



6th U. S. - CHINA TRANSPORTATION FORUM

Chicago, Illinois October 28th – October 30th, 2013

JOINT STATEMENT

Advancing Green Transport Technology for our Shared and Sustainable Future

At the 6th U.S.-China Transportation Forum (the Forum) in Chicago, Illinois, October 28-30, 2013 delegates and industry, focusing on the theme of “advancing green transport technology for our shared and sustainable future”, held in-depth discussions to promote new opportunities for the sustainable development of transportation infrastructure within and between both countries, while ensuring safety, improving efficiency and enhancing environmental protection.

We noted a mutual interest to develop and deploy advanced green transportation technologies that promote economic prosperity and job creation while fostering collaboration on sustainable transportation solutions. We agreed to jointly undertake robust work to reduce emissions in the movement of people and goods and to strengthen channels for policy dialogue on the issue of climate cooperation within the transportation sector.

As recognized in past Forums, in order to advance our shared goals, government is only one piece of the equation and greater cooperation and collaboration at the local level between U.S. States and cities and Chinese provinces and cities is essential.

With this recognition, we invited representatives from industry to engage with Government officials during the Forum and to share ideas and suggestions on potential future cooperation in transportation innovation and sustainability between the United States and China.

We highly appreciate the progress of each working group made since the last Forum and we acknowledge the efforts of our transportation professionals in each of the work areas to include the following:

TRANSPORT OF HAZARDOUS MATERIALS

We commend the Hazardous Materials Working Group for their continued progress 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 decrease the exportation of unapproved fireworks; streamlining the approval process for consumer fireworks; and to encourage and enhance 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 of hazardous materials affecting U.S. – China trade.

We note with approval the expanded U.S. – China cooperation under relevant and key international regulatory forums, such as: The United Nations Transport of Dangerous Goods Sub-Committee; the International Civil Aviation Organization; and the International Maritime Organization, where the U.S. Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) and China's Ministry of Transport continue to work closely on UN Model Regulations on hazardous materials transport and to ensure the safe transport of hazardous materials by air and vessel.

We noted that the Working Group met in April, 2013, to share best practices and exchange technical information, such as: China's new hazardous chemicals safety management regulations and China's vision to enhance compliance through training; U.S. hazmat regulatory policy development and implementation; and strategized to encourage private sector participation and to target the Working Group's objectives based on both public and private sector interests and needs.

We further noted a significant milestone related to Working Group's efforts; PHMSA's publication of a Final Rule on consumer fireworks classification approvals (HM-257). This rule, which received support from affected industry in China, streamlines the approval process, recognizes third-party certification agencies and facilitates the classification, approval, and transport of consumer fireworks - a major component of U.S. – China hazardous materials trade.

We instructed the Working Group to continue building these bridges of cooperation between relevant U.S. and China modal authorities, and to expand their work to encompass safety and enforcement collaboration. We further directed the Working Group to encourage the involvement of interested industry stakeholders, to work with those stakeholders to identify issues most relevant to the safe transportation 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.

SAFETY AND DISASTER ASSISTANCE COORDINATION

We strongly endorsed the Safety and Disaster Assistance Coordination Working Group's common goal – "helping our citizens during the times of greatest challenge." We encouraged the continued exchanges of transport safety management, preparedness, response and recovery and we noted the continuous progress. We noted that in 2013 three significant Working Group events took place: The Seminar and Expo on "Port Emergency Preparedness and Oil Spill Response" in Qingdao, China, which attracted over 350 Chinese

and U.S. representatives and 16 U.S. companies; the Study Tour supported by the U.S., to three U.S. locations to learn firsthand about Transport Safety Management and Accident Investigation; and the workshop on “lessons learned from major hurricanes and cyclones”, with a Study Tour focused on Hurricane Sandy in New York.

We value the successful practice of utilizing external resources in professional exchanges and expressed our appreciation and welcome continued close collaboration with the U.S. Trade Development Agency, the U.S. Coast Guard and U.S. Department of Commerce and the Ministry of Commerce of China.

Taking into consideration the significance the Working Group activities played in promoting experience sharing and improving transportation and disaster response management in the two countries, we encouraged the Working Group to continue to strengthen the exchanges on transportation safety supervision, and facilitate technical cooperation in safety and disaster response between U.S. and China transportation institutes. As we look towards the third year of the Working Group’s Five Year Memorandum of Agreement, we support the continued interaction with industry partners and other government and research groups in the U.S. and China.

We were encouraged by the expansion of the collaborative work under the Forum to continue in other important forums such as the Asian Pacific Economic Cooperation (APEC) Transportation Working Group where, with China’s support, the DOT led workshops on “Global Supply Chain Resilience.” We anticipate future collaboration not only between China and the U.S., but among all APEC economies.

PORTS AND INLAND WATERWAYS INITIATIVE

We commend the Ports and Inland Waterways Initiative (PIWI) for their robust government-to-government exchanges and industry involvement during their activities in 2013. We applauded the PIWI policy and technical exchanges, sponsored by the U.S. Trade and Development Agency, that took place in Los Angeles, California, Houston, Texas, and Miami, Florida where they discussed inland river development strategies, the standardization of dimensions for inland river ships, advanced aids to navigation, green port technologies, and the development of urban ports and waterfront facilities.

Moreover, 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 can dramatically benefit economic development and regional growth, while serving as a “green” transportation alternative. Therefore, we directed the PIWI to continue these mutually beneficial exchanges among national and sub-national officials and local stakeholders, including the business

sector. Specifically, we agreed that the PIWI should conduct technical exchanges and trade missions to make improvements in the following areas: dredging and waterway maintenance; advanced aids to navigation; standardizing inland river ship dimensions; green port technologies, including alternative maritime power (or “shore power”) and liquefied natural gas options for vessels and ports; and multimodal transport efficiencies, including the use of advanced intelligent transportation systems and methods.

We also instructed the PIWI to actively promote friendly relations between ports of both countries, and to invite the business sector to participate in these technical exchanges. These areas of focus are reflected in their 2014 Ports and Inland Waterways Work Plan.

URBAN CONGESTION

We applaud Urban Congestion Working Group pledge to focus on collaborative efforts in initiating “Green Cities” and sustainable urban transport development. We are glad to see that a stable collaboration mechanism has been established by the Working Group. In 2013, exchanges and cooperation between the pair cities and among the industry associations have obtained effective outcomes such as, experts from the New York City Metropolitan Planning Organization and the Los Angeles Transit Operation Authority attended in Beijing the International Urban Transport Development Workshop and addressed metropolitan congestion challenges, a delegation from the Sub-committee of Urban Passenger Transport of China Road Transport Association visited the American Public Transportation Association to share approaches on public transport personnel training and certification management, and the Working Group successfully held its 4th U.S.-China Urban Congestion Working Group Workshop.

We noted that Chinese Working Group members will visit the New York Metropolitan Transit Authority and meet representatives from City’s Traffic Management Center and the New York Metropolitan Transportation Council so that technical experts can share lessons learned and to look for policy and technical solutions to address congestion issues.

We encouraged the Working Group to develop and submit ideas for research to the Transportation Research Board’s Large U.S. Cities Committee and the APEC Transportation Working Group. We strongly support their efforts that focus on national government strategies that encourage local government actions to curb congestion in an effort to reduce greenhouse gas and other emissions. We encouraged continued best practices exchanges in the areas of regulatory, incentive, capacity building, and infrastructure measures relevant to development of national urban green transport initiatives that reduce vehicle miles traveled.

NEW TECHNOLOGIES IN TRANSPORT-RAIL

We commended the progress the Working Group for New Technologies in Transport (Rail) achieved over the past year. Through impressive collaborative efforts, which include: the Federal Railroad Administration (FRA), the Volpe Center, the Transportation Technology Center Inc. (TTCI), the National University Rail (NURail) Center, the National Railway Administration (NRA) and the China Academy of Railway Sciences (CARS) – the Working Group accomplished commitments to identify five priority rail research topics of mutual interest:

- 1) Track Inspection and Maintenance Standards;
- 2) Track Structure for High Speed and Higher Speed Rail;
- 3) Risk Analysis for Safety Assurance;
- 4) Transportation Capacity of HSR Railways – Analysis and Simulation, and;
- 5) Vehicle Qualification (dynamic performance safety assurance – Testing and Analysis).

The Working Group initiated communication on three of the rail research topics regarding track inspection and maintenance standards, transportation capacity, and vehicle qualification and continues to foster exchange and collaboration on the remaining two topics regarding track structure and risk analysis.

We noted the continued exchanges between our countries as the FRA hosted several delegations from Chinese Railway authorities, China Southern Locomotive and Rolling Stock (CSR) and CARS in Washington, D.C. We also noted China's reciprocal spirit as they provided invaluable support to U.S. Ambassador to China Gary Locke's Rail Industry Trade Mission, which introduced American companies to new export and business opportunities. In addition, NRA and FRA held a constructive meeting in Washington, D.C. to strengthen collaboration on railway safety oversight and other related areas.

In the spirit of greater industry involvement, we directed the Working Group, in coordination with the U.S. Trade and Development Administration (TDA), to hold a U.S.-China Joint Workshop on Heavy Haul Rail. Track inspection, risk analysis, and vehicle qualifications are all highly relevant for heavy haul operations. Likewise, track structural requirements are a matter of wheel load and are basically an extension of the collaboration already proposed for high speed.

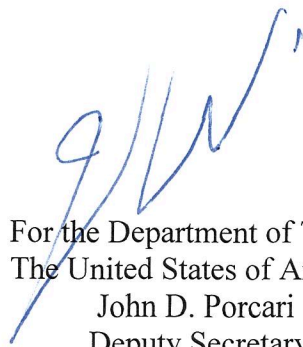
We charged the Working Group to identify opportunities to advance shared challenges, needs, and goals with our respective railways systems and to establish technical channels in the area of freight rail and to increase opportunities for commercial collaboration.

CONCLUSION

We recognize the significant role that a safe and sustainable transportation network can play in fostering economic development. We continue to encourage representatives from the business sector and research institutes to be actively involved in the various technical exchanges and cooperation activities under the Forum, and to establish effective public and private partnerships, as we all work to contribute to the common development of the transportation sectors of China and the U.S.

It is planned that the 7th U.S.-China Transportation Forum will be held in China in 2014.

Signed in Chicago on October 30, 2013, in duplicate in the English and Chinese languages.



For the Department of Transportation of
The United States of America
John D. Porcari
Deputy Secretary



For the Ministry of Transport of
The People's Republic of China
Gao Hongfeng
Vice Minister