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EXECUTIVE SUMMARY

A well-functioning transport system is an important and necessary condition for economic growth and integration in the Mediterranean. The present Regional Transport Action Plan (RTAP) for the period 2007-2013 was solicited by the Euro-Mediterranean Ministerial Conference of Marrakech, and addresses those Mediterranean Countries that are members of the Euro-Mediterranean partnership. The plan is an attempt to intensify cooperation with and within the Mediterranean region in the field of transport.

The RTAP comprises a set of actions in different transport sectors (maritime, road, railways and civil aviation) and targets mainly regulatory (institutional) reform and infrastructure network planning and implementation.

- Several of the actions (and especially those concerned with regulatory reform) are to be implemented at the national level but monitored at the multilateral level. This will be done in the framework of the Euro-Mediterranean Transport Forum and with technical support provided by the European Commission through ongoing and future EuroMed regional projects (SAFEMED, Motorways of the Sea, GNSS and EuroMed Aviation Project) as well as technical assistance and twinning programmes at bilateral level.
- Actions relating to infrastructure envisage the detailed specification of projects on the main transport axes connecting Mediterranean Countries with each other and/or the EU (Annex A), in anticipation of investment decisions at the multilateral level. The projects listed in Annex A are not definite. The list is provisional, based on the recommendations of the High Level Group. It will be further discussed with the countries in view of defining and adopting a Euro-Mediterranean regional transport network.

The actions proposed in the RTAP are to be implemented in the short-term, i.e. by 2009, or in the medium-term, i.e. by 2013. Not all actions are relevant to all countries in the same way. Annex B summarizes the situation in each country in this respect.

Analytically, the RTAP 2007-2013 foresees the following actions. (The number in parentheses corresponds to the numeration of actions in the main text.)

General

It is essential that transport planning and policy are better coordinated at different levels, more specifically between national master plans or transport strategies, the ENP plans and the Euro-Mediterranean partnership. Actions proposed in the RTAP should therefore be tailored to the national needs and reflected in national transport strategies and/or, if relevant, the ENP action plans. [1]

Maritime transport

Short-term implementation

Mediterranean Countries are encouraged to:

- Elaborate national measures for the reduction of dwell times in container terminals with the support of the EuroMed Motorways of the Sea (MoS) project. These measures should be used by each port management authority as a basis for their annual business plans.[4]
- Introduce the recommendations of the IMO-FAL Convention for standardizing basic reporting formalities of ships when arriving and/or departing from ports so that documentation can be accepted equivalently in all regional ports. Technical support in this respect shall be provided by the EuroMed MoS project. [5]
- Assess the performance of competition-related reforms in national shipping sectors and produce recommendations for the removal of factors distorting competition. The working group on 'maritime transport' of the Euro-Mediterranean Transport Forum is called to monitor this activity. The EC should provide external expertise as required. [6]
- The European Maritime Safety Agency (EMSA) is called upon to examine ways for cooperation with the Mediterranean Countries and, on this basis, define concrete areas of cooperation. [8]

Medium-term implementation

Mediterranean Countries are invited to:

- Work towards the assignment of the tasks of port and terminal management, on the one hand, and regulation, on the other hand, to different autonomous agencies. Port and terminal management should be decentralized, for instance through private sector concessions. The concept of port community should be installed within each port. The European Commission is called upon to support the transfer of know-how, *inter alia*, through twinning activities and the dissemination of best-practices. [2]
- Continue work on the simplification of customs procedures in line with the recommendations of the Euro-Mediterranean Trade Ministerial Conference (Palermo recommendations), taking into account the commitments made in the context of the WCO SAFE Framework of Standards to Secure and Facilitate Global Trade and, whenever applicable, those in the framework of the ENP Action Plans. Technical support in this regard will be provided by the EuroMed MoS project. [3]

- Assess and when possible implement VTS or VTMS systems in the major Mediterranean ports and coordinate technological solutions between neighbouring ports and coastal areas. The expertise assembled by SAFEMED and EMSA on this as well as on the use of ICT (including GNSS) for improving the efficiency of sea / land interfaces should be used appropriately. [9]
- With regard to international conventions and given the pressing need to improve maritime safety and security, priority should be given to the full implementation of safety and security requirements deriving from IMO/ILO regulations. The ISPS security regulation should be implemented efficiently both at the Flag State and Ports levels following the recommendations and with the technical support of the SAFEMED project. Ideally this alignment should already become effective in 2008. The medium-term goal by 2013 is to effect the removal of Mediterranean Countries from the black list and to reach the inspections' target of the Paris MoU. [7]

Road transport

Short-term implementation

A Mediterranean task force comprising officials from the national road administrations should be set up by the Euro-Mediterranean Transport Forum to assess adherence to a number of key UN ECE agreements and identify measures to implement these agreements. The task force should also prepare recommendations for the gradual liberalization and harmonization of international road haulage. [10]

The same task force shall also consider reforms in the road industry. In particular, it will examine ways to reform the road haulage and passenger sector in order to increase the professionalism of drivers (through stringent and regular driver tests), operators (by introducing a licensing system) as well as the technical state of the vehicle fleet (by introducing road worthiness tests and complementary measures supporting the upgrading of the vehicle fleets). It is recommended that road worthiness tests are made mandatory for operators engaged in international transport by 2009. [11]

Railway transport

Short-term implementation

With the view of increasing the attractiveness of rail transport, Mediterranean Countries are invited to elaborate a strategy paper on the future of their national railway sectors with a focus on freight transport. These strategy papers should be presented and discussed at the new working group to be established by the Euro-Mediterranean Transport Forum on 'infrastructures and regulatory issues'. [13]

Medium-term implementation

Increasing the attractiveness of rail transport in the long-term will necessitate both infrastructure investments and structural reform. In the medium-term, i.e. by 2013, Mediterranean Countries are invited to:

- Elaborate a time and financing plan on those infrastructure investments that concern, inter alia, interoperability, the renovation of rolling stock, electrification and signalling systems. [12]
- Embark on structural railway reform, beginning with effecting an appropriate separation of infrastructure management from operations. This implies that access to rail

infrastructure (including licensing railway undertakings, deciding path allocation as well as charges) must be decided independently from any railway undertaking. [13]

Civil aviation

Short-term implementation

The sustainability of the air transport sector in the region requires that Mediterranean Countries introduce the same rules in their transport legislation as those included in the international and European regulations governing civil aviation (i.e. regulations of EC/EASA and JAA). For this purpose, the European Aviation Safety Authority (EASA) is called upon to elaborate concrete cooperation areas with the Mediterranean Countries by 2009. [15]

Medium-term implementation

Mediterranean Countries are invited to:

- Assess the scope of reform of national aviation legislation in order to facilitate opening the civil aviation market to competition. This includes, as the case may be, the public flag carriers. Such a step is especially important if considering participation in the European Common Aviation Area (ECAA). Technical support in this respect will be provided by the EuroMed Aviation Project which is currently working on producing a road map for the establishment of a Euro-Mediterranean Common Aviation Area (EMCAA). This will be finalized in 2010. [14]
- Introduce cross-border regional arrangements with regard to aviation accident and incident investigation and reinforce their safety oversight capacity. Regarding aviation security, Mediterranean Countries are called upon to align security regulatory functions and security oversight mechanisms with the ECAA acquis and to reinforce the security oversight capacity of the competent authorities. The working group 'air transport' of the Euro-Mediterranean Transport Forum should coordinate the exchange of information.[16]

Multimodal transport

Three action points are of particular relevance for multimodal transport:

- Developing the professional standard of the freight forwarding industry. [11]
- Encouraging the implementation of integrated ICT solutions for tracking, security and other electronic data interchange for trade and transport across modes and, especially, when related to border crossings and modal transfers (ports, rail stations).[9]
- Promoting the development of logistics platforms promoting interoperability.

In this latter respect, future plans for the development of logistic platforms in the Mediterranean should take into account the results of the EIB study on the subject to be completed in mid-2007. [17]

Transport infrastructure network

Short-term implementation

The European Commission is called upon to:

- Hold a coordination meeting or set of meetings with the various international financing institutions (IFIs) active in the Mediterranean region notably in the context of the MoU on cooperation in the MEDA region signed between the EC, the European Investment Bank and the World Bank. The aim of these meetings – to take place in 2007-2008 and be chaired by the EC – should be to establish an Infrastructure Steering Group for facilitating coordination on regional transport priorities in line with strategies defined by the national authorities. In addition, the option for a Project Preparation Facility should be explored. Such a facility would be in charge of financing technical assistance for project preparation in order to make potential investments bankable. **[31]**
- Complete a micro-study evaluating the opportunities, chances and risks for PPPs in the Mediterranean region. The study will describe the current situation, thereby highlighting the legal possibilities and obstacles, and list the transport PPPs already implemented in the region. It will also publicize those projects with a potential to be implemented as PPPs and liaise with international finance institutions (IFIs) and private investors active in the Mediterranean region to gauge their potential interest in financing these projects. **[30]**

Mediterranean Countries are invited to:

- Set up a network of transport experts to collaborate on regularly assembling and analyzing transport data, maintaining a common database of demand, GIS network data and common forecasting scenarios for the Mediterranean. Such a network already exists in the framework of CETMO for the western Mediterranean. This should be expanded in the course of 2007 and 2008 to include representatives from eastern Mediterranean Countries. **[18]** *Assuming the successful and timely implementation of a permanent secretariat to support the activities of the Euro-Mediterranean transport forum (see action 35), the two actions should be linked.*
- Take the necessary steps for developing the projects provisionally identified by the High-Level Group (HLG) as short-term priorities (see Annex A) as well as any other projects on the HLG axes singled out as priorities by the newly formed WG on 'infrastructures and regulatory issues' of the Euro-Mediterranean Transport Forum. All agreed upon projects should be subsequently systematically appraised through full feasibility studies. The EC encourages and supports the development of border-crossing projects in order to complete the physical infrastructure of the Euro-Mediterranean countries. **[19]**

These priorities should also provide the reference basis for the funding of feasibility and other studies by the NIF. **[29]**

Medium-term implementation

Mediterranean Countries are invited to:

- Submit the projects identified by the HLG as priorities in the long-term (to start after 2010) to pre-feasibility studies in anticipation of the review of the HLG priorities in 2010. Consider alternative proposals on the priority axes for projects displaying low suitability according to the completed pre-feasibility studies. The pre-feasibility

studies on all the long-term priorities should be completed by 2010 and be followed by full feasibility studies by 2013. [20]

- Facilitate, to the extent possible and where relevant, the successful implementation of the first two MoS pilot projects in 2008 and 2009; subsequently, take into account their approach and replicate their best practices in future MoS projects to be installed in 2010-2013. [21]

Towards a sustainable transport development: key principles

The following actions concern principles that apply horizontally across modes and transport sectors and which concern policy planning and infrastructure appraisal. They apply to activities undertaken at national level and to activities and projects supported by the European Commission.

With regard to environment

Strategic environmental assessments and environmental impact assessments have to be carried out for all relevant plans, programmes and projects concerning transport, especially with regard to port infrastructure, management and operations. [22]

In order to expand the pool of environmental expertise available to Mediterranean Countries regarding transport, it is recommended to enhance the environmental expertise within national transport ministries, for example by establishing dedicated environmental units. [23]

With regard to transport infrastructure

Future infrastructure needs assessments or feasibility studies should entail a risk assessment and management strategy through the incorporation of scenarios on socio-economic development. [24]

It is important to recall the goals of accessibility and public service obligation in transport planning. With respect to infrastructure investment, it is important to ensure the organic linkage of all new infrastructure on the trans-national axes with the national networks. [25]

With regard to safety

Without prejudice to actions taken in other transport modes, safety aspects should be integrated in the design, construction and operation of any future road links and nodes and in the upgrading of existing links. This should follow the standards prescribed by international best practice. [26]

Mediterranean Countries should continue to collaborate with the EuroMed GNSS projects and liaise with the GALILEO Euro-Mediterranean Cooperation Office (GEMCO). The Mediterranean Countries should also liaise with the European Commission regarding the progress and opportunities related to the gradual introduction of European GNSS services in the region as of 2011. [27]

Institutional issues

Training, twinning and exchange programmes aiming at improving institutional capacity must be continued over the next five-year period and expanded through management seminars to assist in the organizational reform of transport administrations, maintaining institutional capacity and upgrading knowledge. Mediterranean Countries are invited to propose related activities to the TAIEX instrument. [28]

Monitoring the implementation of the RTAP

The Euro-Mediterranean Transport Forum as the main platform for the discussion, monitoring and regular update of the RTAP shall deliver a mid-term review of the RTAP by the end of 2009 and a final report by mid-2013. Given that the executive capacity of the Euro-Mediterranean Transport Forum is limited, the European Commission – as secretariat of the Forum – should continue to provide the support required to prepare reports and updates. **[32]**

In order to fulfil its monitoring task with respect to the implementation of the trans-national axes in the Mediterranean, the Euro-Mediterranean Transport Forum is invited to establish an additional thematic WG in 2007 to deal with infrastructures for all modes of transport, and with regulatory issues for land transport. The working group should consider multi-modality, focusing on the main Mediterranean transport axes but taking the wider transport network into account. Furthermore, it should coordinate its work with other Forum working groups. The European Commission should provide organizational and financial support for the running of these working groups. **[33]**

The Commission is invited to consider the establishment and maintenance of a permanent secretariat on Mediterranean transport to support the operation of the Euro-Mediterranean Transport Forum through the systematic collection and analysis of relevant data and the supply of expertise (see also action 18). Such a secretariat should ideally comprise two programme areas dealing with Western and Eastern Mediterranean respectively, given the different opportunities and challenges and the variable development of institutional structures of regional cooperation in the two sub-regions. A feasibility plan on the establishment of such a permanent secretariat should be completed by the end of 2007 and take into account the experiences made by CETMO for the Western Mediterranean. **[34]**

1 Introduction

In 2005, ten years after the launch of the Euro-Mediterranean partnership, also known as the Barcelona process, the first Euro-Mediterranean Ministerial Conference on Transport took place in Marrakech. On this occasion, the ministers of transport of the EU and the Mediterranean called for an intensification of the cooperation with and within the Mediterranean region in the field of transport. In order to achieve this, they solicited the Euro-Mediterranean Transport Forum comprising public administration officials from Mediterranean Countries, representatives of the European Commission, as well as representatives of other international organizations and institutions, to produce a five-year Regional Transport Action Plan (RTAP) for the period 2007 to 2013.

This document fulfils this objective. It is structured as follows:

Chapter 2 discusses the context and policy background of the RTAP 2007-2013 as defined by the Euro-Mediterranean strategy and the European Neighbourhood Policy.

Chapters 3 to 5 present the actions of this plan. Three types of actions are proposed:

- Actions addressing regulatory and institutional reform that are relevant for the consolidation of an integrated Euro-Mediterranean transport system (chapter 3);
- Infrastructure-related actions (chapter 4);
- Horizontal measures that ensure the sustainable development of transport (chapter 5).

Chapter 6 proposes a framework for monitoring the implementation of the RTAP over the next five years.

Annex A presents the infrastructure priorities in tabular form. **Annex B** summarizes where the different Mediterranean Countries stand with respect to the different actions proposed by this Plan.

2 Context and Background

2.1 Evolving context and political constraints

There is a clear commitment in the Mediterranean region to advance towards stability and prosperity. Against the background of globalization characterized by rapidly evolving trade patterns, Mediterranean Countries have embarked on profound structural economic reforms, democratization and political transformations.

It is acknowledged that the Mediterranean partners have made important efforts with regard to the development of transport infrastructure, the establishment of border crossing facilities as well as sector reforms. Further efforts are needed in order to complete the physical and economic integration of the Euro-Mediterranean region. The Euro-Mediterranean free trade area addresses this challenge and offers the opportunity to consolidate and accelerate economic growth. Both the Mediterranean Countries and the European Union stand to gain from a common area of economic integration deepened further through cooperation in other policy areas. This requires commitment from all sides.

Economic integration will never achieve its full potential without a well-functioning transport system. A well-integrated intermodal transport system is an important prerequisite: those countries whose transport sector is capable of dealing with logistically complex transport flows will be able to profit most from the opportunities offered by globalization and free trade agreements. For the EU to participate in the dynamic growth of the Mediterranean region, it is moreover important to extend the trans-European networks to the neighbouring countries.

A prerequisite for successful transport integration are coherent regulatory frameworks that foster, inter alia, competitive port services and air traffic, the development of professional road haulage, and efficient freight forwarding as well as successful railway reforms. These reforms are part of the ongoing structural adaptation at the national level and need to be complemented at the regional level so as to encourage and facilitate the unimpeded flow of goods and people in the Mediterranean region.

2.2 The European Union and the Mediterranean Region

The Barcelona process, which was launched by the Euro-Mediterranean Foreign Ministers in November 1995, formed an innovative alliance based on the principles of joint ownership, dialogue and cooperation. The Partnership has been driven by the common political will to jointly build a space of peace, security and shared prosperity. It has been successful in creating long-term political and institutional links between Europe and its Mediterranean partners; in establishing the foundations for free trade; and in supporting Mediterranean partners in their reform efforts. The priority of the Barcelona process is to develop the regional dimension of the partnership between Europe and the southern Mediterranean. The European Union has further deepened its cooperation with the Mediterranean and the Middle East through the European Neighbourhood Policy (ENP) launched in 2003. The ENP supplements and reinforces the Barcelona process through action plans bilaterally agreed to with partner countries.

In 2004 two Mediterranean partners acceded to the European Union, namely Cyprus and Malta. Today the Euro-Mediterranean partnership comprises 37 members: 27 EU member states and 10 Mediterranean partners. The 10 Mediterranean Countries are Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, the Palestinian Authority, Syria, Tunisia, and Turkey (as candidate country). Libya has observer status since 1999.

In 2005, the tenth anniversary of the Barcelona process was celebrated by adopting a declaration on a Common Vision and a five-year Work Programme for reinforcing

relations and meeting the demanding challenges that lie ahead.¹ This includes far-reaching proposals for addressing challenges such as terrorism, political and economic reform as well as migration and acknowledges the Barcelona process as a unique discussion forum for addressing trans-national and regional issues such as transport interconnections.

The European Neighbourhood Policy complements and builds on the Euro-Mediterranean Partnership. ENP is a policy for bringing the EU's eastern and southern neighbours closer to the EU, facilitating their participation in the EU internal market and building a free trade area. Relations between the EU and Mediterranean Countries are based on strong commitments to shared values and political, economic and institutional reforms. The EU and its neighbours mutually agree on Action Plans which set ambitious objectives based on joint ownership, common interests and shared values, reciprocal commitments and differentiation. Twelve bilateral ENP Action Plans have thus far been agreed on. In the Mediterranean this includes Morocco, Tunisia, Jordan, Palestine Authority, Israel, Lebanon and Egypt. The Action Plans support the implementation of national plans and reform programmes in the political, economic, social and institutional fields. In the transport sector the ENP Action Plans concentrate on measures designed to improve the safety, security and efficiency of transport operations as well as the development of an efficient transport network. The Action Plans underline the need for the implementation of these measures at the regional level. The adoption of the RTAP will reinforce this process.

Association agreements and ENP Action Plans will contribute to further develop the relationship of the EU with individual countries and the Mediterranean region as a whole. In order to support the implementation of partners' internal reform agendas as well as the Barcelona five-year work programme and action plans, the Community provides assistance through the European Neighbourhood and Partnership Instrument (ENPI). The ENPI succeeded the MEDA-programme in 2007. It provides financial support for bilateral and regional cooperation as well as cross-border and trans-national cooperation.

In this context, Turkey represents a special case. An Accession Partnership with Turkey was adopted by the Council of the EU in March 2001. In December 2004 the European Council concluded that Turkey sufficiently fulfils the Copenhagen political criteria to open accession negotiations. Negotiations started on 3 October 2005 when the Council adopted a Negotiating Framework. Turkey is the beneficiary of a dedicated pre-accession financial assistance instrument to help it meet the criteria for EU membership.

2.3 Euro-Mediterranean transport policy dialogue 2001-2006

In the Mediterranean region, a regular and intensive policy dialogue was established through the Euro-Mediterranean Transport Forum and its working groups under the umbrella of the Barcelona process. The strategy of the Forum for the development of an integrated Euro-Mediterranean transport system is recorded in the so-called Blue Paper.² In addition, the Mediterranean Countries participated in the High Level Group on the *Extension of the major trans-European transport axes to the neighbouring countries and regions*, chaired by former Commission Vice-President Loyola de Palacio.³ The Blue Paper and High Level Group report were both finalized in 2005.

The recommendations of the Blue Paper and HLG Report for promoting transport sector reform and network development were endorsed by the first Euro-Mediterranean Transport Ministerial Conference of Marrakech in December 2005. The Conference asked the forum to elaborate a Regional Transport Action Plan specifying the short- and

¹ Five Year Work Programme, Euro-Mediterranean Summit 2005 (www.euromedbarcelona.org)

² EuroMed Transport Project (2005), Blue Paper; Towards an Integrated Euro-Mediterranean Transport System, EuroMed

³ European Commission (2005), Networks for Peace and Development: Extension of the Major Trans-European Transport Axes to the Neighbouring Countries and Regions, Brussels

medium-term priorities for advancing the recommendations of the Blue Paper and HLG Report. In addition to the Blue Paper and the High Level Group Report, the RTAP is expected to take account of the ENP as well as the outputs of previous studies and analyses carried out on the Mediterranean transport system(s) during the last five years. Analytically, the RTAP is based on:

- The transport priorities identified in the bilateral action plans signed between the EU and different Mediterranean Countries in the framework of the Euro-Mediterranean Partnership or the European Neighbourhood Policy.
- The results of the EuroMed framework transport project (2003-2007) funded by the European Union and dealing with transport policy development including institutional capacity building and infrastructure needs: The EuroMed project identified a set of 50 institutional / policy measures as priority action points.
- The findings of additional strategic regional projects on a wide range of issues ranging from maritime safety and security (SAFEMED), aviation (EuroMed Aviation), the motorways of the sea (MEDA MoS), logistic platforms as well as on satellite navigation systems (GNSS I). These projects will continue to provide technical assistance to the Mediterranean Countries with respect to the implementation of several of the RTAP actions.
- The results of the INCO-MED projects MEDA-TEN, DESTIN and REG-MED that dealt with infrastructure development and transport facilitation measures.

The EU is intent on strengthening and expanding its transport links with the Mediterranean region even further. At the beginning of 2007 the Commission adopted a Communication entitled 'Guidelines for Transport in Europe and Neighbouring Regions',⁴ in which it endorsed the High Level Group's recommendations with regard to the major trans-national transport axes as well as a series of horizontal measures aiming at the removal of administrative and organizational bottlenecks along the main axes and, in particular, at border crossings. Furthermore, the European Council has mandated the Commission to launch exploratory talks in order to enhance thematic cooperation with the ENP region, possibly through a coordination framework. The challenge is to streamline cooperation and bring policy dialogue and corridor development closer together.

2.4 Way forward: strategy 2007-2013

Despite the fact that transport is recognized as one of the key sectors for successful trade integration and economic development, Euro-Mediterranean transport policy is still at an early stage of development.

The successful first Euro-Mediterranean Ministerial Conference on Transport that took place in Marrakech underscored the willingness of the region to significantly deepen cooperation in the next five years. This conference recognized that an integrated, safe and efficient transport system in the Mediterranean region is key for the development and stability of the region and the increase of intra-regional trade.

The Blue Paper and the High Level Group Report represent a first needs assessment and long-term strategy as to how to increase the efficiency of the transport sectors of the Mediterranean Countries and, moreover, improve the connectivity and quality of the Mediterranean transport network as a whole. The exchanges and networking achieved in the course of the EuroMed project as well as through sub-regional committees such as the Transport Ministers Group of the Western Mediterranean (GTMO)⁵, the Arab Maghreb Union (AMU), and the United Nations Economic and Social Commission for Western Asia

⁴ COM (2007) 32 final (31.01.2007).

⁵ The GTMO was constituted in 1995 in Paris. It was established to promote cooperation in the transport sector in West Mediterranean. Members of the Group are France, Italy, Spain, Portugal, Morocco, Algeria, Tunisia, and as of 2007 Malta, Libya and Mauritania – GTMO (5+5).

(ESCWA), facilitate planning and concerted action in the future. As a next step the RTAP has to identify and prioritize short- and medium-term policies in the areas of:

- institutional (regulatory) reform and
- infrastructure network and financing

Regulatory reform faces similar problems in all countries. Management reforms and the liberalization and/or commercialization of services represent important milestones for improving the efficiency of the transport sector and, ultimately, attracting private capital in the construction and operation of new infrastructure. Furthermore, in all sectors and across most Mediterranean Countries there are significant delays regarding the accession to international conventions and the implementation of regulations impacting on safety, security and environmental protection. At the same time, the proper implementation of these agreements necessitates improvements with regard to the institutional and technological capacity of relevant transport authorities. The implications of regulatory reform for each transport mode and the priorities in this respect for the next five years are presented in chapter 3. Horizontal measures are addressed in chapter 5.

Insofar as the infrastructure network is concerned, the upgrading of existing transport infrastructures takes priority over the construction of new infrastructure. With regard to the road infrastructure this applies to the entire road network and, especially, internationally relevant links and links to the ports; in the rail sector improvements should be thought through in relation to interoperability demands. Infrastructure investment in port infrastructure is likely to emerge as a need faster than for the other modes of transport. Nevertheless, in the medium-term much can be gained through a more efficient use of the existing infrastructure and the improvement of logistic services. The priorities with regard to financing infrastructure investment and the preparatory actions in this respect are discussed in chapter 4.

The RTAP must further take into account national specificities and priorities, and specify the geographic scope of the proposed actions (regional, sub-regional or national) as well as their time frame. Emphasis is to be given to those actions that may be implemented in the medium-term (i.e. during the next five years) and which will impact positively and significantly on further reforms and actions to be undertaken subsequently.

The actions proposed in this RTAP are for the most part common to all Mediterranean Countries, even if not always to the same degree. This is because some countries are more advanced than others with regard to the proposed reform areas. It is for this reason that it is important to tailor the RTAP actions to each country and coordinate their realization with national transport strategies and the ENP Action Plans.

The action following from the above is as follows:

Action 1

It is essential that transport planning and policy are better coordinated at different levels, more specifically between national master plans or transport strategies, the ENP action plans and the Euro-Mediterranean partnership. Actions proposed in the RTAP should therefore be tailored to the national needs and reflected in national transport strategies and/or, if relevant, the ENP action plans.

3 Towards an Integrated Euro-Mediterranean Transport System

3.1 Maritime transport and ports

3.1.1 Improving the efficiency of ports

The efficiency of the transport sector can be significantly improved through the separation of management functions from those of regulatory oversight. The authority in charge of port management ought not to overlap with that in charge of regulation and control. In addition to this, decentralization brings supplementary benefits: in big countries with more than one port, each port should be managed separately rather than in a centralized fashion. These two reforms are far more important with regard to efficiency than ownership reforms. It is for this reason that the recommendation of the RTAP with regard to ports is to prioritize management reforms and decentralization prior to commercialization.

The separation of the tasks of port regulation and port management has a two-fold advantage: first, autonomous port management authorities are more aware of the customers' needs and the necessary requirements to make business profitable; this is also the key advantage of decentralization. The second advantage is that port regulation authorities are more likely to take their supervisory functions seriously since they have no stake in the management of the business.

Decentralization should however not result in lack of coordination. In order to optimise the global efficiency of maritime transport within a single country and across the Mediterranean, it is important to introduce, or, where it already exists, enhance, the concept of Port Community. This ensures that relevant stakeholders within any port (and its hinterland) coordinate their activities or exchange know-how in the public interest.

Action 2

Mediterranean Countries are encouraged to work towards the assignment of the tasks of port and terminal management, on the one hand, and regulation, on the other hand, to different autonomous agencies. Port and terminal management should be decentralized, for instance, through private sector concessions. The concept of port community could be installed within each port. The European Commission is called upon to support the transfer of know-how, *inter alia*, through twinning activities and the dissemination of best-practices.

At a different level, the efficiency of Mediterranean ports should be improved especially in two directions: (a) by continuing with the simplification customs and other border-crossing and reporting procedures – in some ports and/or countries, these procedures can be both extremely cumbersome, time and labour intensive and conducive to abuse and corruption; (b) by reducing the high dwell times in container terminals thus also reducing the need for investment in new port infrastructure.

Mediterranean Countries are encouraged to:**Action 3**

Continue work on the simplification of customs procedures in line with the recommendations of the Euro-Mediterranean Trade Ministerial Conference (Palermo recommendations), taking into account the commitments made in the context of the WCO SAFE Framework of Standards to Secure and Facilitate Global Trade and, whenever applicable, those in the framework of the ENP Action Plans. Technical support in this regard will be provided by the EuroMed MoS project.

Action 4

Elaborate national measures for the reduction of dwell times in container terminals with the support of the EuroMed Motorways of the Sea (MoS) project. These measures should be used by each port management authority as a basis for their annual business plans.

Action 5

Introduce in the short-term the recommendations of the IMO-FAL Convention for standardizing basic reporting formalities of ships when arriving and/or departing from ports so that documentation can be accepted equivalently in all regional ports. Technical support in this respect shall be provided by the EuroMed MoS project.

3.1.2 Reforms in the shipping sector

Accomplishing the liberalization of international maritime transport services implies the restructuring of the shipping industry in a way that allows for parallel investment in the upgrading of the vessel fleets. This re-structuring primarily involves the removal of legislative constraints and administrative procedures encumbering the engagement of the private sector in the shipping industry and the parallel development of incentives in line with EU schemes (e.g. single tonnage tax). It is equally important to address anti-competitive behaviour whereby carriers may abuse market power to set excessive fares.

Action 6

Mediterranean Countries are encouraged to assess the performance of competition-related reforms in their national shipping sectors and to produce recommendations for the removal of factors distorting competition. The working group on 'maritime transport' of the Euro-Mediterranean Transport Forum is called to monitor this activity in the short-term. The EC should provide external expertise as required.

3.1.3 Regulatory reform on safety and security

Over the next five years, regulatory reform in the maritime sector should focus on implementing IMO/ILO conventions and approximating EU legislation. Mediterranean Countries recognize that the accession to international agreements and the transposition of relevant EU legislation have to be supported by subsequent systematic implementation.

International convention standards like those of the IMO/ILO seek to ensure minimum damage to the environment and maximum levels of service for users in terms of safety and security. In this connection, priority should be given to the full implementation of flag state and port state responsibilities, port state control, as well as the alignment of the Mediterranean MoU with the standards of the Paris MoU. This, in turn, requires an increase in the numbers and qualifications of the staff of maritime inspectors.

The EU assists Mediterranean Countries with the above tasks through the SAFEMED Project. The overall aim of SAFEMED is to mitigate the existing imbalance in the application of maritime legislation in the Mediterranean region. SAFEMED is implementing a number of tasks in the domain of flag State implementation. These include a study on possible standard models for flag State administration and a study for developing a framework for the adequate monitoring of Classification societies. Capacity building is carried out through the allocation of scholarships, the main ones being the Master of Sciences course at the World Maritime University in Malmö, Sweden, and the Master of Laws course at the IMO International Maritime Law Institute in Malta. The importance of the effective implementation of ISPS has been highlighted in a series of field missions in the beneficiary countries.

Action 7

With regard to international conventions and given the pressing need to improve maritime safety and security, priority should be given to the full implementation of safety and security requirements deriving from IMO/ILO regulations. The ISPS security regulation should be implemented efficiently both at the Flag State and Ports levels following the recommendations and with the technical support of the SAFEMED project. Ideally this alignment should already become effective in 2008. The medium-term goal by 2013 is to effect the removal of Mediterranean Countries from the black list and to reach the inspections' target of the Paris MoU.

It is equally important to seek approximation with EU legislation governing maritime safety, security and environment protection. In most cases, EU regulations put into effect IMO-agreed rules. In specific areas, such as the safety of passenger ships, the EU maritime regulations go further than the IMO regulations. In this respect, it would be advisable to allow Mediterranean Countries to benefit from the expertise of the European Maritime Safety Agency. The SAFEMED Project will propose in 2007 a possible cooperation framework with EMSA taking into account the needs of Mediterranean partners.

Action 8

The European Maritime Safety Agency (EMSA) is called upon to examine ways for cooperation with the Mediterranean Countries and, on this basis, to define concrete areas of cooperation.

3.1.4 Technological apparatus

Technological tools are an important component of modernization. Two such tools are of particular significance for the maritime sector in the Mediterranean:

- Vessel tracking systems such as VTS and VTMS. These are crucial for tracking vessel traffic, facilitating ship movements, avoiding collisions and accidents, enhancing search and rescue services, and protecting the environment. To date,

these systems exist only in the major ports of the Mediterranean. Their use should be extended to all ports to enable a complete monitoring of the Mediterranean coast.

- Electronic data interchange (EDI). The introduction of an IT system in port management operations including customs can lead to major efficiency gains in addition to improving the levels of service and transparency.
- The SAFEMED Project has implemented several actions to assist the improvement of the safety of navigation through the development of traffic monitoring systems. This includes the compilation of an inventory of available equipment and data exchange systems in Mediterranean Countries, the organization of an information day on VTMS and a training course for VTS operators. A report on possible sources of financing for VTS equipment will be prepared in 2007.

Action 9

Mediterranean Countries are invited to assess, and, when possible, implement, VTS or VTMS systems in the major Mediterranean ports and coordinate technological solutions between neighbouring ports and coastal areas. The expertise assembled by EMSA and SAFEMED on this as well as on the use of ICT (including GNSS) for improving the efficiency of sea / land interfaces should be used appropriately.

3.2 Road transport: harmonizing international road freight

International freight transport by road will increase in significance as trade relations between Mediterranean Countries improve, but also as trade between North Africa and Asia evolves. In anticipation of these developments it will be important to adapt those parts of the bilateral / regional agreements (ESCWA and UMA) governing international and regional road transport between countries that are currently not consistent with each other. Within road transport there is a need to establish a level playing field for competition.

Action 10

A Mediterranean task force comprising officials from the national road administrations should be set up by the Euro-Mediterranean Transport Forum in the short-term to assess adherence to a number of key UN ECE agreements and identify measures to implement these agreements. The task force should also prepare recommendations for the gradual liberalization and harmonization of international road haulage.

The second priority area concerns in particular the national road transport industry. This is dominated by many small-size enterprises, often with only one truck, not meeting technical safety standards, professional and financial capacity criteria. This weakens the overall competitiveness of the Mediterranean road transport industries. Changing this is neither going to be easy nor uncontested as the experience in several EU countries has shown.

Action 11

The task force on road transport shall also deal with necessary reforms in the road industry. In particular, it will examine ways to reform the road haulage and passenger sector, in order to increase the professionalism of drivers (through stringent and regular driver tests), operators (by introducing a licensing system) as well as the technical state of the vehicle fleet (by introducing road worthiness tests and complementary measures supporting the upgrading of the vehicle fleets). It is recommended that road worthiness tests are made mandatory for operators engaged in international transport by 2009.

3.3 Railway transport: interoperability and structural reform

Improving the attractiveness of railway transport in the Mediterranean Countries will require a great deal of organizational creativity besides significant infrastructural investments. This is by far the most ambitious and long-term transport initiative facing the Mediterranean Countries. In the medium-term, policy effort should concentrate on promoting the concept of interoperability and on launching structural reforms.

Structural reforms should be launched with a view to ensuring the independence of the management of railway undertakings, the separating of infrastructure management from transportation operations and the strengthening of the railway administration to handle regulatory tasks. Regulatory mechanisms for infrastructure charging and financing, cross-subsidies, the maintenance system, the drafting of a network statement, market monitoring and infrastructure capacity allocation need only be put in place in the long term.

Action 12

Increasing the attractiveness of rail transport in the long-term will necessitate both infrastructure investments and structural reform. In the medium-term, i.e. by 2013, Mediterranean Countries are invited to: elaborate a time and financing plan on those infrastructure investments that concern, *inter alia*, interoperability, the renovation of rolling stock, electrification and signalling systems.

Action 13

With the view of increasing the attractiveness of rail transport, Mediterranean Countries are invited to elaborate a strategy paper on the future of their national railway sectors with a focus on freight transport. These strategy papers – to be prepared in the short-term to report on ongoing and planned reforms – should be presented and discussed at the new working group to be established by the Euro-Mediterranean Transport Forum on 'infrastructures and regulatory issues'.

Furthermore, Mediterranean Countries are advised to embark on structural railway reform, beginning with effecting an appropriate separation of infrastructure management from operations. This implies that access to rail infrastructure (including licensing railway undertakings, deciding path allocation as well as charges) will be decided independently from any railway undertaking.

3.4 Civil aviation: opening-up markets and making air transport safer and sustainable

3.4.1 Opening-up the aviation market

The European Community has adopted a policy of creating a Common Aviation Area by 2010 under a principle of regulatory convergence and increased market access. This encompasses countries involved in the neighbourhood policy. The structural reform of air transport, especially the opening of the civil aviation sector to internal and international competition, is a long-term process that is not likely to be fully completed during the next five years. In several countries this will have to run in parallel to the reform of the public flag carriers currently enjoying exclusive rights over international scheduled flights.

Action 14

Mediterranean Countries are encouraged to assess the scope of reform of national aviation legislation in order to facilitate the opening up of their air transport markets to competition, including, as the case may be, to allow competition for public flag carriers. This is especially important if considering participation in the European Common Aviation Area (ECAA). Technical support in this respect will be provided by the EuroMed Aviation Project which is currently working on producing a road map for the establishment of a Euro-Mediterranean Common Aviation Area (EMCAA). This will be finalized in 2010.

3.4.2 Making air transport safer and secure

Especially in view of increasing competition in the civil aviation sector, it is important to ensure that international standards of safety, security and environmental protection are guaranteed. Given the significance of trade and tourism with the EU, convergence towards standards as defined by the EU regulatory framework should represent the benchmark.

Action 15

The sustainability of the air transport sector in the region requires that Mediterranean Countries introduce the same rules in their transport legislation as those included in the international and European regulations governing civil aviation (i.e. regulations of EC/EASA and JAA). For this purpose the European Aviation Safety Authority (EASA) is called upon to specify and elaborate concrete cooperation areas with the Mediterranean Countries by 2009.

Action 16

Mediterranean Countries are invited to introduce cross-border regional arrangements with regard to aviation accident and incident investigation and reinforce their safety oversight capacity. Regarding aviation security, Mediterranean Countries are called upon to align security regulatory functions and security oversight mechanisms with the ECAA acquis and to reinforce the security oversight capacity of the competent authorities. The working group 'air transport' of the Euro-Mediterranean Transport Forum should coordinate the exchange of information.

3.4.3 Air Traffic Management

It is equally important to promote a common understanding and regulatory approach between EU and Mediterranean Countries with regard to Air Traffic Management (ATM). The European ATM system is currently being reformed in the context of the Single European Sky (SES) initiative. This entails significant changes with respect to new and harmonized rules and procedures and the introduction of new concepts and tools. Given the global character of the ATM sector and in order to gain complete efficiency, the initiative should be implemented in the EU neighbouring areas, including the Mediterranean zone. Existing sub-regional initiatives in the ATM field should be further supported. These include: the Europe Middle-East Air Traffic Management Coordination Agreement (EMAC), which involves Cyprus, Lebanon, Syria, Jordan and Egypt; the AEFMP Group (Algeria, Spain, France, Morocco, Portugal) and the recent Blue Meda initiative (Italy, Malta, Tunisia, Cyprus).

3.5 Developing integrated multimodal services and issues

The efficiency of modern transport systems depends fundamentally on their ability to interface in an appropriate way allowing integrated multimodal services. In order for multimodality to materialize and be successful, the quality levels of the individual transport modes must be upgraded.

Three action points are of particular relevance for multimodal transport:

- Developing the professional standard of the freight forwarding industry.
- Encouraging the implementation of integrated ICT solutions for tracking, security and other electronic data interchange for trade and transport across modes and, especially, when related to border crossings and modal transfers (ports, rail stations).
- Promoting the development of logistics platforms promoting interoperability.

The development of the professional standards of the freight forwarding industry was discussed with reference to the road sector (action 11); the implementation of ICT solutions in ports was addressed in the section on the maritime sector (action 9).

The establishment and further development of logistics needs to take the cross-national variation in terms of market access and market maturity into account. In the majority of the Mediterranean Countries logistic services are slow to develop mainly because of the lack of trade service opportunities and less because of institutional or regulatory barriers. In a few countries some basic logistic facilities exist that could be used to push for development in this sector. In any case, the development of logistic services will largely depend on the future development of port infrastructures. Therefore future logistic platforms ought to be located near large ports and/or cities.

Action 17

The development of logistic platforms in the Mediterranean Countries is a high priority. European Commission support will be provided through facilitation activities like TAIEX workshops or twinning projects. The EIB study on the subject (to be completed in mid-2007) is a very important exercise which will provide a good basis for the development of logistic platforms in the future.

4 A Mediterranean Transport Infrastructure Network to Promote Integration and Cohesion

4.1 Role of infrastructure investment and development

An efficient transport infrastructure network is vital for the development of the free trade area, as is its interconnection and interoperability with European networks. The policy measures described in chapter 3 are pre-requisite steps, but investment in infrastructure will be essential to provide new capacity and new types of facility promoting inter-modality. The benefits of well-implemented investments will be seen in reduced transit times leading to lower costs for users and eventually lower prices for the wider population of consumers.

The strategic planning and development of transport infrastructure represents one of the strong components of European transport policy. Investment in transport infrastructure represents more than the construction of a link between two localities. It represents investment in a network of inter-connections suitable for both international and domestic traffic demands, taking efficiency, accessibility and environmental concerns into account. The trans-European transport network within the EU-15 and its subsequent extension to the new member states was developed along these lines. The ongoing development of the core network in the Balkans as well as in Turkey follows a similar logic.

There are several background policy documents with methodological principles to guide the planning of transport infrastructure from a network perspective and when considering multiple high-level objectives. Examples include:

- TINA Method on the assessment of transport infrastructure needs in the Central and East European Countries (1998-1999)
- High-Level Group (van Miert) on TEN-T priority projects (2003).
- Balkans Transport Infrastructure Regional Study TIRS (2002).
- UNECE TEM/TER project methodology for master plans.
- High-Level Group (Palacio) on Networks for Peace and Development (2005).
- TINA for Turkey (2007).
- DESTIN Project for West Mediterranean (2006).
- MEDA infrastructure project for the whole Mediterranean.

Specifically with respect to the Mediterranean region, the MEDA Infrastructure Project has developed a methodology to assess transport projects. In order to support these appraisals, the project has established a transport database and a GIS system and developed traffic forecasts and scenarios.

All of the above policy documents propose and apply methods for prioritizing projects. At the same time, they demonstrate the significance of the efficient use of existing capacities, complementary measures regarding multi- and inter-modality, as well as the need to incorporate mainstream environmental concerns into transport planning.

Modern transport planning represents an activity that must be coordinated at different levels: it is especially important to ensure that international network planning is consistent with national master plans; and that both planning activities are regularly updated to take into account real changes and new scientific evidence. The HLG report explicitly asks for a review of its priorities at the latest by 2010. In this connection, one of the main problems is maintaining continuity of expertise and data. Without this, regular traffic forecasts and socio-economic assessments are not possible. In turn, this slows down the economic and

financial appraisal of transport projects. CETMO,⁶ the secretariat of GTMO has established such a network for West Mediterranean.

Action 18

In the framework of the EuroMed Forum, Euro-Mediterranean countries will set up a network of transport experts to collaborate on regularly assembling and analyzing transport data, maintaining a common database of demand, GIS network data and common forecasting scenarios for the Mediterranean. Such a network already exists in the framework of CETMO for the western Mediterranean. This should be expanded in the course of 2007 and 2008 to include representatives from eastern Mediterranean Countries. *Assuming the successful and timely implementation of a permanent secretariat to support the activities of the Euro-Mediterranean transport forum (see action 35), the two actions should be linked.*

4.2 The role of assessment and prioritization

The first step in infrastructure network planning is the definition of the network. When the network under investigation is trans-national, it often involves a 'first-level' prioritization for selecting those projects most relevant at the international level.

In the case of the Mediterranean, this was done by a High Level Group comprising representatives of transport ministries and transport experts from the EU neighbouring countries. The High-Level Group relied on the traffic data, forecasts and scenarios prepared by the MEDA Infrastructure Project.

The methodology followed by the High Level Group involved a two-step procedure:

The first step was to identify the most important transport axes connecting the EU and the neighbouring countries. These axes had to be multi-modal and display a strong pan-European dimension. The latter was established with reference to the international and functional components of the axes. An axis was considered internationally relevant if it linked to an existing TEN-T corridor or was judged as having strategic future significance (considering actual transport and trade priorities within member states and at the European level). The functionality of the axes was established with reference to actual and expected future international and transit traffic flows and taking into account their total length (hence expected time savings). By applying the above criteria, five major axes to connect the EU with its neighbours were identified. Insofar as the Mediterranean is concerned, the relevant axes are the motorways of the sea (no.1) the south eastern axis (no.4) and the south western axis (no.5).

The second step of the HLG methodology concerned the selection of priority projects on the major axes. This was done by eliminating those projects of the core network that were not on the priority trans-national axes, were too small, not cost efficient in terms of technical characteristics, and lacked national commitment. Among the remaining projects, priority was given to those projects displaying an optimal positive balance of economic, environmental and social impacts and ready for launch before 2010.

Annex A lists the projects identified by the HLG Report as short- and long-term priorities for the Mediterranean region. For each project, the estimated costs, if available, and the project status are specified as follows:

TR = Terms of Reference issued
 (PS) = Pre-feasibility study in progress
 PS = Pre-feasibility study completed

⁶ Centre d'études des transports pour la Méditerranée occidentale

(FS) = Feasibility study in progress
FS = Feasibility study completed
CD = Completed design

Delivery of a project involves a series of steps. A pre-feasibility study develops the specification to a stage where costs and demand can be assessed, providing insight on its role within the overall strategy and its fundability. Pre-feasibility studies were carried out on some of the priority projects in the framework of the MEDA Infrastructure Project. These studies were finalized in the Spring 2007.

Priority projects then require full feasibility studies, which are considerably more costly and time-consuming. A feasibility study results in a detailed project specification and constitutes the basis for a funding decision through an international financing institution (IFI). International financing institutions will usually only fund projects upon completion of an appraisal that considers economic, financial and institutional issues as well as social and environmental factors.

The administration of the planning process may require modernization to deliver projects more rapidly. Planning may be organized in many ways, carried out entirely by government organizations or with a government unit supervising consultants or other organizations; it is important to identify bottlenecks and modernize the capacity to bring projects to fruition maximizing the development of national expertise.

Action 19

Mediterranean Countries are invited to take the necessary steps for developing the projects provisionally identified by the High-Level Group (HLG) as short-term priorities (see Annex A) as well as any other projects on the HLG axes singled out by the Euro-Mediterranean Transport Forum. All approved projects should be subsequently systematically appraised through full feasibility studies. The European Commission encourages and supports the development of border crossing projects in order to complete the physical integration of the Euro-Mediterranean countries.

Action 20

Further to the above, Mediterranean Countries are encouraged to submit the projects identified by the HLG as priorities in the long-term (to start after 2010) to pre-feasibility studies in anticipation of the review of the HLG priorities in 2010. Alternative proposals should be considered for projects displaying low suitability according to the completed pre-feasibility studies. The pre-feasibility studies on all the long-term priorities should be completed by 2010 and be followed by full feasibility studies by 2013.

Considering the significance of the motorways of the sea for the Mediterranean region and, therefore, of ports and intermodal logistic platforms and services, short-term prioritization should additionally be given to road and rail links to the main ports or connecting main ports.

Action 21

Mediterranean Countries are invited to facilitate, to the extent possible and where relevant, the successful implementation of the first two MoS pilot projects in 2008 and 2009; and to take into account their approach and replicate their best practices in future MoS projects to be installed in 2010-2013.

5 Towards a Sustainable Mediterranean Transport System

5.1 Environmental considerations

At the Euro-Mediterranean Summit that marked the 10th anniversary of the Euro-Mediterranean Partnership, which took place in Barcelona in November 2005, all countries of the region committed themselves to increase efforts to substantially reduce the pollution of the Mediterranean Sea by 2020. This 'Horizon 2020 Initiative', as it came to be known, covers pollution reduction as much as capacity building, research and monitoring in the field of the environment. A roadmap for this initiative was endorsed at the third environment ministerial meeting in Cairo in November 2006.

In September 2006, the European Commission published a Communication on 'Establishing an Environment Strategy for the Mediterranean',⁷ outlining the Commission's approach to environmental cooperation in the Mediterranean in the coming years, including with respect to Horizon 2020. The Strategy aims to reduce pollution levels, promote sustainable use of land and sea, encourage neighbouring countries to cooperate on environmental issues, assist partner countries in developing institutions and policies and involve civil society in environmental decisions. These aims will be achieved through existing and planned financial assistance, strengthened dialogue with the region's representatives and stakeholders, improved coordination with other donors and initiatives, and the sharing of EU experiences.

Already in 2005, the European Commission concluded a joint work programme with the coordinating unit of the UNEP Mediterranean Action Plan, which also provides the secretariat for the Barcelona Convention. This joint work programme foresees the intensification of activities, inter alia, in the field of combating environmental pollution related to maritime transport. Related actions are being implemented by the MAP/IMO Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), which is also coordinating the SAFEMED project on maritime safety and the prevention of pollution from ships. The accession of Mediterranean Countries to and proper implementation of, relevant international conventions and EU legislation (actions 7 and 8) is a central priority in this respect. This includes the Barcelona Convention's 2002 Prevention and Emergency Protocol. Main actions in this connection relate to the effective implementation of the MARPOL Convention, identification of possible sources of financing of port reception facilities, guidelines on the designation of places of refuge, and assistance in the ratification of the AFS Convention and implementation of the IMDG Code.

Given the significance of the motorways of the sea for the regional economic development of the Mediterranean, and taking into account the rise of environmental concerns, it is important to ensure that all ongoing and future investments in the port infrastructure and operations as well as in short-sea shipping respect a high level of environmental protection in line with the existing policies and commitments in the region.

⁷ COM (2006) 475 final (5.9.2006).

Action 22

Strategic environmental assessments and environmental impact assessments have to be carried out for all relevant plans, programmes and projects concerning transport, especially with regard to port infrastructure, management and operations.

Action 23

In order to expand the pool of environmental expertise available to Mediterranean Countries regarding transport, it is recommended to enhance the environmental expertise within national transport ministries, for example by establishing dedicated environmental units.

5.2 Socio-economic considerations

The free-trade agreement with Mediterranean Countries is expected to significantly contribute to the economic development of the Mediterranean Countries and, hence, to the increase of employment opportunities and the decrease of inequalities. This is of significance for each individual Country and for the stability of the region as a whole.

It is beyond the scope of this plan with its focus on transport to provide guidance on socio-economic development. Suffice here to note that a stable economic outlook depends equally on structural, social and political reform.

Nonetheless, transport must consider socio-economic developments in the fields of assessment and evaluation, including infrastructure.

Action 24

Future infrastructure needs assessment or feasibility studies should entail a risk assessment and management strategy through the incorporation of scenarios on socio-economic development.

Action 25

It is equally important to recall the goals of accessibility and public service obligation in transport planning. With respect to infrastructure investment, it is important to ensure the organic linkage of all new infrastructures on the trans-national axes with the national networks.

5.3 Safety and security considerations

Safety and security are important dimensions for transport. Improvements are called for in both areas.

A key prerequisite in this respect is the accession to international conventions and, accordingly, the remodelling of institutional authorities and procedures to pay greater attention to safety and security considerations. This is especially the case for the maritime and civil aviation sectors (action 7, 8 and 16).

In the road sector the problem is more complex. It has to do with the sub-optimal follow-through of safety controls by traffic authorities and the sub-standard technical condition of the fleets of most small road operators (see action 11). However, it also has to do with

the design of road infrastructure and its poor maintenance. This concerns the backbone network in particular.

Action 26

Without prejudice to actions taken in other transport modes, safety aspects should be integrated in the design, construction and operation of any future road links and nodes and in the upgrading of existing links. This should follow the standards prescribed by international best practice.

The introduction of the Global Navigation Satellite Services (EGNOS and Galileo) in the Mediterranean is a key instrument for the development of an efficient, secure and safe transport network in the region. Consequently, it is important to continue discussions at bilateral and multilateral levels with a view to implement and make best use of interoperable satellite radio navigation systems. The EuroMed GNSS projects are designed to demonstrate the added-value of GNSS applications for Mediterranean Countries, and include customized training. To this end, the Galileo EuroMed Mediterranean Cooperation Office (GEMCO), established in Cairo, has as main objectives to promote the use of GNSS technology, implement education and awareness activities, ease information flow and facilitate interaction among GNSS actors.

Action 27

Mediterranean Countries should continue to collaborate with the EuroMed GNSS projects and liaise with the GALILEO Euro-Mediterranean Cooperation Office (GEMCO). The Mediterranean Countries should also liaise with the European Commission regarding the progress and opportunities related to the gradual introduction of European GNSS services in the region as of 2011.

5.4 Building institutional and organizational capacity

The institutional and organizational capacity must be strengthened across most Mediterranean Countries and sectors. In transport this concerns transport ministries but also transport authorities across modes. The European Commission has already invested significantly in twinning and exchange programmes as well as in training activities. Since 2006, the Technical Assistance and Information Exchange Instrument (TAIEX) has been extended to the Mediterranean Countries. TAIEX is an instrument designed to help countries with the processes of approximation, application and enforcement of EU legislation. TAIEX targets public administration officials, supports the organization of study visits and finances training and dedicated workshops.

Action 28

Training, twinning and exchange programmes aiming at improving institutional capacity must be continued over the next five-year period and expanded through management seminars to assist in the organizational reform of transport administrations, maintaining institutional capacity and upgrading knowledge. Mediterranean Countries are invited to propose related activities to the TAIEX instrument.

5.5 The challenge of financing

Mediterranean Countries are confronted with different financing prospects: from full government-only funded implementation finance in Algeria to total dependence on foreign aid and international financial assistance as in the Palestinian Territories. This calls for the use of different financing options.

5.5.1 The role of the European Neighbourhood Partnership Instrument

Community support to infrastructure investment in the Mediterranean will in the future be provided through the European Neighbourhood and Partnership Instrument (ENPI). The ENPI is a 'policy-driven' instrument, which operates in the framework of existing bilateral agreements between the EU and neighbouring countries and focuses, in particular, on supporting the implementation of the ENP Action Plans. Over the next seven years ENP funding is expected to grow by 45 per cent in nominal terms (32 per cent in real terms). National allocations will in almost all cases already grow as of 2007.

In the framework of the ENPI, a Neighbourhood Investment Fund (NIF) will be used to support lending in partner countries. The NIF is envisaged as a 'trust fund' set up by the Community for the period 2007-2013 to which EU Member States will be able to contribute. The Fund is intended to provide grant support for lending operations by the EIB, the EBRD as well as those development-finance institutions of the Member States that have contributed to the Fund. It is estimated that such a fund could leverage as much as €8-10 billion in concession lending for investment projects in ENP partner countries in the priority sectors identified by the Action Plans, namely, energy, transport and environment, as well as health, education, private-sector development and SMEs. The Commission plans to allocate €700 million to the NIF over the period 2007-13 (€250 million in the period 2007-10 and €450 million in the period 2011-13). Member States are expected to match the EC contributions. At the outset, the NIF will assist the beneficiary countries in preparing for investments by supporting studies on the definition of master plans, the feasibility of projects and on public-private partnerships.

Action 29

Assisted by the Working Group on infrastructure and regulatory issues, Mediterranean Countries are encouraged to start technical work on the priorities identified by the HLG or approved alternatives (see actions 19-21). These priorities should also provide the reference basis for the funding of feasibility and other studies by the NIF.

5.5.2 The role of public-private partnerships

The ability to attract private sector finance in the transport sector has varied considerably across the Mediterranean but remains, on the whole, low. Some countries, like Morocco, have opened up their system to foreign investors, who now actively participate in helping to develop the transport sector. Other countries, such as Syria, have had very limited success to date in attracting investors in the transport sector. Besides, some mode facilities, such as airports, are more attractive to private investors due to their traffic robustness and the regular cash-flow associated with this type of facility.

Internationally, the private sector participates in the provision of transport services and infrastructure in various forms:

- a) outright private ownership and operation of transport infrastructure (such as worldwide port and airport terminals, railways in USA, Australia or South America),
- b) private operations of state owned assets in the form of concessions (such as railways in the UK, airport terminals in Asia), or

- c) different forms of Public Private Partnerships (PPPs) where the public and private sector work together to build and operate transport infrastructure (mainly roads worldwide).

Generally, the reasons to involve the private sector in transport are twofold: assumed efficiency gains and fund raising.

If the operation of transport services is separable from that of infrastructure,⁸ transport operations by the private sector will normally be more efficient than state-provided services, able to also fund investments in equipment and the subsequent operations without government involvement.⁹ If however, the private sector is involved in the provision of transport infrastructure, the issues are more complex: transport infrastructures often represent natural monopolies or have significant market power for those who control the prime site. This limits competition and the operation's regulation becomes of major importance.¹⁰ In all these cases, the operation of the infrastructure needs careful planning and supervision by the public sector. It is this regulatory oversight which many countries lack and the results are often legal disagreements between the private operator and the government. This often results in the failure of concessions and PPPs.

Private sector investors are only willing to commit significant funds in countries where they know that legal contracts stand the test of time. In addition, the regulation of private transport operation can be complex and requires independent agencies, staffed with highly trained and experienced personnel. Many countries do not have such agencies which have to be operated at arms-length from the ministries. Therefore, in order to attract the private sector to participate in the provision of infrastructure, the legal system in each country must ensure that concessions and agreements will be honoured and transparent procurement process to encourage competition are put in place (see actions 6, 13 & 14).

In the short-term, the least complicated way to involve the private sector in the provision of transport infrastructure and transport services is the outright private ownership and operation of the assets. Examples are port or airport terminals, logistics centres, or some railway lines (mainly for the transport of natural resources to port terminals). An intermediate solution for more advanced countries would be to award concessions for the operation and maintenance of existing roads or railroads. In these cases, the private sector would not have to invest large sums of money, but could 'test the water' with limited investments.

Action 30

The European Commission is called upon to complete a micro-study evaluating the opportunities, chances and risks for PPPs in the Mediterranean region. The study will describe the current situation, thereby highlighting the legal possibilities and obstacles, and list the transport PPPs already implemented in the region. It will also publicize those projects with a potential to be implemented as PPPs and liaise with international finance institutions (IFIs) and private investors active in the Mediterranean region to gauge their potential interest in financing these projects.

⁸ As is the case in airlines, stevedores, shipping lines, barge companies, road haulage companies, bus companies, freight forwarding and logistics companies.

⁹ Exceptions are subsidies for concessionary fares, or grants for services which are economically but not financially viable.

¹⁰ Examples are toll motorways, operating concessions for railways or some major airports with almost no competition.

5.5.3 The role of coordination among financing institutions

Those institutions involved in the financing of transport infrastructure in the Mediterranean ought to coordinate their activities. This process already began with the signing of a memorandum of understanding (MoU) in 2004 between the EC, the EIB and the World Bank as well as one in 2005 between the Facility for Euro-Mediterranean Investment and Partnership (FEMIP) of the EIB and twelve bilateral development finance institutions from member states. This coordination must be continued, strengthened and extended to include the World Bank, the International Finance Cooperation (IFC) and the African Development Bank.

Action 31

The European Commission is called upon to hold a coordination meeting or set of meetings with the various international financing institutions (IFIs) active in the Mediterranean region, notably in the context of the MoU on cooperation in the MEDA region signed between the EC, the EIB and the World Bank in May 2004. The aim of these meetings – to take place in 2007-2008 and be chaired by the EC – should be to establish an Infrastructure Steering Group for facilitating coordination on regional transport priorities in line with strategies defined by the national authorities. In addition, the option for a Project Preparation Facility should be explored. Such a facility would be in charge of financing technical assistance for project preparation in order to make potential investments bankable.

6 Monitoring the Implementation of the RTAP

6.1 The Euro-Mediterranean Transport Forum as the key umbrella

The Euro-Mediterranean Transport Forum should continue to play a key role in the Euro-Mediterranean transport process, being responsible for reporting to the Mediterranean and EU Transport Ministers about the progress achieved in implementing the RTAP and the impact that its actions will have in the Mediterranean transport system. To this end, a mid-term review of the RTAP should be delivered by the Forum at the end of 2009; the final review by mid-2013.

Action 32

The Euro-Mediterranean Transport Forum as the main platform for the discussion, monitoring and regular update of the RTAP shall deliver a mid-term review of the RTAP by the end of 2009 and a final review report by mid-2013. Given that the executive capacity of the Euro-Mediterranean Transport Forum is limited, the European Commission – as secretariat of the Forum – should continue to provide the support required to prepare reports and updates.

6.2 The establishment of a new thematic Working Group

The work of the Euro-Mediterranean Transport Forum profits extensively from the activities of thematic expert working groups (WG) in the fields of 'maritime transport'¹¹, 'global navigation satellite systems' and 'air transport'. These groups have greatly facilitated information exchange and the discussion on policies among Mediterranean Countries and the EU and will also have a key role to play with respect to the monitoring of the RTAP and the implementation of regulatory reforms in their respective areas. To this end, it will be necessary to complete the already existing WG with one other on infrastructures (for all modes of transport) and regulatory reforms for land transport.

Action 33

In order to fulfil its monitoring task with respect to the implementation of the trans-national axes in the Mediterranean, the Euro-Mediterranean Transport Forum is invited to establish an additional thematic WG in 2007 to deal with infrastructures for all modes of transport, and with regulatory issues for land transport. The working group should consider multimodality, focusing on the main Mediterranean transport axes but taking the wider transport network into account. Furthermore, it should coordinate its work with other Forum working groups. The European Commission should provide organizational and financial support for the running of these working groups.

6.2.1 Agenda on regulatory issues

Regulatory reform is of primary importance for the further development of the transport sector in the coming years. To reiterate in brief what was already stated in chapter 3, regulatory reform relates to:

- a) the accession to international conventions of relevance for technical standards, safety, security and the environment;
- b) the removal of distortions to competition entailed in existing regulatory frameworks,

¹¹ This comprises two sub-groups: one on ports and maritime policy; and a second one on maritime safety.

- c) the screening and harmonization of bilateral or sub-regional agreements to remove inconsistencies possibly causing distortions to competition,
- d) the definition and/or upgrading of qualifications and certifications applying to operators or forwarders,
- e) the implications for regulatory oversight resulting from management reforms.

Several of the actions proposed in chapter 3 relate to regulatory reform as it impacts on specific modes and individual countries. The WGs established or to be established under the Forum should provide the platform for Mediterranean partners to report on progress in this respect but also to exchange information and coordinate activities along the main Mediterranean transport axes.

6.2.2 Agenda on infrastructures

Insofar as the monitoring work on infrastructures (for all modes of transport) is concerned, it is recommended to organize this WG in two sub-groups, one in charge of the East Mediterranean and the other in charge of the West Mediterranean. Each sub-group would be in charge of reviewing and monitoring the actions proposed in chapter 4 of this plan for road and rail and to follow the implementation of the trans-national axes in the Mediterranean region in the broadest sense. Analytically, the WG should be engaged in the following activities:

- The elaboration of recommendations regarding the definition of the Euro-Mediterranean regional network and the design of related maps;
- The update of the provisional HLG project list included as Annex A of RTAP and the addition of other important projects along the HLG trans-national axes;
- The preparation of feasibility and design studies for those projects identified by the HLG or for cross-border or other projects along the axes;
- The identification of financing options and the coordination with donors;
- the regular reporting on the implementation of regulatory reforms on the land transport axes.

Multilateral players such as the European Investment Bank (EIB) and the Facility for Euro-Mediterranean Investment and Partnership (FEMIP) as well as other financial institutions and stakeholders should be involved in the WG on network and infrastructure.

The regional sub-working groups could provide the institutional framework (regional steering groups and secretariats) proposed in the European Commission Communication 'Extension of the major trans-European transport axes to the neighbouring countries - Guidelines for transport in Europe and neighbouring regions' for the Mediterranean trans-national axes. In this connection, a more active role of existing cooperation structures such the GTMO and UMA might be sensible.

6.3 Towards a Euro-Mediterranean knowledge centre

The Euro-Mediterranean Transport Forum is a consultative body without own resources. Any external expertise it might require in order to fulfil the tasks outlined in the previous section will have to be financed by the European Commission, which will also be in charge of supplying the organizational infrastructure for the meetings of the Forum.

The establishment of a permanent secretariat for this purpose in the mid-term would be appropriate and a more cost-effective strategy overall.

Action 34

The Commission is invited to consider the establishment and maintenance of a permanent secretariat on Mediterranean transport to support the operation of the Euro-Mediterranean Transport Forum through the systematic collection and analysis of relevant data and the supply of expertise (see also action 18). Such a secretariat should ideally comprise two programme areas dealing with Western and Eastern Mediterranean respectively, given the different opportunities and challenges and the variable development of institutional structures of regional cooperation in the two sub-regions. A feasibility plan on the establishment of such a permanent secretariat should be completed by the end of 2007 and take into account the experiences made by CETMO for the Western Mediterranean.

Annex A: Infrastructure priorities in HLG Report

Project No.	Title	Country / Entity	Project Status	Length (km)	Estimated Cost (EUR million, 2004 prices) unless indicated	EIRR	Comment
Short-term (to start prior to 2010)							
PORTS							
TR-B4	Capacity increase (phase I) of port of Mersin	Turkey	(PS)	-	350		
EG-10	Multipurpose platform East Port Said Port	Egypt		-	60		Will be studied within the "Port Said East Master Plan" study. The study is tendered and anticipated to start shortly
	Port of Tartus	Syria	(FS)	-	250		Private company to invest EUR 39 million. The capacity of the port will increase from 30.000 containers to 477.000 containers over the next ten years
	Capacity increase (phase I) of port of Aqaba	Jordan	FS	-	100		
	Deep water port in Enfidha	Tunisia	FS	-	1400		
DZ-1-sea	Port of Djen-Djen	Algeria		-	Unknown		BOT scheme-Under negotiation
MA-6-ge	Container terminal at Mohamedia port	Morocco	PS	-	224 (2006 prices)	14.1%	
RAILWAYS							
TR-B3	Railway line Istanbul-Cerkezköy-Bulgaria border	Turkey		250	484		
TR-B2	Railway line Ankara-Sivas	Turkey		475	968		
	Ha'emek railway (from Haifa to Jordanian border)	Israel	(PS)	75	362 (2007 prices)		
MA-5-ra	High-speed railway line Casablanca-Marrakech (phase I)	Morocco		250	Unknown		
ROADS							
TR-A2	Road upgrading Gerede-Merzifon	Turkey		300	300		
	Road upgrading Turkey border-Jordan border, including branch Tartus-Homs	Syria	(FS)	900	756		Three alternatives have been proposed with lengths between 429 and 464 km and with initial cost of EUR 730 million After completing the feasibility study, a tender for a PPP project will be launched.

Project No.	Title	Country / Entity	Project Status	Length (km)	Estimated Cost (EUR million, 2004 prices) unless indicated	EIRR	Comment	
	Irdib ring road	Jordan		<100	Unknown			
	Road upgrading Alexandria-Cairo-Suez-Taba	Egypt	See below					
EG-1-ro	* Alexandria-Cairo		(PS)	200	129		Under study Implementation is planned for 2007-2012 using BOT schem	
	* Cairo-Suez			150	Unknown		To start implementation 2007/2008 From public budget	
EG-5-ro	* Suez-Taba			250	Unknown		Not economical	
	* Road upgrading Ismailia-East Port Said	Egypt		75	71		To start implementation 2007/2008 From public budget	
MA-r-ro	Upgrading of road Casablanca-Rabat	Morocco	(PS)	75	72 (2006 prices)			
MA-2	Upgrading of road Fes-Oujda	Morocco		320	696			
Long-term (to start after 2010)								
PORTS								
	Capacity increase (phase II) of port of Mersin	Turkey		-	Unknown			
	Capacity increase (phase II) of port of Aqaba	Jordan		-	Unknown			
	Extension of existing breakwater and new platform of El Dekhela Port	Egypt		-	30		To be studied with "Alexandria Middle Port" master plan	
INLAND WATERWAYS								
	Upgrading transportation through the river Nile (up to Cairo)	Egypt		200	25		Implementation ongoing	
RAILWAYS								
	Construction of railway line Syria border to Amman and Aqaba	Jordan	See below					
	* Amman-Syrian border			75	81			
	* Amman-Aqaba			300	832			
	Signalling system and station infrastructure Beni Suef-El Minya-Asyout	Egypt		250	252		Implementation to start 2007/2008	
	Fixed Gibraltar connection	Morocco		40	4500			
	High-speed railway line Marrakech-Agadir	Morocco		200	Unknown			
MA-3-ra	Doubling and electrification of the railway line Fes-Oujda	Morocco		300	80			

ROADS								
Project No.	Title	Country / Entity	Project Status	Length (km)	Estimated Cost (EUR million, 2004 prices) unless indicated	EIRR	Comment	
TR-A3	Road connection Sanhurfa-Silopi	Turkey		351	365			
	Road connection Homs-Tanf-Iraq border	Syria	(FS)	370	560		Three alternatives have been proposed with lengths between 351 and-375 km and with initial cost of EUR 440 million After completing the feasibility study, a tender for a PPP project will be launched.	
	Road construction Amman-Iraq border	Jordan		300	50			
Other projects of regional or national interest								
RAILWAYS								
	Electrification of Shebin El Qanater-Damietta railway line	Egypt	PS	179	104	8.0%	Implementation to start 2007/2008	
EG-8-ra	Railway line Bir El Abd-Rafah	Egypt		125	101		Not economical	
ROADS								
EG-3-ro	Upgrading of coastal road Rafah-Damietta-Alexandria-EI Saloum	Egypt		1000	340		Implementation is planned for 2007-2012 using BOT scheme	
	Road tunnel under Suez Canal	Egypt		<10	161		Not economical	
	Burg Al Arab-Aswan western desert road	Egypt		900	400		Implementation is planned for 2007-2012 using BOT scheme	
AIRPORTS								
	Airport – supporting air cargo	Jordan	PS	-	(100) Capacity sufficient until 2024			
	Airport – expansions, rehabilitation and modernization	Jordan	See below					
	* Amman passenger terminal			-	400			
	* Marka arrivals terminal			-	Unknown			
	* Marka cargo facilities			-	100			
INTERMODAL								
	Development of logistics zones	Tunisia		6 zones	150			

TR = Terms of Reference issued
 (PS) = Pre-feasibility study in progress
 PS = Pre-feasibility study completed
 (FS) = Feasibility study in progress
 FS = Feasibility study completed
 CD = Completed design

Annex B: Actions Matrix

Action	Algeria	Egypt	Israel	Jordan	Lebanon	Morocco	Palestine	Syria	Tunisia	Turkey	Comments
<p>Action 1</p> <p>It is essential that transport planning and policy are better coordinated at different levels, more specifically between national master plans or transport strategies, the ENP action plans and the Euro-Mediterranean partnership. Actions proposed in the RTAP should therefore be tailored to the national needs and reflected in national transport strategies and/or, if relevant, the ENP action plans.</p>											
<p>Action 2</p> <p>Mediterranean Countries are encouraged to work towards the assignment of the task of port and terminal management, on the one hand, and regulation, on the other hand, to different autonomous agencies. Port and terminal management should be decentralized, for instance through private sector concessions. The concept of port community should be installed within each port. The European Commission is called upon to support the transfer of know-how, inter alia, through twinning activities and the dissemination of best practices.</p>											Egypt, Israel, Syria and Lebanon display decentralized structure and autonomous port agencies. Algeria and Morocco have started but not completed the reforms. Lebanon and Jordan are attempting to effect these reforms through changes in ownership structures. In Turkey several ports have been privatized, others are subjected to a privatization programme.
<p>Action 3</p> <p>Continue work on the simplification of customs procedures in line with the recommendations of the Euro-Mediterranean Trade Ministerial Conference (Palermo recommendations), taking into account the commitments made in the context of the WCO SAFE Framework of Standards to Secure and Facilitate Global Trade and, whenever applicable, those in the framework of the ENP Action Plans. Technical support in this regard will be provided by the EuroMed MoS project.</p>											The simplification of customs procedures has begun but has still to be completed.
<p>Action 4</p> <p>Elaborate national measures for the reduction of dwell times in container terminals with the support of the EuroMed Motorways of the Sea (MoS) project. These measures should be used by each port management authority as a basis for their annual business plans.</p>											For most countries this is a problem at critical periods, i.e. not throughout the year.
<p>Action 5</p> <p>Introduce in the short-term the recommendations of the IMO-FAL Convention for standardizing basic reporting formalities of ships when arriving and/or departing from ports so that documentation can be accepted equivalently in all regional ports. Technical support in this respect shall be provided by the EuroMed MoS project.</p>											
<p>Action 6</p> <p>Mediterranean Countries are encouraged to assess the performance of competition-related reforms in their national shipping sector and to produce recommendations for the removal of factors distorting competition. The working group on 'maritime transport' of the Euro-Mediterranean Transport Forum is called to monitor this activity in the short-term. The EC should provide external expertise as required.</p>											In most countries the regulatory framework restricts private investment through the imposition of high ship registration costs, corporate taxes and annual tonnage taxes
<p>Action 7</p> <p>With regard to international conventions and given the pressing need to improve maritime safety and security, priority should be given to the full implementation of safety and security requirements deriving from IMO/ILO regulations. The ISPS security regulation should be implemented efficiently both at the Flag State and Ports levels following the recommendations and with the technical support of the SAFEMED project. Ideally this alignment should already become effective in 2008. The medium-term goal by 2013 is to effect the removal of Mediterranean Countries from the black list and to reach the inspections' target of the Paris MoU</p>											Most countries have acceded to relevant conventions but are not implementing these systematically.
<p>Action 8</p> <p>The European Maritime Safety Agency (EMSA) is called upon to examine ways for cooperation with the Mediterranean Countries and, on this basis, to define concrete areas of cooperation.</p>											

Action	Algeria	Egypt	Israel	Jordan	Lebanon	Morocco	Palestine	Syria	Tunisia	Turkey	Comments
<p>Action 9</p> <p>Mediterranean Countries are invited to assess, and, when possible, implement, VTS or VTMS systems in the major Mediterranean ports and coordinate technological solutions between neighbouring ports and coastal areas. The expertise assembled by EMSA and SAFEMED on this as well as on the use of ICT (including GNSS) for improving the efficiency of sea / land interfaces should be used appropriately.</p>	■	■	■	■	■	■	■	■	■	■	<p>VTS or VTMS is already operational in major ports but not throughout national coastline and territorial waters. ICT not fully used for sea/land interfaces</p>
<p>Action 10</p> <p>A Mediterranean task force comprising officials from the national road administrations should be set up by the Euro-Mediterranean Transport Forum in the short-term to assess adherence to a number of key UN ECE agreements and identify measures to implement these agreements. The task force should also prepare recommendations for the gradual liberalization and harmonization of international road haulage.</p>	■	■	■	■	■	■	■	■	■	■	<p>Only Morocco, Algeria, Tunisia and Turkey have begun with (but not completed) transposition of relevant regulations. All countries are called upon to participate in task force.</p>
<p>Action 11</p> <p>The Mediterranean task force on road transport shall also deal with reforms in the road industry. In particular, it will examine ways to reform the road haulage and passenger sector in order to increase the professionalism of the drivers (through stringent and regular driver tests), operators (by introducing a licensing system) as well as the technical state of the vehicle fleet (by introducing road worthiness tests, and complementary measures supporting the upgrading of the vehicle fleets). It is recommended that road worthiness tests are made mandatory for operators engaged in international transport by 2009.</p>	■	■	■	■	■	■	■	■	■	■	<p>In Turkey, requirements of the relevant EU legislations on access to market and profession have already been transposed to national legislations. Implementation is proceeding</p>
<p>Action 12</p> <p>Increasing the attractiveness of rail transport in the long-term will necessitate both infrastructure investments and structural reform. In the medium-term, i.e. by 2013, Mediterranean Countries are invited to: elaborate a time and financing plan on those infrastructure investments that concern, inter alia, interoperability, the renovation of rolling stock, electrification and signalling systems.</p>	■	■	■	■	■	■	■	■	■	■	<p>This concerns especially the countries of Eastern Mediterranean.</p>
<p>Action 13</p> <p>With the view of increasing the attractiveness of rail transport, Mediterranean Countries are invited to elaborate a strategy paper on the future of their national railway sectors with a focus on freight transport. These strategy papers – to be prepared in the short-term to report on ongoing and planned reforms – should be presented and discussed at the new working group to be established by the Euro-Mediterranean Transport Forum on 'infrastructures and regulatory issues'. Furthermore, Mediterranean Countries are advised to embark on structural railway reform, beginning with effecting an adequate separation of infrastructure management from operations. This implies that access to rail infrastructure (including licensing railway undertakings, deciding path allocation as well as charges) is decided independently from any railway undertaking.</p>	■	■	■	■	■	■	■	■	■	■	<p>The strategy paper should be prepared by all countries. Structural reforms have commenced and are quite advanced in Morocco, Israel and Algeria; they have commenced in Jordan.</p>
<p>Action 14</p> <p>Mediterranean Countries are encouraged to assess the scope of reform of national aviation legislation in order to facilitate the opening up of their air transport markets to competition and, as the case may be, allowing competition for public flag carriers. This is especially important if considering participation in the European Common Aviation Area (ECAA). Technical support in this respect will be provided by the EuroMed Aviation Project which is currently working on producing a road map for the establishment of a Euro-Mediterranean Common Aviation Area (EMCAA). This will be finalized in 2010.</p>	■	■	■	■	■	■	■	■	■	■	<p>Morocco is the only Mediterranean country to have signed an aviation agreement with the EU. Jordan has embarked on related reforms.</p>

Action	Algeria	Egypt	Israel	Jordan	Lebanon	Morocco	Palestine	Syria	Tunisia	Turkey	Comments
Action 15											
The sustainability of the air transport sector in the region requires that Mediterranean Countries introduce the same rules in their transport legislation as those included in the international and European regulations governing civil aviation (i.e. regulations of EC/EASA and JAA). The European Aviation Safety Authority (EASA) is called upon to specify and elaborate concrete cooperation areas with the Mediterranean Countries by 2009.											
Action 16											
Mediterranean Countries are invited to introduce cross-border regional arrangements with regard to aviation accident and incident investigation and reinforce their safety oversight capacity. Regarding aviation security, Mediterranean Countries are called upon to align security regulatory functions and security oversight mechanisms with the ECAA acquis and to reinforce the security oversight capacity of the competent authorities. The working group 'air transport' of the Euro-Mediterranean Transport Forum should coordinate the exchange of information.											
Action 17											
The development of logistic platforms in the Mediterranean Countries is a priority. European Commission support in this respect will be provided by means of facilitation activities like TAIEX workshops or twinning projects. The EIB study on the subject (to be completed in mid-2007) is a very important exercise and will provide a good basis for the development of logistic platforms in the future.											
Action 18											
Euro-Mediterranean countries will set up a network of transport experts to collaborate on regularly assembling and analyzing transport data, maintaining a common database of demand, GIS network data and common forecasting scenarios for the Mediterranean. Such a network already exists in the framework of CETMO for the western Mediterranean. This should be expanded in the course of 2007 and 2008 to include representatives from eastern Mediterranean Countries.											
Action 19											
Mediterranean Countries are invited to take the necessary steps for developing the projects provisionally identified by the High-Level Group (HLG) as short-term priorities (see Annex A) as well as any other projects on the HLG axes that are singled out by the Euro-Mediterranean Transport Forum. All approved of projects should be subsequently systematically appraised through full feasibility studies. The European Commission encourages and supports the development of border crossing projects in order to complete the physical integration of the Mediterranean countries.											
Action 20											
Further to the above, Mediterranean Countries are encouraged to submit the projects identified by the HLG as priorities in the long-term (to start after 2010) to pre-feasibility studies in anticipation of the review of the HLG priorities in 2010. Alternative proposals should be considered for projects displaying low suitability according to the completed pre-feasibility studies. The pre-feasibility studies on all the long-term priorities should be completed by 2010 and be followed by full feasibility studies by 2013.											
Action 21											
Mediterranean Countries are invited to facilitate, to the possible extent and where relevant, the successful implementation of the first two MoS pilot projects in 2008 and 2009 and to replicate their model and lessons learnt in future MoS projects to be installed in 2010-2013.											
Action 22											
Strategic environmental assessments and environmental impact assessments have to be carried out for all relevant plans, programmes and projects concerning transport, especially with regard to port infrastructure, management and operations.											

Action	Algeria	Egypt	Israel	Jordan	Lebanon	Morocco	Palestine	Syria	Tunisia	Turkey	Comments
Action 23 In order to expand the pool of environmental expertise available to Mediterranean Countries regarding transport, it is recommended to enhance the environmental expertise within national transport ministries, for example by establishing dedicated environmental units.											
Action 24 Future infrastructure needs assessment or feasibility studies should entail a risk assessment and management strategy through the incorporation of scenarios on socio-economic development.											
Action 25 It is equally important to recall the goals of accessibility and public service obligation in transport planning. With respect to infrastructure investment, it is important to ensure the organic linkage of all new infrastructure on the trans-national axes with the national networks.											
Action 26 Without prejudice to actions taken in other transport modes, safety aspects should be integrated in the design, construction and operation of any future road links and nodes and in the upgrading of existing links. This should follow the standards prescribed by international best practice.											
Action 27 Mediterranean Countries should continue to collaborate with the EuroMed GNSS projects and liaise with the GALILEO Euro-Mediterranean Cooperation Office (GEMCO). The Mediterranean Countries should also liaise with the European Commission regarding the progress and opportunities related to the gradual introduction of European GNSS services in the region as of 2011.											
Action 28 Training, twinning and exchange programmes aiming at improving institutional capacity must be continued over the next five-year period and expanded through management seminars to assist in the organizational reform of transport administrations, maintaining institutional capacity and upgrading knowledge. Mediterranean Countries are invited to propose related activities to the TAIEX instrument.											
Action 29 Assisted by the Working Group on infrastructure and regulatory issues, Mediterranean Countries are encouraged to start technical work on the priorities identified by the HLG or approved alternatives (see actions 19-21). These priorities should also provide the reference basis for the funding of feasibility and other studies by the NIF.											
Action 30 The European Commission is called upon to complete a micro-study evaluating the opportunities, chances and risks for PPPs in the Mediterranean region. The study will describe the current situation, thereby highlighting the legal possibilities and obstacles, and list the transport PPPs already implemented in the region. It will also publicize those projects with a potential to be implemented as PPPs and liaise with international finance institutions (IFIs) and private investors active in the Mediterranean region to gauge their potential interest in financing these projects.											

Action	Algeria	Egypt	Israel	Jordan	Lebanon	Morocco	Palestine	Syria	Tunisia	Turkey	Comments
<p>Action 31</p> <p>The European Commission is called upon to hold a coordination meeting or set of meetings with the various international financing institutions (IFIs) active in the Mediterranean region, notably in the context of the MoU on cooperation in the MEDA region signed between the EC, the EIB and the World Bank in May 2004. The aim of these meetings – to take place in 2007-2008 and be chaired by the EC – should be to establish an Infrastructure Steering Group for facilitating coordination on regional transport priorities in line with strategies defined by the national authorities. In addition, the option for a Project Preparation Facility should be explored. Such a facility would be in charge of financing technical assistance for project preparation in order to make potential investments bankable.</p>											
<p>Action 32</p> <p>The Euro-Mediterranean Transport Forum as the main platform for the discussion, monitoring and regular update of the RTAP shall deliver a mid-term review of the RTAP by the end of 2009 and a final review report by mid-2013. Given that the executive capacity of the Euro-Mediterranean Transport Forum is limited, the European Commission – as secretariat of the Forum – should continue to provide the support required to prepare reports and updates.</p>											
<p>Action 33</p> <p>In order to fulfil its monitoring task with respect to the implementation of the trans-national axes in Mediterranean, the Euro-Mediterranean Transport Forum is invited to establish an additional thematic WG in 2007 to deal with infrastructures for all transport modes and with regulatory issues for land transport. The working group should consider multi-modality, focusing on the main Mediterranean transport axes but taking the wider transport network into account. Furthermore, it should coordinate its work with other Forum working groups. The European Commission should provide organizational and financial support for the running of these working groups.</p>											
<p>Action 34</p> <p>The Commission is invited to consider the establishment and maintenance of a permanent secretariat on Mediterranean transport to support the operation of the Euro-Mediterranean Transport Forum through the systematic collection and analysis of relevant data and the supply of expertise (see also action 18). Such a secretariat should ideally comprise two programme areas dealing with Western and Eastern Mediterranean respectively, given the different opportunities and challenges and the variable development of institutional structures of regional cooperation in the two sub-regions. A feasibility plan on the establishment of such a permanent secretariat should be completed by the end of 2007 and take into account the experiences made by CETMO for the Western Mediterranean.</p>											

Action to be undertaken within RTAP	
Action already implemented or under implementation	
Action not applicable to country or implementation lies not at national level	

Annex C: List of Acronyms and Abbreviations

AEFMP	Algérie, Espagne, France, Maroc, Portugal
AFS Convention	Convention on Anti-Fouling Systems for ships
AMU	Arab Maghreb Union
ATM	Air Traffic Management
CETMO	Centre des Etudes de Transport pour la Méditerranée Occidentale
DESTIN	Defining and Evaluating a Strategic Transport Infrastructure Network in the Western Mediterranean
EASA	European Aviation Safety Agency
EBRD	European Bank for Reconstruction and Development
ECAA	European Common Aviation Area
EMCAA	Euro-Mediterranean Common Aviation Area
EC	European Commission
EDI	Electronic Data Interchange
EIB	European Investment Bank
EASA	European Aviation Safety Authority
ECAA	European Common Aviation Area
EGNOS	European Geostationary Navigation Overlay Service
EMAC	Europe Middle-East Air Traffic Management Coordination
EMCAA	Euro-Mediterranean Common Aviation Area
EMSA	European Maritime Safety Agency
ENP	European Neighbourhood Policy
ENPI	European Neighbourhood and Partnership Instrument
ESCWA	United Nations Economic and Social Commission for Western Asia
EU	European Union
FEMIP	Facility for Euro-Mediterranean Investment and Partnership
GEMCO	Galileo Euro-Mediterranean Cooperation Office
GIS	Geographic Information Systems
GNSS	Global Navigation Satellite System
GTMO	Transport Ministers Group of the Western Mediterranean
HLG	High-Level Group
ICT	Information and Communication Technology
IFC	International Finance Cooperation
ILO	International Labour Organization
IFI	International Financial Institutions
IMDG	International Maritime Dangerous Goods Code
IMO	International Maritime Organisation
IMO-FAL	Convention on Facilitation of International Maritime Traffic
INCO-MED	Framework Programme for International Cooperation with Mediterranean countries
ISPS	International Ship and Port Facility Security Code
JAA	Joint Aviation Authorities
Marpol	International Convention for the Prevention of Pollution from Ships

MEDA	EU programme for implementing the Euro-Mediterranean Partnership
MEDA TEN-T	Mediterranean and Trans-European Networks for Transport
Mediterranean Countries	Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestine, Syria, Tunisia, Turkey
MoS	Motorways of the Sea
MoU	Memorandum of Understanding
NIF	Neighbourhood Investment Fund
PPP	Public-Private Partnership
REG-MED	Regulatory Convergence to Facilitate International Transport in the Mediterranean
REMPEC	Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea
RTAP	Regional Transport Action Plan
SME	Small and Medium Enterprise
TAIEX	Technical Assistance Information Exchange Unit
TEN-T	Trans-European Transport Networks
TINA	Transport Infrastructure Needs Assessment
TIRS	Transport Infrastructure Regional Study in the Balkans
UNECE	United Nations Economic Commission for Europe
UNECE TEM and TER	United Nations Economic Commission for Europe Trans-European Motorway and Trans-European Railway
UNEP-MAP	United Nations Environment Programme - Mediterranean Action Plan
VTMIS	Vessel Traffic Management and Information System
VTS	Vessel Traffic System
WCO	World Customs Organisation
WCO SAFE	World Customs Organisation - Framework of Standards to Secure and Facilitate Global Trade
