, Safety and Emerging Technology in Global Intermodal Transportation and Supply Chain Systems

VIETNAM

Vietnam reported on the status of the project, "Management of Security, Safety and Emerging Technology in Global Intermodal Transportation and Supply Chain Systems". The project was recently approved by APEC. It is underway and is planned for delivery during 5-9 October 2009 in Ho Chi Minh City. A web site has been prepared to process registrants from the APEC communities. Representatives of Vietnam and the project contractor met during the TPT WG meeting in Singapore to discuss logistics, enrolment and appropriate venues. The IIEG looks forward to hearing about the successful completion of the project during the next TPT WG meeting.

Agenda Item 7.1.4 Web-Based Atlas of Trade and Transportation Corridors (Global U8 Consortiums)

UNITED STATES

This project is to establish a web-site to illustrate container trade flows; to identify impediments and barriers in the gateways, hub-ports, and intermodal connectors in each economy; and to analyze the security measures and customs procedures in each gateway port region. The USA, which is the project sponsor, has encountered difficulty in obtaining self funding commitments. As a result, the project has not yet started. During the previous IIEG meeting in Lima, China and a representative from the University of Denver's National Center for Intermodal Transportation indicated possible self funding and/or in-kind contribution towards the project. During the TPT-WG meeting, the Chair and representatives from China and the USA met with a representative of the APEC Secretariat to discuss ways to move forward on the project. As a result of the meeting, the IIEG endorsed that a representative from the University of Washington in the United States would become the project overseer. Additionally, the Chair, on behalf of the IIEG, would formally inform the APEC Secretariat



that the project will commence with the University of Denver taking the contractual lead and China providing in-kind technical support. Project co-sponsors include Australia, China, Korea, and the Philippines.

Agenda Item 7.1.6 Supply Chain Connectivity Symposium

AUSTRALIA

Australia provided a presentation on the outcomes of the APEC Supply Chain Connectivity Symposium held in Singapore on 16-17 May 2009. The purpose of the Symposium was to identify choke points in the supply chain, prioritise choke points and recommend actions to remove these choke points. Choke points were classified under 'behind the border'; 'at the border'; and 'across the border'. Key choke points identified included inadequate transport infrastructure; inefficient clearance of goods at customs agencies; underdeveloped intermodal transport capabilities and lack of regional cross border customs arrangements. The APEC Committee on Trade and Investment has been instructed by APEC Trade Ministers to develop a framework to address priority chokepoints and to work with the TPT-WG. The IIEG has a key role to play in developing the framework, particularly in the area of intermodal connectivity and integrated logistics networks.

3. New Projects, Proposals, and Emerging Issues

Agenda Item 8.2.1 Survey of Workforce Development Needs and Development of Train-the-Trainer Seminar on Intermodal & Global Supply Chain Management with a Focus on a Risk Management Approach to Improve Intermodal Logistics Networks

INDONESIA & PHILIPPINES

The Philippines gave a presentation on the status of a recently approved project which is to conduct a survey of workforce development needs and a train-the-trainer seminar on intermodal supply chain skills with a module on risk management. This project is closely aligned with the human resource development pillar of the IIEG. The project has recently started. The project contractor is developing a web-based survey and has identified a stratified sampling plan for the assessment of the workforce needs. In addition, plans have emerged to hold a workshop and focus group at the next TPT WG meeting to obtain further assistance on the content of the survey. Project co-sponsors include USA and Canada.

Agenda Item 8.2.2 Research and Analysis on Using More Inland Rivers in Intermodal Transport

CHINA

China provided an updated status of a project that was recently approved to conduct research and hold a seminar involving the use of inland waterways as a means to attract more cargo from roads to waterways, reducing congestion and pollution, saving energy, and reducing intermodal transportation costs. The Waterborne Transportation Institute of the Ministry of Transport, PRC, has been contracted to conduct the project work. The USA has agreed to be the project overseer. The Waterborne Transportation Institute has finished collecting information on the comparison of advantages of inland shipping with other modes, which

indicate that inland shipping is one of the most sustainable modes in terms of energy savings, emissions, safety and costs. China also provided an initial document which will be included in the draft report of the project. A joint Seminar will be arranged in 2010, and China will provide the final draft report for approval in the next TPTWG meeting. Project co-sponsors are the USA, Canada, Philippines and Peru.

Agenda Item 8.2.3 Secure and Smart Container Development for Intermodal Transport
CHINA

China provided an updated status of a recently approved project to conduct research and hold a seminar on the topic of secure and smart container (SSC) development in the container supply chain. The Waterborne Transportation Institute of the Ministry of Transport, PRC, has been contracted to conduct the project work. The USA is the project overseer. Specific project details were reported in a recent meeting of ISO/TC104/SC4 in Paris, and preliminary findings will be presented in its WG2 meeting in Shanghai in September 2009. A workshop with ISO TC104/SC4 will be arranged in 2010 to discuss final project results. China is considering holding a final seminar in conjunction with the next TPTWG meeting. Canada expressed interest in collaborating with China and sharing information on its Research and Development activities in this area. China is encouraging other APEC economies to participate in the seminar and to also contribute to its agenda and content. Co-sponsors of this project are the USA, Canada, New Zealand and Thailand.

Agenda Item 8.2.4 Proposed Study of Land-Based GNSS Application Needs
UNITED STATES

The USA presented a status update of a draft proposal (originally presented at the last TPTWG meeting) for a project to conduct a survey and assessment of current and potential deployment applications of global navigation satellite system (GNSS) technology to meet the needs of surface transportation modes. The project proposal is to conduct a survey and catalogue the current applications of GNSS within land-based surface transportation to include freight, public transport, and highways. The project proposal was not prioritized for funding pending revisions. The IIEG endorsed re-submittal of the project proposal with updates that addressed concerns identified by the BMC. It is noted that the USA presented this project proposal at the APEC GI-12 meeting in May 2008 and received support from the GIT. The proposal will be re-submitted intersessionally to the BMC in the next three weeks. Project co-sponsors include the Philippines, Canada, China, Thailand, and Korea. .

Agenda Item 8.2.6 Proposed Study of Best Practices on Corporate Social Responsibility in Intermodal Transport
PHILIPPINES

The Philippines presented an update of a potential project for IIEG consideration which is to prepare a compilation of best practices in corporate social responsibility (CSR). The project will conduct a survey and two 2-day seminars with interested stakeholders and academics on successful and highly regarded CSR practices in the APEC economies. The proposed project methodology includes surveys of CSR applications additional requirements of practitioners, corporate citizenry, academics and public officials. The seminars will focus on examples and discussions of CSR best practices specifically related to transportation accidents and the impact on trade facilitation and liberalization. Suggestions were offered on how to improve

the project by focusing on the safety and security of the supply chain and the overall impact of CSR on improved trade and trade practices. The Philippines was directed to resubmit a revised proposal intersessionally for review by the IIEG and subsequent formal submittal at the next TPT-WG meeting. The USA, China and Indonesia expressed support and agreed to act as project co-sponsors.

Agenda Item 8.2.7 Proposed Joint Workshop between APEC and International Organization for Standards UNITED STATES

The USA discussed the continued development of a proposed workshop involving the American Public Transportation Association, the National Institute for Standards and Technology, and the IIEG. The workshop would address areas of mutual cooperation involving the development of international transit ITS standards. Additional topics would be considered, including transit security. The workshop was endorsed by the IIEG during TPT-WG 31 in Lima, Peru and was proposed to be held sometime in 2009. It is now being proposed to be held in the spring of 2010 in the United States. More information will be provided to IIEG members on an intersessional basis.

Agenda Item 8.2.8 Discussion of Ongoing Collaboration and Proposed Joint Projects with APEC Energy Group

AUSTRALIA AND UNITED STATES

The Australian representative to the IIEG provided a presentation to the APEC Energy Working Group (EWG) in Manila in December 2008. During the IIEG meeting, he stated that his presentation was well received and the EWG is very keen to work with the TPT-WG on the initiatives it is undertaking on efficiency in transport, including the use of alternative fuels.

As a result of the discussions resulting from the Manila meeting and further collaboration with the EWG, the IIEG recommends and seeks support from the TPT WG that:

1. The EWG be requested to undertake a survey of economies to ascertain what is currently being implemented in regard to bio-fuels transport applications, the progress made to date and what is planned in the short to medium terms.
2. The TPT-WG invite a representative from the EWG to provide a presentation to the IIEG at its next meeting on the EWG initiatives/ projects on transport efficiency, including the use of alternative fuels.

The USA reported on the status of a completed survey (sponsored by the EWG) of policies and programs that promote fuel-efficient transport in APEC economies. This survey examines a variety of policies for improving the overall efficiency of the transportation system. The survey will be updated with input from the USA Departments of Transportation and Energy to address suggested vehicle fuel economy standards and add more detailed policy examples.

The USA reported that members of the IIEG and EWG have been working jointly to prepare three separate project proposals to study the impact of selected transportation strategies that reduce energy utilization and greenhouse gases. The first proposed project is to assess the energy and environmental impact of Bus Rapid Transit (BRT) system operations. The second project is to conduct an assessment of transit oriented development (TOD). The third project will assess the energy, transport and environmental benefits of intermodal freight strategies that can help APEC economies to shift freight transport from energy-intensive transport modes like trucks to energy economising modes like rail, barge and ship. The IIEG recommended that the three project proposals be re-drafted to encompass two separate proposals. The BRT and TOD projects will be combined to form one project, while the intermodal freight project would remain as one. The freight project proposal will consider the opportunities for the use of alternative fuels. The IIEG indicated that the intermodal freight project proposal is the highest priority of the original three proposals and should be re-drafted and submitted intersessionally in the next few weeks. Australia, Canada, China and the Philippines agreed to co-sponsor the project.

Agenda Item 8.2.9 Discussion of Other Activities Related to the Intermodal and ITS Experts Group Pillars of Activities

ALL ECONOMIES

The IIEG endorsed the importance of retaining the term “intermodal” instead of “multi-modal” in referring to the activities of the IIEG. Intermodalism connotes the concept of an interconnected, integrated, and seamless transportation network that is necessary to the efficient movement of people, goods, and services. Multi-modal implies a stovepipe network of transportation modes. The IIEG recommends that the TPT WG advise the Committee on Trade and Investment (CTI) that the more appropriate term is intermodal rather than multimodal in the APEC Supply Chain Connectivity Framework.

IIEG recognized the CTI emphasis on supply chain connectivity. The IIEG would support a proposal for a survey or seminar on inland freight connectivity and a seminar on operating practices for improved intermodal freight connectivity. These proposals would support the IIEG’s continuing and ongoing emphasis on Supply Chain Management (one of the IIEG four “pillars”).

The IIEG discussed the importance of a potential study on the effects of transportation time and throughput of goods and people on economic growth and development. Specifically, the study would examine the relative weight of transportation throughput improvements and the reduction of barriers in trade in current economic growth models. A whitepaper will be prepared for the next TPT WG meeting to lay out the parameters of such a study. A recent study on the nature of economic investment relative to transportation infrastructure would also provide additional guidance in the development of the white paper.

4. Projects Completed and Results Achieved

The United States, on behalf of Korea, reported on the completion of the Short Sea Shipping in the APEC Region. This project documented best practices involved in short sea shipping operations and developed a model that can show how an economy can optimize its cargo flow network. A final project report has been completed outlining project results,

conclusions, and recommendations. It will be posted on the TPT-WG website shortly. The project was completed and the IIEG strongly recommends that a presentation of the results be delivered at the next TPT WG meeting. This project was co-sponsored by Canada.

5. Linkages to Ministers' and Leaders' Directives

At the previous TPT WG 31 in Lima the IIEG reviewed the Lead Shepherd's Table of Progress against TMM5 Directives. During the TPT WG 32 the IIEG prepared and reviewed its work Plan relative to the TMM6. Members noted that all IIEG project activities conformed to Ministers' directives on the three broad themes of trade liberalization facilitation, transport safety, and transport security.

Economy Reports

Australia provided an update on the Australian White Paper on aviation. This will be the first ever comprehensive national aviation policy statement to guide the growth of the Australian aviation industry over the next decade and beyond. A green paper was released in December 2008. Over 220 submissions were received in response to the Green Paper. The Australian Government's intention is to release a white paper setting out clear directions and priorities for the Australian aviation industry. The Australian Government established a body called Infrastructure Australia in April 2008 to develop a nationally coordinated approach to infrastructure provision and its use. A national audit has been completed on infrastructure gaps and bottlenecks. A \$4.73B Nation Building package was released on December 2008. A large portion of this funding was for road, rail and infrastructure projects. This funding was also a key initiative in Australia's economic stimulus to deal with the global financial crisis. The Transport Ministers from the Commonwealth State and Territory governments have agreed to a vision for Australia's transport. That is 'Australia requires a safe, secure, efficient, reliable and integrated national transport system that supports and enhances Australia's economic development and social and environmentally well being'. Three priority regulatory reforms are being addressed that include a national approach to heavy vehicle regulation, registration and licensing; a national approach to maritime safety legislation; and national rail safety regulation and investigation frameworks.

Canada made a presentation on Transportation Gateways and Global Supply Chains - Canada's Integrated Approach, focused on Canada's Asia-Pacific Gateway and Corridor Initiative – a national initiative to improve international trade and global commerce with the APEC economies. This Gateway concept combines infrastructure investments, policy renewal, governance and operational measures into an integrated, multi-modal public-private strategy. Canada had made significant progress, built upon public and private infrastructure investments, introduced innovative solutions to improve connectivity on trade corridors, and enhanced operational practices to address issues at “choke points” along the supply chains. This integrated gateway approach will enhance the efficiency, reliability, safety, and security of good movements through this Gateway. Canada is expanding its outreach efforts and deepening its partnerships in the public and private sectors, both nationally and internationally with the APEC economies.

China gave a brief overview of a new ITS project addressing standards to ensure the smooth exchange of information and data in transportation systems. Sixteen national standards have been developed and include the specification of data quality. Additional information is available at: <http://www.itshyperstands.cn>.

Indonesia reported on several challenges being addressed in Jakarta, Bogor and Yogyakarta. In particular, Indonesia faces a number of major Challenges: Deteriorating public transport, increases in the number of individual motor vehicles, especially motorbikes, a Weak legal framework, and limited institutional capacities. Additionally, Indonesia indicated that current efforts by Government included newly passed Road Transport and Traffic Laws that are more climates friendly. The government has initiative for improving public transportation system in Indonesia cities and also another programs that were identified such as Traffic Management Schemes, Transportation Impact Control (TIC) program, Non-motorized Transport Improvements, ITS development, Reduce Emissions, Capacity building measures (Trainings etc.), and the effort to increase cooperation with international organizations, Etc. Intelligent Transportation Systems (ITS) has been the current need to cater traffic problems within Indonesian urbanized Areas. It is imperative for Indonesia to develop ITS (e.g. National Policy, standardization, developments, and capacity building). There was also a need for Further International Cooperation in Capacity Building Measures, Best Practice implementation and dissemination, Public Private Partnership, and the development of a Master Plan.

Japan gave a brief presentation describing an effort regarding a Governmental Initiative for comprehensive logistic policy. This initiative is to tackle issues with a view to realizing efficient and environmentally friendly logistics supporting global supply chain, and securing safe and reliable logistics from 2009 to 2013. With regard to efficient logistics supporting global supply chain, in order to improve regional logistics system in Asia, Japan will advance international integrated, and door to door transport system and create seamless logistic together with the industry and the academic sector. Given the importance of a seamless connection between other economies and Japan, the initiative focuses on the cooperation with other Asian economies. It recommends the development of programs within the framework of China-Japan-Korea Ministerial Conference on transport and Logistics, Japan-ASEAN transport ministerial conference and so on. Also by facilitating bi-lateral talks between China and ASEAN economies, Japan has to tackle improvement of logistics in the wider area, from both perspective of hardware like infrastructure and software like harmonization of procedures or regulation.

Korea gave a briefing on current status of RFID (Radio Frequency Identification) systems in Korea. A domestic RFID market is about US \$900 million in 2008. It is estimated that the market of RFID will be increased about 9-12 percent in 2009. The application fields of RFID in Korea include intelligent transportation system (e.g. toll collection system), SCM (supply chain management), WMS (warehouse management system), security system, medical treatment, and so on. There are several bottlenecks in introducing the new RFID system in Korea. First, a financial burden exists for applying RFID system. Second, the successful identification rate still ranges 95 to 98 percent depending on the situation. Third, there is an uncertainty after introducing new RFID system. Fourth, there is low compatibility between the current bar code system and new RFID system. Currently, the RFID system is applied

less than 10 percent in the industries in Korea. However, recent example shows that currently used paper ticket (with magnetic tape) is being replaced with newly developed reusable RFID Smart Card. The RFID system will be spread out into many fields in the future. It is because the effectiveness and convenience of RFID system will be more apparent, and the cost of RFID system will be decreased. Furthermore, Ministry of Land, Transport, and Maritime Affairs and Ministry of Knowledge and Economy are making progress through implementing R&D projects (e.g. ports, information and data interchange, etc.)

Philippines gave a brief presentation on the development of the Strong Republic Nautical Highway (SRNH) system. The project is devoted to developing a truly integrated intermodal network to connect the many islands in the country and to increase the trade with its neighbours. The SRNH is an integration of road based modes such as buses, paratransit (jeepneys) private cars and motorized transport. The Philippines, being an archipelago composed of 7100 islands are separated by natural boundaries fragmenting the supply chain system. The integration includes the following methods: 79 roll on roll off ramps; 44 passenger terminals and 919 kilometres of highway and bridge segments. Presently there are three SRNH Western, Central, and Eastern. The total cost of the project is approximately 10.5 billion pesos and has resulted in the following improvements to the overall transportation system: 1) reduced travel time, reduced cargo transport cost 3) savings from cargo handling and storage 4) promotion of tourism 5) increased agricultural and industrial commerce and trade 6) promotion of a ship build and improvement of marine safety 7) development of small and medium sized enterprises (SMEs) Future plans include an effort to expand transportation to other APEC economies such as Singapore, Taiwan, Brunei, and Indonesia. The future plans include the integration of ITS such as schedule arrival and departure and fare collection systems.

Chinese Taipei provided a briefing on the promotion of seamless public transport in Chinese Taipei. Seamless public transportation was defined in spatial, temporal, informational and service dimensions. The integration of network, information, ticketing, and organization have been set as major policy initiatives with the goal of achieving seamless public transport. The ITS-APTS system provides real time and dynamic information that allows users to make decisions and regulators to supervise the transit operators. The integrated electronic-ticketing system provides transparent fare collection data that allows regulators to reasonably subsidize the transit operators.

Singapore described several ITS initiatives that have been developed under the Singapore ITS Master Plan. These initiatives include the following : 1) the Parking Guidance System (PGS) which informs motorists of available car parks; 2) the Expressway Monitoring and Advisory System (EMAS) which is a traffic and incident management system that assists in detecting and clearing incidents so as to restore the traffic flow to normal as soon as possible; 3) the Bus Arrival information system which provides commuters with the arrival times of the next 2 buses and; 4) installation of Your Speed Signs (YSS) at several locations to inform motorists of their speeds so that they can voluntarily slow down appropriately.

USA provided a report on current significant infrastructure projects going on in the US. In an attempt to reduce both passenger and freight congestion and increase connectivity, projects such as the CSX National Gateway and the NS Heartland public private partnerships were described. In addition, the US also reported on the additions to the passenger rail system



planned in the various parts of the country including California. Significant amounts of new funding should bring dramatic improvements to the overall passenger and freight transportation industry.

6. HRD Initiatives and Progress

The IIEG discussed and noted several ongoing initiatives designed to address the issue of workforce development. The identification of specific skills and competencies that plays a crucial role in the support of a seamless and efficient intermodal transportation system is a key pillar of the IIEG mission and activities. In an effort to continue this activity, the IIEG has recommended and received approval from the BMC to conduct a “Survey of Workforce Development Needs and Development of Train-the-Trainer Seminar on Intermodal & Global Supply Chain Management with a Focus on a Risk Management Approach to Improve Intermodal Logistics Networks” which is now underway. The IIEG is also sponsoring a workshop entitled “Seminar on Management of Security, Safety and Emerging Technology in Global Intermodal Transportation and Supply Chain Systems” to be held in Viet Nam October 5-9 later this year.

7. Future Work Program

Agenda Item 9. New Action Plan for the Intermodal and ITS Group
ALL ECONOMIES

The Chair gave a presentation on an updated Action Plan that is the continued reference for existing and planned activities of the IIEG. The Action Plan is a living document that reflects recent Ministerial and Lead Shepherd directives and discussions from previous TPT-WG meetings. In addition, the Chair outlined the completion of a Work Plan for the IIEG that provides a cross-reference to Ministerial Directives. The IIEG endorsed the development of one document that incorporates the strategic vision of the Action Plan with the cross-referencing of Ministerial Directives, benefits, and beneficiaries embodied in the Work Plan. Specific outcomes would also be referenced in this new document, along with a declared, overall outcome statement that guides overall IIEG deliberations. The Chair will prepare a draft of the new document intersessionally over the next several months and send it to IIEG members for their review and comments.

8. Recommendations for TPT WG Consideration

Ongoing Projects

The IIEG requests recognition of the progress of the following projects and activities:

Project/Activity	Lead Economy	Co-Sponsors
Web-Based Atlas of Global Commerce: Transportation Corridors, Infrastructure, and Constraints (WATTS)	USA	AUSTRALIA CANADA CHINA KOREA PHILIPPINES

Seminar on Management of Security, Safety and Emerging Technology in Global Intermodal Transportation and Supply Chain Systems	VIETNAM	CANADA INDONESIA PHILIPPINES USA
Research and Analysis on Using More Inland Rivers in Intermodal Transport	CHINA	CANADA USA PERU PHILIPPINES
Survey of Workforce Development Needs and Development of Train-the-Trainer Seminar on Intermodal & Global Supply Chain Management with a Focus on a Risk Management Approach to Improve Intermodal Logistics Networks	INDONESIA and PHILIPPINES	USA CANADA
Secure and Smart Container Development for Intermodal Transport	CHINA	CANADA USA NEW ZEALAND THAILAND

Completed Projects

Project/Activity	Lead Economy	Co-Sponsors
Short Sea Shipping (SSS) Study: A Report on Successful SSS Models that can Improve Ports' Efficiency and Security While Reducing Congestion, Fuel Costs, and Pollution	KOREA	CANADA

New Projects Ranked for BMC Consideration

The IIEG requests consideration for APEC approval of the following projects. These projects were viewed as high priority within the IIEG due to the alignment with goals related to facilitating the implementation of efficient, integrated intermodal, sustainable transportation system and supply chain connectivity. The project proposals will be updated to reflect IIEG comments and will be submitted intersessionally to the BMC for consideration of approval.

Rank	Project	Lead Economy	Co-Sponsors
1	Study of Land-Based GNSS Application Needs <i>(Proposal will be revised to reflect the latest comments from the BMC.)</i>	USA	PHILIPPINES CANADA CHINA THAILAND KOREA
1	Transport, Energy and Environmental Benefits of Intermodal Freight Strategies	USA	CANADA CHINA AUSTRALIA PHILIPPINES



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Singapore, 27-30 July 2009

2	Study of Best Practices on Corporate Social Responsibility in Intermodal Transport	Philippines	CHINA INDONESIA USA
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New Projects to be Considered – Future TPT-WG Meetings

Project	Lead Economy	Co-Sponsors
Study of Energy and Greenhouse Gas Impacts of Bus Rapid Transit and Transit-Oriented Development	USA	AUSTRALIA CANADA PHILIPPINES

TPT-WG/Energy Working Group Collaboration

As a result of the discussions resulting from the Energy WG Meeting held in Manila in December 2008 and further collaboration with the EWG, the IIEG recommends and seeks support from the TPT WG that:

1. The EWG be requested to undertake a survey of economies to ascertain what is currently being implemented in regard to bio-fuels transport applications, the progress made to date and what is planned in the short to medium terms.
2. The TPT-WG invite a representative from the EWG to provide a presentation to the IIEG at its next meeting on the EWG initiatives/ projects on transport efficiency, including the use of alternative fuels.

APEC Food Security Plan

Australia advised that APEC Ambassador Tay (Singapore) write to the TPT-WG Lead Shepherd, seeking comment on the APEC Food Security Work Plan. The Work Plan sets out the key issues to ensure that food security in APEC is achieved. A key element of the Plan is to encourage the development of second generation bio fuels, but it notes that the use of bio fuels needs to be compatible with food security policies.

The IIEG recommends that the TPT-WG endorse the draft APEC Food Security Plan with a note that the implementation of bio fuels applications needs to be compatible with food security policies on food pricing and availability.

Other Matters

The IIEG members unanimously elected Mr. Walter Kulyk as the Chairman of the Intermodal and ITS Experts Group for a new term of two years.

The Deputy Chair thanked Singapore for hosting a great and very productive meeting.



32ND APEC TRANSPORTATION WORKING GROUP MEETING
Singapore, 27-30 July 2009



**Attachment
List of Participants
Meeting of *Intermodal and ITS Experts Group*
TPT-WG32, Singapore**

No	Title M/F	Name & Position	Organisation, Phone	Email
1.	M	<p align="center">Patrick McCrudden Director APEC-International</p>	<p align="center">Department of Transport and Regional Services 61-2-6274-6426 Australia</p>	<p align="center"><u>patrick.mccrudden@infrastructure.gov.au</u></p>
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