

8th U. S. - CHINA TRANSPORTATION FORUM JOINT STATEMENT

United States Department of Transportation
People's Republic of China Ministry of Transport

Mutually Beneficial Approaches to Solve Critical Transportation Challenges in Partnership with the Private Sector

At the 8th U.S.-China Transportation Forum (the Forum) in Los Angeles, California, from May 31 to June 3, 2016, senior government policy and technical experts and representatives of the private sector, focusing on the theme of *Mutually Beneficial Approaches to Solve Critical Transportation Challenges in Partnership with the Private Sector*, gathered to discuss approaches to promoting safe and sustainable transportation systems and facilitating trade in collaboration with the private sector.

We welcomed exchanges with transportation experts and recognized that public private collaboration is integral to the development of safe, efficient, and environmentally friendly transportation systems. We agreed to further encourage public private partnerships in U.S. - China bilateral cooperation in transportation and trade, as well as their role in delivering infrastructure development projects and other components of transportation systems across all modes.

To foster partnership with the private sector, we held a dedicated session on Public Private Partnership investment models and brought together U.S. and Chinese policymakers, investors, project developers, and industry experts from the U.S. and China to share effective practices in this area.

Affirming the value of continued cooperation in transportation and trade between our two countries and supporting the work of the U.S.-China Strategic and Economic Dialogue, the United State Department of Transportation (DOT) and the People's Republic of China Ministry of Transport (MOT) executed a Memorandum of Cooperation with intent to further enhance the sharing of technological innovation and engage in collaborative projects under the leadership of the U.S.-China Transportation Forum.

Acknowledging the necessity to reduce greenhouse gas (GHG) and furthering the goals of the historic 2014 U.S. China Joint Statement on Climate Change, the Ministry of Transport and the Department of Transportation unveiled the collaborative Race to Zero Emissions (R2ZE) Challenge. The R2ZE is a

friendly race between cities and challenges them to take ambitious actions to put a new generation of advanced, non-polluting transit zero emission buses on the roads across the United States and China.

We encouraged and welcomed industry and research institutes to engage with the Forum's Working Groups and to share their expertise in transport innovation and potential future cooperation in sustainable transport development between the U.S. and China.

We applauded the Working Groups for the notable progress made in the period of less than nine months since the last Forum, and acknowledged that the new Memorandum of Cooperation signed during the Forum will help propel the Working Groups' effort to take our bilateral transportation cooperation to the next level.

Urban Congestion

We strongly endorsed the many activities and technical exchanges of the Urban Congestion Working Group (UCWG) which have occurred subsequent to the fall 2015 Transportation Forum. The recent focus on achieving emissions reduction in transit provided an excellent opportunity for China and the U.S. to examine best practices and the means for implementing these practices at the local level. We applauded the UCWG for conducting a workshop on this theme prior to the 2016 Transportation Forum held in Los Angeles.

We endorsed the UCWG's efforts on the "Race to Zero Emissions" Challenge under the U.S.-China Climate Change Working Group (CCWG) including the completing of the initiative's guiding principles. We strongly support the Working Group's sponsorship of a panel session on the initiative at the 2016 U.S. – China Climate-Smart Low-Carbon Cities Summit in Beijing, China on June 8. We acknowledged the significant progress made to address GHG emissions reduction planning modeling, such as the collaboration between the China Academy of Transportation Sciences (CATS) and two U.S. organizations, the Southern California Association of Governments (SCAG) and the Regional Transportation Council (Arlington, Texas) along with contributions made by visiting scholars.

Safety and Disaster Assistance Coordination

We recognized and applaud the close cooperation by the Safety and Disaster Assistance Coordination Working Group (SDAWG) and the progress by the Working Group toward the common goal of "helping our citizens during the time of their greatest challenges".

We noted significant progress made in areas, such as cooperation in the transportation of hazardous goods; response to ice and cold weather disasters; disaster family assistance responds; and U.S. Trade and Development Agency's sponsored hazardous materials seminar to share lessons learned from disasters such as the 2015 Tianjin China Explosion and the 1947 Texas City Explosion.

We support the continuation of the valuable practice of utilizing external partners in professional exchanges. We noted that over the years, SDAWG have successfully worked with a number of public and private partners, including universities and research institutions and the industry. We expressed our appreciation and desire for the Working Group to continue close collaboration with such stakeholders.

Ports and Inland Waterways

We acknowledged the Ports and Inland Waterways Working Group's (PIW-WG) robust government-to-government exchanges and industry involvement during their activities in 2016, such as methods, procedures, and technologies for monitoring air emission from vessels; liquid natural gas as a fuel; shore power; supply chain optimization; and the safe and efficient transportation of waterborne dangerous goods.

We reaffirmed the important role of ports and inland waterways as a strategic means of expanding both bilateral and international trade. We also recognized that efficient inland maritime transportation networks and related intermodal connections benefit national and regional development efforts, and serve as a "green" transportation alternative. Therefore, we directed the PIW-WG to continue these mutually-beneficial exchanges among national and sub-national stakeholders, including the business sector. We instructed the PIW-WG to exchange information on the following topics in 2017: inland shipping cargo capacity and traffic management; barge transportation technology and best practices; liquid natural gas as a main fuel; port operations; and implementing sea-rail intermodal transportation.

New Technologies (Rail)

We noted with satisfaction the New Technologies (Rail) Working Group's achievements in rail safety and encouraged further collaboration in industry technical standards and new technology development (including high speed rail). We acknowledged in-person technical exchanges between the Federal Railroad Administration and China's National Railway Administration (NRA), on regulatory practices, governance of the rail industry, safety practices, and the Chinese High Speed Railway system and railway sector reform including technical site visits of the FRA Regional Safety Office, Proviso Yard and

intermodal facilities in Chicago, Illinois.

We encouraged the continued engagement the private and academic sectors, such as the Association of American Railroads (AAR), the Transportation Technology Center (TTC), China Railway (CR), the China Academy of Railway Sciences (CARS), railway design and survey institutions and related universities, as appropriate, to foster exchanges on safety, sustainable innovation.

Hazardous Materials

We recognized the Hazardous Materials Working Group for their continued efforts to engage U.S. and Chinese government and industry stakeholders to promote the safe transport of hazardous materials by all modes. This work includes collaboration to streamline the classification approval process and exportation of fireworks; align China's national regulations with international standards, including shipments of limited and excepted quantities of dangerous goods and lithium batteries; promote the safe transportation of hazardous materials on China's inland waterways; develop and implement mechanisms for sharing information and provide training assistance; and increase private sector participation in the Working Group. Through regulatory support and the sharing of information and best practices, the Working Group has helped to enhance compliance with international safety regulations and advance critical safety issues relating to the transport and storage of hazardous materials affecting U.S. – China trade.

We noted the continued and expanded U.S. – China cooperation under relevant and key international regulatory fora, such as: The United Nations Transport of Dangerous Goods Sub-Committee; and the International Maritime Organization. We also noted that DOT and MOT have reached out to other governmental agencies in the U.S. and China to exchange technical information and address emerging issues to promote the safe transportation of hazardous materials.

We encouraged the Working Group expand the involvement of interested industry stakeholders to help identify issues most relevant to the safe transportation and storage of hazardous materials and to use that input in their efforts to reduce transportation impediments while encouraging regulatory compliance and maintaining an appropriate level of safety.

Conclusion

We acknowledged the importance of expanding our cooperation and collaboration into new areas under the Memorandum of Cooperation.

We recognized the value of private sector participation and its role in delivering infrastructure development projects and other components of transportation systems across all modes of transportation and as an integral funding solution for development of the transportation sector. We agreed to encourage and facilitate, as appropriate, Public Private Partnerships (PPPs) in the transportation sector in our domestic markets and to employ strategies and plans for the future development of PPPs.

It is planned that the 9th U.S.-China Transportation Forum will be held in the China in 2017.

Signed in Los Angeles on June 3, 2016 in duplicate in the English and Chinese languages.

For the Department of Transportation of
The United States of America
Victor Mendez,
Deputy Secretary

For the Ministry of Transport of
The People's Republic of China
Yang Chuantang
Minister

A handwritten signature in dark ink, appearing to read "Victor Mendez", written over a horizontal line.A handwritten signature in dark ink, appearing to be in Chinese characters, written over a horizontal line.



中美交通论坛第 8 次会议

联合声明

中华人民共和国交通运输部 美利坚合众国运输部

与私营部门合作

以互利共赢之道应对交通运输重大挑战

中美交通论坛第 8 次会议于 2016 年 5 月 31 日-6 月 3 日在加利福尼亚州洛杉矶市举行。高级政府政策和技术专家及私营部门代表以“政府和社会资本合作，以互利共赢之道，应对交通运输重大挑战”为主题，探讨了如何与私营部门共同推动安全可持续的交通体系和促进贸易等问题。

我们对与交通运输专家的交流表示欢迎，并认识到政府与私营部门合作对发展安全、高效和环境友好型交通系统至关重要。我们同意在中美双边合作中，进一步鼓励在交通运输和贸易领域运用政府和社会资本合作（PPP）模式，并充分发挥其在交通基础设施项目和涵盖所有运输方式的交通运输体系中的作用。

为促进与私营部门的合作，我们专门就 PPP 投资模式举行了专题会议。来自中美两国的政策制定者、投资者、项目开发商和业界专家在专题会上分享了在此领域有效的实践经验。

中国交通运输部和美国运输部重视两国在交通运输和贸易领域的持续合作，支持在中美战略与经济对话下的工作。为此，两部门签署了合作备忘录，以期在中美交通论坛的引领下进一步分享技术创新，参与项目合作。

中国交通运输部和美国运输部认识到减少温室气体排放并实现历史性的 2014 年中美气候变化联合声明所设目标的必要性，并为“奔向零排放”竞赛揭幕。该竞赛是城市友谊赛，要求参与城市采取有远见卓识的行动，在中美两国推广新一代无污染先进零排放公交车。

我们鼓励和欢迎业内人士和研究机构参与论坛各工作组，分享其在交通运输创新方面的专长，同时鼓励和欢迎中美两国在可持续交通运输发展方面潜在的未来合作。

自上次论坛会议后，各工作组在不到九个月的时间里取得了重大进展，我们对此表示欢迎。我们认为，此次论坛会议期间签署的新合作备忘录会促使各工作组将双边交通运输合作推向新高度。

城市拥堵

继 2015 年秋季的论坛会议之后，城市拥堵工作组开展了诸多活动和技术交流。我们对此给予充分肯定。该工作组近期对减排问题的关注，为中美两国提供了回顾最佳实践和在地方层面落实这些最佳实践的良机。本次论坛会议之前，该工作组在洛杉矶举办了有关本主题的研讨会，我们对此表

示赞赏。

我们支持该工作组在中美气候变化工作组项下“奔向零排放”项目上所做出的努力，包括制定了项目的指导原则。我们大力支持该工作组在6月8号的中美气候智慧型/低碳城市峰会上主办专题会议。我们认识到，在减少温室气体排放规划方面取得了重大进展，如，中国交通科学研究院和美国南加州政府协会以及美国北德克萨斯区域交通委员会展开了合作，同时访问学者做出了重要贡献。

安全和灾难救援协调

我们承认并赞赏安全与灾难救援协调工作组的密切合作，及其在达到“帮助民众应对重大灾难”的共同目标方面取得的进展。

我们注意到工作组在一些领域取得的新进展，例如在运输危险品方面的合作；应对冰雪和寒冷天气的灾难；灾难期间的家庭援助；以及美国贸易发展署赞助的危险品研讨会，分享了从灾难中得到的教训，如 2015 年中国天津港爆炸和 1947 年德克萨斯城爆炸。

我们支持继续利用外部合作伙伴开展专业交流的成功实践。我们注意到，在过去多年中该工作组成功地与许多政府和私营合作伙伴一起工作，包括两国的大学、研究所以及企业。我们对工作组表示感谢并希望它继续保持与这些利益相关者的密切合作。

港口和内河

我们认识到 2016 年在港口和内河工作组的活动中有力的政府间交流和企业的参与。交流的议题包括：船舶温室气体排放监测的手段、步骤和技术；使用液化天然气燃料；岸电；供应链优化；安全高效的危险品水路运输。

我们重申港口和内河作为扩大双边和国际贸易的战略手段的重要作用。我们还认识到高效的内河海运交通网和相关多式联运有利于国家和地区发展，是一种绿色交通模式。因此，我们指示该工作组继续在国家 and 地方相关方（包括企业）之间开展互利共赢的沟通交流。我们指示该工作组在 2017 年就下列议题开展信息交流：内河货物运输能力和交通管理；驳船运输技术和最佳实践；将液化天然气作为主要燃料；港口运营；海铁联运。

铁路新技术

我们高兴地注意到铁路新技术工作组在铁路安全领域取得的工作进展，鼓励该工作组进一步就行业技术标准和新科技发展（包括高速铁路）开展合作。我们认识到，美国联邦铁路局和中国国家铁路局就监管措施、铁路行业管理、安全措施、中国高铁体系和铁路改革等进行了当面技术交流，并实地参观了美国联邦铁路局地区安全办公室、伊利诺依州芝加哥铁路调车场和多式联运设施。

我们鼓励私营和学术部门，如美国铁路协会、运输技术

中心、中国铁路总公司、中国铁道科学研究院等铁路设计和勘察机构以及（适当时）相关高校的持续参与，促进就安全和可持续创新展开交流。

危险品运输

我们赞赏危险品工作组在促进中美两国政府和行业各利益攸关方推进各种模式危险品安全运输过程中的持续努力。其中包括在以下方面的协作：简化家用烟花的分类审批流程和出口；中国国内法规与国际标准的接轨，包括有限数量和例外数量危险货物以及锂电池的运输；促进中国内河危险货物的安全运输；建立并实施信息共享和提供培训协助的机制；以及鼓励和加大私营部门在工作组中的参与力度。通过监管支持与共享信息和最佳实践，工作组在加强遵守国际安全规则和提出影响中美贸易的有关危险品储运关键安全问题方面提供了帮助。

我们赞赏地注意到，中美在相关重要国际管理论坛中不断扩大的合作，例如联合国危险货物运输分委会和国际海事组织。我们也注意到，美国运输部和中国交通运输部与中美其他政府部门交流技术信息，解决出现的问题，以促进危险品运输的安全。

我们鼓励工作组扩大感兴趣的行业各利益相关方的参与，帮助确定与危险品安全运输和危险品储存最密切相关的

事宜，从而通过他们的努力减少运输障碍，鼓励遵守规章，并保持适当的安全水平。

结论

我们认识到在合作备忘录下将合作和协作拓展至新领域的重要作用。我们重视私营部门的参与，私营部门在交通基础设施项目和涵盖各种运输方式的交通运输体系中发挥着重要作用，是交通运输业发展的重要融资渠道。我们同意在国内交通运输业适当鼓励和发展 PPP 模式，并为其未来的发展制定战略规划。

我们计划 2017 年在中国举办中美交通论坛第 9 次会议。

本联合声明于 2016 年 6 月 3 日在洛杉矶签署，一式两份，每份均用中文和英文写成。

中华人民共和国交通运输部

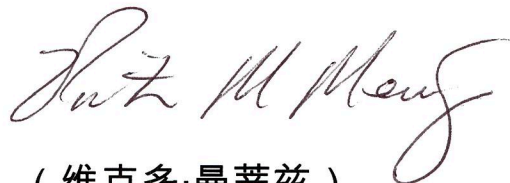
部 长



(杨传堂)

美利坚合众国运输部

副部长



(维克多·曼蒂兹)