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REGIONAL TRANSPORT ACTION PLAN FOR THE MEDITERRANEAN REGION (RTAP 2014-2020) EVALUATION REPORT

Endorsed at the 2nd UfM Ministerial Conference on Transport on 9 February 2023

This document assesses the achievements of RTAP 2014-2020 for the various sectors (maritime, land, air and logistics) and the infrastructure network.

This evaluation report was reviewed and validated by the Southern Neighbourhood countries following consultations in 2019, 2020 and 2021. It has been prepared by a team of experts as part of the EuroMed Transport Support Project with the support of the UfM Secretariat and Co-Presidency.

Some results are highlighted as “ main achievements and regional successes” to demonstrate the added value of regional cooperation in addition to bilateral cooperation, in particular to strengthen regional integration, promote and harmonise transport standards, adhere to international agreements and conventions, ensure convergence with European agreements and regulations, establish a regional intermodal network and present a united front in international meetings and fora to support common global challenges.

For RTAP 2021-2027, this evaluation report, including the proposals for priority guidance set out in Part IV, should serve as a basis for identifying enhanced concrete actions for clean, sustainable and connected transport, taking into account the reality and lessons learned from the global COVID-19 pandemic.

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List of acronyms and abbreviations

1958 UN Agreement	Agreement of 20 March 1958 concerning the adoption of harmonized technical UN regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these UN Regulations
1968 Vienna Conventions	Vienna Convention of 8/11/1968 on Road Traffic, Vienna Convention of 8/11/1968 on road signs
1997 UN Agreement	Agreement of 13 November 1997 concerning the adoption of uniform conditions for periodical technical inspections for wheeled vehicles and the reciprocal recognition of such inspections
ADR	European Agreement concerning the International Carriage of Dangerous Goods by road
AETR	European Agreement concerning the work of Crews of Vehicles engaged in International Road Transport
AFS Convention	International Convention on the Control of Harmful Anti-Fouling Systems on Ships
AMU	Arab Maghreb Union
ATP	Agreement on the international carriage of perishable foodstuffs and on the special equipment to be used for such carriage
BWM Agreement	International Convention for the Control and Management of Ships' Ballast Water and Sediments (B allast W ater M anagement)
CETMO	The Centre for Transportation Studies for the Western Mediterranean
CIM	Uniform rules concerning the contract for the international carriage of goods by rail (Appendix B to the COTIF Convention)
CIT	International Rail Transport Committee
UIC	International Union of Railways
CLC Convention	International Convention on Civil Liability for Oil Pollution Damage
CleanSeaNet	The European Satellite Detection Service for Hydrocarbons and Ships
COTIF Convention	Convention concerning International Carriage by Rail
DG INTPA (ex DG DEVCO)	Directorate -General for International Partnerships
DG MOVE	Directorate-General for Mobility and Transport
DG NEAR	Directorate-General for Neighbourhood and Enlargement Negotiations
EASA	European Union Aviation Safety Agency
EASP	EuroMed Aviation Safety Project

EBRD	European Bank for Reconstruction and Development
ECOSOC	United Nations Economic and Social Council
EDI	Electronic data interchange
EGNOS	European Geostationary Navigation Overlay Service
EIB	European Investment Bank
EMSA	European Maritime Safety Agency
ERA	European Union Agency for Railways
ESCWA	United Nations Economic and Social Commission for West Asia
ETF	Euro-Mediterranean Transport Forum
EU	European Union
EUMEDRail	EuroMed Rail Transport Project, supported by ERA
EuroMed RRU	EuroMed project (Rail, Road, Urban Transport)
EuroMed TSP	Euromed transport support project
FAL Convention	Convention on the Facilitation of International Maritime Traffic
FDA	French Development Agency
FEMIP	The Facility for Euro-Mediterranean Investment and Partnership
GIZ	German International Cooperation Agency
GNSS	Global Satellite Navigation System
GTMO	Western Mediterranean Transport Ministers' Group (5 + 5)
Harmonisation Convention	International convention on the harmonisation of frontier controls of goods
ICAO	International Civil Aviation Organisation
ICT	Information and Communication Technology
IFIs	International financial institutions
ILO	International Labour Organisation
IMDG code	Code for the transport of dangerous goods by sea
IMO	International Maritime Organisation
IMSAS audit	IMO Member State Audit Scheme
IOPC Fund Agreement	International Oil Pollution Compensation Fund
IRU	International Road Transport Union
IRU	International Road Transport Union
ISPS Code	International Ship and Port Facility Security Code
ITC	Inland transport Committee
ITF-OECD	International Transport Forum
ITS	Intelligent transport systems
KE	Key expert
MARPOL Convention	International Convention for the Prevention of Pollution from Ships

Southern Neighbourhood countries	Algeria, Egypt, Israel, Jordan, Lebanon, Libya ¹ , Morocco, Palestine, Syria ² , Tunisia,
MLC Convention	Maritime Labour Convention
NIF	Neighbourhood Investment Facility
NKE	Non-core expert
OTIF	Intergovernmental Organisation for International Carriage by Rail
RID	International Regulation Concerning the Carriage of Dangerous Goods by Rail
SAR Convention	International Convention on Maritime Search and Rescue
SOLAS Convention	International Convention for the Safety of Life at Sea
STCW Convention	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
TA	Technical assistance
TEN-T	Trans-European Transport Network
The TIR Convention	The Customs Convention of 1975 on the international transport of goods under cover of TIR carnets
TMN-T	Trans-Mediterranean Transport Network
UfM	The Union for the Mediterranean
UNCTAD	United Nations Conference on Trade and Development
UNECE	United Nations Economic Commission for Europe
WB	World Bank
WCO	World Customs Organisation
WHO	World Health Organisation

¹ Libya has observer status in the UfM

² Cooperation with Syria is suspended since 2011. Syria has been suspended from the UfM since 2011

I - Context

The objective of Euro-Mediterranean cooperation, as declared in the Barcelona Declaration of November 1995 and confirmed by the creation of the Union for the Mediterranean (UfM) following the Paris Summit in July 2008, is to establish a comprehensive and inclusive partnership and to ensure peace, stability and prosperity in the Mediterranean through enhanced and regular political dialogue, economic and financial cooperation and the promotion of social, cultural and human values.

The transport sector plays a key role in achieving this partnership and integration. To this end, regular and intensive dialogue has been established through the Euro-Mediterranean Transport Forum and its working groups to plan and implement an efficient and integrated transport system that develops cooperation in the region. The Forum prepared an initial document, the Blue Book, which describes the Forum's strategy for developing an integrated transport system (November 2005). In addition, the Mediterranean countries participated in the high-level group on the extension of the main trans-European routes to neighbouring regions (November 2005). A high-level conference was held in Lisbon in 2007 on extending the major trans-European transport routes to the Mediterranean.

The first Euro-Mediterranean Ministerial Conference on Transport, held in Marrakesh in 2005, endorsed this work and asked the Forum to draw up a Regional Transport Action Plan (RTAP) which sets out the short- and medium-term priorities to implement the recommendations of the Blue Book and the report of the high-level group.

The Regional Transport Action Plan 2007-2013 for the Mediterranean, prepared by the Euro-Mediterranean Transport Forum, consisted of 34 actions and was structured around two pillars: regulatory convergence and the planning and implementation of an integrated infrastructure network.

Following the launch of the Union for the Mediterranean (UfM) in 2008, and following on from the EuroMed partnership, the first UfM Conference, and the second in the framework of Barcelona process, was held in Brussels on 14 November 2013. The conference reaffirmed the need for a safe, secure, sustainable and efficient transport system based on the harmonisation of transport standards and on a multimodal and integrated regional transport network. As part of this transport strategy, it has been possible to monitor the progress of the Euro-Mediterranean cooperation in the transport sector, particularly with regards to the evaluation of the implementation of the 2007-2013 RTAP, the adoption of the priority guidelines of the 2014-2020 RTAP and approval for developing the Trans-Mediterranean Transport Network and its connection with the Trans-European Transport Network (TEN-T).

The Ministerial Declaration of this Conference (Annex 1), the RTAP 2007-2013 evaluation report and the priority guidelines endorsed by the Conference (Annex 2) were the basis for preparing the RTAP 2014-2020.

Two follow-up actions were carried out after the 2013 Ministerial Conference. The first action was organising a high-level conference on financing the future Trans-Mediterranean Transport Network which was held in Italy (Civitavecchia, 2014), aimed at bringing together Euro-Mediterranean partner countries, the main European and international financial institutions, as well as donors and private

companies, with the aim of mobilising coordinated funding to implement the Trans-Mediterranean Transport Network (TMN-T), to connect to the Trans-European Transport Network (TEN-T). The second action involved the EuroMed Transport Forum adopting the Regional Transport Action Plan (RTAP 2014-2020).

The aim of the RTAP 2014-2020 is to guide the Southern Neighbourhood countries in their regulatory reforms at national level. Thus, coordination and complementarity between EU bilateral and regional aid has been strengthened through the mobilised instruments (EuroMed regional programmes, TAIEX, Twinning, etc.). This RTAP includes 23 actions based on the priority guidelines adopted in the fields of maritime, land (road, rail and urban), air transport and the Trans-Mediterranean integrated multimodal transport network.

The implementation of the RTAP was initially monitored by the Euro-Mediterranean Transport Forum and its three working groups, and then by the current UfM Regional Platform on Transport Connectivity. This platform was adopted following the Ad Hoc meeting of the UfM Senior Officials on Transport, which took place in Barcelona on 30 January 2018, and which was composed of four working groups: land transport, maritime transport, civil aviation and logistics.

To implement the RTAP, the Southern Neighbourhood countries have benefited from the support of the EuroMed projects managed by the European Transport Agencies (EASA, EMSA and ERA) in the fields of aviation, maritime and rail transport. The EuroMed RRU and EuroMed TSP projects supported inland transport. The EuroMed GNSS project provided support in extending the signal from the European Geostationary Navigation Supplementary System (EGNOS) to cover the airspace of the Southern Neighbourhood countries. The list of EuroMed cooperation projects for the different modes of transport completed during the RTAP period and the ongoing projects are set out in Annex 4.

II - Summary

Within the framework of the Euro-Mediterranean Partnership and its objective to make the region peaceful, stable and prosperous, the RTAP 2014-2020 pursues the objectives of the RTAP 2007-2013, which are to provide the region with an efficient and integrated transport system and facilitate the movement of persons and trade in the Mediterranean region. The evaluation of the implementation of the RTAP 2014-2020 has shown tangible progress and results. These results relate in particular to the conclusion of technical discussions on the map of the future trans-Mediterranean network (TMN-T). They also concern reforms undertaken in the various sectors, adherence to the main international agreements and conventions, and progress in harmonising national legislation with international and European provisions. Particular attention was paid to the areas of security, safety and environmental protection.

The concrete progress in the implementation of RTAP is the result of a commitment to common priorities and the hosting of technical dialogues between partners, despite national and regional situations that can be complex and the impact of the COVID19 pandemic in 2020. The dialogue structure established under the Barcelona Process and pursued by the Union for the Mediterranean, the support of the European Agencies (EASA, EMSA, ERA), as well as EuroMed cooperation projects and other EU instruments, have been crucial to achieving tangible results.

The RTAP 2014-2020 has 23 actions and five chapters: general principles, maritime transport, land transport, air transport, network and logistics.

In the maritime transport sector, adhering to international agreements and their provisions has been a priority for all Southern Neighbourhood countries. In terms of port efficiency, some countries made progress as shown by change in international indices, such as the UNCTAD Maritime Connectivity Index³ and the World Bank's Doing Business Index.

With the support of SAFEMED projects, Southern Neighbourhood countries have created modern surveillance systems and security equipment by developing and integrating Automatic Identification Systems (AIS) and VTS/VTMIS⁴ services. Tools and services have been provided in the field of safety and security, such as access to the Maritime Knowledge Centre (MaKCs) to all beneficiaries, access to RuleChek, a supporting tool for the PSC authorities now become also a repository of the maritime Legislation (EU, IMO, ILO) for all staff of beneficiaries and T-AIS information sharing. Access to CleanSeaNet⁵ and SAT-AIS information⁶ has enabled services and tools to be provided to four countries (Jordan, Lybia, Morocco and Tunisia) to detect and sanction wild degassing. Clean-up equipment has also been provided.

For the motorways of the sea, the total number of maritime lines operating under this concept increased from 8 in 2013 to 13 in 2020, i.e 5 new lines.

³ *The United Nations Conference on Trade and Development.*

⁴ *VTS/ Vessel Traffic Service/VTMIS : Vessel Traffic Monitoring and Information System*

⁵ *CleanSeaNet: The European Satellite Detection Service for Hydrocarbons and Ships.*

⁶ *SAT-AIS: European Satellite — Automatic Identification System.*

In the area of land transport, efforts have been made to accede to and implement the main UN agreements. Major changes have been introduced or are being introduced in national regulations. EuroMed cooperation projects, especially EuroMed TSP, have assisted countries in the areas of accession to agreements, deployment of Intelligent Transport Systems (ITS) and road safety. Concerning ITS deployment, a EuroMed “ITS Strategic Plan” has been developed with a “preliminary ITS architecture”. In addition, extending the AETR Agreement⁷ to five countries (on 5 July 2016 for Algeria, Jordan, Morocco and Tunisia and on 8 January 2020 for Lebanon) is one of the main sustainable results. Efforts to extend the AETR to a sixth country (Egypt) are underway. In the field of road safety, most countries have made progress in setting up a road safety structure, set road safety targets and made changes to the regulations. In addition, the evaluation of data collection and processing revealed differences between national road mortality statistics and WHO statistics. A plan on the way forward was adopted. A document on understanding and reconciling differences between country data and WHO estimates has been finalised and made available to countries.

Two countries (Morocco and Tunisia) have developed national urban mobility policies. Achievements have also focused on sustainable urban mobility plans and the establishment of transport organising authorities. Indeed, 26 cities have developed or initiated the development of sustainable urban mobility plans or transport transport plans, of which 14 over the period 2014-2020.

In the field of railway safety and interoperability, reforms have taken place most countries have received support for regulatory reform and gradual alignment with European and international legislation. The EUMedRail project has given priority to safety management systems and some countries have made progress in setting up national safety authorities and independent railway accident investigation bodies.

As regards air transport, three Euro-Mediterranean Aviation Agreements (Israel, Jordan and Morocco) have already entered into force and a fourth agreement has been finalised (Tunisia). All countries are making progress in legislative reform and regulatory convergence, which would open the market, through liberalisation and remove barriers to competition, and promote the development of the Euro-Mediterranean Common Aviation Area (EMCAA). Particular attention was paid to safety within the various projects (EuroMed Aviation I and II, MASC⁸ and EASP⁹) with the aim of speeding up the implementation of safety management systems, harmonising safety standards with those of the EU, complying with the standards and recommended practices of the International Civil Aviation Organisation (ICAO) and implementing a roadmap adapted to EACEM.

In the field of aviation security, countries have made progress in implementing enhanced security procedures, in particular in the area of screening of passengers and baggage. In addition, countries have started to consider the environment through regulatory convergence with EU regulations.

The AEFMP initiative (Algeria, Spain, France, Morocco and Portugal) has established cooperation between these countries in order to remove or eliminate national borders and organise airspace regionally. The AEFMP has led to capacity building as well as improved cost-effectiveness, safety and environmental performance. In addition, two countries among the Southern Neighbourhood

⁷ AETR: *European Agreement concerning the work of Crews of Vehicles engaged in International Road Transport (Accord européen relatif au travail des équipages des véhicules effectuant des transports internationaux par route).*

⁸ MASC: *Mediterranean Aviation Safety Cell.*

⁹ EASP: *Euromed Aviation Safety Project.*

countries (Egypt, Tunisia) participated in the Blue Med FAB as associated partners, and two countries (Jordan, Lebanon) participated with observer status. Furthermore, the two programmes, EuroMed GNSS¹⁰ I and II, have enabled the gradual introduction and exploitation of GNSS in the region. The results achieved are significant, such as the eight GNSS procedures and relevant security assessments published in four countries (Algeria, Israel, Lebanon and Tunisia). The countries have expressed interest in progressing to the next steps.

For the future trans-Mediterranean transport network, a draft indicative map of the TMN-T, alongside a regional database and a set of geographical locations for the Mediterranean region, was created thanks to the commitment, dialogue and continuous efforts of the countries. This confirmed the common commitment to connect their transport networks. In addition, a conference took place in December 2014 in Italy (Civitavecchia) that brought together all potential financial partners. It was a first step in identifying concrete actions for project funding. In addition, the UfM Secretariat has set up a Transport Project Committee (UfM-IFIs) to monitor progress in the implementation of the main regional transport infrastructure projects, which are located on the TMN-T and labelled by the Union for Mediterranean. The instruments of the European Union (EU) and the European Investment Bank (EIB) available over the period 2014-2020 are the Transport Advisory Programme (SNAP-T) established in January 2014 for a three-year, the Connecting Europe Facility (CEF), the Neighbourhood Policy Investment Facility/Platform (NIF/P) and the External Investment Plan (EIP).

With **regard to the development of logistics**, the establishment of logistics platforms differs from one country to another. The LOGISMED TA project¹¹, a component of the LOGISMED initiative¹², has trained more than 800 people for logistics jobs. It also helped to develop associations, promoted European logistical standards and set the foundations for a higher level of certification by the European Logistics Association. Furthermore, the “Guide to Designing and Implementing Logistics Platforms”, drawn up by CETMO, is now a reference that can be used in the future.

¹⁰ GNSS: Global Navigation Satellite System.

¹¹ LOGISMED Training Activities, an EU-funded training programme implemented by the EIB.

¹² LOGISMED: EIB initiative to develop the logistics sector in Mediterranean partner countries.

III - Summary report and main achievements and regional successes

The RTAP 2014-2020 promotes regional cooperation in the transport sector to achieve a multimodal and integrated transport network that promotes growth and integration. The implementation of this RTAP, which follows on from the RTAP 2007-2013, has led to technical progress and regional successes for most of the actions. This progress stems from the encouraging results of the technical discussions on the map of the future TMN-T. Progress has also been made in reforms in the various modes of transport, adherence to the main agreements and conventions in the fields of road, rail, maritime and air transport, and the harmonisation of national legislation with international provisions and European regulations. Concrete actions in the fields of security, safety and environmental protection have been implemented. Important achievements in the implementation of the RTAP, include the drafting TMN-T indicative map, access to the CleanSeaNet service, the launching of a 5 new maritime lines according to the Motorways of the Sea concept, the development of a EuroMed “ITS strategic plan” and a “preliminary ITS architecture”, the opening of the AETR agreement to Mediterranean countries in the southern neighbourhood and the LOGISMED TA project.

The commitment of the national expertise on common priorities and the technical dialogue between all partners have led to this progress in the implementation of the RTAP. The dialogue established under the Barcelona Process and pursued by the Union for the Mediterranean on the one hand, and the support of EuroMed cooperation projects for all modes of transport and logistics with the support of the European Agencies (EASA, EMSA, ERA) and other EU instruments have also greatly contributed to achieving tangible results.

Main achievements and regional successes in the implementation of the 2014-2020 RTAP

The shared will and implementation of activities corresponding to the needs of the countries, support of cooperation projects and follow-up by the dialogue platform enabled progress to be made in the implementing the RTAP and to strengthen regional dynamics.

Maritime transport actions (Actions 1 to 7) relate to improving the efficiency of ports, motorways of the sea, security, safety, environmental protection, training and passenger rights.

Most of the Southern Neighbourhood countries have undertaken actions to improve the efficiency of ports. These actions covered the modernization and adaptation of infrastructure, the simplification of procedures, the strengthening of the participation of the private sector through concessions and the establishment of community port systems (PCS¹³). These actions and measures have contributed to improved port performance. For some countries, the improvement in port efficiency has been

¹³ PCS: Port Community System.

confirmed by the improvement in their ranking in certain international connectivity indices, such as the UNCTAD Liner Shipping Connectivity Index and the World Bank Ease of Doing Business Index. This was particularly the case following the establishment of a single window and the simplification of procedures, in particular customs procedures and electronic data interchange (EDI).

In the field of security, safety and environmental protection, most countries have reorganised maritime administration with respect to their obligations under the relevant international conventions, including SOLAS¹⁴, MARPOL¹⁵ and CLC¹⁶. Efforts have been made to develop regional and national surveillance systems and modern safety equipment, as well as regional communication and coordination systems. Efforts have also been made to integrate AIS and VTS/VTMIS systems for the successful implementation of Motorways of the Sea. Services and tools in the fields of security and safety have been provided as well as T-AIS information sharing. The Southern Neighbourhood countries have ensured better implementation of the requirements of international conventions and they are gradually complying with European standards. Through SAFEMED, targeted training activities have been carried out, in particular training on the ISPS code¹⁷, safety of port facilities, monitoring of auditors, etc.

In terms of training, most countries have training and certification institutions for seafarers and a majority of them have ratified the STCW Convention¹⁸. They have received several training activities such as the International Safety Management Code (ISM Code), the implementation of the Maritime Labour Convention (MLC) and assistance related to the STCW Convention.

Regarding **national legislation on passenger rights** in maritime transport, there has been no concrete progress, except in the case of three countries that have ratified the Athens Convention¹⁹, and two other countries that are currently working on passenger rights provisions.

The activities of the various regional cooperation initiatives, such as the SAFEMED, MEDAMOS and EuroMed projects, have contributed to the coherent, effective and uniform implementation of international conventions in the fields of maritime security and safety, the prevention and fight against pollution, and capacity building. In addition, services and tools have been provided in the field of security and safety, such as access to RuleCheck and the Maritime Knowledge Centre to all beneficiaries, as well as the sharing of T-AIS information amongst three countries (Jordan, Morocco and Tunisia) which, on reciprocal basis, may now also share their T-AIS information with EU MSs participating in MARES, the SSN Regional server for Mediterranean. In addition, four countries (Jordan, Libya, Morocco and Tunisia) have access to CleanSeaNet information and SAT AIS information to detect and potentially sanction oil spills in the waters under their jurisdiction. This project also enabled capacity building of security through training on ISPS Code and port facility security.

The continuation of efforts on motorways of the sea has resulted in the operation of five new maritime lines according to this concept, bringing reaching the total number of lines concerned to 13. The operation of these lines has contributed to the upgrading of the maritime infrastructure, its connections with the hinterland, the evolution towards electronic practices and electronic data

¹⁴ SOLAS Convention: *International Convention for the Safety of Life at Sea*.

¹⁵ MARPOL Convention: *International Convention for the Prevention of Pollution from Ships*.

¹⁶ CLC Convention: *International Convention on Civil Liability for Oil Pollution Damage*.

¹⁷ ISPS Code: *International Ship and Port Facility Security Code*.

¹⁸ STCW Convention: *International Convention on Standards of Training, Certification and Watchkeeping of Seafarers*.

¹⁹ Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea/1974.

interchange, the integration of maritime transport routes into supply chains. Traffic management, maritime safety and logistics have improved significantly after the adoption of the motorways of the sea concept. The implementation of other lines according to this concept is recommended.

In **terms of the difficulties and problems encountered** and despite the progress made in improving the efficiency of ports, there has only been a modest development in the adaptation of port infrastructure due to financial constraints and difficulties in awarding concessions and setting up PPP projects. The other difficulties concern the implementation of some reforms, in particular the separation of the regulatory and operational functions and the liberalisation of services. Automation and simplification of procedures through the development of EDI and the establishment of single windows and PCS are progressing slowly in some countries.

In the field of safety, security and environmental protection, and despite progress made in the accession and implementation of international conventions for most countries, some difficulties have been identified. It concerns in particular the exchange of information between Southern countries which remains limited, the non-generalization of VTS coverage on all national coasts and territorial waters and the failure to use tools provided by the regulations and the CleanSeaNet. There has also little technological development in environmental management and inadequate waste management for some countries

In terms of training, the gap between the supply and demand of seafarers makes it difficult to recruit, especially as most countries do not have national fleets or have a very limited number of vessels.

Maritime transport

Main achievements and regional successes

1- Port efficiency: Improvements in port efficiency have been confirmed for some countries through significant progress in some international indices, such as the UNCTAD Liner Shipping Connectivity Index and the World bank Ease of Doing Business Index.

2- Maritime safety: Services and tools have been provided in the field of safety and security, such as access to the Maritime Knowledge Centre (MaKCs) to all beneficiaries, access to RuleChek as well as T-AIS information sharing and provision of information on SAT-AIS to four countries (Jordan, Libya, Morocco and Tunisia).

3- Maritime security: The Southern Neighbourhood countries have worked to improve the implementation of the maritime security requirements of the SOLAS Convention and have also ensured gradual compliance with EU standards. Priority was given to training on the ISPS Code and also to port facility security.

4- Marine environment: Clean-up equipment has been provided. Four countries (Jordan, Lybia, Morocco and Tunisia) benefit from and have access to “CleanSeaNet” and “SAT-AIS” information for early detection of oil spills in the waters under their jurisdiction and to facilitate the identification of possible polluters.

5- Training and certification of seafarers: Training actions on international safety management, implementation of the Maritime Labor Convention (MLC), as well as on search and rescue have been carried out for the benefit of Southern Neighbourhood countries.

6- Motorways of the Sea: five new maritime lines have been put into operation according to the concept of motorways of the sea, which has contributed to the improvement of services, particularly in terms of adaptation of the transport supply to demand, frequency and regularity, multimodality, and safety and security.

Land transport actions (Actions 8 to 13) cover the development of efficient transport systems, the promotion of cross-border transport, road safety, urban transport, safety and interoperability in the rail sector and passenger rights.

With the aim of making **efficient land transport systems available and promoting international freight transport**, the Southern Neighbourhood countries have undertaken regulatory and convergence reforms and continued their efforts to accede to and implement the main United Nations road transport agreements and conventions. Priority was given to the establishment of training and certification for professional drivers, the introduction of rules on driving and rest periods in accordance with the AETR Agreement²⁰, the introduction of rules on access to the profession of transport operator, the introduction or adaptation of the rules governing the transport of dangerous goods and perishable goods (ADR²¹ and ATP agreements²²), the implementation of the UN Agreements of 1958²³ and 1997²⁴.

As regards **the deployment of ITS systems**, the countries have developed a EuroMed “Strategic ITS Plan” and a “preliminary ITS architecture” setting out the vision, needs, requirements, standards and data collection methods and systems.

In addition, most countries were assisted in promoting accession to and effective implementation of the UN Agreements by facilitating participation in UNECE work. Efforts focused on the 13 most important UN Agreements. In particular, it should be noted that the opening of the AETR Agreement on 5 July 2016 to four countries (Algeria, Jordan, Morocco and Tunisia) and on 8 January 2020 to a fifth country (Lebanon) is one of the main lasting results. Similarly, efforts to open the AETR to a sixth country are under way and are expected to be completed soon. This opening of the AETR Agreement should soon be followed by accessions to the AETR Agreement.

The support provided by the EuroMed RRU project and the ETSP project have been very useful in advancing reforms, ownership and effective implementation of these UN Agreements, the development of intelligent transport systems deployment strategy, the opening of the AETR agreement and the facilitation of participation in UNECE work.

Regarding road safety, most Southern Neighbourhood countries have established or initiated the establishment of a road safety structure and introduced or amended the regulations on certain traffic

²⁰ AETR: *European Agreement concerning the work of Crews of Vehicles engaged in International Road Transport (Accord européen relatif au travail des équipages des véhicules effectuant des transports internationaux par route).*

²¹ ADR: *European Agreement concerning the International Carriage of Dangerous Goods.*

²² ATP: *Agreement on the international carriage of perishable foodstuffs and on the special equipment to be used for such carriage.*

²³ UN 1958 Agreement: *Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions.*

²⁴ UN 1997 Agreement: *Agreement of 13 November 1997 concerning the adoption of uniform conditions for periodical technical inspections for wheeled vehicles and the reciprocal recognition of such inspections.*

rules in preparation for their accession to the relevant United Nations conventions. The Southern Neighbourhood countries are currently working on the establishment and sharing of reliable, harmonised and comparable data collection systems on road safety at regional level. As part of this activity, supported by ETSP, an evaluation of the data collection and processing systems was carried out which resulted in a roadmap including concrete actions to be implemented. A ETSP-WHO Brochure on understanding and reducing differences between road mortality data reported by countries and WHO estimates was finalized, as an outcome of close cooperation between ETSP and WHO, followed by a publication on harmonized definitions of road accident data in the Euro-Mediterranean region. The ETSP project also allowed regular meetings for experts from the Southern Neighbourhood countries with the Special Envoy of the UN Secretary General for Road Safety and the establishment of cooperation with relevant regional and international organisations and initiatives.

Regarding urban transport, efforts have been made to develop national urban mobility policies. Several cooperation and technical assistance projects, ETSP (and EuroMed RRU), “Mobilise Your City”, and other multilateral organisations, such as the World Bank, have helped to develop the necessary legislation to create organisational transport authorities and develop national urban mobility policies. Efforts have also focused on sustainable urban mobility plans in a few cities. All these projects emphasised the need for a public policy based on integrated planning. Ensuring governance and financing the promotion of public transport as well as the development of skills are the focal points on which policies must be built. In particular, the implementation activities of urban transport have highlighted the importance of local governance, which proved essential for improving mobility in cities. In terms of achievements, two countries developed their national urban mobility policy (Morocco and Tunisia) and 14 cities have developed (or initiated the development) of sustainable urban mobility plans or transport master plans. The total number of cities with or requiring an urban mobility plan has increased to 26.

Regarding safety and interoperability in the rail sector, the regional RRU programme between 2014 and 2016 and the EuMedRail project, supported by the Europea Railway Agency (ERA), enabled the Southern Neighbourhood countries in the regulatory reform and the gradually align with European and international rail transport legislation. These activities focused primarily on the harmonisation of the countries’ legislation with the European acquis on safety and interoperability in the rail sector. In particular, the EuMedRail project focused on the establishment of safety management systems, the establishment of railway safety authorities and the establishment of independent accident investigation authorities.

Regarding the introduction of **national legislation on passenger rights in land transport**, there has been no progress in the implementation of this action. The activities were limited to technical assistance for some countries in 2013, and on the quality management of rail passenger transport in accordance with European standard EN 13816.

The **main difficulties** are the quantitative and qualitative lack of human resources within ministerial departments responsible for transport, which hamper progress in the implementation of PART. Efforts have been made in terms of awareness and training relating to the main UN agreements, but the number of new adhesions remains limited.

Regarding road safety, the effective implementation of the leading structures is progressing slowly for financial and human resource issues. In addition, the adaptation of road traffic regulations and in particular the training of professional drivers in some countries should be accelerated.

The main difficulties for urban transport are financing and lack of human resources, particularly at the local level, which poses difficulties at the level of governance for the effective implementation of national urban mobility policies and sustainable urban mobility plans in large cities.

Regarding railway safety and interoperability, significant technical assistance and training needs for to adopt international safety and interoperability standards must be met. Despite the ERA's efforts and the willingness of countries to participate in the 2014-2020 RTAP, it is still necessary to establish safety management systems, a safety structure and an autonomous investigative body.

Furthermore, no concrete progress has been made in implementing the RTAP with regard to passenger rights and this action should be postponed until the next Action Plan.

Land transport

Main achievements and regional successes

1- Efficient land transport systems: The Southern Neighbourhood countries have developed a EuroMed "ITS Strategic Plan" and a "Preliminary ITS Architecture" setting out the vision, needs, requirements, standards, policy developments and data collection systems.

2- International land transport of goods: Efforts to accede to the main UN agreements and harmonization with European regulations resulted in four new accessions (Egypt to the TIR convention, Palestine to the TIR convention and the Vienna Convention on road traffic and Tunisia to the UN agreement of 1997) as well as to the opening of the AETR agreement to five countries (Algeria, Jordan, Morocco, Tunisia and Lebanon).

3- Road safety: To compensate for the discrepancies between national statistics on road deaths in the countries of the region and those of the WHO, a roadmap has been finalized, within the framework of the ETSP project, which specifies the concrete measures to be adopted by all the parties concerned.

4- Urban transport: Two countries (Morocco and Tunisia) have developed national urban mobility policies. During the period 2014-2020, 14 cities developed or initiated sustainable urban mobility plans or transport master plans. Furthermore, the effort focused on the establishment of governance authorities for urban mobility.

5- Safety and interoperability in the rail sector: Most countries, with the support of ERA, have prioritized the implementation and optimization of safety management systems of railway operators. In addition, they have carried out activities to support the establishment of national safety authorities (NSAs) and national independent bodies in charge of accident and incident investigation (NIBs).

Air transport actions (Actions 14,15,16,17 and 18) concern market opening, safety and security, air traffic management, passenger rights and the implementation of GNSS Aviation.

Most partner countries have embarked on legislative reforms for regulatory convergence, which would allow market opening through liberalisation and the removal of barriers to competition. Three Euro-Mediterranean Aviation Agreements (Israel, Jordan and Morocco) have already entered into force and a fourth agreement (Tunisia) has been finalised.

Regarding aviation safety, the regulations in force in the Southern Neighbourhood countries differ in general from European standards and regulations. Regulatory harmonisation is evolving at a slow pace and partner countries' safety management systems need to be adapted and strengthened. In order to continue complying with ICAO Standards and Recommended Practices (SARPs²⁵), the EuroMed Aviation I project was followed by the EuroMed Aviation II project which implemented an agreed roadmap to establish EACEM. The EuroMed Aviation Safety Project (EASP) was extended until 31 December 2017. It aims to harmonise security standards between the EU and partner countries. With regard to the programme for operators from third countries, only two countries (since February 2016) are currently part of the European inspection programme "Ramp Inspections".

Regarding civil aviation security, countries have started implementing enhanced security procedures, in particular for passenger and baggage control services. However, security standards are not common to all countries due to the specificities of the countries and in particular the geopolitical context. The concept of a single security point within EACEM is not approved in the proposed multilateral format by some countries. Rather, they agree to it in a bilateral format.

Regarding environmental protection, awareness in the Southern Neighbourhood countries is progressing more slowly than in the European area, with a widespread lack of equipment to measure gas and noise emissions. In addition, environmental awareness would continue to increase through regulatory convergence with the EU. For example, the EuroMed GNSS programmes will have a beneficial effect, making the Mediterranean region more secure, and promoting more sustainable development.

Regarding air traffic management, significant progress has been made. The Southern Neighbourhood countries have demonstrated their commitment and interest in deploying the EGNOS system²⁶, and have also started to participate in various airspace optimisation initiatives, based on regional rather than national boundaries, such as AEFMP. The AEFMP initiative (Algeria, Spain, France, Morocco and Portugal) has established cooperation between these countries in order to remove or eliminate national borders and organise airspace from a regional perspective. The AEFMP has led to capacity building as well as improved cost-effectiveness, safety and environmental performance. Furthermore, two Mediterranean partner countries (Egypt and Tunisia) participated in the Blue Med FAB as associated partners, and two other countries (Jordan and Lebanon) participated with observer status.

In addition, most countries have established safety oversight mechanisms for air navigation service providers. These mechanisms have been designed on the basis of ICAO SARPs. However, the existing

²⁵ SARPs: *Standards and Recommended Practices*.

²⁶ EGNOS: *European Geostationary Navigation Overlay Service*.

levels of resources and expertise within national competent authorities are in many cases insufficient and do not ensure effective implementation of safety oversight operations.

Three countries (Algeria, Morocco and Tunisia) have made progress in regulation of passenger rights, by providing the necessary legal basis of passenger rights while work in other countries is still underway.

The implementation of GNSS Aviation has confirmed the possibility of introducing and phasing in GNSS in the region. The results achieved are significant, such as the eight GNSS procedures and relevant security assessments published in four countries (Algeria, Israel, Lebanon and Tunisia). From a regulatory point of view, the Southern Neighbourhood countries are ready to use EGNOS aeronautical services. They are therefore able to move to the next institutional stage (international agreements with the EC).

Regarding the difficulties and problems encountered, the opening-up and liberalisation of the air transport market with the introduction of the private sector is progressing slowly. The transition from bilateral to open skies agreements is not as rapid for some countries. The convergence of national legislation with the EU acquis is progressing slowly and remains limited.

Regarding the implementation of all activities related to the RTAP, in particular for air traffic management, security, safety and the environment, there is a significant lack of human and financial resources and the lack of an autonomous civil aviation authority for some countries.

Only three countries have made progress in regulatory passenger rights, but this regulation has not yet been adopted. There is also a lack of measures for people with reduced mobility.

With regard to the implementation of GNSS Aviation, it is worth noting the uncertainties regarding the coverage of the EGNOS signal in some countries once the new RIMS stations have been installed and the slow decision-making process to move to the next steps of the project.

Air transport

Main achievements and regional successes

1- Civil aviation - Opening up the air transport market: As part of the promotion of a Euro-Mediterranean common aviation area (EMCAA), three Euro-Mediterranean aviation agreements have already entered into force (Israel, Jordan and Morocco) while a fourth agreement (Tunisia) was finalized.

2- Safe and secure air transport: The various cooperation and technical assistance projects supported the efforts of the countries to implement safety management systems, comply with ICAO Standards and Recommended Practices (SARPs) and implement a road map adopted for the creation of the EMCAA. In addition, countries have made progress in implementing enhanced security procedures, particularly in the area of passenger and baggage inspection / screening.

3- Air traffic management: As part of the sub-regional air traffic management initiatives, the AEFMP (Algeria, Spain, France, Morocco and Portugal) has set up a cooperation between these five countries, which consists of organizing the airspace from a regional point perspective. With regard to the accession of the southern neighborhood countries to the functional airspace blocks (FAB) initiatives, Egypt and Tunisia participated as associated partners with FAB Blue Med, and Jordan and Lebanon participated with observer status.

4- Provisions on passenger rights in air transport: Three countries (Algeria, Morocco and Tunisia) have made progress in establishing regulations relating to passenger rights regulations.

5- Implementation of GNSS Aviation: GNSS programmes 1 and 2 confirmed the possibility of introducing of GNSS in the countries of the region. These countries are ready to move to the institutional stage by concluding agreements with the EC. The results obtained are tangible, notably with the eight GNSS procedures and the relevant safety assessments published in four countries (Algeria, Israel, Lebanon and Tunisia).

Actions relating to the Euro-Mediterranean integrated multimodal transport network (actions 19 to 23) concern the establishment of a mutually agreed indicative map, financing, technical instruments, the development of logistics and the extension of the network.

Technical work on the development of a trans-Mediterranean network regional map was already under way during the 2007-2013 RTAP by the Euro-Mediterranean Transport Forum. In 2013, the TEN-T methodology provided a technical and regional framework for developing the Trans-Mediterranean Transport Network (TMN-T). The technical work was completed in 2016 when the Euro-Mediterranean Transport Forum created a draft indicative regional map, accompanied by a regional database and a set of reliable geographical sites for the Mediterranean region using data received from the transport ministries of the southern Mediterranean partners. On the one hand, this work was carried out on the basis of statistics provided by the representatives of the Mediterranean partner countries, and on the other hand, it drew on the TEN-T approach and guidelines Regulation (EU) No 1315/2013 and the TEN-TEC tool.

Given the importance of the TMN-T network map in the planning and implementation of the priority sections of this network, as a first step and with a view to eventually achieving an integrated transport network in the region, it is necessary to strengthen the validation of the map and present the results at the next Ministerial Conference.

The **main difficulties** with the map validation process remain of a political nature. These difficulties have been presented on several occasions to the UfM Senior Officials Meetings (SOM), starting with the SOM in October 2016 and until the SOM in December 2019.

Regarding the mobilisation of funds and the search for partners and financial promoters, the UfM Secretariat set up a network of stakeholders (IFIs and donors) engaged in transport infrastructure investments in the region, and the first meeting was held in Barcelona in June 2019. In addition, and with reference to the Ministerial Declaration of the Conference of Ministers of Transport of the UfM in November 2013, a conference took place in December 2014 in Italy (Civitavecchia) which involved with the participation of IFIs. It was a first step in the dialogue process leading to the identification of concrete actions in the field of financing transport projects.

Several other instruments are available and offered by the European Commission and the European Investment Bank. The first is the SNAP-T consultancy programme, launched in January 2014 and for a period of three years, which provided technical advice for 20 projects in 7 countries, mainly through outsourced consultancy services. These projects are expected to result in a capital investment of up

to EUR 8.1 billion. Other mechanisms available and used are **the Connecting Europe Facility (CEF)**, The EU's internal fund to support the completion of the TEN-T. Under certain conditions, projects relating to links with the TEN-T (such as TMN-T) may benefit from the support of CEF, the **Neighbourhood Investment Facility/Platform (NIF/NIP)**, which is a mechanism for raising additional funds to finance capital-intensive infrastructure projects in EU partner countries covered by the European Neighbourhood Policy (ENP) and the external Investment Plan (EIP) which is a new EU initiative launched in 2017. It aims to attract more investment in countries close to the EU (EU neighbourhood countries) and in Africa. The EIP has a connectivity component, but most of the proposals relate to the energy sector.

Overall, EU financial instruments exist and have focused on the priority of funding projects on the TMN-T. However, these tools have been little used with few relevant projects submitted and the validation of the TMN-T map is still pending.

The development of logistics is part of the activities undertaken, in particular through the EIB "LOGISMED" initiative and the study of a "Euro-Mediterranean network of logistic platforms". The establishment of new logistics platforms is progressing slowly in most countries. With regard to training activities, LOGISMED TA project has produced most of the expected results upon which future training and networking activities could be based. In addition, it has fostered the development of associations and the promotion of European logistics standards. The foundations for a higher level of ELA certification has been launched, through ELA. In addition, the "Guide for the design and implementation of logistics platforms", drawn up by CETMO, is now a reference that can be used in the future.

Action 23 on the extension of TMN-T to Africa (as a link to Europe) and the Arabian Peninsula, as well as to Asia, has not advanced due to the lack of validation of the TMN-T network map to date.

Trans-Mediterranean Transport Network and Logistics

Main achievements and regional successes

1- Trans-Mediterranean Transport Network (TMN-T): A draft indicative regional map of TMN-T, accompanied by a regional database and a set of reliable geographical locations for the Mediterranean region, was obtained from data received from the Ministries of Transport of the Mediterranean Partner Countries in the Southern Neighbourhood. This is an exemplary technical success of the 2014-2020 RTAP in the South-South and North-South regional connection vision through the connection of TMN-T to TEN-T.

2 —Financing of TMN-T: The Financing Conference organised in December 2014 in Italy (Civitavecchia), with the participation of potential financial partners, was a first step in the dialogue process to identify concrete actions to finance transport projects. In addition, a UfM-IFIs Transport Projects Committee has been set up to monitor progress in the implementation of the main regional transport infrastructure projects. Several other instruments are available and offered by the European Commission and the EIB. This includes the SNAP-T consultancy programme, launched in January 2014 and which lasted three years, providing technical advice to 20 projects in 7 countries. These projects are expected to result in a capital investment of up to EUR 8.1 billion.

3- Logistics development: The LOGISMED TA project trained more than 800 people in logistics jobs. It developed associations and promoted European logistical standards. The basic requirements for a higher level of ELA certification have been launched through ELA. In addition, the “Guide to the Design and Implementation of Logistics Platforms”, developed by CETMO, is now a reference that can be used in the future.

IV – Recommendations for RTAP 2021-2027

The following guidelines are recommended to the Southern Neighbourhood countries as a basis for laying down concrete actions of the RTAP 2021-2027, to support their regulatory and infrastructural reforms.

I – Strategic guidelines:

- 1- Strengthen the regional and international dimension of the national transport strategies and policies in particular through regulatory convergence, regional UfM Transport projects located to the TMN-T and participation in relevant international fora.
Pursue through the national strategies and policies the efficiency of transport and mobility systems, in particular by strengthening national and regional governance with regulatory frameworks that facilitate long-distance transport and strengthen decentralisation and financial autonomy. This allows local authorities to establish sustainable sectoral financing frameworks.
- 2- Include emission reduction targets in integrated national transport strategies for the entire transport sector and consider UfM pilot projects at regional level with a view to a gradual transitioning towards more sustainable mobility.
- 3- Take into account connectivity and mobility systems at all levels of planning under the transport and mobility policies and strategies of the different modes of transport. Future transport resilience should consider climate change and possible epidemics by learning from the COVID-19 situation and its impact.
- 4- Encourage the use of less polluting vehicles, alternative fuels and electric transport. The promotion of electric mobility, especially in urban settings, with charging infrastructure should be part of this approach. Noise and air pollution standards should also be developed and prepared for the use of new and emerging forms of mobility, in particular for the introduction of automated vehicles for urban mobility.
- 5- Ensure effective monitoring of the functioning of transport systems at national, Mediterranean and global levels. To this end, the Southern Neighbourhood countries must strengthen or set up a database and data collection system to monitor the operation of their transport system and analyse its development. Explore how harmonize and share at regional level the collection and production of data in order to promote reflection on the region and its priorities.
- 6- Enhance health and safety for all modes of transport by learning from the impact of the COVID 19 pandemic. The impact of this pandemic must be taken into account when organising the different modes of transport and considering future investment in infrastructure and spaces linked to transport to ensure people's health and safety.

II – Trans-Mediterranean Transport Network and Logistics

- 7- Continue dialogue with a view to finalising the validation process for the indicative TMN-T map with the agreement of the Southern Neighbourhood countries and the inclusion of indicative TMN-T map in Regulation (EU) No 1315/2013. Continuing to develop the Motorways of the Sea will strengthen integrated multimodal services and constitute concrete progress in the interconnection between TEN-T and the TMN-T.
- 8- Promote the TMN-T as a basis for common programming to mobilise in a coordinated manner the financial instruments of all partners. Develop a pipeline of projects located on the TMN-T for regional connectivity, interoperability and integration. Within the UfM-IFIs Transport Project Committee, continue to take stock of the progress made in implementing the main regional transport infrastructure projects, which are located on the TMN-T and labelled by the Union for Mediterranean.
- 9- Pursue logistics development activities through the implementation of the priority logistics platforms of the Trans-Mediterranean Transport Network, to help improve logistics performance and coordination at regional level and capacity building. Particular attention should be paid to green logistics.
- 10- Strengthen multimodal transport and encourage the transition to more sustainable modes of transport. Priority should be given to rail transport, as a backbone for passenger and freight transport. To improve connectivity, the development of multimodal transport corridors as part of the future TMN-T and its connection to TEN-T should be supported at national level. In this context, optimising freight transport through less polluting vehicle solutions, establishing smart and multimodal logistics platforms to accompany the development of efficient multimodal transport, and using digital technologies should be considered as a priority.
- 11- Prioritise the interconnection of the TMN-T with the rest of Africa and ~~the rest of~~ Asia, as an extension of the connection of the TMN-T to the TEN-T, thereby ensuring a link with Europe, which would facilitate the movement of people and goods and increase trade and growth in general.

III — Maritime transport

- 12- Strengthen activities to improve the efficiency of ports by focusing on adapting infrastructure and equipment to needs. Facilitate, simplify and automate procedures and PCS, drawing on EU experience in these areas, in particular in the reforms at port authority level.
- 13- Continue efforts to accede to and implement the provisions of international conventions, in particular those relating to security, safety and protection of the marine environment. Special attention should be paid to maritime cyber security.
- 14- Strengthen regional and national surveillance systems and the installation of modern security equipment, the development of regional communication and coordination systems and ensure interoperability and full coverage of VTS/VTMIS systems and ultimately link them to European systems. In addition, efforts to make CleanSeaNet mainstream in the Southern Neighbourhood countries and the exclusive use of THETIS-MED for port state control by all countries should be continued.

- 15- Continue efforts on accession to and implementation of the MARPOL Convention, Annex VI, in particular as regards the possible establishment of an emission control area in the Mediterranean Sea and promote the transition to cleaner energy in ports, such as through liquefied natural gas, solar and renewable energy, and the facilitation of more environmentally-friendly maritime transport with liquefied natural gas and shore-based electricity supply infrastructure.
- 16- Reaffirm the need to further develop maritime links, in line with the Motorways of the Sea concept, in order to strengthen integrated multimodal services and make concrete progress in the interconnection between TEN-T and TMN-T.

IV — Land transport (road, rail and urban transport)

- 17- Continue efforts to accede to the main international agreements as well as promoting regulatory and convergence reform to facilitate cross-border transport and international transport on the basis of these agreements and European best practices.
- 18- Complete the establishment of leading structures for road safety and develop or revise national strategies. It is recommended that these strategies be aligned with the Stockholm Declaration of the 3rd Global Ministerial Conference on Road Safety (2020) by 2030 and the UN General Assembly Resolution on road safety proclaiming the period 2021-2030 as the second decade of action of road safety. Implement the roadmap for data systems adopted under the RTAP Action 2014-2020.
- 19- Continue to implement national urban mobility policies and sustainable urban mobility plans for the most important cities as part of a comprehensive and integrated approach. Public policy must be based on governance, capacity building, funding, the promotion of public transport and active and soft mobility. Use fast electric mass transport systems, electrify other mass transport vehicles and use renewable energy sources. Reduce motorised travel by encouraging shorter journeys and more intensive development through measures to control urban sprawl. Within this framework, efforts should be continued in terms of ITS deployment for the development of multimodal transport and the integration of services, in particular through the implementation of innovative Mobility solutions (Mobility as a Service-MaaS) for intelligent and sustainable urban mobility.
- 20- Pursue structural reforms in the rail sector and improvement of safety. Priorities should be around the strengthening of the regulatory function, the separation of the functions of infrastructure management and operation, intermodality, access to rail market transport services as well as the pursuit of activities relating to the improvement of rail safety by setting up an autonomous authority in charge of rail safety, setting up a safety management system and setting up an independent body in charge of investigations. Particular attention should be paid ~~by countries to~~ the safety of level crossings.
- 21- Continue efforts in terms of interoperability and promotion of cross-border transport by defining an optimal level of technical harmonization to develop rail transport services within an RTM-T corridor and its future connection with the RTE-T. The priorities will relate to the rehabilitation of networks, the renovation of equipment and maintenance, electrification, signaling and in particular the transition to the ERTMS system.

V — Air transport

- 22- Speed up reforms in national legislation, in particular by opening up the market to competition and by ensuring regulatory convergence with EU legislation in order to facilitate the conclusion of bilateral agreements with the EU,
- 23- Prioritise further harmonisation of national, security and safety legislation with EU regulations and take steps to protect the environment.
- 24- Continue the activities undertaken in the field of air traffic management, in particular the strengthening of safety oversight mechanisms, the ongoing introduction and gradual operation of GNSS and ongoing efforts to include the Southern Neighbourhood countries in the cooperation framework between functional airspace blocks.

VI — Guidelines common to all modes of transport

- 25- Pursue national plans and programs for the deployment of intelligent transport systems for the promotion of transport services and their integration, traffic management and safety, improvement of energy efficiency...etc and take advantage of the achievements of RTAP 2014-2020.
- 26- Prioritise the introduction of passenger rights regulations and specific measures for passengers with reduced mobility in all modes of transport.
- 27- Develop a consolidated national GNSS strategy focusing on all modes of transport and related activities.
- 28- Promote women's empowerment in the transport sector, ensure that they have access to transport professions and that they can effectively participate in the planning and implementation of strategies and policies as well as in the management and operation of networks.
- 29- Strengthen the involvement within the UfM structure of dialogue dedicated to transport as well as the cooperation with assistance programs, which include training and capacity building activities. Ensure the coordination among the activities carried out under the different tools of bilateral, sub-regional, regional and international cooperation.
- 30- Pursue efforts to ratify international agreements and conventions as well as convergence with European agreements and regulations for all modes of transport and ensure their implementation. Strengthen Euro-Mediterranean cooperation in the relevant international fora.

V - Detailed evaluation report

V.1. Maritime transport operations

Action 1: Efficiency and transparency of ports

Both regulatory reforms and simplification of procedures should be pursued with a view to improve the efficiency of ports and the transparency of the use of public funds.

- National reforms must be pursued to reinforce the national and regional (Network) strategic planning of port infrastructures and of connections of ports with their hinterlands to foster non-discriminatory market access, fair competition, and legal certainty and to foresee adequate measures for reducing environmental impacts of port development projects.
- Those reforms should foresee the separation of commercial functions and port regulatory tasks, including, where necessary, the setting up of autonomous bodies within maritime administrations including assessing the compatibility of public funding (state aid) and charging policy with fair competition.
- Simplification of procedures must be improved by:
 - i) Continuing the implementation of the concept of a National Single Window for the collection of all port call related formalities looking after the compatibility and/or interoperability of systems and the compliance with international/or EU standards;
 - ii) Continuing with the simplification of customs controls and other border-crossings and reporting procedures, in particular in TMN-T (Trans-Mediterranean Transport Network) ports, taking into consideration the recommendations of the FAL27 convention for standardizing basic reporting formalities of ships when arriving and/or departing from ports;
 - iii) Establishing service level agreements in container terminals aiming to reduce the dwell times and improving general efficiency of port services;
 - iv) Enhancing the efficiency of logistics and establish new ones whenever required, as well as strengthening the communication system between the stakeholders (ports, shipping lines, export and import industries, customs) by means, for example, of single logistics windows;
 - v) Establishment and standardization of EDI (Electronic Data Interchange) applications in order to strengthen links between the EDI platforms of the involved ports in the Mediterranean Region. The prospect to move towards Integrated Information and Communication Technologies (ICT) and Electronic Data Interchange (EDI) solutions to be implemented across transport modes (i.e. modal transfers) should be also envisaged as well as functional and technical design for EDI application in Inland Waterway Transport (IWT), integrated with sea port EDI/ICT systems.
 - vi) Clarifying and facilitating the conditions to access the market of port services, notably towage, pilotage, mooring, waste management and bunkering.

²⁷ FAL: *Convention on Facilitation of International Maritime Traffic*.

- Mediterranean Partners are also encouraged to leverage the current and future EuroMed GNSS activities for assessing the impact of satellite navigation services provided by EGNOS on multimodal logistics and customs efficiency;
- Mediterranean Partners are encouraged to cooperate through joint training and twinning actions covering the above;
- Mediterranean partners are encouraged to establish national maritime clusters (framework of exchange of information and best practices between private and public stakeholders) with a view to enhance the port performance, as well as to explore the options for promoting networking of maritime clusters with the EU Member States and between themselves;
- Mediterranean Partners are encouraged to effectively implement the ILO/WHO recommendations pertaining to Safety and Health requirements in accordance with "Guidelines on Occupational Safety and Health Management Systems" to protect Safety, Health and Welfare of people engaged in work and employment at their ports;
- Collaboration in Research and Innovation (R&I) activities should be envisaged in order to achieve innovative solutions for enhancement of port efficiency.

Results

Countries have given priority to the maritime sector, particularly to the port area, and have shown a commitment to improving port efficiency and applying best practices, especially those related to European standards. Various studies and activities have been carried out to advance the community port system (PCS), the extension and adaptation of infrastructure, dry ports, logistics and economic areas. In addition, the reform of port authorities through the introduction of private operators into commercial activities has been carried out in some countries.

Public-private partnerships (PPPs) have been implemented, with concessions for international operators, such as the ports of Tanger Med, Bejaia, Algiers, Casablanca, etc. In general, the presence of the private sector has been strengthened as in Algeria, Tunisia and Libya. Improving infrastructure and simplifying procedures in the transport sector are considered essential to effectively increase trade flows.

Despite some obstacles in ports, such as cumbersome procedures, countries have made significant progress in some international indices. The classification of certain ports in partner countries according to the UNCTAD²⁸ LSCI Regular Shipping Connectivity Index has improved with regards to the connectivity of container ships. In addition, the World Bank's Doing Business Facility Index, in particular the ranking at the level of the sub-division of cross-border trade, points to an improvement due to the reform and rationalisation of customs procedures, the use of EDI and the single window system, as well as the reduction in paper documents and forms for maritime transport by partner countries.

²⁸ LSCI — *Liner shipping connectivity index*.

All Southern Neighbourhood countries except Morocco are parties to the International Maritime Organisation (IMO) Convention on Facilitation of International Maritime Traffic (FAL), which standardises the basic formalities used by ships on arrival and/or departure.

Integrated maritime logistics is a second area of interest for partner countries which focuses on links between commercial ports and dry ports and land terminals. In general, the logistics sector needs further development and liberalisation in terms of storage infrastructure, logistics platforms and logistics operators. Companies that have the capacity to operate in 3PL²⁹ are rare, but all countries are willing to modernise their logistics sectors. The development and integration of regional ports is promoted through cooperation programmes and projects such as MEDAMOS³⁰, Optimed³¹, MED-PORT, LOGISMED, etc. Logistics development is discussed in detail at the level of Action 22.

At national level, the results are as follows:

Algeria Improved port performance and planning is deemed necessary to enhance regional and hinterland connectivity and market access. Over the last twenty years, Algeria has invested in hinterland connectivity in all its ports through rail and road transport.

The provisions of the FAL Convention have been implemented through provisions on towage, pilotage, berthing and handling services. In addition, the country prioritised the maritime sector by launching major projects in the port sector, including the construction and maintenance of existing port infrastructure, such as the Container Terminal in Oran. It also carried out dredging operations in other ports, except the port of Algiers. Algeria has signed a concession agreement with Dubai Ports World, which invested in upgrading the Algiers container terminal and increasing its capacity (currently 800,000 TEU (twenty foot equivalent unit) per year). Other concession agreements are also under consideration. A contract was signed to equip the terminal with four new gantry cranes and extend the port area from 12 to 18 hectares, as well as introduce training programmes on port management for the benefit of local staff. Commercial ports in Algeria have a low draught (11 metres), which necessitated the construction of a commercial deep-sea port. Work started at the beginning of 2017. As part of the management of Dubai Ports World, the capacity of the port of Djen Djen (17 metres draught) was improved through a major extension and the construction of a container terminal with the capacity to handle 2 million TEU per year. Around 49% of this capacity is expected to be used for trans-shipment. The country has stimulated the organisation of physical flows of goods and information flows across the supply chain through the establishment of a real-time single window (initiative managed by the SERPORT group), with the aim of minimising and shortening port procedures and allowing shippers to deal with other stakeholders (e.g. customs and maritime agents).

With the help of the World Bank, Algeria worked on the regulatory framework for the use of the single window.

Regarding the separation of the regulatory functions of the port authority from commercial functions, a framework was adopted in 1999 but has not yet been implemented. It needs to be updated and then implemented. It is important to note that cross-border trade has made imports easier thanks to joint inspections between control bodies.

²⁹ 3PL: *Third-party logistics.*

³⁰ MEDAMOS: *Motorways of the Sea project.*

³¹ Optimed: *EU-funded project to promote maritime trade in the Mediterranean region.*

The waiting time of vessels for berthing has decreased from ten days to one day, due to the efficiency of the dry port network which has reduced the pressure on capacity in seaports, the reorganisation of port plans by removing warehouses from the platforms and investment in new handling equipment, such as reach stackers, etc. Algeria's logistics sector requires improvement and development through the creation of a large logistics platform with facilities and equipment for storage and packaging of all kinds of goods. Through the Ministry of Public Works and Transport, the country participates in all capacity building activities as well as exchanges of experience, expertise and best practices, in order to promote research and innovation.

Algeria has implemented the provisions of the IMO FAL convention in ports and integrated FAL documents into electronic procedures (notice of arrival of ships, advance import manifest, electronic payment, etc.) through the "APCS" platform: Algerian Port Community System, created by Executive Decree No. 21-147 of April 17, 2021 establishing the community port platform for digital data exchanges.

Egypt: The authorities are aware of the importance of the maritime sector and logistics in the national economy. Institutional measures and reforms are underway to enhance connectivity and efficiency of ports.

Israel: The Israeli port development and heritage society develops, manages and operates commercial seaports. Two new terminals, which can host EEA-sized vessels with a container capacity of around 18,000 TEU, will be operational in 2021. In addition, in order to limit waiting time and to improve service levels once the ships are docked, ways to improve efficiency in existing terminals are being looked at..Further development of existing facilities is being planned in order to accommodate larger ships. Israel has now developed and maintained a National Maritime Community Information System, a single window that brings together all stakeholders and results in the port operating in a more efficient and structured way. The development of the electronic data exchange system and single window framework have facilitated the processing of documents required by the various authorities and reduced the time needed for trade. The country has facilitated cross-border trade by changing the way in which it calculates port charges.

Jordan: Most of Jordan's external trade is through the port of Aqaba and the extensions and upgrades of this port. It is the main port in Jordan and its neighbouring countries. Over the last decade, the port has been transformed into one of the main container ports in the region, with efficient container handling comparable to the best international standards. However, the development of the associated free trade area has not yet achieved the expected results. Jordan does not have direct access to Mediterranean ports, obliging exporters to accept slightly longer expeditions and longer delays and costs by using the port of Aqaba. Jordan has facilitated export and import by streamlining customs clearance procedures, advancing the use of a single window system and improving infrastructure at customs and port level. A new container storage site minimised the time that the containers stayed at the port of Aqaba. The rail link to Amman is still in the planning stage, and road transport remains the only form of distribution. Feasibility studies have been carried out to have dry ports in Amman (Madhouna) and Ma'an which are connected to the port of Aqaba as part of multimodal transport. Training and exchange courses on port management were organised with the Antwerp training institute, the Antwerp Port Training and Consultancy Foundation, the IMO and the Port of Le Havre/France.

Lebanon adopted legislation to create a Special Economic Zone in Tripoli as a pilot project. A White Paper has been prepared for the institutional reform of port authorities. A set of Terms of Reference (ToR) has been prepared to launch a detailed study on establishing logistic platforms and dry ports, which are considered to be the land extension of major ports. Other terms of reference have been prepared to establish a community port system. The extension, dredging and rehabilitation works of the port of Beirut and the container terminal, as well as the construction of breakwaters, were carried out in order to improve the efficiency of the port. In addition, a contract was signed for a project to establish an economic zone in the port of Tripoli.

Morocco: The port sector in Morocco has experienced significant momentum since the port reform. Morocco continued to work for the separation of commercial functions from port regulatory tasks, in addition to the deployment, from 2012, of its national port strategy (SPN2030) which aims to create efficient ports, as catalysts for the competitiveness of national economy, engines of regional development of the territory and key players in the positioning of Morocco as a logistics platform for the Mediterranean basin.

The national port strategy for 2030 aims essentially to position Morocco's ports as a key platform in the logistics chains of the Mediterranean basin and West Africa, enabling them to seize the opportunities offered by international maritime transport in these regions. It is also important to point out that, thanks to the various reforms undertaken in the field, combined with the development of port projects, the Kingdom positions itself as a strategic logistics hub between Western and Northern Europe, Asia, Africa and the MENA region.

Among the flagship projects that have raised Morocco to a strategic maritime position, the port of Tanger-Med, that has allowed it to pass from 81st place in 2007 to 21st place in 2019 globally in terms of maritime connectivity, 2nd in Africa and 4th in the MENA region (186 ports and 77 countries across 5 continents, including 38 ports and 22 countries in the African Continent).

The Moroccan national port authority launched its community port system, PortNet, in 2012 with a mandate to bring together all stakeholders. It is responsible for setting up a single system to facilitate all port and commercial procedures. The country introduced and improved electronic processing of documents for exports and imports and implemented a dematerialised customs clearance system. Cross-border exchange has improved due to the development of the single system and the reduction in the number of documents required. The results were tangible through various performance indicators, surveys and reports, including the World Bank's "Doing Business" indicator, the 2020 cross-border trade indicator, where Morocco was ranked 53rd compared to 102 in 2016, out of a total of 190 countries. Moreover, the performance of the Moroccan port sector will certainly continue to evolve with the realization of ambitious projects which fall within the 3 main axes of the SPN 2030, such as, for example, the commissioning of the new port of Safi, and the construction of two new ports: Port of Nador West Med, and Port of Dakhla Atlantique.

In addition, the port authority has set up an observatory relating to the competitiveness of Moroccan ports, whose vision is to position itself as a facilitator and catalyst of the competitiveness of Moroccan ports and a source of sustainable improvement in their performance.

Palestine has neither commercial ports nor maritime transport activities. Palestine prioritises infrastructure development and the organisation of the port sector, as outlined in various feasibility studies, action plans and transport reports, including the Master Plan (rehabilitation of the fishing port and proposals for a seaport). The country desperately needs to renovate, reform and operate passenger and freight lines, storage, customs and the development of maritime service companies associated with industry.

Tunisia has introduced various reforms that improve the performance and efficiency of port services. These include separating the port authority from operations and refocusing its role as a supervisory and regulatory authority, and simplifying procedures, in particular through the establishment of an electronic platform “Tunisia Trade Net (TTN)” for procedures related to the arrival of vessels, electronic notice of arrival of goods, removal of goods, berthing and export, as well as pick up services and electronic payments.

Tunisia has implemented the provisions of the IMO FAL Convention in ports and has integrated FAL documents into electronic procedures (ship arrival advice, advance import manifest, electronic payment, etc.).

Tunisia uses EDI and completed port transit formalities for goods and loading units without the use of paper documents (e.g. notice of arrival and loading manifest), with the possibility of connecting with similar platforms in Marseille, Genoa, Barcelona and Livorno. The country has invested in the infrastructure of the Port of Rades, while setting up an electronic system for the management of loading units (Terminal Operating System + Smart-Gate) and integrating this system with handling equipment, including gantry cranes on tyres, and with the TTN platform. This system aims to improve performance indicators, reduce the time spent by vessels and cargo in the port and improve transparency between operators and authorities. There is regular monitoring of port performance indicators, which are published on the website of the Ministry of Transport and Logistics.

A programme to extend and reorganise the port of Rades is being finalised as part of a cooperation project with foreign institutional parties. This programme consists of the construction of two new platforms (8 and 9), the separation of flows through the creation of two terminals (Terminal 1 for the activity of semi-trailers and Terminal 2 for containers), the doubling of the storage capacity and the reduction in the amount of time needed to keep containers in the port. The operation of Terminal 2 will be entrusted to a new structure which will be created in partnership between the Tunisian Lightering and Handling company (la société tunisienne d’aconage et de manutention) and a strategic investor. The main objectives of this project are to meet the needs of the national economy for the import and export of goods to acceptable performance standards while respecting the required safety and security rules.

In addition, the country set up a public non-administrative institution to realise the deep sea port project in Enfidha and updated the economic studies of the project. It also called for expressions of interest which led to the selection of a shortlist of 6 international builders involved in the construction of the first phase of the project according to EPCF³². The construction file was communicated to the manufacturers selected in the shortlist and their technical and final offers are expected to reach the company in March 2021. The Société du Port d’Enfidha is in the process of preparing a tender dossier

³² EPCF: *Engineering, Procurement, Construction and Financing*.

to select a bank to prepare the operator's chosen dossier as well as the dossier for the operating concession. The first phase of the project consists of a container terminal with a 1 200 m long platform and a terminal for bulk cargo.

Furthermore, the country has carried out a study of a National Transport Master Plan for 2040. Its maritime and port transport component focuses on developing port infrastructure and its adaptation to the needs of the economy.

In order to strengthen the maritime administration and authority, Tunisia has benefited from a twinning project with the European Union and has introduced procedures to create a maritime cluster. This maritime cluster takes the form of an association bringing together all stakeholders in maritime activities (maritime transport, port activities, wrecks, pleasure, cruises, shipbuilding, energy, marine spatial planning, etc.) and provides a forum for dialogue and consultation with a view to coordinating projects, setting priorities and identifying innovative investment projects to promote the blue economy in Tunisia. This cluster has already started its national and international activities and two cooperation agreements have been signed with similar French and Italian clusters. As regards the implementation of ILO occupational safety and health standards in the shipping and port sector, the country declared 21 March as the "National Day for Health and Safety at Work at Sea Ports". A health and safety charter and a training programme are currently being validated by all institutional and professional parties and it will be implemented in early 2021.

Port efficiency: Progress in efficiency confirmed for some countries by significant improvement in some international indices

Most countries have undertaken actions to simplify and rationalise procedures as well as ensure the use of EDI and the unique single system. Action has also been taken to advance the community port system. For some countries, Improvements in port efficiency have been confirmed by significant progress in some international indices, such as the UNCTAD Shipping Connectivity Index (LSIC) and the World Bank's Doing Business Index.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Terminal development in some countries remains very limited, despite progress in port efficiency. The causes of this modest development are:
 - Difficulties for some port authorities in setting up concessions and implementing PPP projects, coupled with difficulties in separating regulatory tasks from operational tasks. This has been an obstacle to attracting investors and international operators. It should be noted that experience has shown that the operation of terminals by international operators is efficient,
 - Conflicts of competence between the customs and port authorities of certain countries. These have the same level of authority within the port, which complicates the decision-making process,
 - Difficulties for a few countries in advancing port reform and liberalisation of services due to a lack of political will. However, other countries such as Morocco have made good progress in this area.

- Investment is still needed. Indeed, the maritime transport of bulk cargo is dominant compared to maritime container transport in the southern Mediterranean ports. With the exception of Tanger-Med and Misurata (two deep-sea ports), ports are connected to European ports by feeder lines and therefore require investment. Deep-sea ports such as Djen Djen in Algeria need dredging. Countries also need to address the shortage of container space and storage areas, as well as the replacement of outdated handling equipment.
- Residence time remains high compared to international standards, which has a negative impact on the efficiency of ports. This is due to:
 - Shortcomings in the qualifications and experience of staff (port operators, customs officials),
 - Handling problems, lack of storage capacity, truck turnaround times, etc,
 - Statutory and regulatory frameworks, procedures and documentation used in suboptimal ports,
 - The lack of automated processes at country level, poor coordination between different actors and government entities, suboptimal inspection procedures, cumbersome trade procedures and customs clearance procedures also lead to the inefficiency of the port.

The length of stays could be shortened by improving port management practices, simplifying customs procedures, introducing and making efficient use of electronic data exchange technology, reviewing storage charging systems and simplifying payment procedures and banking operations. Some countries have already embarked on reforms to reduce residence time, ranging from reforms of the tariff system to the development of single windows.

- There has been a delay in the trend towards electronic data exchange practices (EDI) and community port systems (PCS) combined with a lack of regional harmonisation of CPSs. Indeed, in some ports, EDI and CPSs are operational but underused due to a lack of standardisation. Some temporary or small operators can still use more traditional or less expensive paper means to pay fees, hence the need to strengthen paperless procedures and modernise electronic data interchange systems with a view to consolidating the Integrated Management System and the single system. It does not have a regulatory framework for its establishment. The development of CPS platforms is uneven. This is particularly the case with regard to regional harmonisation and information sharing, due to the fact that ports have developed different electronic services and functions that are not interoperable and electronic messages between ports are not standardised. In particular, customs processes have been streamlined, the CPS and EDI reforms have been implemented and other technologies have been introduced in major ports. Other ports need a similar reform in order to facilitate the flow of traffic and streamline supply chains.

In general, the recommendations of the World Customs Organisation and the United Nations Conference on Trade and Development (UNCTAD) have not been implemented. The Southern Neighbourhood countries are members of these two organisations but do not systematically adopt the recommendations made by these organisations to simplify customs procedures. In line with these recommendations, countries should encourage their customs reform processes by engaging in best practices, such as single systems, EDI and CPS, automatic banks, etc.

- Several countries have not yet adopted key performance indicators. The adoption of these indicators for ports is a great success in some countries, such as Tunisia and Morocco. It is

recommended that other countries follow their example to improve port efficiency, local evaluation and transparency. As key performance indicators for ports focus mainly on operational aspects, it is useful to introduce key performance indicators related to quality of service or administrative processes. It would still be preferable for all countries to agree on homogeneous key performance indicators to be published by their ports. Alternatively, countries could benefit from UNCTAD port performance indicators with port management programme training, which help developing countries to ensure efficient and competitive port management, allowing port operators from public and private entities across the world to share knowledge and expertise as well as port management research and port performance indicators (UNCTAD, 2016).

- There is a lack of information updated by the beneficiary countries. These countries did not provide detailed information on the impact of regional technical assistance projects and other relevant initiatives, nor on progress made in relation to the RTAP, as the information provided was based on upstream data and not on results.

Suggestions for the future 2021-2027

In the next Action Plan:

- Maintain this action for the period 2021-2027. It should focus on adapting infrastructure and equipment to needs, simplifying and automating procedures and reforms at port authority level. The national strategy should include this priority both at national and regional level. The adaptation of infrastructure and equipment to needs must be in line with the upgrading of existing infrastructure and, where necessary, the construction of other ports or terminals, storage areas and hinterland connections, especially rail connections. Particular attention should be paid to the reduction of residence time and the establishment of performance indicators at all ports.
- Continue actions to simplify and automate procedures, with a focus on the connectivity of the single systems with logistic systems, port EDI systems and CPSs by building on the experience of the EU in these areas,
- Coordinate activities with other programs, such as the EU Monalisa Project for collaborative decision-making and Maritime Traffic Management (STM), as well as with those of the United Nations Conference on Trade and Development UNCTAD.
- Promote and encourage EGNOS and Galileo³³ to develop maritime navigation in all its aspects.
- Strengthen cooperation and the exchange of information on maritime traffic in the region. Establish a Mediterranean Seaport organisation parallel to the Baltic Ports Organisation, which could facilitate training and standardisation efforts.
- Consider the ratification and implementation of conventions relating to maritime trade as a priority.
- Assist countries, in particular their port authorities, in building concessions and preparing PPP projects.

³³ Galileo: European satellite navigation system.

- Consider innovative financing mechanisms, with priority to projects that improve the performance of the logistics chain and neutralise additional costs.
- Strengthen safety and health provisions at port and maritime transport level by learning from the impact of the COVID 19 pandemic. Accelerate the digitalisation of procedures, in particular the boat-port interface.

Action 2: Maritime safety

Mediterranean Partners are invited to further improve their capacities to receive, share and analyse traffic monitoring information. These individual and regional efforts shall also take into account current and future technical developments such as the use of Sat-AIS³⁴.

Mediterranean Partners are also encouraged to implement and/or enhance the VTMIS systems along their coasts for properly monitoring, overviewing and recording all maritime activities, while at the same time facilitating ship movements and avoiding collisions and accidents. Information is to be also communicated with the Search and Rescue centre for timely involvement when necessary.

Accession to all relevant international maritime organisations in particular IMO, and effective implementation of all relevant international maritime conventions should be encouraged. Mediterranean Partners' representation in a number of international fora, such as the IMO, should be enhanced in order to speak with one voice on issues of common concern. To this end, preparatory discussions should be held, when possible, within the EuroMed Maritime Working Group.

Mediterranean Partners should pursue technical cooperation relating to the transport of dangerous goods in order to ensure effective implementation of the relevant international maritime conventions, including through training.

Results

The Southern Neighbourhood countries have worked towards developing regional and national surveillance systems, modern safety equipment, regional communication and coordination systems, as well as developing and integrating AIS and VTS/VTMIS systems³⁵ to successfully implement motorways of the sea in the Mediterranean. Most countries have indicated that they have organised their maritime administration and complied with the obligations under the relevant international conventions, and actively participate in the various IMO meetings, seminars and workshops in the field of maritime safety.

Various regional cooperation initiatives have been carried out in different areas, such as the SAFEMED project (I, II, III and IV) and the MEDAMOS project (I and II). Under the SAFEMED III project, actions were implemented between 2013 and 2017 to ensure coherence, effectiveness and uniformity in the implementation of international conventions in the areas of maritime security, safety and pollution prevention and response in the countries. Activities focused on flag State implementation, the control of the port by the state, ship traffic information and monitoring systems, protection of the marine

³⁴ SAT-AIS: European Satellite-Automatic Identification System.

³⁵ VTS: Vessel Traffic Services/VTMIS: Vessel Traffic Monitoring and Information System.

environment, the human factor, ship and port facility security and training. 455 people were trained as part of these events..

In addition, services and tools have been provided in the field of safety and security, such as access to a repository of the Maritime Legislation (EU, IMO, ILO) and relevant Port State Control memorandum in the region (RuleCheck), the Maritime Knowledge Centre (e-learning tool consisting of modules on relevant instruments and international legislation and procedures for the CPS) to all beneficiaries as well as the sharing of T-AIS information amongst Jordan, Morocco and Tunisia. Similar activities, including seminars, workshops and training, have been carried out, inter alia, for the beneficiary countries in the framework of SAFEMED IV. This project helped to strengthen the technical capacity and skills of the participants and to foster the productive exchange of knowledge between maritime administration officials in the Mediterranean.

Therefore, a number of actions have been implemented or programmed by 2020 in relation to i) flag state implementation of training programmes in order to ensure ongoing professional development of flag State surveyors, training for accident inspectors, and training and technical assistance for beneficiaries to prepare, implement and monitor the IMO Member State Audit Scheme (IMSAS Audit). This includes carrying out preparatory audits, preparing support for the corrective action plan following the IMSAS Audit³⁶ for Lebanon and preparing monitoring procedures for recognised organisations for Algeria ii) Port State Control as regards the setting up of appropriate training programmes for the continuous professional development of Port State Control Officers in the Mediterranean region (MED MOU³⁷), the development of THETIS Med (the new MEDMOU information system on PSC which has been operational since February 2020) and bilateral and regional training activities on THETIS-Med, iii) Vessel Traffic Monitoring System (VTS) and Information Systems (VTMIS) in the Mediterranean, through participation in MARES expert group meetings and cooperation between EU Member States and third countries in the region (this will be further strengthened with a view to introducing AIS information sharing between these countries), the provision of AIS stations to beneficiaries, the provision of SAT-AIS to improve identification of possible polluters, training of VTS operators of monitoring authorities and instructors, and (iv) exploratory missions to Algeria, Israel, Morocco and Tunisia. It should be noted that Turkey's participation in the SAFEMED projects would enhance regional cooperation.

At national level, the results are as follows:

Algeria has participated in the EUROMED projects, which has greatly contributed to enhancing maritime safety and refining the knowledge and skills of staff involved in all actions. Through SAFEMED IV, a preparatory audit was carried out in Algeria in 2018, which was very beneficial in preparing the Maritime administration for the IMSAS audit. Technical assistance on the corrective action plan following IMSAS has been requested and will be implemented in 2021. Other actions have been implemented or planned to be implemented through SAFEMED IV, such as the establishment of monitoring and audit procedures for recognized organisations or gap analysis in order to define the level of transposition and implementation of the IMO instruments. Algeria has also worked on the establishment of a VTMIS system covering the entire coast and commercial ports of Algeria. This system includes a VTS maritime traffic management component, port security and the community

³⁶ *IMSAS audit: IMO Member State Audit Scheme.*

³⁷ *MED MoU: Mediterranean Memorandum of Understanding on Port State Control (PSC).*

port system. In particular, a regulation on a management system for the maritime transport of dangerous goods and their transit through ports was enacted in May 2019. The Maritime Authority is responsible for the implementation of this new system. Finally, the Ministry of Public Works and Transport, in consultation with other departments, has put in place a strategy for active participation in the various international forums, including those of the IMO.

Israel has not yet ratified the SAR Convention³⁸. However, it is a party to the SOLAS Convention³⁹. Israel will be one of the beneficiaries which will receive a dedicated training on ISM and auditing techniques.

Jordan is one of the countries that benefited from SAFEMED IV in the field of maritime safety. The country has been supported in preparing agreements with recognised organisations, in line with the principle of the IMO Code for recognised organisations. The establishment of an online early warning system for maritime surveillance in new ports has not yet been for financial and technical reasons. The country is keen to respect the international conventions adopted by the IMO and the ILO and their amendments. Jordan is also keen to implement its national legislation through “Port State Control” (PSC), the continuous summary sheet and the Aqaba Coastal Radio Station, in full cooperation with the Royal Navy of Jordan. The Jordan Maritime Commission completed the mandatory audits (IMSAS) carried out by the IMO in 2016 to ensure Jordan’s commitment as a maritime administration with regard to international maritime requirements, conventions and codes. Furthermore, the Jordan Maritime Commission participated in the MARES meetings (2015, 2016, 2017 2018, 2019 and 2020), which allowed the country to access the Mediterranean AIS regional server (MARES) for the regular monitoring of vessel movements via AIS base stations covering the traceability of vessels in the Aqaba area, Italy and Morocco.

Lebanon has ratified most of the international maritime conventions. Under the SAFEMED IV project, the country received support for the preparation and follow-up of the IMO IMSAS audit programme to verify the country’s compliance with IMO Code III. Lebanon also benefits from training programmes for flag and port State inspectors, which were developed for SAFEMED beneficiaries to raise vessel control standards in the region. Highly qualified teams under port State control and flag State control have been set up to ensure, through continuous inspection, that ships comply with international conventions on security, safety and the environment. Lebanon strives to implement state-of-the-art VTMS and tender dossiers have been prepared but there is a need for funding to launch this call for tenders.

Libya is a party to the major maritime conventions, including the SAR Convention. Despite political instability in the country, Libya is striving to develop maritime safety and security by taking advantage of the SAFEMED IV project. For example, it participated in the training course for IMSAS auditors in 2018 and in the training for Flag State inspectors in 2019. In addition, a maritime strategy in line with III Code is currently being developed.

Morocco is a party to most maritime conventions, including the SAR Convention. It successfully passed the optional IMO Member State Audit (VIMSAS audit). For the preservation of maritime safety of these coasts, Morocco has: **(i)** a port VTS and a VTS for the coastline in the Strait of Gibraltar, which ensures

³⁸ SAR Convention: *International Convention on Maritime Search and Rescue*.

³⁹ SOLAS Convention: *International Convention for the Safety of Life at Sea*.

surveillance and safety of navigation in accordance with the guidelines of the IMO⁴⁰ and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA-AISM) Code adopted in this respect, **(ii)** 14 AIS stations along the Moroccan coast are in the process of being renovated, **(iii)** an SAR centre in Bouznika, **(iv)** the system for monitoring vessels at a distance and monitoring fishing boats in Moroccan waters are also operational **(v)** setting up a national hydrographic service, which ensures its autonomy in the production and publication of paper and electronic nautical charts, and is also in charge of the management of Nautical Information, **(vi)** Strengthening the maritime signaling and aids to navigation service in accordance with the international standards of IMO and IALA. Morocco is in the process of updating the beaconing plans at the ports and monitoring the state of operation and the availability of maritime signaling establishments. Capacity-building actions have been carried out in partnership with the AISM World Academy and the Moroccan Institute of Maritime Studies, accredited since January 2019 according to international standards to certify aids to navigation managers and VTS operators, superiors, and instructors. As such, two training editions have been completed. At the end of the training, 38 aids to navigation managers' certificates have been issued to representatives of national administrations and institutions in charge of maritime signaling activities, including 19% of certified managers from friendly countries in Francophone Africa.

Through SAFEMED IV, Morocco has benefited from training programmes for flag state port inspectors and state inspectors to raise standards for ship inspections in the region. The country also receives assistance in the preparation of the mandatory IMO audit (IMSAS).

Palestine:The Palestinian Maritime Knowledge Centre can play a key role in security, safety and the marine environment.

Tunisia has improved AIS coverage in commercial seaports: 2 stations are in operation and 4 are in the process of being installed under SAFEMED IV. These stations allow maritime traffic information to be shared with the Mediterranean AIS regional data exchange server "MARES". The country has signed the conditions for the use of the European system for monitoring and reporting pollution threats, CleanSeaNet⁴¹. Thanks to this donation, these stations will, in the near future, allow national AIS coverage to increase from 23 % (currently) to 70 % and to exchange AIS data with the other Mediterranean countries which have signed an agreement on this subject via the Mediterranean regional server MARES.

Under the SAFEMED IV project, 35 activities related to flag state Implementation, port state control, vessel traffic information and monitoring systems, accident investigation and preparation for performance audit of maritime administrations of IMO Member States affected 102 beneficiaries up until 2020. Tunisia has signed the SLA Service Level Agreement with EMSA and the Italian Coast Guard to process and exchange AIS data. In addition, Tunisia has defined search and rescue zones and communicated them to the IMO and has developed a national plan for cooperation with centres in neighbouring countries. Tunisia has defined its area of coverage for search and rescue operations and is in the process of preparing the file for its communication to the IMO.

Furthermore, by Decree No 2019-144, Tunisia set up a Ministerial Committee and a General Secretariat for Maritime Affairs, the objective of which is to improve the governance of the maritime

⁴⁰ LRIT- Long Range identification and tracking.

⁴¹ CleanSeaNet: The European Satellite Detection Service for Hydrocarbons and Ships.

sector and to coordinate interventions and responses to maritime risks between the various sectors. Tunisia also carried out a study to establish a surveillance system for dangerous HAZMAT goods in Tunisian ports as part of the twinning project. The country passed the voluntary audit of IMO Member States in 2013. As a result of this audit, a corrective action plan was submitted to the IMO in order to achieve full compliance with the provisions of the IMO Maritime Safety Conventions.

Maritime safety: Progress in strengthening surveillance systems

The Southern Neighbourhood countries have worked to develop surveillance systems and modern security equipment as well as the development and integration of AIS and VTS/VTMIS systems. The SAFEMED project ensured consistency, effectiveness and uniformity in the implementation of international conventions on maritime safety, security and protection of the marine environment. Services and tools have been provided in the field of safety and security, such as access to the repository of the Maritime Legislation (RuleCheck) and the Maritime Knowledge Centre (MaKCs) to all beneficiaries, as well as T-AIS information sharing and provision of information on SAT-AIS to four countries (Jordan, Libya, Morocco and Tunisia).

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Cooperation and funding are insufficient to develop certain activities of the SAFEMED programme, although this programme appears to have been successful in passing on practical knowledge, skills and best practices to experts from the beneficiary countries.
- Information exchange between Southern Mediterranean countries is limited, although there is political commitment, and it is difficult to share AIS information between Maghreb countries due to different ownership of data, e.g. armed forces and public services.
- There is a lack of coverage by VTS of all national coasts and territorial waters and it seems that the countries have mainly installed VTS in their main ports.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue this action with a focus on further developing regional and national surveillance systems and modern security equipment, as well as regional communication and coordination systems and implement existing relevant conventions.
- Continue to develop and provide technical assistance to ensure interoperability and full coverage of VTS/VTMIS systems for national and coastal waters and ultimately link them to European systems. Give priority to regional efforts to facilitate the exchange of VTS information between the Southern Neighbourhood countries using the AIS regional server for the Mediterranean, etc. Formalise search and rescue procedures in the countries and facilitate cooperation between relevant national authorities and rescue and rescue cooperation.
- Improve the technical requirements, criteria and standards of the Mediterranean Memorandum of Understanding (MED MoU), strengthening the capacities of members and improving

coordination and harmonisation among the members of the Memorandum of Understanding in cooperation with the Paris Memorandum of Understanding on Port State Control (i.e. approximation of procedures, and in particular prohibition procedures such as the Paris MoU, which classifies certain countries under the grey list, meaning that their ships are frequently inspected).

- Continue to support maritime administrations with a focus on the obligations of flag and coastal States, including the establishment of training programmes for professional staff development and support for the implementation of national compliance procedures with the international maritime legal framework.
- Continue projects, such as SAFEMED, which have been useful for the implementation of part of the above action.

Action 3: Maritime security

Mediterranean Partners should effectively implement the mandatory SOLAS maritime security requirements in accordance with the ISPS Code⁴², taking into account also the international guidelines (notably those set up in the IMO framework in relation with the prevention and the fight against piracy and armed robbery at sea). This should be achieved through:

- A national regulatory framework aiming to identify roles and responsibilities at both the flag and port State levels;
- The development of a higher level of awareness of the strategic value of security in the maritime sector;
- The knowledge of the maritime security domain by administrations' personnel in connection with their capability to perform the assigned tasks;
- The setting up of coherent and consistent control and supervision systems manned with competent and well-trained staff;
- Dissemination of internationally endorsed best practices amongst national authorities and operators in terms of prevention of and fight against piracy and armed robbery at sea on board commercial ships;
- Taking into account the relevant European legislations and guidelines pertaining to this domain, which are regularly disseminated, notably through the European Maritime Safety Agency (EMSA).

Results

The current challenges make maritime security one of the priorities for the Southern Neighbourhood countries. These countries have worked to improve the implementation of the maritime security requirements of the SOLAS Convention for ships and ports. They also ensured progressive compliance with EU standards, focusing on the two main pillars, namely awareness raising and levels of knowledge.

⁴² ISPS Code: *International Ship and Port Facility Security Code*.

Through SAFEMED III, EMSA paid particular attention to maritime security by organising training courses on the ISPS Code and also on port facility security, a seminar on monitoring and auditing of recognised security organisations, workshops on the ISPS code and institutional capacity and drill exercises.

In addition, through SAFEMED IV, a number of actions related to maritime security have been implemented or programmed for the benefit of Southern Neighbourhood countries and relate to training on the ISPS Code for Ships and Ports. In addition, support to the Mediterranean Coast Guard Functions Forum was implemented in 2019 (the last Mediterranean Coast Guard Functions Forum plenary meeting took place in 2019 in Casablanca).

Workshops on institutional capacity and cyber security were postponed to 2021.

At national level, the results are as follows:

Algeria has applied the International Ship and Port Facility Security Code (ISPS Code) since its entry into force. The country has a national security plan, a national committee and local maritime and Portuguese security committees in place. There is an operational centre for monitoring maritime and port security and a training programme for security officers, inspectors and auditors. The country is willing to share best practices with other administrations in the countries of the region.

Egypt worked towards the full implementation of the ISPS Code in its territory. The ISPS code is fully applied in Egyptian ports, Egyptian commercial and specialized ports are aligned with the requirements of the ISPS code, and the Supreme National Committee of the Arab Republic of Egypt has carried out periodic internal review and evaluation of security plans for port facilities.

Jordan: The port of Aqaba implemented the ISPS Code, ratified the Djibouti Code of Conduct⁴³ for the suppression of acts of piracy and armed robbery against ships and signed Djeddah 2017 amendments to extend Djibouti's Code of Conduct to cover illicit maritime activities (drugs and arms trafficking, maritime terrorism and human trafficking).

The security plans for all the berths of the new port were approved by the Security Committee after meeting all security conditions and requirements.

Lebanon: A national commission has been set up to implement the ISPS Code and ensure continuous monitoring. The national committee shall be composed of all the authorities concerned. In addition to the Director-General for Land and Maritime Transport (Chair of the Committee), the Committee includes representatives of the Army, naval forces, intelligence forces, internal security, general security, customs, the Ministry of Communication and port authorities. All ports and port facilities, as well as all Lebanese flagged ships, comply with security requirements through their security plans. Port facility security officers, all seafarers have been trained to carry out their duties properly. Lebanon is a Member State of all international conventions relating to safety, security, the environment and dangerous goods, such as, inter alia, SOLAS⁴⁴, MARPOL, IMDG⁴⁵ and the ISPS Code.

⁴³ *Djibouti Code of Conduct: Code concerning the repression of acts of piracy and armed robbery against vessels in the Western Indian Ocean and the Gulf of Aden.*

⁴⁴ *MARPOL Convention: International Convention for the Prevention of Pollution from Ships.*

⁴⁵ *IMDG: Code for the transport of dangerous goods by sea.*

Morocco: Morocco, a party of the SOLAS convention, has given full effect to both the mandatory part of the ISPS code (international code for the security of ships and port facilities) and the recommendations that constitute part B of that code since it came into force in 2004. Morocco has extended the scope of the ISPS code to include all ports in accordance with IMO / ILO practical guidelines on port security. Thus, for Morocco, safety is a requirement for all actors: maritime and port authorities, port authorities and operators of port facilities, shipping companies, ships, etc.

As a port state, the Ministry of Equipment, Transport, Logistics and Water approves the assessments and safety plans of the port facilities. Declarations of compliance with the ISPS code for ports and port facilities are issued and renewed systematically after completion of compliance verification visits to the provisions of the ISPS Code. All Moroccan ports and port facilities open for international trade are certified and are currently operated at Level 1 safety.

Within the Government, the directorate of the Merchant Marine (DMM) of the Ministry of Equipment, Transport, Logistics and Water is designated as maritime authority and focal point vis-à-vis the IMO. This department, together with the Ports and Maritime Public Domain (DPDPM), are respectively responsible for the activities and tasks related to the safety of vessels and issues related to the safety of ports and port facilities.

Morocco intends to strengthen the regulatory framework in terms of port and maritime security through the publication of a decree on the security of ships and ports making it possible to i) set up the regime for the rehabilitation of security organizations, ii) create the local port security committees to give their opinion on an assessment and a security plan for a port or a port facility. These committees are made up of representatives of local administrations, namely the police, the Royal Gendarmerie, customs, the Royal Navy, health and local authority.

Tunisia: The Tunisian seaports comply with the ISPS Code (security plans, periodic audits and declarations of conformity). The study on securing maritime and land access to ports has made it possible to analyse the current situation and identify the needs in terms of equipment and qualifications. For example, the country has set up a National Port and Maritime Security Assessment Committee (audit, evaluation and assistance for the development of security plans) which approves the issuance of compliance documents with the provisions of the ISPS Code. Tunisia participated in the implementation of UN Security Council Resolution 2240 of 9 October 2015 on the identification of vessels suspected of being used for migrant smuggling. The country carried out an audit on international security experiences (United States Coast Guard, United Kingdom Department for Transport). In addition, 14 officials participated in 7 ship and port facility safety activities organised by EMSA in the framework of SAFEMED IV. As part of the same framework, 5 officials participated in 3 ship and port facility security activities organised by EMSA.

Maritime security: A challenge and priority for partner countries and widespread implementation of the ISPS Code

the Southern Neighbourhood countries have worked to improve implementation of the maritime security requirements of the SOLAS Convention and have also ensured gradual compliance with EU standards, focusing on awareness raising and knowledge levels. Particular attention was paid to training on the ISPS code and also to port facility security.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- The sharing of information on maritime security and the movement of goods and passengers in the ports of the beneficiary countries is very limited. The Southern Neighbourhood countries still need to cooperate and collaborate in the field of maritime security, such as through sharing intelligence information on terrorism and piracy.
- Coastguard cooperation is limited.
- The lack of funding did not allow some activities to be implemented. SAFEMED III and IV managed to pass on practical knowledge, skills and best practices to the experts of the beneficiary countries.

Suggestions for the future 2021-2027

In the next Action Plan:

- Ensure the implementation of the SOLAS/ISPS Code and relevant European maritime security legislation and directives, which are regularly disseminated by the European Maritime Safety Agency (EMSA). Support the capacity building of staff involved in the implementation of the ISPS Code.
- Support maritime security capacity building in Libya. Its internal development and its impact on maritime security will have major implications for the Mediterranean as a whole.
- Harmonise the responsibilities and roles of port states and flag states, and work on regional guidelines to combat piracy and armed robbery which stem from the IMO framework.
- Strengthen joint contingency planning, risk management, conflict prevention, crisis response and crisis management among the Southern Neighbourhood countries and with EU countries.
- Organise awareness-raising activities on maritime cyber security and provide technical assistance in the field of port security audits.
- Find the means to achieve common operational standards and expertise between coastguard bodies to exchange information, plan and conduct effective joint operations throughout the Mediterranean region.

Action 4: Marine environment

Mediterranean Partners should effectively implement the MARPOL convention, with special attention being given to establishing port reception facilities, and the setting up of Port Waste Management and Emergency Response Plans.

In specific cases, Mediterranean Partners are invited to fully implement the environmental related instruments e.g. the MARPOL-Annex VI, including by developing interoperable refuelling installations for Liquefied Natural Gas (LNG) and a regulatory approach to the use of scrubbers.

Mediterranean Partners are advised to use, where appropriate, EMSA operational preparedness, detection and response services with respect to pollution caused by ships and marine pollution by oil and gas installations. In this concern, Mediterranean Partners are invited to consider the CleanSeaNet Agreement with EMSA.

In their strategic vision for the future development of their ports, Mediterranean Partners are encouraged to include the necessary measures towards a gradual transformation into Green Ports according to the applicable criteria and definition. R&I cooperation in this field should be considered.

Mediterranean Partners are encouraged first to ratify the BWM⁴⁶ convention in order to enforce and effectively implement it. Special consideration should be given to Mobile Offshore Units and Offshore Supply Vessels. It is crucial to have well trained Port State Control officers in this domain.

Results

The Southern Neighbourhood countries have made continuous efforts to adopt services that improve the marine environment. Through SAFEMED III, access to CleanSeaNet provided services and tools to six beneficiaries (Algeria, Israel, Jordan, Lebanon, Morocco and Tunisia). Under SAFEMED IV, a number of actions related to the marine environment have been implemented or planned until 2020. These actions include training on the Ballast BWM Water Management Convention (including sampling), a pollution response exercise with an EMSA ship, training on civil liability for oil pollution damage, training in the graphical user interface of SafeSeaNet ecosystems, provision of CleanSeaNet images to beneficiary countries, i.e. approximately 2300 CleanSeaNet images and 722 possible oil spills detected up to 2019. In addition, 21 technical meetings, one oil spill response exercise in 2019 and technical assistance for IMSAS preparatory audits were organised and provided to countries. As part of the same programme, studies on port reception facilities have been carried out in Algeria, Lebanon and Tunisia. Training on MARPOL Annex VI was provided in Algeria and Israel. In addition, the beneficiary SAFEMED IV countries participated in the workshop on sulphur regulation “Awareness of future requirements of 0.5 % sulphur and consistent implementation from 2020” for Mediterranean countries.

In addition, Jordan, Morocco and Tunisia benefit from and have the “CleanSeaNet” and “SAT-AIS” information for early detection of oil spills in the waters under their jurisdiction and to facilitate the identification of possible polluters. Countries are parties to a number of marine environment conventions, such as the CLC Convention⁴⁷, which has been ratified by all countries except Libya.

At national level, the results are as follows:

Algeria has not ratified Annex VI of MARPOL Convention IV and the BWM Convention. The country carries out environmental training activities with Tunisia and Morocco. It should be noted that Algeria is aware of the need to provide all ports with reception facilities and emergency response plans for waste management. Therefore, in collaboration with the Regional Emergency Response Centre against accidental marine pollution and EMSA, a waste management assessment mission in a commercial port and marina was carried out in June 2019 to assist with the preparation of waste management facilities in the ports. The second mission aims to study and assess reception needs in Algerian ports, which will lead to the modernisation of port reception facilities. Algeria is planning to

⁴⁶ *BWM Convention: International Convention for the Control and Management of Ships’ Ballast Water and Sediments (Ballast Water Management Convention).*

⁴⁷ *CLC Convention: International Convention on Civil Liability for Oil Pollution Damage.*

set up a liquefied natural gas refuelling infrastructure in certain Algerian ports, taking into account its experience in the field, and a risk assessment study has been carried out with EMSA in two Algerian ports. Furthermore, as regards the prevention, detection and control of oil pollution, the country will discuss the possibility of benefiting from the benefits of the CleanSeaNet system with EMSA.

Egypt wishes to receive technical assistance on oil spills and, through SAFEMED IV, training on procedures to monitor suspected oil spill pollution will be organised in 2020. Egypt has also led a series of efforts concerning the marine environment. First, vessels used in the transport of goods to and from Egypt have been operating using 0.5% low carbon fuel since January 1, 2020 in accordance with the latest regulations issued by the International Maritime Organization. The port of Alexandria is also one of the first ports in Africa and the Eastern Mediterranean to supply ships with low sulfur fuel. Second, vessels that do not use low sulfur fuel are required to use scrubbers to clean ship exhausts and emissions. Third, the Egyptian ports (Port of Damietta, and shortly also the Port of Alexandria) are equipped with the OPS system to reduce ship emissions during loading and unloading operations in Egyptian ports. Fourth, all Egyptian Mediterranean and Red Sea ports have developed solid waste management plans in accordance with the standards and guidelines issued by the International Maritime Organization (Marpol V). Fifth, oil pollution control instruments and 1,000 meters of floating barriers intended to combat pollution and protect the marine environment have been provided and put into operation since June 2020. Sixth, the Port Authority of Damietta is the first in the Middle East to effectively manage an OPS system, which is one of the strategies recommended by the World Port Climate Initiative to limit GHG emissions in ports. The OPS system replaces ships' auxiliary engines at berth: when moored, ships are connected to the local electricity grid to enable activities such as loading, unloading, heating, lighting, and other activities on board.

Jordan is among the countries that have ratified the most marine environment conventions, such as CLC, BWM and MARPOL. The Jordan Maritime Commission has incorporated the provisions of all international agreements relating to the marine environment into national legislation. Seawater quality measurements are now being made through the Aqaba Special Economic Zone Authority. The country is already part of the CleanSeaNet system. Through SAFEMED IV, Jordan has received a dedicated training on Environmental legislation in 2020 and it is expected to receive technical assistance in order to revise and update its oil spill contingency plan and its training programme on the protection of the marine environment for regulatory purposes. Due to the circumstances of Corona virus, the necessary studies have not been completed, as it was agreed to complete them in the second month of 2021. The contingency plans are being reviewed, updated and included. The necessary exercises will be conducted.

Lebanon shall implement the provisions of MARPOL Annex VI for Lebanese flagged ships and, as such, issue the declaration of compliance to ships meeting the requirements of Annex VI. Ratification of Annex VI is pending parliamentary ratification, which will ensure strict implementation of Annex VI at port level. In addition, and according to SAFEMED IV, assistance in the field of MODU is to be provided in 2021 and a study on port reception facilities was carried out in 2019.

Libya signed the terms of use of CleanSeaNet and is receiving satellite images combined with SAT AIS information in order to detect and identify ships pollutant from September 2019.

Morocco attaches importance to the protection and preservation of the marine environment. Morocco has ratified most IMO conventions relating to the preservation of the marine environment, in particular the BWM, MARPOL and AFS Conventions⁴⁸.

The country has introduced the provisions concerning the marine environment in a bill, currently being adopted, on discharges of pollutants from ships into the marine environment and the atmosphere. The ports have several fixed and mobile port facilities that comply with the requirements of the MARPOL convention, annexes I, IV and V. Moreover, a study will be conducted in 2021 with the European Maritime Safety Agency on the harbour reception facilities in conformity with the requirements of the MARPOL convention, Annex IV.

The environmental protection provisions are well published at the port operating regulations level. Thus, port authorities are responsible for waste management within ports, particularly those resulting from land operations and those of the water body, through contracts signed with private providers. Also, in accordance with the provisions of the international MARPOL convention, Morocco has eight port reception facilities for the collection, treatment and disposal of waste from ships distributed over the main commercial ports, namely: the MARPOL station at Tanger MedPort, Casablanca, Mohammedia, Agadir and Jorf LASFAR. Information on these facilities is updated and published systematically at the IMO GISIS platform. As such, Morocco has no report of inadequacy of port reception facilities.

As part of the preparation and training of staff responsible for preventing and combating accidental marine pollution, Morocco organises an exercise to combat accidental marine pollution (SIMULEX) every two years. The last exercise was carried out in 2018 in the Agadir region. Morocco is one of the ten pilot countries participating in the “Transforming the international maritime transport sector to reduce carbon emissions through improved energy efficiency (GLOMEEP⁴⁹)” project. It aims to improve knowledge and understanding of technical and operational measures for ship energy efficiency and to establish national, regional and global capacity building partnerships to improve the energy efficiency of maritime transport.

Tunisia has implemented the provisions of the IMO Conventions relating to the prevention of pollution and the preservation of the marine environment, in particular the CLC, MARPOL, IOPCF and⁵⁰ AFS Conventions and ensures the implementation of the provisions of those conventions on vessels sailing under the Tunisian flag and on trade routes. Tunisia has participated in several international fora (Marine Environment Protection Committee (IMO: MEPC), IOPC Funds) and has been a member of the Executive Committee (2012-2014) of the Integrated Maritime Policy for the Mediterranean project. In addition, the country signed the terms of use of the CleanSeaNet service (AESM-SAFEMED III July 2014) to identify and locate discharges at sea from ships and receive satellite images and it has signed a contract to receive depollution equipment. In addition, Tunisia obtained, through SAFEMED, a batch of operational equipment against marine pollution (Skimmer, 500 m of floating dam and a generator). Emergency response plans for commercial seaports are being developed.

A pilot project for the planning and development of a coastal maritime zone has been drawn up for the coordination and development of activities in this zone (fishing, boating, seaside tourism and

⁴⁸ AFS Convention: *Convention on the Control of Harmful Anti-Fouling Systems on Ships (Anti Fouling System)*.

⁴⁹ GLOMEEP — *Global Maritime Energy Efficiency Partnerships*.

⁵⁰ IOPCF: *International Oil Pollution Compensation Fund*.

maritime industry). The results of this pilot project have been delivered to the relevant Tunisian authorities for implementation and duplication in other maritime areas.

Tunisia, with the assistance of EMSA, has carried out a technical feasibility study for the creation of reception facilities for liquid and solid waste in ports.

In addition, Tunisia is working on an action plan that supports the concept of an eco-port, the liquefied natural gas refuelling facility, the reception facilities and the development of an environmental management plan. Similarly, commercial vessels sailing under the Tunisian flag have been prepared for the implementation of the MARPOL Annex VI provisions on the use of low sulphur fuels. As part of the project of the Med Ports Association, Tunisia has signed a letter of intent with the port of Marseille to supply passenger ships and cruise ships through the onshore electricity grid (OPS⁵¹) when they are docked at the port of Goulette, to reduce emissions from ship exhausts. A feasibility study for the project is underway. The results will be implemented based on economic and environmental viability and the availability of funding.

Tunisia is studying the ratification of the Ballast Water Management (BWM) conventions and the removal of maritime wrecks.

In the field of marine pollution prevention and control, SAFEMED III and IV allowed 56 officials to follow two sessions to familiarise themselves with the use of equipment at the port of Bizerte (Tunisia). SAFEMED IV enabled 23 officials to take part in a training session held in Tunis from 12 to 13 February 2019 on preparing port emergency plans. The project also led to a study on the handling of waste and cargo residues at the Radès port facility in the absence of port reception facilities.

Access to CleanSeaNet: a regional success and a concrete example of cooperation to protect the marine environment

Access to CleanSeaNet has provided services and tools to six countries (Algeria, Israel, Jordan, Lebanon, Morocco and Tunisia) within SAFEMED III. This service makes it possible to identify and locate discharges at sea from vessels and receive satellite images. Clean-up equipment has also been provided. In addition, in the context of SAFEMED IV, four countries (Jordan, Libya, Morocco and Tunisia) benefit from and have “CleanSeaNet” and “SAT-AIS” information for early detection of oil spills in the waters under their jurisdiction and to facilitate the identification of possible polluters. Other countries have expressed an interest in accessing the service.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Despite the efforts made, technological developments are weak, with inefficient environmental management and inadequate port waste management.
- The tools provided by enforcement and the CSN are underused, although the ongoing SAFEMED IV project informs the beneficiary countries about the need to implement international agreements and environmental management legislation as well as the contribution of the

⁵¹ OPS: On Shore Power Supply.

CleanSeaNet project, which has focused on facilitating better enforcement of environmental legislation in Mediterranean countries.

- Some countries have not initiated or completed the ratification procedures for certain conventions. MARPOL-Annex VI Convention is not ratified in some countries, or it is in the process of being ratified in countries such as Algeria, Egypt, Israel, Lebanon and Libya. Similarly, Algeria, Israel, Libya and Tunisia have not yet ratified the Ballast Water Management Convention (BWM). In addition, Algeria, Israel and Libya have not yet ratified the AFS Convention.
- There is a lack of reception facilities in secondary ports.

Suggestions for the future 2021-2027

In the next Action Plan:

- Accelerate ratification of the relevant international maritime conventions relating to the protection of the marine environment in countries that have not yet done so. Ratify in particular MARPOL-Annex VI and strictly implement Annex VI in ports. After ratification, consider incorporating the provisions of the Convention into national legislation. This is necessary for the BWM and AFS agreements.
- Undertake investments and technical assistance to protect the environment at sea and in ports, and set up facilities to handle ship waste in accordance with the MARPOL Convention.
- Encourage the participation of regional scientific and technical institutions in research and development activities and the facilitation of technology transfer between countries.
- Examine the possibility of designating the Mediterranean Sea or parts thereof as SO_x and/or NO_x Emission Control Areas (ECA) under MARPOL Annex VI and improve existing energy efficiency.
- Pay particular attention to promoting the transition to cleaner energy in ports, such as liquefied natural gas, solar and renewable energy, and facilitating more environmentally-friendly maritime transport through liquefied natural gas infrastructure and a shore-based electricity supply. These actions will also help to respect the limits of global suffering and further incentivise the use of alternative fuels in maritime transport by supporting the development of the necessary infrastructure.
- Promote the Mediterranean environment by implementing innovative solutions and exploring solutions at State and regional level. For example, consider setting up incentive schemes for more environmentally friendly maritime transport, taxing polluters, developing and implementing an environmental management plan for ports by joining the ESPO Eco Port programme ⁵², and gaining ISO 14001 certification for environmental management and ISO 50001 certification for energy management.
- Through the IMO, consider EU assistance to the Southern Neighbourhood countries to establish a Global Maritime Technology Cooperation Network (MLC53).

⁵² ESPO Eco Port: European Sea Ports Organisation — Label for European ports voluntarily adhering to good practice in sustainable development.

⁵³ GMN: Global Maritime Technology Cooperation Centres Network.

- Expand the CleanSeaNet service by intensifying the service and expanding training opportunities, so that this service becomes part of the standard operational procedure of the beneficiary countries.
- Consider the provision of new services, such as Remotely Piloted Aircraft Systems (RPAS⁵⁴), in order to improve the monitoring of possible oil spills further and strengthen support for maritime safety and search and rescue.
- Continue to provide oil pollution response activities, as well as international exercises with oil recovery vessels and specialised spill response equipment, and, as far as possible, examine the possibilities of receiving grants to purchase oil pollution control equipment and provide training.

Action 5: Training, certification and promotion for seafarers:

Mediterranean Partners are encouraged to pursue the creation of maritime training institutes as one of the key factors for developing the maritime sector and promoting job opportunities. Furthermore, the establishment of networks between the maritime training institutes could be beneficial in terms of boosting skills and employability and supporting the competitiveness of the maritime industry in the Mediterranean Sea basin.

Mediterranean Partners are invited to give priority to becoming members of the ILO Maritime Labour Convention entered into force in 2013 at the international level, and to effectively implement its requirements.

Following a request by the EU Member States to recognise certificates of seafarers issued by a Mediterranean Partner, the European Commission is invited to find an appropriate timing to conduct the necessary inspection for the Mediterranean countries not yet recognised at EU level. Until such inspection is conducted, the Mediterranean Partner concerned is urged to prepare itself for the inspection by verifying that it complies with the requirements of the STCW⁵⁵ Convention. In addition, the EU Member States are invited to offer opportunities to seafarers of the Mediterranean Partners for training and working on board ships flying the European flag.

Mediterranean Partners are encouraged to promote greater awareness and knowledge to attract new entrants, especially among young people, of the opportunities offered by a career at sea. This should be achieved through:

- Improving the quality of life at sea, and providing seafarers with similar privileges to that available ashore;
- Providing adequate accommodation for trainees, and encouraging all officers to actively participate in the training on board ships;
- Highlighting the role of women in the seafaring profession and promote their greater participation in maritime training.

Results

⁵⁴ RPAS: Remotely Piloted Aircraft Services.

⁵⁵ STCW Convention: International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

In the context of the importance accorded by the Southern Neighbourhood countries to the certification and safety of seafarers, partner countries received training in international safety management through SAFEMED III, at the regional training centre in Marseille. Trainees come from Egypt, Israel, Jordan, Lebanon, Morocco, Palestine, Tunisia and Turkey. Similarly, under SAFEMED IV, countries have benefited from a number of actions related to the human factor and have received training on implementing the Maritime Labour Convention (**MLC**): training for inspectors on the MLC (2019-2020), training on search and rescue, candidates at the World Maritime University (University of Malmo). Assistance on the STCW Convention was redeployed for 2021.

Most countries have maritime institutions for the training and certification of seafarers, and most of them have ratified the STCW Convention and it seems that they are all on the IMO white list for STCW certification.

At national level, the results are as follows:

Algeria is aware of the importance of the human factor and continuously monitors compliance with international standards and the training and qualification system for seafarers, by equipping its maritime training institutions with human and material resources and setting up quality management programmes. The Ministry of Public Works and Transport submitted reports and information on the adoption of the International STCW Convention to the IMO Secretariat and EMSA in 2018. Therefore, the Commission is ready to host any audit in this area.

Egypt is implementing the STCW Convention.

Jordan has two maritime establishments: Jordan Academy for Maritime Studies (Amman) and Aqaba Maritime Education & Training Centre, and both are authorised to train and certify seafarers. The EU recognises the certificates issued by Jordan.

Jordan is among the countries that have been able to maintain international standards and European Union standards in maritime training and education, as it is among the countries on the white list in the International Maritime Organization.

Lebanon is a party to the STCW Convention. The country pays significant attention to the training seafarers and updating their knowledge. The Institute of Maritime Science and Technology (MARSATI) was established to improve education, training and certification, while attracting new entries into the maritime sector.

Morocco is a party to the STCW Convention and ratified the STCW-F Convention in 2012. Its training and certification system for seafarers was audited in 2006 and 2017, which led the European Commission to recognise it. A cooperation agreement is being prepared between Higher Institute of Maritime Studies (ICEM) and the National Maritime School (ENSM) in Marseille, which will introduce university programmes, research, exchanges and training.

Tunisia ratified and implemented ILO Convention No 185 on Seafarers' Identity Documents⁵⁶ and ratified the STCW-F Convention by Law No 2019-17 of 26 February 2019. In Tunisia, the training and certification system for seafarers was the subject of two EMSA audits (April 2007 and November 2014), leading to its recognition by the IMO and the European Commission. Tunisia has ratified the MLC 2006

⁵⁶ ILO Convention No 185 on Seafarers' Identity Documents (revised), 2003, as amended (No 185).

and applies its provisions on Tunisian flagged vessels. In addition, a tripartite committee has been set up to monitor the implementation of this convention at administration and ship level. A regional workshop was organised in July 2019 in coordination with the ILO on implementing the provisions of MLC 2006. The country participated in workshops related to the STCW Convention and the MLC 2006, which were organised by EMSA in the framework of SAFEMED III and ILO activities. The country presented a proposal on tracking and training of seafarers. The country endeavours to promote a period of activity for seafarers on board EU vessels.

Tunisia benefited from a twinning project to strengthen maritime administration and authority (2015-2017), during which 300 officials participated in 30 seminars and workshops on maritime security, maritime safety, protection of the marine environment, port management and the introduction of port concessions.

During the SAFEMED III (2013-2016) and SAFEMED IV (2017-2021) projects, 210 Tunisian officials participated in 79 activities related to maritime security, maritime safety and protection of the marine environment.

Training and certification of seafarers: Priority to the implementation of STCW and MLC Conventions

Most countries have training and certification institutions for seafarers and have ratified the STCW Convention. Priority was given to the implementation of the STCW and MLC Conventions.

In particular, the countries received training in international safety management, the implementation of the two conventions mentioned above, search and rescue, and there was also in-house training for auditors of marine training centres.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Most countries do not have fleets or have a very limited number of vessels, which is a problem for the training of their seafarers on board ships.
- Certificates issued in accordance with the STCW Convention in certain partner countries are not yet recognised by the European Commission.
- The STCW-F and MLC Conventions are not yet ratified by some countries, hence the need to encourage them to initiate ratification procedures and to continue training in this regard.
- The gap between supply and demand for seafarers is increasing, making it difficult to recruit staff (agents, seafarers, engineers, technicians, etc.).

Suggestions for the future 2021-2027

In the next Action Plan:

- Assist countries in ratifying and implementing the IMO STCW Convention and the ILO Maritime Labour Convention through training, awareness raising, the exchange of best practices and technical support for ratification, implementation and transposition.

- Promote women's access to maritime professions and promote their broad participation in maritime training and in the implementation of the RTAP.
- Continue efforts and coordination with EU countries or other institutions to train seafarers on board ships, and provide training opportunities for unskilled seafarers.
- Strengthen cooperation and the exchange of expertise between the maritime institutes of the Mediterranean partners with a view to creating training opportunities for seafarers, such as: (i) the coordination of regional initiatives for uniform national university education systems (ii) the regional framework for the recognition of certificates, (iii) the definition of qualifications for the maritime sector and (iv) the development of a regional university network.
- Increase the awareness and attractiveness of the maritime sector through national and regional campaigns to balance supply and demand.

Action 6: Motorways of the Sea (MoS)

The development of Motorways of the Sea will continue to play a key role in connecting the Euro-Mediterranean region as well as its hinterlands. Mediterranean Partners are encouraged to develop integrated multimodal services and interoperable equipment and processes across the region addressing in particular (i) environment; (ii) integration of maritime transport in the logistics chain, and (iii) maritime safety, traffic management, human element and training.

Motorways of the Sea can aid in the development of connections between the TEN-T and the future Trans-Mediterranean Transport Network. Under the provisions of the new TEN-T Guidelines, MoS projects may be of common interest and eligible for EU financial support. Such projects are already being developed and the Mediterranean Partners are encouraged to continue to further develop them.

The Transport work package included in the P.R.I.M.A. (Partnership in Research and Innovation in the Med Area) could be a framework for R&I cooperation in this sector.

Results

The development of motorways of the sea, maritime transport and short sea shipping is a priority interest for the Euro-Mediterranean region. Various initiatives (MEDAMOS I and II, Optimed) have been carried out. The programmes and projects have upgraded the maritime infrastructure, hinterland connections and technological development, as well as improved maritime transport routes within supply chains, and developed new maritime links between Mediterranean countries. Similarly, traffic management, maritime safety and logistics have significantly improved after the adoption of the Motorways of the Sea.

In this overall context of improvement, the implementation of certain MoS projects depends on improving project financing and implementation conditions due to difficulties in identifying interested shipping lines and making use of the services offered.

At national level, the results are as follows⁵⁷:

Algeria: The maritime lines established under the Motorways of the Sea concept are Bejaia to Marseille and Barcelona, and Oran to Alicante, via container traffic in Asia. The Ministry of Public Works and Transport is ready to continue actions to establish Motorways of the Sea between certain Algerian and European ports. In particular, Algeria is working on logistics, information and focusing on the institutional aspect, including simplifications via the PCS. The Barcelona ESCOLA initiative⁵⁸ — Intermodal Transport has been set up, bringing together potential actors to implement Motorways of the Sea and promote intermodality.

Israel: The maritime lines established under the Motorways of the Sea concept are Haifa to Marseille and Haifa to Trieste. Israel has developed CPS standards and ICT for information exchange, user interface and the electronic signature of documents, which transforms documents into electronic messages and provides a link to the Directive 2010/65 obligations. A live demonstration has been made to French and Israeli customs (main system of the pilot project) as well as to the Ministries of Agriculture and Transport. Israel is implementing the procedure with other European CSPs, such as the recognition of digital documents by EU authorities and the intermodal corridor approach (rail, lorries). Some issues remain concerning exports of agricultural products to the EU, such as loss or inconsistency of documents.

Jordan: The maritime lines established under the Motorways of the Sea concept are Aqaba to Genoa, (the Messina line for containers) Aqaba to Nuweiba (Egypt). Despite its positive effects, the Aqaba-Alexandria-Zarzis-Marseille-Tanger Med line has not yet been activated. The Motorways of the Sea feasibility studies focused on traffic flows from country of origin, modal split of container traffic and the EU's commercial potential at the destination port, in particular the port of Genoa. Jordan has proposed a multimodal logistics platform and has made efforts to reduce container residence time, in conjunction with the European Port Community Systems Association to develop a CPS in line with the EU Directive to integrate the Automated Customs Data System (ASYCUDA) in the port of Aqaba. Jordan is considering linking Aqaba's CPS to the CPSs of EU countries (Black Box).

Lebanon: The maritime line established under the Motorways of the Sea concept is the KSG sailing route from Beirut (Lebanon) to Castellon (Spain) and Marseille (France). As part of MEDAMOS II, a conceptual study of the potential location of dry ports (main logistics centres) was carried out to facilitate traffic and trade in the port of Beirut, including trade with the EU, and potential logistics platforms at the Beirut border. In addition, the environmental management system in Lebanese ports was addressed. The country has carried out another conceptual study on the integrated PCS and its implementation. The implementation of these two important projects requires the allocation of the necessary budget. Lebanon has an integrated CPS linking the port of Beirut to the border crossing points, key stakeholders and Beirut airport. However, the time taken to clear the cargo remains quite lengthy.

Morocco: The maritime lines established under the Motorways of the Sea concept are Agadir to Vendres (France), connected to the regular Western Mediterranean service, and Tanger Med and Casablanca to Valencia and Barcelona. Morocco has proposed measures for the maritime transport of refrigerated containers and efficient management of cereal imports. In the port of Agadir,

⁵⁷ Since the presentation of the final report of MEDAMOS II (2013).

⁵⁸ Barcelona ESCOLA: European Training Centre and a reference point for intermodal transport and logistics.

improvements were made in terms of infrastructure, road transport, business strategy, bulk freight transport, land routing of maritime traffic and a master plan. Significantly, in 2018 the European Union and Morocco signed an international agreement on Morocco's participation in the Partnership for Research and Innovation in the Mediterranean Area. At port level, the Port Community of Agadir set up an association called the Maritime Union of Agadir and its Region. The main constraints for the development of Motorways of the Sea in the country are border management, the construction of new basins, links in the land chain and intermodal transport issues.

Palestine: The maritime line established under the Motorways of the Sea concept is the Gaza fishing port in Port Said or Al Arish (Egypt). The plans for the development of the Gaza seaport have suffered delays of more than 12 years. Palestine carried out a regulatory and institutional diagnostic study and a study to improve logistical efficiency (the regulatory and institutional framework of the maritime sector, port design capacity, logistics and governance structure). The Palestinian law on port authorities requires full development. Palestine shall endeavour to develop the port as part of the comprehensive national and international transport network, including hinterland extensions by dry ports, road and rail connections.

Tunisia: The maritime lines established under the Motorways of the Sea concept are Radès to Marseille and Radès to Genoa. Discussions are ongoing between the maritime and port authorities, on the one hand, and Tunisian and European operators, on the other, with a view to relaunching motorways of the sea on new scheduled routes (Radès to Livorno, Radès to Barcelona). The aim is to generate good practices that improve the performance of maritime transport services on both routes, in particular as regards bringing together operators around common objectives and creating a forum for dialogue, while improving the punctuality and regularity of transport services (fixed departure time — closing hour). Tunisia has agreed to participate in the implementation of a Motorway of the Sea project, between Turkey-South of Italy and Tunisia, launched under the aegis of the Union for the Mediterranean, in through private operators.

A space for dialogue has already been created. This is the maritime cluster created which was created on 22 November 2018.

Motorways of the Sea: Regional success to be consolidated in a strategic vision of TMN-T

The development of Motorways of the Sea is a priority interest for the Euro-Mediterranean region. The links, in particular through MEDAMOS I and II, have been a success and th

ey have upgraded the maritime infrastructure, its south-south, north-south and hinterland connections. It has also improved technological development, maritime transport routes in the context of supply chains, and the development of new maritime links between the Mediterranean countries. Traffic management, maritime safety and logistics have significantly improved after the adoption of the Motorways of the Sea. This success should be consolidated through other shipping lines.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Some countries have financial, legal and regulatory challenges that prevent the necessary improvements in port connectivity. Difficulties in communicating with other ports, mainly due to language barriers.
- Feasibility studies on Motorways of the Sea have not yet been carried out or completed.
- The concept of Motorways of the Sea has not yet given rise to a comprehensive approach to the supply chain and no indicators are available to assess the effectiveness of the activities carried out. There are also problems in the relations between regional actors and other stakeholders in the Motorways of the Sea. Moreover, although many Motorways of the Sea have been successfully developed, some of these links, such as the Agadir Motorway of the Sea, have not been sufficiently developed to be operational.
- In the context of integrating maritime and inland transport, there are shortcomings in the communication between inter-regional seaports and the interconnectivity of ports with the hinterland.
- There are difficulties related to different understandings or perceptions of Motorways of the Sea by different actors, such as the Ministry and the port community. Physical links, monitoring technologies and control techniques in place should be translated into concrete actions to integrate TEN-T and TMN-T networks, as few countries have made progress in this regard.
- Multimodal transport plans developed in most countries are often not coordinated with neighbouring countries or with other countries in the south or north of the Mediterranean, leading to disparities and disruptions in the operation of Motorways of the Sea, as equipment and infrastructure etc. are heterogeneous.

Suggestions for the future 2021-2027

In the next Action Plan:

- Encourage the further development of links, in line with the Motorways of the Sea concept, and the development of action plans and strategies, ensuring concrete results, as achieved under MEDAMOS. The further development of the Motorways of the Sea will strengthen integrated multimodal services and make concrete progress in the interconnection between TEN-T and TMN-T.
- Coordinate with other projects and initiatives and address obstacles to the efficiency of Motorways of the Sea, including lack of awareness among stakeholders, funding problems and inadequate cooperation between stakeholders. The Southern Neighbourhood countries are encouraged to promote private and public competition, as well as domestic and foreign carriers, increase innovation and reduce service costs.
- Promote an integrated approach focusing on the environmental management of ports (green maritime solutions), the integration of maritime transport into the logistics chain, safety, the human factor and traffic management to and from other Mediterranean countries.
- Follow up on the results of the work on PCS, as it is necessary to take into account regional conditions, work closely with EU ports, and cooperate with the European Ports System Association in order to develop PCSs and bring together multimodal transport stakeholders.

- Strengthen South-South cooperation, implement procedures and recommendations and continue efforts in the field of environmental protection.
- Focus on optimising freight transport and logistic chains, and connecting the two shores of the Mediterranean in order to create synergies with the existing Mediterranean transport system.

Action 7: Passenger rights in maritime transport

The passenger rights in the field of maritime transport should be recognised by national legislation, as regards information, assistance and compensation in case of delay or cancellation of services, and the specific measures for passengers with reduced mobility and disabled passengers.

Results

Overall, there has been no concrete progress in the implementation of this action and it seems that this action is not a priority for the Southern Neighbourhood countries. Egypt, Jordan and Libya have ratified the Athens Convention⁵⁹, while Lebanon and Tunisia are working on passenger rights provisions.

At national level, the results are as follows:

Algeria: In addition to the rights listed in the transport contract (ticket), other passenger rights are guaranteed, such as non-discrimination, assistance to disabled persons and persons with reduced mobility, the right to obtain travel information, assistance in the event of delay or cancellation, change of itinerary and reimbursement in case of delay or cancellation.

Jordan is a signatory to the Athens Convention for the Carriage of Passengers and their Luggage by Sea, 1974. Since 2003, the country has had regulations on the provision of maritime freight and passenger transport services.

Lebanon strongly wants the maritime sector to play a key role in passenger transport and provide a high quality service to passengers in the tourism sector. A passenger and tourism port was identified as one of the priority projects in Lebanon. After completing the conceptual design, the budget was allocated for the preparation of the detailed technical design and tender dossier. In parallel to the priority project, Lebanon has initiated the review of passenger rights legislation, which will be amended to ensure its compliance with international standards. The law on the rights of passengers with reduced mobility and disabled passengers has been ratified.

Morocco has four passenger ports that are connected to southern Europe via 11 shipping lines and which display a traffic that exceeds 5 million passengers. To guarantee passenger rights, Morocco has introduced in a draft law, currently being adopted, the rights of passengers in terms of assistance, compensation and information. Morocco wishes to take advantage of technical assistance in this area.

Tunisia has general rules (commercial code, code of obligations and contracts) and contractual relations for provisions on passenger rights, in particular as regards the provision of information and assistance, assistance to disabled passengers and compensation or reimbursement in the event of

⁵⁹ Athens Convention: *international Convention relating to the Carriage of Passengers and their luggage by sea/1974.*

delay by the carrier (delay or cancellation of service). The development of sea stations and passenger ships has included special provisions for passengers with reduced mobility or with special needs.

Problems encountered and outstanding issues

The difficulties encountered include a lack of training and a need for capacity building in the framework of this action. Countries did not provide detailed feedback on this action, as this action seems to be a low priority.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue this action with a focus on training on passenger rights and technical assistance in the development of relevant regulations.
- Introduce rules on the specific needs and requirements for the transport of persons with reduced mobility.
- Focus on other passenger rights, such as the right to non-discriminatory contractual conditions, the right to care and assistance, the right to claim partial compensation for the price of the ticket in case of delay, and the right to lodge complaints with carriers and national enforcement bodies, etc.

V.2. Land transport operations (road, rail and urban)

Action 8: Efficient land transport systems:

Regulatory reform and convergence promoting cross-border transport and international haulage in the region will focus on operational and professional requirements between the EU and the Mediterranean Partners. The overall regulatory approach should be defined in the National Strategies, aimed at improving the whole of land transport, in particular by:

- Ensuring the application of harmonized transport rules and standards based on best international practices;
- Looking into the deployment of harmonized and interoperable Intelligent Transport Systems (ITS) as they are instrumental for achieving the goals of transport policy, in terms of reducing congestion and GHG emissions, improving network and system efficiency and road safety. The ITS should be developed through a “Strategic ITS Plan” that outlines the vision, applications, policy developments, benefits and approach needed to deploy ITS-based technologies.
- Enhancing capacity building for authorities responsible for land transport, notably with respect to data-collection, models, and systems that can enhance operations and management of transport systems on the whole.
- Pursuing efforts to improve the efficiency of the road transport sector, passenger and haulage, and addressing the professionalism of drivers, of operators, the technical state of the vehicle fleet and road safety;
- Addressing the organisation, safety and interoperability in the railway sector in particular by:
 - i) implementing European norms and good practices, in quality management for rail passenger transport;
 - ii) developing strategies for attracting freight to rail transport from other transport modes.
- Collaboration in R&I activities should be envisaged in order to achieve innovative solutions for enhanced system efficiency.

Results

the Southern Neighbourhood countries have taken action on regulatory reform and convergence in preparing for accession and effective implementation of the main United Nations road transport agreements and conventions (hereinafter referred to as the “UN Agreements”). National strategies, inspired by these UN agreements, are being developed or revised, and harmonised transport rules and standards have been developed on the basis of international best practices. Concerted efforts for the deployment of harmonised and interoperable Intelligent Transport Systems (ITS) are being pursued. In addition, the professionalisation of drivers and operators as well as the improvement of the technical condition of the vehicle fleet and road safety are taken into account rigorously. The support provided through the EuroMed RRU project (2012-2016) and the EuroMed TSP project (2017-2022) has been instrumental in advancing the implementation of the above activities.

The main results include the promotion of compulsory training and certification for professional drivers of certain categories of road vehicles, inspired by Directive 2003/59/EC, and the improvement

of safety performance, through compliance with the rules on driving time and rest periods laid down in the AETR Agreement⁶⁰, the introduction of rules on access to the occupation of haulier in accordance with Regulation 1071/2009/EC, the introduction of rules on the transport of dangerous goods (ADR⁶¹) and of perishable foodstuffs under the AETR Agreement⁶², capacity building for training in the region, improvement of the technical condition of vehicles in application of the UN Agreements of 1958⁶³ and 1997⁶⁴) and EU best practices, in particular Directive 2014/45/EU on periodical technical inspections and Directive 2014/47/EU on the technical roadside inspection of commercial vehicles.

With regard to the deployment of interoperable ITS in the region, the Southern Neighbourhood countries, with the support of the EuroMed TSP, have developed a EuroMed “ITS Strategic Plan” and a “Preliminary ITS Architecture” describing the vision, needs, requirements, standards, policy developments and data collection systems.

Priority applications, expected benefits and the recommended approach, necessary for the effective design and deployment of ICT based ITS in the Euro-Mediterranean region, are part of the strategy. Some countries have identified their national ITS focal points and ITS teams at national level, which will make efforts to develop national strategies and the preliminary technical architecture for the deployment of Intelligent Transport Systems based on the results of the activities undertaken under EuroMed TSP.

At national level, the results are as follows:

Algeria has developed new legislation, inspired by Directive 2003/59, requiring professional drivers of certain categories of vehicles to undergo initial and continuous training and certification. Over 350,000 drivers have been trained and certified in 366 centres in the country over the last four years. This number is expected to reach one million drivers in the coming years. Although it is not a contracting party to one of the UN agreements on vehicle regulations, the country ensures that the vehicle fleet is kept in good technical condition through widespread technical inspections throughout the country.

Egypt has revised the road transport regulations, identified existing gaps and necessary changes and developed a roadmap for the gradual implementation of regulatory reform in the sector, with the support of the EuroMed RRU project. This reform includes overloading, access to the profession, training of professional drivers, driving and rest periods, the register of transport companies and transport statistics, the transport of dangerous goods and perishable goods. The Egyptian Organisation for Standardisation and Quality is working towards the mandatory application of a number of UN vehicle type approval regulations to improve the level of technical standards of vehicles in use. The Land Transport Regulatory Authority, approved by Parliament (4 February 2019), plays a leading role in the implementation of these reforms.

⁶⁰ AETR: European Agreement concerning the work of Crews of Vehicles engaged in International Road Transport (Accord européen relatif au travail des équipages des véhicules effectuant des transports internationaux par route).

⁶¹ ADR: European Agreement concerning the International Carriage of Dangerous Goods.

⁶² ATP: Agreement on the international carriage of perishable goods.

⁶³ 1958 UN Agreement: Agreement concerning the adoption of harmonized technical UN regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these UN Regulations.

⁶⁴ 1997 UN Agreement: Agreement concerning the adoption of uniform conditions for periodical technical inspections for wheeled vehicles and the reciprocal recognition of such inspections.

Israel is one of the countries in the Euro-Mediterranean region that has made major advances in the development of ITS applications. Many ITS projects are deployed in Israel on the basis of smart mobile technologies by private companies. In its resolution of 22 January 2017, the Israeli Government defined the priority actions for the development of ITS and decided to set up a steering committee to take forward the national smart mobility plan 2017-2021. In addition, Israel ensured a high level of technical condition of its vehicle fleet in full compliance with the respective UN agreements and relevant EU regulations, including an effective system of periodic technical inspection centres for vehicles. The country is also committed to introducing in its national legislation the obligation of initial and continuous training and certification for professional drivers of certain categories of vehicles based on Directive 2003/59.

Jordan, although not a contracting party to most UN agreements, has incorporated the main provisions of ADR and the UN agreements of 1958 and 1997 into its national legislation. Jordan is working on the training of professional drivers of certain categories of vehicles, and it has succeeded in capacity building on ADR certification with ten Jordanian trainers receiving ADR certification from the Academy of the International Road Transport Union. In addition, the country has developed several ITS applications, including fleet management, monitoring and the tracing of lorries transiting through its territory, as well as road traffic management and road safety.

Lebanon has identified its priorities for road transport reform by targeting the application of harmonised transport rules and standards based on UN agreements and international best practices. Some ITS applications in the country have been deployed by private companies in the context of fleet management. The country is committed to deploying ITS and is preparing its accession to some UN agreements.

Morocco has a good system for training professional drivers, which is based on Directive 2003/59 and ensures that no professional driver can work in the fields of public passengers or freight transport without having an initial qualification training certified and renewed every five years after providing continuous training. Approximately 390,000 drivers have been trained and certified so far by duly authorised private centres. In Morocco, driving and rest periods for professional drivers shall be applied in accordance with the AETR. Although it is not a contracting party, Morocco applies the UN agreements of 1958 and 1997 by ensuring the good technical condition of its vehicle fleet. The process of acceding to these two agreements is ongoing.

The number of periodic technical inspection centers available across the country is 432 operational centers. Morocco has adopted ITS through the development of fiber optic technologies, traffic management, cameras and information systems on highways, toll booths and smartphones. The automatic control system for traffic violations includes the deployment of 150 fixed speed cameras, while 552 more are being deployed.

In 2017, **Palestine** adopted a new National Sector Strategic Plan for Transport (2017-2022) to build a safe and efficient transport system that meets the needs of citizens, guarantees international relations and contributes to the sustainability of the economy. A recent review of this plan by the EuroMed TSP project concluded that the plan is well targeted and that Palestine's efforts should focus on its implementation through regulatory reforms in line with international standards and best practices and by strengthening regional cooperation. In 2018, Palestine developed a strategic framework for the integration of ITS into its transport systems, which was approved in February 2019 and established

a permanent national team for its implementation. Palestine has also developed an effective system for the operation of periodic vehicle technical inspection centres.

Tunisia is working on integrating compulsory training and certification of professional drivers into its national legislation based on Directive 2003/59/EC. It has an efficient system of periodic roadworthiness tests for vehicles and has recently become a contracting party to the 1997 UN Agreement. It also has a good vehicle approval and roadworthiness test system that guarantees the technical condition of vehicles running on the roads. Tunisia has provided capacity building on ADR certification with ten Tunisian trainers who have been certified by the Academy of the International Road Transport Union. The Borj Cedria Training Centre has become the first African training centre to be accredited by the Academy of the International Road Transport Union.

Development of a EuroMed “ITS Strategic Plan”: Regional success with a view to the sustainability of transport systems

With the support of the EuroMed TSP, the Southern Neighbourhood countries have developed a EuroMed ITS Strategic Plan and a preliminary ITS architecture describing vision, needs, requirements, standards, policy developments and data collection systems.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Although this action focuses on road freight transport, which accounts for the largest share of land freight transport, cross-border road freight transport remains limited.
- The updating of national land transport strategies for most Southern Neighbourhood countries is lagging behind with a significant lack of human resources in transport ministries in most partner countries to promote strategies.
- ITS applications in some countries are fragmented and do not follow a single strategy. Some partners have not yet designated national ITS focal points and intelligent transport teams to participate in the ITS monitoring work.
- In terms of data collection, modelling, planning and implementation of transport systems, little progress has been made in the capacity building activities of inland transport authorities. The training of civil servants from most countries is insufficient, hampering the development of the necessary national legislation based on the main UN agreements and relevant EU legislation.
- National priorities are not always in line with the objectives of Euro-Mediterranean cooperation and the RTAP. This is especially the case in countries not involved in cross-border road transport, which leads to a lack of commitment to regulatory convergence efforts.
- The introduction of road transit charges by some countries increases the costs of cross-border and international freight transport in the region.

Suggestions for the future 2021-2027

In the next Action Plan:

- Pursue regulatory reform and convergence efforts and ensure the facilitation of cross-border and international freight transport in the region based on the accession to and effective implementation of UN agreements and European best practices. These efforts include but are not limited to the training of professional drivers based on Directive 2003/59/EC, driving and rest periods according to the AETR agreement, the professionalisation of operators with regard to access to the profession of road transport operator in accordance with Regulation 1071/2009/EC and the improvement of the technical condition of vehicles circulating in the region, in line with the 1997 UN agreement, Directive 2014/45/EU on periodic technical inspection and Directive 2014/47/EU on roadworthiness testing.
- Review existing national transport strategies, with a view to creating a coherent overall approach, integrating the approach and objectives of Euro-Mediterranean and international cooperation and equipping inland transport authorities with the necessary human resources to play their full role.
- Reconsider the imposition of transit charges on road transport operators in order to facilitate cross-border and international freight transport in the region.
- Continue the efforts to deploy harmonised and interoperable ITS, building on the achievements of this action through EuroMed TSP, namely the EuroMed Strategic Plan for ITS and the “Preliminary ITS Architecture” to ensure optimal, integrated and seamless transport, increase road safety, reduce the environmental impact and ensure the implementation of the strategy and architecture.
- Given the importance of the digitalisation of transport for a safer, more inclusive, competitive and cleaner transport sector and in order to better serve citizens and economic actors with the potential to reduce the negative environmental impacts of transport and produce sustainable mobility, the Southern Neighbourhood countries should be encouraged to fully explore the use of digital technologies that interact with ITS.
- Strengthen health and safety provisions for internal and international transport by learning from the impact of the COVID 19 pandemic.

Action 9: International inland transport of goods

Accession to and effective implementation of the main United Nations road transport agreements and conventions should be encouraged, notably in relation to road transport and road traffic safety, border crossing facilitation, transport of dangerous goods and perishable foodstuffs and vehicle regulations mentioned below. By becoming parties to these legal instruments and effectively implementing them, Mediterranean Partners could benefit from widely harmonized frameworks.

These are: the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), the European Agreement concerning the International Carriage of Dangerous Goods (ADR), the Agreement on the International Carriage of Perishable Foodstuffs (ATP), the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), the International Convention on the harmonization of Frontier Controls of Goods (Harmonization Convention), the Agreement concerning the Uniform Technical Prescriptions for

Wheeled Vehicles, Equipment and Parts of 1958 (The 1958 Agreement) and the Agreement concerning the Adoption of Uniform Conditions for periodical Technical inspections of Wheeled Vehicles.

In the railway sector it includes the accession to international rail conventions (in particular COTIF-Convention concerning International Carriage by Rail).

Participation in the work of main international transport (road and rail) organisations, such as UNECE (Economic Commission for Europe), UIC (International Union of Railways), OTIF (Intergovernmental organisation for International Carriage by Rail) and CIT (the International Rail Transport Committee), should be pursued and encouraged amongst all Partner Countries. Mediterranean Partners' representation in such international fora should be enhanced in order to speak with one voice on issues of common concern. To this end, preparatory discussions should be held within the Land Transport Working Group of the Forum.

The Land Transport Working Group of the EuroMed Forum will promote dialogue and exchange of best practices with a view to support the Mediterranean Partners to identify measures to effectively implement these agreements.

Results

the Southern Neighbourhood countries are working on the accession and effective implementation of UN agreements to benefit from a broadly harmonised framework and international best practices.

The EuroMed RRU and EuroMed TSP projects, among others, promoted the accession to and effective implementation of these UN agreements and also encouraged and facilitated the participation in the work of the UNECE. Efforts focused on the thirteen most important UN agreements, including all those covered by RTAP Action 9, jointly identified by UNECE, IRU and EuroMed RRU and published in three languages (EN-FR-AR) in February 2015 as an advocacy document to better understand the importance, main provisions and benefits of accession and implementation.

The main results include raising awareness on the importance of UN agreements and respective EU legislation, familiarising them with the work of UNECE through specific events, teleconferences and the participation of officials in UNECE meetings, opening the AETR to the countries of the region, drawing up and publishing roadmaps on the accession to and implementation of certain UN agreements, studies, analysis work and economic impact studies on certain UN agreements.

The Southern Neighbourhood countries had never in the past achieved such a comprehensive level of knowledge on the vital importance of these UN agreements to improving the efficiency of transport systems. The majority of partner countries have introduced changes to national legislation based on UN agreements and European best practices, which work in parallel with the ongoing procedures for accession to these agreements and their implementation.

In terms of assistance activities under the EuroMed project, at the end of June 2020, EuroMed RRU and EuroMed TSP held 98 national and regional activities (awareness workshops, trainings, study trips and ATs) on UN agreements and respective EU legislation. More than 2600 experts from the Southern Neighbourhood countries attended. Of these activities, 43 focused on raising awareness and providing training on these agreements and on the respective EU legislation, with the participation more than 1700 experts. At the end of June 2020, 30 high-level Mediterranean partner country officials and 160

experts participated in the work of certain UNECE intergovernmental meetings on road transport in Geneva, which was encouraged and facilitated by EuroMed RRU and EuroMed TSP.

It should be noted that, at the 106th session of WP.15 on 13 May 2019, the Conference of the Parties to the ADR agreed to abandon the word 'European' in the title of the ADR Agreement, which facilitates accession by non-European countries. Morocco and Tunisia, as contracting parties to the ADR, have played an active role in supporting this development and in adopting such a decision.

In the same framework of assistance for the harmonisation of national legislation, regional study trips were organised by EuroMed RRU in Geneva (Switzerland), Haute Savoie (France) and Padua-Vicenza-Venice region (Italy), which involved developing and publishing roadmaps for accession to and implementation of the AETR, ATP (EN-FR) and UN agreements of 1958 and 1997 (EN-FR-AR) in cooperation with UNECE.

National strategies have been developed or revised to promote the accession to and effective implementation of UN agreements with studies, analytical work and pilot actions for the updating and harmonisation of vehicle regulations, the implementation of the digital tachograph and the promotion of the use of the TIR system.

The opening of the AETR Agreement on 5 July 2016 to Algeria, Jordan, Morocco and Tunisia and on 8 January 2020 to Lebanon, following concerted action by the Southern Neighbourhood countries with the support of Turkey and the EuroMed RRU project, is one of the main lasting results of the accessions. Similarly, efforts to open the AETR to Egypt are ongoing and are expected to be completed soon.

In the field of rail transport, Morocco, Algeria and Tunisia are already members of OTIF. Lebanon's accession is currently suspended while Jordan maintains privileged relations with OTIF. Israel and Egypt have expressed in becoming members of OTIF and would like to act in the future as a regional hub. The Convention on International Rail Transport (COTIF), with its seven appendices, provides member countries with uniform international railway law that extends legal interoperability, improves technical interoperability and contribute to the development of multimodal transport. Algeria, Morocco and Tunisia are members of this convention. However and in order to promote the OTIF agreements, in 2018 and 2019 the ERA organized a series of meetings with OTIF, including participation in working groups at OTIF level. These participations also made it possible to inform the Southern Neighbourhood countries about OTIF developments.

At national level, the results are as follows:

Algeria has developed new legislation on driving and rest times for professional drivers, which requires tachographs and is expected to accede to the AETR Agreement. Although not a contracting party to the 1997 UN Agreement, Algeria has set up a network of well-functioning and extended technical inspection centres with provisions to implement roadworthiness testing which are inspired by the above-mentioned agreement. Algeria has also incorporated a large part of the ADR Agreement into national legislation. Algeria has been a contracting party to the TIR Convention since 1998 but has never applied it. The issue of the activation of this Convention is currently on Algeria's agenda.

Egypt acceded to the TIR Convention in December 2020. The ADR and ATP, as well as the AETR and the 1997 UN Agreement, are also part of the UN agreements to which it intends to accede. Egypt has formally requested the opening of the AETR Agreement.

Israel is one of the few countries in the Euro-Mediterranean region that has so far not joined many of the UN agreements, but fully implements some of them. This is the case for the UN Agreements of 1958, 1997 and the ADR. In addition, Israel is committed to integrating AETR's rules and procedures into its internal transport regulations and is expected to join the AETR soon. Israel has been a full member of the International Transport Forum since 28 May 2015.

Jordan is engaged in the preparation for accession and full implementation of the ADR agreement according to a roadmap, prepared in the framework of the EuroMed RRU project, while considering the accession to the ATP and AETR agreements, the Vienna Conventions of 1968 and the UN agreements of 1958 and 1997 with which its legislation is largely harmonised.

Lebanon has identified as a priority the accession to and implementation of the ADR, ATP and AETR agreements and has been working towards this objective. Its formal request to open the AETR was accepted and the formal procedure, initiated by the UN Secretary-General, led to the formal opening of the AETR to Lebanon on 8 January 2020. Particular attention is also given to improving the implementation of the TIR Convention, which is shown to have a positive impact, while the benefits of acceding to the Convention on Harmonisation of Frontier Controls of Goods are being examined.

Morocco, which is one of the countries with a good track record of acceding to the UN agreements, such as the Vienna and TIR Conventions, ADR., is committed to implementing them fully while preparing to accede to the AETR and the UN agreements of 1958 and 1997. Morocco is already applying the provisions of the last two agreements. In 2015, Morocco aligned national legislation on driving and rest times for professional drivers with the AETR Agreement and developed a national plan to establish the necessary legislative framework for the introduction of the digital tachograph and to prepare the country for accession to the AETR. Morocco has also introduced a national law (Law 30.05) in line with the ADR, which is being implemented through a twinning project with Spain. The objective of this twinning is to support the implementation of ADR in national transport, including training, testing and accreditation centres, labelling, safety advisers, etc. Morocco became a full member of the International Transport Forum on 28 May 2015, after having been an observer since 2006.

Palestine acceded to the TIR Convention in December 2017 and the 1968 Vienna Convention on Road Traffic in November 2019. These accessions represent an important development in the country. Specialised teams of experts on road transport regulatory issues identify Palestine's priorities for these agreements, with a view to carrying out the necessary reforms. Priorities identified include road traffic, road signs, the transport of dangerous goods and perishable goods, as well as driving and rest periods for professional drivers.

Tunisia: Tunisia's accession to the UN Agreement concerning the adoption of uniform conditions for periodic roadworthiness tests for wheeled vehicles and the reciprocal recognition of inspections (UN Agreement of 1997) is an important development. Tunisia is the partner country with the highest rate of accession to UN agreements (11 out of 13 identified) and it is preparing its accession to the AETR Agreement. In December 2018, Tunisia acceded to the Protocol amending Articles 1 and 14 of the ADR and it is currently revising the legislation on the transport of dangerous goods, with the support of EuroMed TSP. An evaluation of the economic impact of Tunisia's accession to the AETR has been

prepared with the support of EuroMed TSP. On 23 May 2019, Tunisia joined the International Transport Forum as the third member of the EuroMed countries after Morocco and Israel and the second from the African continent.

Opening up the AETR Agreement to the Southern Neighbourhood countries: a regional success and a sustainable outcome for the region

The opening of the AETR Agreement to five countries (on 5 July 2016 to Algeria, Jordan, Morocco and Tunisia and on 8 January 2020 to Lebanon) is one of the main lasting results that should be followed by accessions. Similarly, efforts to open the AETR to Egypt are ongoing and should be completed soon.

Palestine's accession to the TIR Agreement, the 1968 Vienna Convention on Road Traffic and Tunisia's accession to the 1997 UN Agreement are also signs of progress in acceding to the main UN agreements.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- The progress of accession to the UN agreements is slow. Although efforts to integrate the main provisions of these agreements into the national legislation of Southern Neighbourhood countries have produced results and led to an unprecedented level of alignment in the region, only four new accessions were registered throughout the project period. These were Egypt to the TIR convention, Palestine to the TIR Convention and the Vienna Convention on Road Traffic of 1968 and Tunisia to the 1997 UN Agreement. With the exception of Morocco and Tunisia, which are contracting parties to most UN agreements, the number of accessions for the other partner countries is limited and these countries do not fully benefit from their provisions (see table below).

Status of accession of Mediterranean partner countries
The main UN agreements — December 2020

No	UNECE International Conventions and Agreements (EuroMed Project beneficiary countries)	Algeria	Egypt	Israel	Jordan	Lebanon	Lybia	Morocco	Palestine	Syria	Tunisia
1	Convention on Road Traffic, of 1968			✓				✓	✓		✓
2	Convention on Road Signs and Signals, of 1968							✓			✓
3	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Traffic (AETR), of 1970										
4	Convention on the Contract for the International Carriage of Goods by Road (CMR), of 1956				✓	✓		✓		✓	✓
5	The Customs Convention on the International Transport of Goods under Cover of TIR Carnets, of 1975 (TIR Convention)	✓	✓	✓	✓	✓		✓	✓	✓	✓
6	International Convention on the Harmonization of Frontier Controls of Goods, Geneva, of 1982 (Harmonization Convention)				✓			✓			✓
7	The Customs Convention on the Temporary Importation of Private Road Vehicles, of 1954	✓	✓	✓	✓			✓		✓	✓
8	The Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 1956	✓									
9	European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957							✓			✓
10	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), of 1970							✓			✓
11	Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, of 1958		✓								✓
12	Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles, of 1998										✓
13	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections, of 1997										✓

Although it is one of the two UN agreements to which most countries have acceded, the TIR Convention is underused. The⁶⁵ UN Harmonisation Convention is almost unknown in the region, although three countries are contracting parties (Jordan, Morocco and Tunisia). Although the reasons for the lack of progress in accession may vary from country to country, some common barriers have been identified:

- Lack of human resources in the ministries responsible for transport to promote the preparatory processes necessary for accession. Other urgent national priorities require the mobilisation of experienced and available staff in a limited number,
- Very limited or non-existent cross-border road freight traffic, which reduces the need for a harmonised regional road transport legal framework and leads to the non-urgent consideration of accession to these agreements,
- Difficulties in coordination between competent authorities, in particular as regards issues of a multidisciplinary nature related to the accession to and implementation of such agreements,
- In the framework of EuroMed TSP, the official non-involvement of other national authorities responsible for implementing certain UN agreements (Ministries of Interior, Agriculture, Environment, etc.),

⁶⁵ *Harmonisation Convention: international convention on the harmonisation of frontier controls of goods.*

- The existence of bilateral agreements between neighbouring countries for road transport operations reduces the need to harmonise road transport regulations,
- In the case of some countries, poor technical condition of the truck fleet in operation and possible impact in the event of a radical renewal of the fleet at the end of accession to comply with the provisions of the UN agreements (in the case of the ATP and ADR),
- Lack of Arabic translation of the ADR, which is an obstacle to accession for many partners.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue efforts to accede to and implement the UN agreements effectively, focusing on road safety, driving and rest periods for professional drivers, the transport of dangerous goods, the transport of perishable foodstuffs, the approval of vehicles and their regular technical inspection.
- Establish appropriate national multidisciplinary administrative structures to play a leading role in preparing and promoting the accession to and implementation of these agreements, ensuring greater commitment and ownership of the respective actions. These structures could be national road transport regulatory committees responsible for the overall coordination of these actions, assisted by thematic sub-committees.
- Request that the United Nations Economic and Social Council ensure the official Arabic translation of the ADR Agreement and of its periodic updates, taking into account the amendment cycle (2 years).
- Continue to promote the participation of experts from all countries in the work of the UNECE in view of its benefits.

Special attention and support for sharing experiences and best practices in a coordinated manner between the Southern Neighbourhood countries, with the commitment of all potential partners such as UNECE, ESCWA, IRU, regional and sub-regional cooperation frameworks, international financial institutions and other donors, the private sector, etc. in areas such as vehicle approval and certification training and periodical technical inspection frameworks, testing and accreditation centres and laboratories, etc. The above measures should also be considered in the context of evolving national needs and priorities, from the point of view of strengthening the regional dimension and cooperation based on common concerns for a safe, sustainable and efficient transport system in the region.

The UfM Working Group on Land Transport and the EU-funded EuroMed programme should support, encourage and facilitate these efforts.

Action 10: Road safety

Mediterranean Partners should continue to put in place road safety plans and strategies, which should include national target setting. All Partners will thus contribute to meet, jointly, a regional target linked to the percentage reduction of the number of road fatalities. This could be complemented by national targets for reducing serious road traffic injuries in Europe.

Sensitive areas to be addressed by comprehensive regulatory planning include, as a minimum: (i) road signs and road signals, road traffic rules and the criminal code on dangerous road traffic offences including the effective enforcement of these traffic rules; (ii) education of road users and training and examination of drivers; (iii) driving licences and other requirements for heavy goods and passenger vehicles; (iv) registration of vehicles as well as technical inspections of certain types of vehicles and the minimum standards towards which the vehicles are to be tested; (v) minimum mandatory safety equipment in vehicles and for powered two-wheelers; (vi) safety management principles to be applied for construction, development and maintenance of the main road infrastructure.

Mediterranean Partners should continue also to promote and strengthen the organisational structure, in particular via an organisational structure that can ensure coordination among various agencies and entities through a national safety program.

This institutional framework shall ensure an effective improvement of the road safety by:

- Conducting regular and transparent monitoring and elaborating a report on all relevant measures as well as on the progress towards national target(s);
- Stepping-up efforts for the education and information of all road users, including vulnerable road users, combined with efforts for the enforcement of safety-related road traffic rules;
- Setting-up a reliable data collection system on road fatalities and serious road accidents including where possible on their causes to facilitate data comparison;
- Exchange of experiences and good practices in the area of road safety management at the level of public passenger transport (from mass transit systems to collective taxis).

The Mediterranean countries are encouraged to share their national data at regional level, similarly to the practice of the European Road Safety Observatory and the Community Road Accident Database (CARE). These two platforms are relevant for the strengthening of knowledge and collecting and publishing data and information on road safety.

Results

Having considered road safety a priority, the Southern Neighbourhood countries have reviewed the highway code and improved the road safety management system. They have ensured the revision of road traffic and signalling rules to prepare for the accession to and the implementation of the relevant UN Conventions. In addition, most countries have now put in place a leading structure for road safety and set road safety targets. They have also introduced regulations on drink-driving, the use of helmets and seatbelts, and banned the use of mobile phones while driving. Furthermore, with the support of the MENA programme for road safety, between 2011 and 2014, the Southern Neighbourhood countries developed pilot road safety projects at national level and initiated good practices and technical tools in the field of road safety.

Training and certification of professional drivers for certain categories of goods and passenger vehicles as well as technical inspections and vehicle registration rules under RTAP Action 10 on Road Safety have already been addressed and assessed in this report under Actions 8 and 9.

Aware of the importance of reliable data for road safety management, the Southern Neighbourhood countries are working towards establishing reliable, harmonised and comparable data collection systems and sharing data at regional level, with the support of EuroMed TSP. Indeed, as part of this project, an evaluation of the performance of data collection and processing in the region identified strengths and weaknesses, with a detailed report published in December 2018 in English and French. Countries have become aware of existing best practices, methods and tools at national, European and international level, as well as their own strengths and weaknesses. Existing gaps and discrepancies between national road mortality statistics and those reported by WHO in its global reports are identified, while the reasons for these gaps and ways to close them are well understood. Recommendations for the improvement of road accident data systems based on international best practices are available. There are significant past and ongoing efforts in all countries to improve their data systems, as well as several elements of good practice for each country. A plan on the way forward, with concrete measures for all stakeholders, was adopted during the EuroMed TSP regional workshop in Athens (Greece) in May 2018. A WHO-EU-EuroMed TSP document on understanding and reducing differences between countries' data on road accidents and WHO estimates was finalised in June 2019 and made available electronically (EN-FR-AR), and is currently being published in hard copy, as a result of close cooperation between EuroMed TSP and WHO, followed by a publication on harmonised definitions of road accident data in the Euro-Mediterranean region⁶⁶.

Efforts have strengthened cooperation between the main national actors in the collection and processing of road safety data from the Ministries of Transport, Interior (Traffic Police) and Health. On the basis of these results and the identification of problems and needs, the Southern Neighbourhood countries monitor their commitments at national level with the support of EuroMed TSP.

Continuous cooperation of experts from partner countries with the UN Secretary General's Special Envoy for Road Safety is ensured and a regular meeting with the Special Envoy is organised twice a year to coordinate actions and receive support.

In the framework of the EuroMed TSP project, cooperation and interaction between the Southern Neighbourhood countries has been established with all important regional and international organisations and initiatives, which have developed best practices, methods and tools to collect road safety data. These organisations include the European Road Safety Observatory, the Community Road Accidents Federation, the WHO, the International Road Safety Data and Analysis Task Group of the International Transport Forum, the United Nations Economic Commission for Europe, the International Automobile Federation, the International Road Federation, the World Bank, as well as "SafeFITS" and the EU-funded Safer Africa project.

It should be noted that the pilot projects developed between 2011 and 2014 under the EU road safety support programme in the MENA region demonstrated to the Southern Neighbourhood countries the best practices and technical tools related to data systems on road safety, safety of vulnerable road

⁶⁶ Brochure "Understanding and bridging differences between data broken down by country and estimated number of road deaths", WHO, June 2019).

users, road education, communication, training of professional drivers, etc. The pilot projects, which involved the public and private sectors as well as civil society in their planning and implementation, included training on road safety audits, speed control, traffic calming, vulnerable road users, professional driver training, database reform and management, speeding, drink driving, safe roads to schools.

At national level, the results are as follows:

Algeria has a leading agency and a national road safety strategy that includes national targets and national laws on drink driving, helmet use, seatbelts and the use of mobile phones while driving. The agency collects data on road safety through the police and gendarmerie. The gendarmerie uses electronic means for data collection and GPS. The definition of a person who has died within 30 days of a road accident is applied and statistics on road accidents are regularly published and used. The requirement for training and certification for professional drivers of certain categories of vehicles and the upcoming introduction of the digital tachograph and the points permits system for drivers are important recent developments that positively impact road safety.

Egypt has a leading agency and a national road safety strategy that includes national targets and laws on drink driving, helmet use, seatbelt use and the use of mobile phone while driving. The Agency collects road safety data through traffic police, the ambulance organisation and hospitals. The Ministry of Health (hospitals) monitors victims for a period of 30 days after the accident, while civil registration data (VDR⁶⁷) are sufficiently complete for the country to be classified in WHO Group 1, unlike most Euro-Mediterranean countries.

Israel is the country with the best road safety performance in the region. According to the WHO report for 2018, Israel had 4.2 deaths per 100.000 inhabitants based on the statistics for 2016, which is less than the average of 4.9 people killed in road accidents in the EU. Israel has a leading agency, a national road safety strategy and national laws on drink driving, helmet use, seatbelt use, child restraint and the use of mobile phones while driving. Israel is a contracting party to the Vienna Convention on Road Traffic of 1968.

Jordan has a national road safety strategy (2019-2023) which includes national targets and national legislation on drink driving, helmet use, seatbelt use and use of mobile phones while driving. The country collects data through an electronic information system and online transmission to the central E-kroka database. Data from the police are collected as part of a systematic follow-up process, in line with the definition of death (death occurring within 30 days from the date of the accident). Civil status data are of satisfactory quality, with mortality statistics in place and published regularly. The country is about to comply with the WHO data quality thresholds, as the reasons for the discrepancies are known and addressed.

Lebanon has a lead agency and laws on drink driving, helmet use, seatbelt use, child restraint and the use of mobile phones when driving. The country implements the “first aid/first response” approach, the revision of the database and the training of the police on data collection forms. **Morocco** has a lead agency, a road safety strategy based on the strategic issues of the global road safety plan as defined by the WHO, and national laws on drunk driving, as well as the use of helmets, seatbelts and

⁶⁷ VDR- vital registration data.

mobile phones while driving. Morocco is a contracting party to the two 1968 Vienna Conventions on road traffic and road signs. It has a systematic multi-sectoral framework for the collection, validation and sharing of road safety data based on cooperation between specialised police, health and transport structures. The country uses the definition of a deceased person (death within 30 days of a road accident) for statistics on the number of road fatalities, as well as the definition of an injured person (a person that requires more than 6 days of hospitalisation) for the number injured people. Accident statistics are systematically published as part of the public data open in Morocco.

Palestine is the second best country in the region in terms of road safety performance. According to the WHO report for 2018, Palestine had 5.3 deaths per 100.000 inhabitants based on 2016 statistics, which is very close to the EU average with 4.9. Palestine has a leading agency and a national road safety strategy, and also has national laws on drink driving and the use of helmets, seatbelts and mobile phones when driving. Palestine's accession to the 1968 Vienna Convention on Road Traffic in November 2019 was one of Palestine's major achievements.

Tunisia has a National Road Safety Council under the chairmanship of the Ministry of Interior and a national road safety observatory. However, as part of the road safety management review, the restricted Ministerial Council of 20 May 2019 approved the creation of a 'High Council for Road Safety', under the supervision of the Presidency of the Government, the creation of a lead body for road safety under the presidency of the government and the restructuring of the current national road safety observatory. In addition, Tunisia has laws and regulations on drink driving as well as the use of helmets, seatbelts and mobile phones when driving. Tunisia is a contracting party to the two Vienna Conventions of 1968 relating to road traffic and road signs respectively. The National Guard and the National Road Safety Observatory run the national database. Statistics on road safety are published regularly, and a number of important awareness-raising and educational initiatives are implemented. The definition of a deceased person (death occurred within 30 days of a road accident) is used for death statistics in Tunisia.

Road safety: Establishment of reliable data systems for road safety management

The evaluation of the performance and reliability of data in the region has revealed the existing divergences between national statistics on road mortality and those of the WHO and the reasons for these discrepancies. A plan for the way forward, with concrete measures for all stakeholders, was adopted. A WHO-EU-EuroMed TSP document on understanding and reconciling differences between country data and WHO estimates has been finalised and made available, as a result of close cooperation between EuroMed TSP and WHO, followed by a publication on harmonised definitions of road accident data in the Euro-Mediterranean region.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Despite the efforts made, road safety remains a major concern for the Southern Neighbourhood countries. In its 2018 World Road Safety Report, the WHO stated that the Eastern Mediterranean region, with 18 deaths per 100.000 inhabitants, had the third highest mortality rate among road accidents in the world. With the exception of Israel, which had 4.2 deaths per 100.000 inhabitants,

Palestine with 5.3 and Egypt with 9.7, all other countries had much higher mortality rates (Jordan 24.4, Lebanon 18.1, Morocco 19.6 and Tunisia 22.8).

- A few countries have not yet designated the leading structure and often those in place are not operational and generally without allocated financial resources or have not yet developed a road safety strategy and targets.
- Further regulatory efforts are needed. The regulatory improvements deemed necessary and a priority include road signs, road traffic rules, road user education, child restraint systems, training and certification of professional drivers (of heavy passenger and goods vehicles), as well as standards for vehicles and periodic roadworthiness tests.
- The level of training of professional drivers remains insufficient, hence the need to speed up the introduction of compulsory training and certification for professional drivers. This is an urgent action necessary to improve road safety. Indeed, professional drivers of heavy goods or passenger road vehicles in some countries continue to exercise their profession solely on the basis of a driving licence.
- The reliability of road safety data requires improvements. The collection of reliable road safety data remains a major challenge. There are serious discrepancies between the official data for 2016 and most of the Southern Neighbourhood countries. In its 2018 Global Road Safety Report, the WHO estimates range from 13 % for Egypt to 207 % for Jordan. The differences observed are directly related to the quality of the data on fatalities (reported by the police) or the civil status data (reported by the Ministries of Health) for deaths classified on the basis of death certificates or both (see table below). However, the use of different definitions, such as recording fatalities within 30 days of the accident, or the communication of insufficient data by the police and health services, can also contribute to these discrepancies.

Country comparison — WHO estimated and estimated death in Mediterranean partner countries

(Based on the 2018 WHO World Road Safety Report, with statistics based on the 2015 WHO World Report, except Algeria.)

	Deaths reported by countries	WHO estimated number of deaths	Differences	Difference in%
Algeria	4540	9337	4797	106 %
Egypt	8211	9287	1076	13 %
Jordan	750	2306	1556	207 %
Lebanon	576	1090	514	89 %
Morocco	3785	6917	3132	83 %
Tunisia	1443	2595	1152	80 %

Suggestions for the future 2021-2027

For the next Action Plan:

- Give priority to this action in the next RTAP. the Southern Neighbourhood countries need to become more engaged in more targeted road safety activities. In this context, it is necessary to establish road safety structures as well as develop, revise and implement national road safety strategies with national and regional targets for all the countries. These strategies and targets should be linked to a reduction in the percentage of fatalities by ensuring effective road safety management, better coordination and funding to implement the strategy.
- In this context, it is proposed to align the strategies and action plans with the Stockholm Declaration of the 3rd World Ministerial Conference on Road Safety (2020) (2020) and the UN General Assembly Resolution on road safety proclaiming the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50% from 2021 to 2030. In this regard, the partner countries should consider promoting an integrated approach to road safety such as a safe system approach and Vision Zero .
- Continue to review and upgrade road traffic regulations in line with international best practices, as well as road awareness and education actions and improved implementation, in particular in relation to known risks such as speeding, non-use of safety belts, non-use of helmets, child restraint systems, drink driving, lack of awareness of pedestrians and cyclists and other traffic violations.
- Efforts to revise the rules should continue, particularly in relation to road signs, road traffic rules, road user education, driver training, driver examination, driving licences and other requirements for heavy passenger and goods vehicles, vehicle registration and vehicle approval and technical inspections.
- The implementation of traffic rules and their subsequent enforcement needs to be strengthened with capacity building for all parties involved.
- Continue efforts to adhere to the UN agreements on road safety and implement these agreements effectively, in particular with regard to road transport and road safety, the transport of dangerous goods and vehicle regulations indicated at action 9 level and the Vienna Conventions on road traffic and road signs. Improve traffic rules and implement them effectively.
- Continue efforts to establish reliable, harmonised and comparable data collection systems for road safety and data sharing at regional level, applying best practices. The Southern Neighbourhood countries should monitor and implement the plan adopted at the EuroMed TSP regional workshop in Athens, applying international definitions and standards and addressing the difference between WHO statistics and national statistics.
- Ensure that road safety is taken into account fully and applied throughout all the phases of the road projects: design, construction, operation and maintenance.
- Integrate post-collision care into efforts to disseminate best practices in trauma care and develop specific training.
- Partner countries from Africa should ensure that actions taken are in line with the recommendations of the Road Safety Cluster of the African-EU Transport Task Force adopted in 2020.

- Consider funding through EU instruments for technical assistance activities dedicated to road safety in the region.

Action 11: Urban transport

Maximise the accessibility and the quality of life of urban areas and assure high-quality and sustainable mobility for passenger and trade, through and within the urban area based particularly on the development of public transport through:

- National regulation and guidelines as well as organizational structures (e.g. urban transport authorities to coordinate effectively with local stakeholders in particular) and administrative processes should be defined for developing sustainable mobility plans which will take in account population needs in the mobility field and full recognition of the urban logistics contribution to the economic development.
- Development of sustainable financial models and mechanisms for the urban public transport.
- A framework for the collection and monitoring of relevant and reliable data on urban mobility and its impact (e.g.: air quality, road accidents) at national and local level will constitute the necessary basis to identify and deal effectively with urban mobility problems.
- The exchange of good practices with European cities and participation to the EU programme "CIVITAS"⁶⁸.

Results

The Southern Neighbourhood countries are becoming increasingly aware of the challenges of urban mobility and the quality of transport systems as one of the most effective ways of improving citizens' quality of life and reducing air and noise pollution. They are also becoming increasingly aware of the importance of developing policies and investing in high-quality, efficient and sustainable urban transport systems.

Efforts have been made to raise awareness, promote sustainable urban mobility plans and a few initiatives have addressed the need to develop national urban mobility policies.

Some cities have invested in the renovation of the bus fleet in order to make transport systems more efficient, attractive and less polluting. In some cases, collective taxis have been replaced by medium or high capacity buses with low emissions in order to better meet demand. Some countries have introduced mass public transport systems or extended existing systems, mainly by introducing new tram lines and extending some metro lines. Initiatives have also been launched for competitive tendering for the operation of bus services, as was the case in Beirut and Rabat.

At urban level, countries need organisational and planning structures, while the primary objective is to provide benefits for citizens and improve the quality of life. Countries also need to ensure that the necessary financial resources are available to implement sustainable urban mobility plans.

⁶⁸ CIVITAS (City VITALity Sustainability) initiative launched in 2002 to introduce transport measures and policies with a view to promoting cleaner and more efficient transport in cities.

The EuroMed TSP and EuroMed RRU projects and other initiatives of multilateral organisations, such as the World Bank, have helped some countries to develop legislation aimed at establishing transport authorities and strengthening their capacity and knowledge once established. This will improve the quality, efficiency and sustainability of transport services, such as the Grand Cairo Transport Regulatory Authority and the activities in Sfax (Tunisia) and Algiers.

Initiatives have been taken by some countries to collect data on urban travel requests, which are essential for transport forecasting, planning and decision-making at country or city level. To this end, the EuroMed TSP project facilitated the Southern Neighbourhood countries, such as the Ministry of Transport in Jordan, in setting out a methodology for the national collection of high quality travel information by combining a household travel survey with information from mobile phone records and other data sources.

Technical capacity building for staff employed in relevant public administrations at national and local level remains a matter of concern for countries, which also needs to be addressed in the future. This is not only about understanding the specificities of urban mobility issues and how to solve them. The tasks and responsibilities of different public administrations need to be clearly defined and separated.

Various EU-funded projects (such as EuroMed TSP), as well as several initiatives such as Mobilise Your City (French Development Agency, German International Cooperation Agency and other partners), NGOs (CODATU⁶⁹, UITP⁷⁰, etc.) have facilitated the development of targeted training, as well as participation in international congresses and knowledge exchange forums. Sessions were also organised to encourage South-South cooperation to share successful experiences and strengthen the network of relations between the authorities of the different countries.

Several initiatives and activities have been implemented under Action 11 of the RTAP. However, these activities have not been distributed in a fair and balanced manner among the Southern Neighbourhood countries. The French-speaking Western Mediterranean countries have engaged in a deeper and more structured policy dialogue and cooperation on urban transport and mobility, whereas Eastern Mediterranean countries face complex organisational structures which need to be streamlined in the future.

The current RTAP period has confirmed the importance of city governance when it comes to urban transport. The national administrations design policies, set guidelines, regulate and set up transport authorities at national level. Governance at city level is essential to improving mobility tangibly in cities of the Southern Neighbourhood countries. This is a relevant element to be considered in the next RTAP.

At national level, the results are as follows:

Algeria has focused its efforts on the construction of tram lines in the largest cities (Algiers, Oran, Constantine, Sétif, Sidi Bel Abbés and Ouargla) and a 7th line under construction, in the city of Mostaganem. These Tramways are operated by a joint venture under Algerian law, under the 51/49 formula. The Algerian part is represented by the Algiers Metro and the French part is represented by RATP DEV. These construction projects represent considerable progress towards a shift from

⁶⁹ CODATU: *Cooperation for the development and improvement of urban and peri-urban transport.*

⁷⁰ UITP: *International Association of Public Transport (Union Internationale des Transports Public).*

passenger cars to public transport, improving the quality of life of citizens, reducing journey times and reducing greenhouse gas emissions. However, in most cases these developments have not been accompanied by sustainable urban mobility plans. For example, in the city of Algiers, the urban mobility plan dating back to 2006 focused mainly on improving the public transport network in order to reduce traffic congestion.

In 2012, with the support of EuroMed RRU, the legislation was amended to create an Organising Authority for Urban Transport in Algiers. In 2015, it became operational and since 2018, the Organising Authority for Urban Transport has developed sustainable urban mobility plans in order to improve regulation and extend existing transport systems in the capital.

Egypt has focused its efforts on its two major cities, Cairo and Alexandria. The largest urban transport infrastructure development project in the Greater Cairo Area was launched in 2015, developing BRT systems⁷¹, extending the metro network from 3 to 6 lines, creating cycle paths and encouraging cycling and walking for urban mobility.

In 2012, the Greater Cairo Transport Regulatory Authority was set up to organise all the transport systems of the Greater Cairo Area. The World Bank has contributed to the organisational structure of the Greater Cairo Transport Regulatory Authority. It has also developed a training and employment plan aimed at progressively building capacity and employing suitably qualified staff. In 2018, the responsibilities of the Greater Cairo Transport Regulatory Authority, as well as interurban land freight and passenger transport, were integrated into the tasks and responsibilities of the newly established Land Transport Regulatory Authority.

Cairo hosted two Forums for Urban Mobility in 2016 and 2017, which led to the launch in 2018 of a technical cooperation programme with the FDA, CEREMA and CODATU, which have already facilitated the organisation of two successful sessions.

Israel has made some progress in developing sustainable solutions in the urban transport sector in the two largest cities. Tel Aviv-Yafo (as a pilot city) and Jerusalem (not as a pilot city) belong to the CIVITAS network, while Jerusalem is also a full member of POLIS⁷².

In 2016, having approved the Action Plan for Tel Aviv-Yafo and part of the CIVITAS 2MOVE2 project, Tel Aviv continues to change its mobility habits by implementing the Sustainable Urban Mobility Plan measures, such as the extension of the dedicated bus network, the approval of detailed plans for two new mass transport lines in the city or the introduction of car-sharing initiatives.

The municipality of Jerusalem, together with the National Ministry of Transport, has implemented the “Jerusalem 2020” master plan to improve the transport conditions of its citizens, which involves extending the light metro system and promoting the use of buses and bicycles via specific lanes, among others measures.

In 2017, **Jordan** implemented a Law on Passenger Transport, which regulates the types and scope of passenger transport services to be provided, licensing and registration procedures with the Land

⁷¹ BRT: *Bus Rapid Transit*.

⁷² POLIS: *network of European cities and regions working together to deploy innovative technologies and policies in the field of local transport*.

Transport Regulatory Committee, as well as the establishment of a National Fund to support passenger transport and other related issues.

After several setbacks, the Jordanian government started building three bus rapid transit lines in Amman, which were proposed in the sustainable urban mobility plan adopted in 2010. In Irbid, a proposal was made to adapt the sustainable urban mobility plan guidelines to the specific conditions of the city. This was as part of the EuroMed TSP project and in response to the feasibility study and the implementation plan for the reform of the urban bus sector in some of the largest cities in the country.

Lebanon still needs to work towards a better integrated and organised public transport network based on adapted and adequate means. The EuroMed RRU project provided technical assistance to develop terms of reference for the preparation of a bus procurement contract.

It should be noted that several citizens' associations have promoted cycling as a means of transport through cycling activities, cycling courses in schools and bicycle delivery companies.

Morocco has developed a sustainable mobility plan in the country with ADEME⁷³, FDA, CEREMA⁷⁴ and CODATU as partners of accompaniment and support for implementation, in order to improve urban mobility, and respond to the current and future challenges of Moroccan cities. The planning process has therefore already reached an advanced level of maturity in Morocco. On the National Urban Transport Day in 2013, the public debate on the challenges and priorities of urban mobility policies was launched again. The creation of a new financial mechanism (the fund to accompany urban and inter-urban transport reforms) by amending the '2014 Finance Law', and the empowerment of local authorities through their devolution, has redefined the national strategy. The Organic Law on Municipalities, adopted in July 2015, grants municipal councils general responsibility for municipal public services, including urban public transport.

In 2016, the "Mobilise Days" conference in Rabat stressed the need to develop the national framework and the role of the sustainable urban mobility plans (SUMPs) as tools to structure sustainable urban mobility. Currently, 13 cities in Morocco are part of the Mobilise Your City network, with Casablanca and Oujda having already developed their SUMP and implemented them. The agglomeration of Rabat-Salé-Témara is in the process of launching its SUMP. As part of the urban mobility policy, which citizens to move under optimal quality and cost conditions, the Ministry of Interior provides support to local authorities to develop and promote urban public transport, in particular through:

- Technical and financial support for urban mobility planning, with 50% funding for the development of sustainable urban mobility plans and traffic plans in all towns and cities,
- Support for the implementation of sustainable urban mobility plans through the FART fund by financing exclusive-lane public transport projects (TCSP) up to 70% of the investment,
- Strengthening local institutions by encouraging the establishment of good governance institutions, in particular the establishment of inter-municipal cooperation institutions and local development companies.

⁷³ ADEME: Agency for the Environment and Energy Management — FRANCE.

⁷⁴ CEREMA: Centre for Studies and Expertise on Risks, Environment, Mobility and Planning.

The urban mobility monitoring system has also been set up to improve and develop knowledge of the urban mobility sector in cities, while facilitating evaluation and refocusing policy in Morocco.

In addition, several territorial capacity-building programmes have been carried out with foreign partners in different areas related to mobility and transport.

Morocco is also working on the deployment of ITS as an essential component to develop and modernise the urban mobility sector. To this end, a programme to promote innovative technological and organisational solutions in mobility is ongoing, such as the video protection system that aims to implement intelligent traffic and road safety management as well as instantaneous transmission of information on transport and urban mobility.

In addition, and in order to be in line with the national sustainable development directives, Morocco has adopted an approach to update its sustainable urban mobility strategy.

Despite all efforts to promote the sector, several challenges remain, including:

- The economic model of urban public transport,
- Governance and coordination of transport systems, and
- Strengthening coordination and interaction between stakeholders in the sector (Ministry of Planning, Ministry of Interior, Ministry of Equipment and Transport).

Palestine has developed a National Transport Master Plan for Palestine, which is financed by the European Commission and managed by the European Investment Bank. This plan includes creating a single structure to organise and regulate public transport in cities and a proposal to construct five bus rapid transit lines in the main urban hubs, as well as at least five multimodal transport hubs.

Tunisia: Between 2013 and 2016, cooperation with EuroMed RRU and CODATU led to a mission to set up a regional authority organising inland transport in the Governorate of Sfax. In 2015, a prefiguration commission was set up, bringing together all local actors in the field of transport and urban planning.

The FDA has supported the establishment of a Franco-Tunisian cooperation programme with the Tunisian Ministry of Transport as part of a Fund for Technical Expertise and Exchanges. Launched in 2016, this project aims to improve the quality, efficiency and attractiveness of urban transport in Greater Tunis, as well as in large Tunisian agglomerations.

In 2017, the Tunisian Government undertook to develop a national urban mobility policy within the framework of the Mobilise Your City initiative. The Tunisian Government received French and German support in an international partnership in which the FDA, CEREMA, CODATU and GIZ are among the main partners. The aim of the approach is to develop a policy that sets out the vision, strategic orientations, overall steering framework and priorities. Three aspects have been addressed: mobility governance, infrastructure and public service financing and capacity building. Based on the results of this study, the Government approved the national urban mobility policy in May 2020.

Furthermore, the objective of the national transport master plan for 2040 is to provide the country with a comprehensive, integrated and coordinated transport system that contributes to economic and social development and ensures that the needs of the population are met under the best possible

conditions in terms of security, safety, cost, quality and environmental protection. This master plan includes a component on urban transport.

In the framework of cooperation with the World Bank, a White Paper on the transport and logistics sector was prepared in 2017. Among the six main topics addressed are urban transport and climate change aspects and emissions in the sector. Similarly, alongside the World Bank, a sector strategy note for the urban transport sector was prepared in 2019. This note contains an evaluation as well as a vision and proposes ten axes for the overall strategy of the urban transport sector.

Urban transport: Awareness in the Southern Neighbourhood countries of the challenges of urban mobility and of concrete policy and governance actions

Several countries have developed or initiated the development of national urban mobility policies. In addition, efforts have been concentrated on the preparation and subsequent implementation of urban mobility plans in a few cities in the region as well as the establishment of urban mobility governance authorities.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Despite efforts to implement Action 11, and awareness of the negative consequences and challenges of urban mobility, the actions undertaken so far remain limited, hence the need to speed up the implementation of a national urban mobility policy in order to overcome the challenges of urban mobility. This policy should be accompanied by urban mobility plans in cities.
- In this context, it is necessary to strengthen skills and raise awareness to emphasise the importance of sustainable urban mobility at the level of the actors involved both at national (ministerial) and local level, and of solutions based on developing collective transport and soft mobility and discouraging the use of private cars.
- There were shortcomings in the human resources responsible for urban mobility, both in terms of numbers and in terms of skills and competences, coupled with a lack of coordination between the actors involved and a lack of awareness. The lack of human resources is more serious within cities, which play a key role in the governance of urban mobility. Some countries (such as Morocco) have administrative structures to deal with urban mobility, but there is not always a clear distinction between the competences of these structures (e.g. between Ministries of Transport and Ministries of Interior).
- The administrative departments at national level (Ministries) are responsible for monitoring the implementation of the RTAP. This has advantages for areas of general scope such as international transport, interurban transport and road safety. However, for the urban transport component, the scope of the approach is different as ministries have a horizontal and strategic role while cities that play a key role in mobility governance. The involvement of the local level of urban mobility should therefore be considered in the next Action Plan.
- There is a lack of exchange of experience, particularly with European cities. The preconceived idea that measures and actions in European cities cannot be replicated in cities in the Southern

Mediterranean seems unjustified. Although mobility patterns may vary from one city to another, there is some similarity between the mobility needs of citizens on both sides.

- It should be noted that only cities can be members of the CIVITAS Forum network, which is a platform for promoting the exchange of knowledge, ideas and best practices between cities that have committed to developing and consolidating sustainable urban transport policies. The Southern Neighbourhood countries can only encourage the participation of their cities in the CIVITAS Forum network.
- The lack of adequate funding in several countries hinders the development of national urban mobility strategies and policies based on the promotion of collective transport and the implementation of sustainable measures in cities, with the exception of certain infrastructure projects.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue efforts to develop national urban mobility policies and urban mobility plans for the most important cities. The approach must be comprehensive and integrated. It must be based on objectives relating to congestion, safety, energy consumption and the environment. It must lead to reforms and plans based on developing public transport and soft mobility, which would be translated into public transport infrastructure and services projects identified as part of this policy.
- Include in the urban mobility policy coordination between transport plans and spatial planning, which will enable the desired objectives to be achieved by providing long-term solutions to problems such as population growth, urban sprawl, increased travel time and dependence on passenger cars. The densification and diversification of land use, as well as development focused on collective transport, should be promoted through actions to improve urban mobility.
- Ensure complementarity between the different modes of transport and avoid focusing on public transport alone. A comprehensive and integrated analysis of urban mobility indicates that cross-sectoral coordination will be a better approach. The interaction between several public transport modes, multimodal travel and their impact on urban transport network design, accessibility and proper use of urban areas will have a cumulative positive impact on urban mobility and will help overcome the main transport problems in most cities. Concrete examples across the world have proven that massive investment in transport that does not address connectivity, system access and multi-modality issues, is doomed to fail. In this context, all modes of transport, in particular non-motorised travel (walking and cycling), should be encouraged simultaneously by the actions of the new RTAP.
- Introduce sustainable financing mechanisms, including infrastructure financing, the modernisation of collective public transport and fleet renewal, as well as robust regulatory frameworks, which are conducive to opening the sector more widely to the private sector, given the importance of the investments. These investments are needed to catch up with the backlog of demand satisfaction through a capacity based public transport system.

- Promoting and prioritising the deployment of intelligent transport systems. Urban mobility can be significantly improved through GPS navigation applications, mobility as a service and parking platforms, as well as the use of cameras and law enforcement control.
- Promote electric mobility technology in cities that increasingly need to renovate the stock of public and private transport vehicles, thus ensuring a decisive shift in greenhouse gas emissions and noise pollution. The new RTAP should help develop charging infrastructure, promote electric bus conversion and provide incentives to reduce the overall cost of electric transport technology. It is also necessary to prepare for the use of new and emerging forms of mobility and in particular for the introduction of automated vehicles even if these technologies would not be implemented in the near future.
- Pay particular attention to urban logistics, which must be geared towards sustainable development in view of economic, social and environmental challenges. In this context, strategies and action plans should be put in place to rationalise urban logistics and optimise the movement of goods in urban areas, as part of national sustainable urban mobility policies.
- Continue efforts to improve data collection by applying best practices at international level and in particular in the region, as well as efforts to disseminate information on existing projects and programmes, communicate results, while promoting the visibility of achievements, and encourage cities to participate, as far as possible, in CIVITAS, POLIS, etc.
- Continue efforts to bring together relevant public authorities to discuss challenges to improve urban mobility, promote North-South and South-South collaboration at international level, and share knowledge and experience gained during the implementation of previous projects, including best practices and lessons learned. It is also necessary to monitor and review the measures and actions already taken to quantify the benefits and impacts of the proposals and to take the necessary corrective measures.
- Continue capacity building activities for authorities and decision-makers to ensure alignment of actions with the sustainable urban mobility framework. Increase awareness of the importance of widening the network of cooperation partners and learning from previous experiences, in order to achieve sustainable urban transport development and meet national air pollution reduction targets.
- Broaden the representation of the Southern Neighbourhood countries in the implementation of the RTAP and include local public authorities when carrying out activities for this action to ensure the broader engagement and involvement of key stakeholders and promote multi-level governance, in order to respond to the complex issue of urban mobility. Parliament, ministries and cities should be encouraged to cooperate more with each other and to raise awareness of the importance introducing and effectively implementing sustainable urban mobility plans.

Action 12: Safety and interoperability in the rail sector

Safety Management System for rail transport (passengers and trade) should be implemented by the Mediterranean Partners, including through the set-up of a relevant separate body for incident

investigation, the collection and reporting on rail accidents data, the adaptation and the convergence with European and international safety standards and regulation.

Exchange of experience on management and improvement of level crossings should be encouraged.

Effective railway organisation, in terms of security and infrastructure management and operations, should continue to be enhanced and markets should be open to third party operators.

Exchange of experiences between the EU and the Mediterranean Partners will help implement these actions in the railway sector and in particular, where appropriate, with the support of the European Railway Agency.

Results

During 2014-2016, the EuroMed RRU project assisted Southern Neighbourhood countries in adapting to regulatory reform, when there was a continuous need for capacity building and training activities for civil servants in order to align with European and international railway legislation progressively.

The main results of the activities carried out in 2014-2016 are:

- Progress of certain countries in the revision of the main railway safety regulations and standards for safety management systems, TSIs⁷⁵, ERTMS⁷⁶, ECTS⁷⁷, authorise and accredit vehicles, ensure the independence of accident and level crossing investigation authorities, develop action plans to accede to and implement COTIF in cooperation with the Intergovernmental Organisation for International Carriage by Rail, the International Committee on Rail Transport and the International Committee on Rail Transport, and share knowledge internationally on railway accident risks.
- Engage in legislative changes in many countries in almost all areas covered by the main UN agreements, as well as European regulations and standards. The Israeli Ministry of Transport uses EU rail safety regulations. In addition, identify gaps in the rail safety regulations in the region. Concrete recommendations and technical assistance to facilitate implementation (e.g. Egypt and Tunisia) have been identified and provided.
- Examine accession to international agreements by the Southern Neighbourhood Countries that are not yet contracting parties and harmonization with European regulations and increase awareness of the main UN international agreements and best practices in transport in the region.
- Familiarisation of countries experts with the work of UNECE, OTIF, ITC, CIU and ERA.
- Carry out studies on railway safety (e.g. Jordan) and develop relevant recommendations to reduce railway accidents, organise study trips in France and Finland to share experiences on railway safety, carry out analytical work with recommendations on organising the railway safety system, train safety officers at the European Railway Training Centre.
- Carry out a study and produce a proposal for transferring cargo to rail as a case study in Tunisia.

⁷⁵ TSI — Technical specifications for interoperability.

⁷⁶ ERTMS — European Rail Traffic Management System.

⁷⁷ ECTS — European Train Control System.

Since 2014, the Southern Neighbourhood Countries have been participating on a non-regular basis in certain meetings of the UNECE Working Party on Rail Transport SC2 in Geneva.

The cooperation with OTIF and the ITC was established during 2014-2016, with a view to promoting COTIF and the use of the CIM⁷⁸, a uniform transport document, which would facilitate multimodal freight transport between Southern Neighbourhood Countries and with Europe. Awareness days were organised in Egypt and Israel in October and November 2016 respectively, in close cooperation with the Ministries of Transport of Egypt and Israel, OTIF and the ITC.

From 2017 onwards, the EuroMed Transport Rail project “EUMedRail” focused on technical and regulatory assistance, with a view to developing an integrated, safe and efficient transport system in the Southern Neighbourhood Countries.

In 2017 and 2018, the ERA implemented the project by focusing on raising awareness of EU rules and standards as well as the specific needs expressed by countries, taking into account the characteristics of the rail systems. For the implementation of this project, several activities (seminars, meetings including meeting of the project steering committee in 2018 and 2019) were organised for the implementation of the project with significant participation from the beneficiary countries). Overall, the EUMedRail provided an opportunity to work with the ERA and benefit from the experience and best practices of several EU Member States and non-EU countries (e.g. EU candidates and beneficiaries, Israel and Switzerland). These exchanges contributed to the awareness of contact points and national coordinators, while promoting a fruitful dialogue between EU and Southern Neighbourhood Countries officials on railway safety and interoperability.

A conference on national action plans was held in April 2018, and the first annual EUMedRail conference took place in October 2018. In addition, a seminar on the role and tasks of national safety authorities was organised in December 2018, with participants from the Maghreb and Lebanon. Similarly, a seminar on investigating railway accidents and safety culture in Cairo and a seminar on national investigating authorities were organised, bringing together participants from the Mashriq and Israel. In addition, two bilateral visits were carried out to Egypt as well as an internship, organized from November/December 2018 until March/April 2019 at the premises of the ERA on the safety management system (SMS), accident data reporting and statistics reports and national investigation reports (NIR) . Officials and experts from Algeria, Egypt, Jordan and Morocco participated in this training course.

The Egyptian experts have transferred this experience to the Railway Undertaking, which is currently developing common safety indicators, building a database based on ERAIL and adopting the European methodology to draft the annual safety report. The Jordanian expert developed railway indicators, analyzed rail competitiveness, and safe operations in several countries outside the EU.

In addition, two experts from Egypt participating in the secondment experience in the last quarter of 2019 got involved in a project on how the communication of safety warnings is developed between IM-RU and the EU Agency of Railways and how to make use of this information through a database of incidences and accidents and vehicle authorization.

⁷⁸ *Uniform rules concerning the contract for the international carriage of goods by rail — Appendix B to the COTIF Convention.*

At national level, the results achieved are as follows:

Algeria: In terms of railway safety, Algeria has reorganized its central administration through the establishment of two (2) structures responsible respectively for railway infrastructure and railway operation. The latter will be responsible in particular for:

- Defining and updating the safety aspects of railway transport systems and ensuring their implementation.
- Determining the operating conditions of the railway network and the safety rules relating to the transport of persons and goods by rail at national and international levels
- Collecting, processing, analyzing and disseminating statistics relating to rail transport activity.

This new regulatory framework represents a significant step forward in regulatory convergence with the EU, as it clarifies the role of security authorities, paving the way for certification and supervision of the safety management system of SNTF.

In addition to that, SNTF implemented a safety management system (SMS) in 2019 and reflected it in its organisational chart. The SGS includes steering and management processes, support processes and implementation processes that ensure compliance with requirements and continuous improvement of the system. The SMS is expected to be extended to rolling stock maintenance by 2021. The optimization and implementation of the action plan could not be implemented in 2020 due to Covid-19. The creation of a national safety authority is underway. As for the investigative body, the choice is made for a multimodal body. Currently, there is an administrative commission under the Ministry of Public Works and Transport with the participation of the SNTF.

In the framework of EUMedRail, the activities carried out focused on:

- An evaluation and an action plan on safety management have been carried out: A gap analysis of existing SMS processes was carried out by experts from Algeria who participated in 2019 in the course organized by the ERA. Amendments to bill 90.35 and amendments to both the general operating regulation and the general safety regulation (RGS) at company level have been identified. Recommendations were made to prepare for alignment with EU legislation. The safety management system (SMS) is not yet certified and the SMS oversight is not provided by the authorities as defined in Reg. EU 2018/761.
- Technical assistance on the operational set-up of the National Railway Safety Agency: Technical assistance on the operational implementation of the National Railway Safety Agency: This program to support the reforms of the transport sector in Algeria (2015/2016) resulted in a draft action plan and a roadmap for the establishment of a national security authority. This assistance (ATA) is not part of EUMedRail project activities.
- The implementation of training measures relating to railway safety, training of trainers and operators in new technologies in the railway sector,
- The establishment of a rail accident analysis system and diagnostic methods: As part of Action 12, the ERA organised a workshop on accident investigation and facilitated the exchange of good practices (SMS seminar held in Algiers in February 2020). It should be noted that the Ministerial Decree of 20 April 1998 fixes the composition and tasks of an administrative committee in charge of accident/incident investigations. This committee is not aligned with provisions of Chap. 5 of the security directive (commission at the level of the Ministry of Transport).

The railway sector has received particular interest from the Algerian government, which has introduced an ambitious investment programme focused on modernising, extending and electrifying

the network as well as introducing a modern and efficient signalling and communication system (GSM-R⁷⁹ and the ERTMS). This programme is part of the National Spatial Planning Programme for 2030 and is fully integrated into the vision to develop a future Trans-Mediterranean Transport Network (TMN-T). In this context, emphasis has been placed on aligning the northern corridor (northern bypass), which will link Algeria's borders with those of Morocco and Tunisia. The corridor is designed to comply with UIC standards, to ensure interoperability and interconnection with rail networks in neighbouring countries.

Making railways safe will reduce the curve of accidents, incidents and victims due to the implementation of effective signalling and communication systems and the removal/upgrading of level crossings (LC). The National Agency for the Study and Monitoring of Railway Investments is responsible for improving the safety of level crossings. 893 (75 %) of a total of 1196 level crossings are not manned. Between 2015 and 2018, the National Rail Transport Company has improved the safety conditions of 48 level crossings. In addition, a national plan for the safety of level crossings, including objectives for the removal/upgrading of level crossings, has been developed in recent years. The program includes 270 level crossings programmed and under construction, of which 111 have been completed, the automation and securing of 45 LC as well as studies under development for 100 other LC. In addition, the program includes the removal of 119 LC and the upgrading of 417 LC of which 288 have been completed.

There is a significant need for technical assistance for the establishment of the future national safety authority and the national investigating body. The ERA has agreed with the Algerian authorities to support the National Rail Transport Company in setting up an effective safety management system.

Egypt: Technical assistance was provided to Egypt on railway safety issues (including standardisation, accreditation, investigating authorities and level crossings). Officials from the Ministry of Transport, the Egyptian Railway Safety Regulatory Unit (RSRU⁸⁰) and the Egyptian National Rail Network (ENR⁸¹) were trained through workshops and seminars on level crossing safety, standardisation and harmonisation with international legal instruments, accident investigation and regulation of the electronic interlocking system. The Working Group on the Implementation of the Electronic Interlocking System (EIS⁸²), which met in October 2016, was tasked with assessing progress and presenting recommendations. During the same meeting, a Ministerial Decree was adopted, which allows the ENR to take all necessary measures to start issuing the required safety licences for workers in safety critical positions as of September 2018.

Workers dealing with infrastructure, signalling, control tower, drivers, and assistant drivers should have this safety licence. According to the decree, ENR workers must prove that they have the technical skills. The licence is renewed every 3 years and staff should follow the training in the Wardan Railway Institute followed by an exam. ENR has drafted a document on Safety Management System that sets the procedures and measures that the organisation should execute to ensure safe operations.

The law 20/2018 published in April 2018 enables the private sector to actively participate in the operation of the railway network. The World Bank currently finances the Egypt National Railways Restructuring Project, which aims to enhance the railway's sector responsiveness to economic and

⁷⁹ GSM-R: *Global System for Mobile Communications — Railways.*

⁸⁰ RSRU: *Railway Safety Regulatory Unit.*

⁸¹ ENR: *Egypt National Railway.*

⁸² EIS: *Electronic interlocking system.*

social needs and to strengthen the financial viability of the railway company, focusing on signalling, track renewal investments and the modernization of the management and operating practices at ENR.

The latest developments in the national railway strategy relate to connectivity with neighbouring countries, including Sudan. The reform and reorganisation of the ENR is also ongoing. The national level crossing safety plan is currently being implemented. Egypt expressed a strong interest in supervising and monitoring railway operations, developing the rolling stock fleet, developing signalling systems on the network, renewing and maintaining the track, upgrading of level crossings, developing and improving railway stations, and planning technical capacity building workshops for Egyptian National Railway Network staff.

Israel: Technical assistance was provided to Israel in 2014-2016 to develop railway electrification regulations and an energy subsystem, based on the relevant EU Directives, intelligent transport systems and European standards. Technical assistance includes sharing of EU expert best practices in the context of the Israeli network electrification project, developing a basic safety regulation for the Israeli rail network electrification project based on the technical specifications for interoperability — “energy” subsystem and Israeli directives on railway safety and interoperability, and risk assessment for the above project.

A seminar was organised in Jerusalem in July 2015, with the cooperation of ERA experts. Following the seminar, the Ministry of Transport and Road Safety of Israel requested additional technical assistance to include the needs for developing the safety management system, monitoring the condition of rolling stock and track and assessing problems with the application of technical specifications for interoperability (specific intelligent transport systems). A joint mission with ERA representatives was carried out to estimate the scope of technical assistance required by the Ministry of Transport for the coming years, with a view to linking the activities implemented by EuroMed RRU to the technical assistance to be provided by the ERA and ensuring the sustainability of the results achieved so far. An awareness day, organised in Jerusalem in November 2016, on EU standards and regulations for railway safety and interoperability, regulation and the development of an action plan, was one of the results of this joint mission.

In addition, technical assistance was extended to the safety management system of the Jerusalem light metro project (Jerusalem Light Rail), including a report assessing the railway safety situation at level crossings, recommendations for action and the provision of a plan for further actions. A study visit was organised to Finland in May 2014 to take advantage of the good practices of the Finnish Transport Agency and Finnish railways in the field of electrification.

Israel has a safety investigation unit in IM & RU⁸³ at the ISR⁸⁴, which is responsible for investigating safety-related railway accidents and incidents. In the event of a serious accident, a Joint Accident Investigation Committee is appointed by the Ministry of Transport and includes a large team of independent and professional experts in the field of investigations. A procedure has been developed for the collection and reporting of accident and incident data, including a comparative analysis with the ERA.

⁸³ IM & RU: *Infrastructure manager & Railway undertaking.*

⁸⁴ ISR — *Israel Railways.*

Regarding the improvement of safety at level crossings, there is a steady decrease in the number of level crossings requiring safety upgrading. The prioritisation model for safety risk assessment at level crossing level is 'Hazard Rate/Cost'. Techniques have also been developed to detect vehicles and bodies at level crossings with human observers.

Israel is continuing to prepare a regulation on railways with a regulatory structure on safety, operation and services, dangerous goods, issuing regulatory instructions and guides and carrying out a wide range of controls and audits. Israel publishes an annual safety report and implements a specific strategy to tackle insecurity in level crossings (profiling system). Israel has shown an interest in activities related to the transport of dangerous goods and safety in railway tunnels.

Finally, as regards strengthening the governance of the railways, an administrative unit, acting as a national safety authority within the railway department of the Ministry of Transport, is responsible for issuing safety certificates, safety authorisations, grant licenses for drivers and are strongly involved in the development of the railways sector in accordance with the railway master plan. Israel implements and improves the SMS through the adaptation of the European regulatory framework, SMS certificate, renew certification and implements ERTMS level 2.

The Ministry of Transport follows a basic strategy for improvement and future development including (i) the adoption of European and international methodologies, (ii) the involvement of Israel Railways experts in EUMedRail activities, (iii) the sharing of experiences through the ERA and (iv) the use of first-level advisors.

The Ministry of Transport and Israel Railways have benefited from bilateral initiatives organised within the framework of the EUMedRail project in the field of ERTMS. A first meeting organized in Brussels by EIM with representatives of UNIFE and ERA. This meeting discussed ERTMS technology, including authorization and implementation. The second bilateral meeting was organized by ERA with the Swiss authorities, aimed to exchange experience on the three main components of ERTMS: ETCS trackside, ETCS on-board and GSM-R. The mission also included a visit to a testlab to show how to run appropriate ETCS integration tests. A third meeting on ERTMS took place in mid-June 2019 to showcase the experience of the Austrian authorities with the ERTMS technology.

Jordan: The accident investigation unit of the Ministry of Transport was proposed during the period 2013-2014, after an analysis of the situation. A document setting out the organisational structure, staff numbers and qualifications of staff and job descriptions, etc. was drawn up. A technical report, including a future action plan for the safety investigations system in Jordan, has been submitted to the Ministry of Transport.

Technical assistance for capacity building and training in rail transport safety, interoperability and institutional reforms has been provided to Jordanian railway company. This technical assistance was extended in 2013 and 2014 to analyse and choose the optimal structure based on European and international best practices.

In March 2018, the Aqaba Railway Corporation was transformed into a public undertaking, becoming one of the strategic players managed by the Aqaba Special Economic Zone Authority. A rail network will connect the Aqaba Special Economic Zone Authority and the industrial port to the planned dry port in Ma'an.

Given that Jordan plans to change the operation of the railways, the ERA proposes to further involve Jordanian officials in support activities on the safety management system and to organise a regional conference on safety management systems for the Mashriq.

Libanon is working to revive its rail sector through:

- The rehabilitation of the railway section of the port of Tripoli in Abboudieh at the northern border of Lebanon and Syria. This 35 km section is intended to allow freight to and from the port of Tripoli to regional markets and also allow passenger transport.

-The rehabilitation of the coastal corridor from Beirut to Tripoli with EIB support. In 2019, a tender document for the Jounieh-Tabarja / Tripoli section was prepared (detailed design program covering depots, terminals and expropriation orders along the corridor).

Morocco: Since 2013, the Moroccan National Office for Railways has been implementing a safety management system based on the safety requirements of the Safety Directive⁸⁵, the Common Safety Methods (risk assessment and assessment)⁸⁶, and ERA guidance documents. Morocco expressed its wish to strengthen safety performance and management, in particular through the HOF⁸⁷ and the safety culture⁸⁸.

Given the significant changes made in recent years (LGV; launch of the progressive deployment of the centralized control of the conventional network, reorganizations, new service entities for RGV maintenance, infrastructure monitoring and maintenance, locomotive maintenance, etc.) and planned changes (future entity for rail operations, institutional overhaul, etc.), ONCF plans to update its SMS in 2021.

The main objectives of this SMS review are:

- Adapting to the new ONCF context, clarifying and simplifying SMS processes.
- Taking into account the specificities of the operation, maintenance of the infrastructure and the maintenance of the rolling stock.
- Integration of recognized HOF requirements and methods.
- Clarification of the roles and responsibilities of the ONCF vis-à-vis new stakeholders in the field of rail safety:
 - Definition of requirements and framing of safety management within JVs, GIEs and subsidiaries concerned by railway safety.
 - Procedures for issuing approvals and certificates (infrastructure manager / railway undertaking / maintenance entity).

In addition, ONCF continued to implement the national program for securing railway crossings, which has given very satisfactory results by significantly reducing the number of accidents at level crossings (LC) and on open track.

⁸⁵ Directive (EU) 2016/798 of 11 May 2016 on railway safety.

⁸⁶ EC Regulation concerning the adoption of a common safety method for risk assessment and assessment referred to in Article 6(3)(a) of the Railway Safety Directive.

⁸⁷ HOF: Human and organisational factors.

⁸⁸ The safety culture refers to the interaction between the requirements of the Safety Management System (SMS), how citizens have a sense of safety management system (SMS), based on their attitudes, values and beliefs, and what they do, as seen in decisions and behaviours (ERA).

The achievements of this program at the end of 2018 are:

- Removal of 188 LC out of a total of 180 initially planned,
- Equipment of 210 LC with protection devices, out of a total of 240 LC planned,
- Construction of 31 footbridges out of a total of 50 planned units,
- Fencing of 1020 km out of a total of 1270 km planned.

Aware of the good results achieved under the above program, ONCF wanted to share its experience in this area on the occasion of the annual ILCAD day in which it has participated since 2012.

Morocco is engaged in the EUMedRail project, which is managed by the ERA, in order to benefit from European expertise and know-how in the field of railway safety by participating in the EUMedRail Steering Committee, bilateral meetings, the seminar on the European Rail Traffic Management System, the conferences on control, command and railways (CCRCC⁸⁹)(2017 and 2019) and the EUMedRail experts' programme to welcome experts from the European Railway Traffic Management System at ERA headquarters and workshops on December 2019.

In September 2018, and during a bilateral meeting with ERA representatives, the Moroccan authorities and ONCF officials informed of the creation of a working group to review the establishment of the Moroccan National Security Authority (ANS).

The Moroccan authorities have expressed the need to carry out a comparative assessment against European practices and to prepare with the support of the ERA to revise the regulatory framework, in particular the amendment of Law No 52-03 of 7 January 2005 on the institutional reorganisation of the rail transport sector as regards the management and operation of the rail network, the operational processes and the financial resources to be allocated to the National Security Authority.

Palestine: In October 2017, Palestinian representatives participated for the first time in the EUMedRail meeting in Brussels and presented the current situation, needs, priorities and obstacles. They also participated in the first annual EUMedRail conference held on 9-10 October 2018 in Brussels, where they again presented the current situation in the sector. They continued to participate actively in almost all of the events organised by the ERA in the framework of the EUMedRail project, which are:

- Workshop on Safety Management Systems and Security Culture, 12-14 February 2019, Belgrade, Serbia.
- Seminar on National Railway Safety Authorities, 20-21 March 2019, The Hague, The Netherlands.
- Seminar on ERTMS, followed by the CCRCC conference in 2019, 15-17 October 2019, Valenciennes, France.

In 2019, the Council of Ministers set up a national team of all relevant stakeholders to monitor Palestine's implementation of the master plan recommendations for the railway sector, at least for the early phases, and in particular for the north-south railway line, including Nablus-Ramallah.

⁸⁹ CCRCC: Control Command and Railway Communication Conference.

Tunisia: Technical assistance was provided in 2014 to develop freight transport between Tunisia and Europe, in cooperation with the CIT, with the implementation of the CIC, by organising an awareness-raising workshop in April 2014. In cooperation with UNECE, UIC and OTIF (for RID⁹⁰), an Awareness Day and a two-day training seminar were organised in Tunis in 2014, focusing on how Tunisia could improve and implement safety rules and procedures for the rail transport of dangerous goods on the basis of RID. In December 2014, a draft safety regulation based on RID was prepared, including guidelines for its implementation.

An evaluation report accompanied by a proposed action plan to establish a safety management system at Tunisian Railways was presented and discussed in October 2015 and a working group was set up. It is suggested that Decree No 2014-410 of 16 January 2014 on the organisation of the central services of the Ministry of Transport, which sets out the organisation and responsibilities of the Directorate-General for Land Transport, should be amended in order to meet the needs of railway safety management. A workshop was organised in Tunis in December 2016 to discuss and finalise a draft proposal to amend the Decree on the responsibilities of the Directorate-General for Land Transport and the accreditation of vehicles. In addition to the mission of the DGTT, it should be noted that the railway safety aspects are the subject of monitoring and supervision by the relevant structures of SNCFT.

Technical assistance has also enabled SNCFT to develop a short-term strategy to change freight to rail. A workshop was organised in October 2015, which looked at the findings and analysis of the market survey, while addressing the overall objectives and exploring methodological solutions and alternatives of the short-term strategy. These alternatives have been assessed against defined criteria. The short-term strategy report was made available and presented at a workshop in Tunis in June 2016. This strategy has not yet been implemented.

Furthermore, a strategic study for the development of the rail network by 2040 should be launched very soon. It will deal with aspects of the network (double gauge, signaling, electrification, ERTMS, etc.) and equipment. The rapid rail network (RFR) project will be equipped with ERTMS Level 1 signaling. Besides, Tunisia has carried out a study of a national transport master plan by 2040, for all modes of transport and logistics, in order to provide the country with a comprehensive, integrated and coordinated transport system that contributes to promoting sustainable economic and social development and promoting trade and regional integration. This master plan is a planning and prioritizing tool for investments and a decision support tool. It covers, among other topics of rail transport, institutional, organizational and regulatory aspects and priority rail infrastructure projects.

Tunisia already has a security structure in the Ministry of Transport (DGTT) and an office in charge of the investigation of accidents and incidents (Bureau of Investigation and Accidents - BEA) reporting directly to the Minister of transport. This office is, in particular, responsible for carrying out investigations and reporting on them and maintaining accident statistics. To carry out its missions effectively in the field of rail transport, there is a need to strengthen the regulatory framework of the BEA by setting new provisions concerning the notification, the investigation decision, as well as the drafting of a procedures guide, based on the regulations of the 'EU and guides

⁹⁰ RID — Regulation concerning the International Carriage of Dangerous Goods by Rail.

provided by ERA. Assistance needs also to include capacity building and specific training for investigators, including the training of trainers.

Regarding level crossings, the joint order of 3/2/2020 set out the general conditions for the classification and equipment of level crossings. This order categorized crossings into five categories based on the significance of the level crossing. It also indicated the horizontal, vertical and luminous signs and the equipment in barriers or half-barriers according to the category of the crossing. Classification and reclassification of level crossings must be decided by the Minister of Transport on the advice of a technical committee composed of representatives of the ministries responsible for transport, the interior, equipment and the operator. Besides, Tunisia plays an active role in the rehabilitation and modernisation of the trans-Maghreb rail axis.

Study trips to the national railway company (SNCF — France) were organised in 2014-15 in France to enable SNFT staff to benefit from the experience of their French counterparts, acquire better qualifications on the basis of new technologies, and shed light on the new concepts adopted by the EU, thus improving their working methods and performance.

A symposium was organised in Tunis in 2014, in cooperation with the Mediterranean world Economic Foresight Institute, in which a high number of railway officials from Mediterranean partner countries participated. The main objective of the event was to present a study on the state and potential of railways in Algeria, Morocco and Tunisia and to propose an action plan for future stages.

Tunisia's participation in EUMedRail activities, organised by the ERA since October 2018, has enabled Tunisia to:

- Take note of the European transport policy, the management of the railway sector, the latest developments at European level and examine the legal, administrative, operational, financial and technical aspects of the establishment of national railway safety authorities,
- Obtain detailed and practical information on the legislative and regulatory framework for the safety management system, and accident investigation in the EU,
- A better understanding of the European Railway Traffic Management System and the latest developments in this area,
- Identify weaknesses in rail safety regulations in Tunisia,
- Reflect on the changes to be implemented, taking into account national specificities.

International and European standards are used in Tunisia. Coordination with AMU countries is ensured in the framework of the Maghreb Rail Transport Committee to ensure interoperability with neighbouring networks.

Important work has also been done over the last two years to improve rail safety on level crossings (including the possibility of adopting surveillance cameras).

Safety and interoperability in the rail sector: Progress in safety management and accident investigation

Most countries, with the support of ERA, have prioritised safety management systems and initiated activities with the objective of establishing a “National Safe Authority ‘NSA’ and “independent National accident investigation bodie”.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- In general, and with the exception of a few countries, structural reforms and rail network development projects are progressing slowly.
- Most countries have significant training and technical assistance needs. These needs relate in particular to the following topical issues: the adaptation and harmonisation of international rail safety and interoperability standards, structural reforms in the railway sector, the strategy for transferring freight to rail and the quality management system for rail passenger transport.
- There are significant disparities between countries in their relations with the EU. Some have advanced partnership status and are already involved in large-scale projects involving targeted officials with available resources, while the level of relations with the EU for other countries remains modest with less advanced status and difficulties in providing financial support to revitalise the rail transport sector.
- In some cases, there is no continuity for the monitoring of activities due to occasionally frequent changes in contact points, including focal points and national coordinators, and their replacement following their assignment to other functions.
- Cumbersome red tape and procedures associated with budgetary constraints in some countries and the EU have led to delays or cancellations in certain planned activities. The effective participation of delegates and focal points depended heavily on the timely completion of a series of administrative tasks, the mobilisation of resources in the beneficiary countries, with budgetary constraints, and the formalities to be completed by the ERA by processing a large number of visa applications in a limited period of time to participate in ERA activities.

Suggestions for the future 2021-2027

In the next Action Plan:

- Undertake structural reforms which will, depending on the needs of the countries, address the development of the railway sector in general, improve the efficiency of organisations in terms of management, operation and infrastructure by examining the potential role of the private sector, undertake actions to transfer freight to rail and promote good practice in this area, establish quality management systems for passenger transport etc. Technical assistance is needed and feasibility, planning and design studies could be considered.
- If they request it, assist countries in carrying out an evaluation of the organisation of the rail transport sector and suggest a revision of that organisation, in particular of the role of supervision and operators.

- Continue efforts to accede to international agreements and conventions and convergence with European regulations.
- Continue the activities undertaken to establish an autonomous authority responsible for railway safety and give priority to establishing a safety management system and harmonising safety and interoperability standards in the railway sector.
- Pay particular attention to safety at level crossings and encourage the exchange of good practices between partner countries and the EU, in terms of regulation and technology.
- Continue establishing an autonomous investigating body, with a legal framework defining the operational procedures of the Investigation Office and developing an accident database along with the training necessary for the proper functioning of the body, in particular with regard to the analysis of railway accidents and on how to carry out investigations into railway accidents.
- Consider capacity-building and training actions, which should focus on the establishment of SMS to ensure the safety of operations and maintenance, the strengthening of structures through the creation of national safety authorities (ANS) and independent bodies responsible for accident investigations, the promotion of international rail transport, the adoption of STI and enhanced cooperation with OTIF, in particular with regard to transport contracts, transport of dangerous goods and interoperability, increased participation in ERA activities and all other assistance addressing the specific needs of each country.
- Foster the exchange of experience between the EU and the Southern Neighbourhood Countries, as well as South-South cooperation which would allow progress in the implementation of the above actions. The ERA could play a key role in the progress of activities undertaken or to be initiated, in the context of support such as the EuroMedRail project.
- Strengthen safety and health provisions at railway stations and stations and at rail transport level by learning from the impact of the COVID 19 pandemic. Within this framework, it is recommended to promote the exchange of experience, in particular through the experience of the ERA via its Covid-19 platform.

Action 13: Passenger rights in land transport

Passenger rights in the railway and road transport sectors should be recognised by national legislation, as regards information, assistance and compensation in case of delay or cancellation of services, and the specific measures for passengers with reduced mobility and disabled passengers.

Results

There has been no progress in the implementation of this action on passenger rights in the rail and road transport sectors through the introduction of national legislation on information, assistance and compensation for delays or cancellations of services and specific measures for passengers with reduced mobility and passengers with disabilities.

The activities started in 2013 focused on quality of service in the rail transport sector, which was considered an essential factor to passenger satisfaction and meeting their expectations. They focused

on implementing European standard 13816 for quality management in passenger transport services. Indeed, some Countries have expressed interest in implementing this standard as pilot projects on certain passenger transport services by rail.

Technical assistance for quality management in rail passenger transport, in accordance with EN 13816, concerned Israel, Morocco and Tunisia. This assistance started with a series of meetings in 2013.

At national level, the results are as follows:

Israel: Two workshops on quality management in passenger transport by rail (EN 13816) were organised. This activity could not be completed and was suspended.

Morocco: From 2014, Morocco's national rail operator, ONCF, carried out the basic work and introduced quality indicators internally. Workshops on quality management in passenger transport were organised. This activity has not been completed and has been suspended.

Tunisia: Tunisia has shown great interest and commitment and therefore expertise has been directed to Tunisia. For example, additional investigations were carried out in Tunisia in August 2014 to record the behaviour of rail passengers and the expectations of potential passengers. Several workshops were then organised to present the survey results and make recommendations for further action by SNCFT based on the conclusions drawn from passenger points of view and expectations. Three workshops were organised, with 16 trained people and customer satisfaction surveys were conducted with think tanks. The surveys were co-financed by SNCFT and the project.

Problems encountered and outstanding issues

No progress has been made in the implementation of this action and activities have focused implementing the European standard EN 13816 in one country (Tunisia).

Suggestions for the future 2021-2027

In the next Action Plan:

- Give priority to this action on passenger rights in the rail and road transport sectors and assist the Southern Neighbourhood Countries in developing national legislation on information, assistance and compensation in the event of service delays or cancellations and develop specific measures for passengers with reduced mobility or who are disabled.
- Promote the development of quality management systems for passenger transport for the railway sector in line with international standards such as EN 13816.

V.3. Air transport operations

Action 14: Civil aviation: Opening up the air transport market

The EU is actively pursuing its policy of promoting the Euro-Mediterranean Common Aviation Area (EMCAA) by concluding aviation agreements with the Mediterranean Partners that are based on the principle of a gradual market opening and regulatory convergence. Implementing structural reforms in the field of air transport, in particular the opening of the air transport market to competition at national and international level is a long-term process. In several countries this process takes place in parallel with the reform of the national public airlines with exclusive traffic rights on international routes.

The long-term goal is to develop the EMCAA gradually into a truly integrated and open area not only between the EU and each Mediterranean Partner but also among Mediterranean Partners themselves.

Mediterranean Partners are invited to:

- i) Pursue their reform of national legislation in the field of air transport to facilitate the opening up of the markets (ownership and control, of air carriers, ground handling services, economic regulation of airports, etc.).
- ii) Ensure regulatory convergence between their legislation and the EU in what concerns consumer protection in the field of air transport, as regards price transparency rules, assistance and compensation in case of delay, cancellation or denied boarding, and the specific measures for passengers with reduced mobility and disabled passengers.
- iii) Conclude air transport agreements among themselves in order to allow the development of their air transport market.

Results

The long-term objective, announced through the 2007-2013 RTAP and confirmed by the current RTAP 2014-2020, is to open the market and achieve an EMCAA. In order to achieve this objective, it is necessary to begin with reforms in national legislation, in particular opening up the market to competition, ensuring regulatory convergence and concluding bilateral agreements with the EU.

The current level of market opening and access, as well as the degree of liberalisation in the air transport market, varies considerably between the Southern Neighbourhood Countries and most of them do not share the Community aviation acquis.

In addition, Euro-Mediterranean Aviation Agreements have already entered into force in some of these countries. In other countries, negotiations are at an advanced stage, and some countries have not started this process with the EU.

In order to make progress towards the implementation of the EMCAA, several programmes have been completed.

1. Market access and open market policy

The aim is to continue to reform national air transport legislation and ensure regulatory convergence, thereby opening up the market through market liberalisation and removing barriers to competition. The concrete result to be achieved in this area is the promotion of air transport market liberalisation and the phasing out of non-competitive measures.

At national level, the results obtained are as follows:

Algeria is at an advanced stage in regulatory convergence with the EU. In bilateral agreements with European countries, Algeria adopted the following clauses of the European regulations:

- Revocation or suspension of an operating authorisation,
- Safety and security,
- Ground handling,
- - Disapproval pricing system.

Egypt is making progress in gradually opening the aviation market. The Egyptian Civil Aviation Authority has lowered market access barriers in order to strengthen the involvement of the private sector.

Israel: The Ministry of Transport and the Civil Aviation Authority of Israel have updated the regulations on the commercial certification of air operators. European Regulation EC 1008/2008 was considered as the basis for the new regulations. Regulation (EC) No 785/2004 on insurance requirements for air carriers and aircraft operators has also served as a basis for Israeli rules in this area.

Jordan has made progress in implementing the EU acquis, as required by Annex III of the Euro-Mediterranean Aviation Agreement. To this end, part of the twinning project (Support to the Civil Aviation Regulatory Commission) has been instrumental in building capacity according to EU standards by focusing on market access issues. The winning project ended in 2016.

Jordan hosted the twelfth ICAO Air Services Negotiation Event (ICAN2019) in Aqaba, in December 2019. This event provided **Jordan** represented by Civil Aviation Regulatory Commission (CARC) with a central meeting place to conduct multiple bilateral air services negotiations and consultations with (31) countries. During this global aviation event, (3) liberal open skies “Air Service Agreements” were signed and (9) were initialed. Additionally, agreements with (5) countries were amended into more liberal provisions and included in the bilateral air transport protocols, the provisions included but were not limited to allocation of additional traffic rights, designation, and cooperative arrangements. In total **Jordan** has signed and initialed open skies bilateral and multilateral agreements with (82) countries out of (122) countries with which it has “Air Services Agreements”, including the Euro-Mediterranean Agreement between **Jordan** as a first party and the European Union and its member states as a second party.

Morocco is making good progress in regulatory convergence with the EU. Law No 40-13 adopting the Civil Aviation Code was published in the Official Journal on 16 June 2016. This law incorporated the requirements of the Convention on International Civil Aviation (Chicago Convention, 7 December 1944), as well as the principles of the EU acquis, in accordance with the Euro-Mediterranean Aviation

Agreement. In addition, a draft decree governing air transport was prepared pursuant to the provisions of Law 40-13.

Tunisia has embarked on a reform of its national aviation legislation to (i) update legislation to meet international standards, (ii) reorganise civil aviation services, (iii) promote involving private companies in developing the sector. It stated that it wanted to gradually open up its air transport market.

Euro-Mediterranean agreements aim to open the air transport market gradually and step-by-step progress towards implementing the EACEM:

Israel signed a Euro-Mediterranean Aviation Agreement with the EU in June 2013, allowing Israeli carriers to operate direct flights to EU airports and vice versa. The air transport market between the EU and Israel has been gradually opened since 2013.

In **Jordan**, the Euro-Mediterranean Aviation Agreement has opened up the market since 2010, allowing all Jordanian carriers to operate direct flights from Jordan to the EU and vice versa for EU carriers. This removes all price, route and flight barriers, and allows Jordanian or European airlines to set up a subsidiary in the EU/Jordan.

Lebanon signed a horizontal agreement with the EU in 2006.

Morocco signed a Euro-Mediterranean Aviation Agreement with the EU in 2006, which allows for market opening on both sides and strengthens the convergence of aviation legislation. As a second step, this Open Skies Agreement between the EU and Morocco also provides for fifth freedom rights for air carriers. The Agreement, signed on 12 December 2006, entered into force in 2018.

In **Tunisia**, negotiations on the Euro-Mediterranean Aviation Agreement between Tunisia and the EU were concluded in December 2017. The text of the agreement has been almost finalised. In preparation for the implementation of this Agreement, technical assistance has been provided to Tunisia to bring its legislation in line the EU legislation, in particular in the areas covered by the Agreement, such as liberalisation, security, safety, passenger rights, environment and social aspects (ongoing assistance).

2. Airport structures

Airport structures in the Southern Neighbourhood Countries are traditionally state owned. This means that in general, civil aviation authorities or state-owned enterprises own, operate and manage the majority of airports in Algeria, Egypt, Israel, Jordan, Lebanon, Morocco and Tunisia.

Some countries have already started to privatise airport operation through concession contracts for a fixed period in order to allow for their modernisation. As an indication, the following examples of concessions and public-private partnerships are given:

In Egypt, Fraport AG, Frankfurt airport services, concluded a multi-annual management contract at Cairo International Airport in 2014.

The **Israeli Government** is currently encouraging and implementing a PPP project to design, finance, construct, operationalise and maintain a new international airport in the country.

In coordination with the private sector,

Jordan is developing the means to restore Amman airport (Marka) and certify it as a city airport for its specific location near the centre of Amman.

Lebanon plans to expand the partnership between the public and private sectors.

In **Morocco**, the Civil Aviation Code introduced the principles applicable to concessions.

In **Tunisia**, a concession was awarded to a private operator (the Turkish operator TAV Airports) for the construction and use of Enfidha-Hammamet airport and for the use of Monastir Habib Bourguiba airport.

Opening up the air transport market: Progress in reform and regulatory convergence

Three Euro-Mediterranean Aviation agreements have already entered into force (Israel, Jordan and Morocco) while a fourth agreement has been finalised (Tunisia).

All the Southern Neighbourhood Countries are making progress in reforming national air transport legislation and regulatory convergence, which would open the market through market liberalisation and the removal of barriers to competition.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- The regulatory framework governing the air transport market varies considerably between the Southern Neighbourhood Countries, which does not promote fair and open competition and does not guarantee high levels of efficiency.
- Progress in liberalising the transport market by removing all restrictions imposed by public authorities on private airlines is slow in several countries, which favour domestic carriers.
- The transition from traditional bilateral air traffic agreements between countries to open agreements based on the liberalisation of services is progressing slowly in some countries.
- Progress in the reforms to liberalise airport services, with the introduction of the private sector through concessions, is slow. Moreover, the functioning of the airport systems is not yet optimised.
- The lack of specialised human resources, due to limited financial resources, prevents civil aviation authorities from making progress on regulatory reforms and stops the development of air transport in the Southern Neighbourhood Countries.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue to reform national legislation in each country in the field of air transport, to facilitate market opening, achieve a high degree of convergence in the region and implement a regulatory framework in the Southern Neighbourhood Countries to promote fair competition between air carriers and independent regulatory mechanisms.

- Support countries to promote private sector participation in order to address the problems of financing and liberalisation of services.
- Exploit the potential of air transport to stimulate passenger air traffic by involving more potential operators who might be interested in expanding their network, including tour operators, international airline alliances, low-cost carriers, tourism ministries, etc.
- Share best practices in terms of air market liberalisation by organising events (conferences, seminars, etc.) and create a virtual discussion forum to discuss the advantages and disadvantages of the liberalisation process.
- Set up a working group with representatives of EU Member States and the Southern Neighbourhood Countries to monitor the liberalisation process and provide assistance to countries. This group could be in charge of preparing the programme to be implemented, the planned milestones, as well as support to the civil aviation authorities in the negotiations.
- Strengthen safety and health provisions at airport and air transport level by learning from the impact of the COVID 19 pandemic.

Action 15: Safe and secure air transport

Considering the expected growth of the air transport market, it is important to ensure compliance with international standards for safety, security and environmental protection. Sustainability of the air transport sector in the region requires compliance of air transport legislation with rules and ICAO standards.

In the aviation safety area, Mediterranean Partners are invited to:

- i) Pursue harmonisation of their legislation with EU regulations.
- ii) Explore the possibilities for an enhanced cooperation with the European Aviation Safety Agency (EASA), possibly through the signing of Working Arrangements with the Agency. EASA will continue to work with all Mediterranean Partners in the development and implementation of specific co-operation activities.
- iii) Improve their aviation safety oversight capabilities establish/improve databases on aircraft safety and to consider participation in the EU SAFA⁹¹ program.
- iv) Introduce cross-border agreements regarding the investigation of accidents and incidents in civil aviation and establish databases in this area. In addition, to enhance collaboration through the use of the European Coordination Centre for Accidents and Incidents Reporting System (ECCAIRS)⁹².

Concerning civil aviation security, Mediterranean Partners are invited to:

- i) Align regulatory provisions and supervisory mechanisms on security to the EU acquis.
- ii) Ensure implementation of these provisions and mechanisms by the relevant operators and the appropriate authority, or by an independent aviation security validator.

⁹¹ SAFA: *Safety Assessment of Foreign Aircraft*.

⁹² ECCAIRS: *European Coordination Centre for Accident and Incident Reporting System*.

iii) Enhance the security of cargo and air mail, including the full implementation of international standards (amendments 13 and 14 of ICAO Annex 17 - Security), and through implementation of the general basic security regime for transporting cargo and mail into the EU in order to achieve - through independent validation - ACC 3 designation (Air Cargo or Mail Carrier operating into the EU from a Third Country Airport).

Results

Civil aviation authorities around the world shall ensure that appropriate levels of aviation safety and security are achieved while respecting the environment. In addition, it should be noted that higher levels of regulatory convergence make air transport safer and more secure.

1. Aviation safety

In general, regulation in the Southern Neighbourhood Countries differs from European standards and regulations. Consolidation and harmonisation of regulations is progressing slowly and unevenly in these countries. The implementation of safety management systems is at an early stage.

In order to reduce the disparities mentioned and ensure compliance with ICAO Standards and Recommended Practices (SARPs), the EuroMed Aviation Project I was followed by the EuroMed Aviation Project II, to implement a plan adopted in order to create the EMCAA.

The EuroMed Aviation Safety Project (EASP) was extended until 31 December 2017. It has promoted the harmonisation and alignment of safety standards between the EU and the Southern Neighbourhood Countries. Based on the recommendations of the final report of the MASC⁹³ published on 27 April 2015, the EASP project complemented the activities launched by the MASC project.

At national level, the results obtained are as follows:

Algeria: The Directorate-General for Civil Aviation (DGAC) took part in a twinning project with its Spanish counterpart (2013-2015), which was entirely dedicated to safety. Part of this project included strengthening the country's aviation safety oversight capacity and implementing a national safety management plan. In total, 21 field trainings, 7 study visits and 12 training courses took place.

As part of this twinning project, the European Coordination Centre for Accident and Incident Reporting System (ECCAIRS) software for processing safety data has been implemented within the Civil Aviation Authority. In 2017, a national security programme was adopted.

In addition, a permanent national safety oversight programme for aviation service providers has been put in place.

The national civil aviation programme was adopted via executive decree No. 17-134 of April 06, 2017.

The provision for the control of foreign aircrafts at Algerian airports is provided for in the bilateral agreements concluded by Algeria with the States of the European Union. The ongoing establishment of the National Civil Aviation Agency will strengthen the staff responsible for carrying out this activity.

Egypt: A twinning project was implemented between February 2015 and April 2017 between the Egyptian Civil Aviation Authority and its Italian counterpart, ENAC, leading to relevant results in terms

⁹³ MASC: *Mediterranean Aviation Safety Cell*.

of the regulatory framework, with the reformulating of certain regulations, and the strengthening of Egyptian civil aviation safety standards.

Israel has received support to develop its national safety programme. In 2018, the Civil Aviation Authority signed a cooperation agreement with the EASA on the collection and exchange of safety information on aircraft using EU airports, airports located in non-EU Member States participating in the EU Ramp Inspection programme pertaining to SAFA and airports in the State of Israel.

Israel also received assistance in accessing the full list of members of the EU Ramp Inspection programme for SAFA.

Jordan has made progress in implementing the Euro-Mediterranean Common Aviation Area plan by complying with ICAO SARPs.

The EuroMed Aviation I and II projects, the EuroMed Safety Aviation (EASP) project, and the twinning project with the Spanish Aviation Safety Agency, played an important role and contributed to the revision of the aviation legislation and structure in Jordan, thus strengthening the capacity of the Civil Aviation Regulatory Commission (CARC) to address safety deficiencies. The main achievements are:

- The CARC achieved a result (81.59%) in ICAO's USOAP⁹⁴.
- Most aviation regulations have been harmonised with European standards and regulations (CARC has consolidated and harmonised more than 80 % of aviation safety regulations, including the required oversight, authorisation and certification procedures).
- A risk management unit was set up and a workshop with the participation of all aviation disciplines in Jordan was organised to present this new unit and its main objectives.
- The CARC has developed the regulation and the guidance materials related to the conduct of oversight functions over ground handling services, in order to increase the level of safety of ground operations and to ensure that passengers and air carriers are provided with satisfactory and safe services. Additionally, the CARC has signed a memorandum of understanding with the International Air Transport Association (IATA) concerned with the exchange of experience in multiple areas including ground operations services.
- The CARC gives high priority to the safety management system and plans to republish its "SSP⁹⁵" and SMS requirements for service providers in 2021 in order to cope with the continuous development in this area. A national aviation risk profiling system is being developed and new risk reporting and management systems are expected to be used in 2021 next year. In addition, CARC invited all national service providers to a workshop led by the ICAO office MID on the implementation of the National Safety Programme.
- The CARC plans to separate the aviation accident investigation unit and transfer it to the Ministry of Transport to comply with ICAO SARPs and ensure its independence. Due to COVID-19 pandemic, this separation have been postponed to 2021.

In terms of environment, Jordan has developed a legislative framework represented in a new part of aviation environment regulations that specify the requirements for reducing carbon dioxide emissions

⁹⁴ USOAP: *Universal Safety Oversight Audit Programme*.

⁹⁵ SSP: *State Safety Programme*.

of aircraft engines in order to comply with ICAO standards and recommended practices of carbon offset reduction as outlined in Annex 16 and related CORSIA program. In this context, CARC has formed a specialized working group responsible for liaising with air operators who are eligible to develop a CO2 reduction scheme. Despite the difficulties associated with COVID-19, Jordan had submitted to ICAO the carbon emissions data of 2019 for Jordanian air carriers via CCR “CORSIA Central Registry” platform maintaining the timeframe for compliance with the standards of Annexe 16 Volume IV.

Lebanon: Air safety and security are among the components of a twinning project.

Morocco: In accordance with the provisions of its Law 40.13, in particular Title 10, a draft decree on the organisation and conditions for conducting technical investigations into civil aviation accidents and incidents has been prepared. This draft decree is in line with EU rules.

In addition, an administrative arrangement for technical cooperation in the field of safety investigations was signed in 2019 between the Ministry of Tourism, Crafts, Air Transport and the Social Economy and the French Ministry of Transport.

The Civil Aviation Accident Investigation and Analysis Office (BEA- Maroc) has set up the ECCAIRS database on air accidents and incidents since 2010 and a web-based information for the management of air events: <https://bea.aviationcivile.gov.ma/#/home>.

This system has been operational since August 15, 2020. It will allow air operators to notify air events via a computer platform with identifiers at the level of each operator. The system set up by the BEA will also make it possible to collaborate with the European Center for the Coordination of Information Systems on Accidents and Incidents (ECCAIRS).

Palestine: The Palestinian Civil Aviation Authority (PCAA) participated in various workshops on practical training organised by EASA. The last training course for PCAA was organised in Jordan in December 2017 as part of EASA project 2015-2017.

Tunisia: The main achievements are:

- Updating of basic legislation and working procedures in accordance with ICAO SARPs.
- Harmonisation of specific aviation safety regulations with European regulations (EASA-PART M⁹⁶, EASA-PART 145⁹⁷).
- Drafting of a regulatory text to implement a national safety programme.
- Strengthening the safety oversight capacity following the training of inspectors and the sharing of expertise with counterparts in other authorities, notably through the twinning project with the French Directorate-General for Civil Aviation (May 2016 - November 2018).

⁹⁶ The objective of EASA Part M is to maintain airworthiness requirements. Part M specifically concerns the continuing airworthiness of aircraft and aeronautical products, parts and appliances, as well as the approval of organisations and staff involved in these tasks.

⁹⁷ EASA Part-145 is the European standard for the approval of organisations performing maintenance on aircraft and aircraft components that are registered in EASA Member States.

- Adoption of the risk-based approach to surveillance (RBO) during certification and monitoring audits.
- Creation of a reporting entity (mandatory & voluntary) for safety-related occurrences and implementation of the ECCAIRS system.

2. Strengthening cooperation between Mediterranean partners

Given the diversity of interests and/or the situation of the Southern Neighbourhood Countries, as well as their different relationships with the EU, the objective of strengthening cooperation between these countries seems to be difficult.

Nevertheless, several initiatives have been taken in the region, which could move towards regional agreements in the form of a Regional Safety Oversight Organisation (RSOO). Nine countries (Bahrain, Egypt, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia and Sudan) signed a letter of intent and started establishing the RSOO at the meeting of Directors-General for Civil Aviation of the Ground of Orient (DGCA-MID/3) (Doha, April 27-29, 2015), but no progress has been made since then. The RSOO conference that was jointly organised by the EASA and ICAO (Swaziland, March 2017) could have been the starting point for a regional initiative in this region, but unfortunately, among the countries of the Euro-Mediterranean region, only Israel participated in the conference, even though all countries were put forward to sponsor them. To date, several countries have expressed interest in setting up an RSOO, although it is limited to members of the Arab Civil Aviation Commission (ACAC).

In October 2018, **Palestine** signed the Letter of Intent to establish the Regional Safety Oversight Organisation for the Middle East and North Africa (MENA- RSOO).

3. EU Ramp Inspection (RI) programme : Safety Assessment of Foreign Aircraft (SAFA)

Only Morocco (since 2013) and Israel (since February 2016) are currently part of the EU Ramp Inspection (RI) programme for third country operators, showing that both countries have made important progress in terms of aviation safety.

Israel has been subject to a gap analysis under the EU Ramp Inspection programme for SAFA.

Morocco: In 2011, AESA concluded a SAFA cooperation agreement with The Moroccan DGAC. Morocco has been a full member of EU “Ramp Inspections Program (RI)” since 2013. Within this framework, three standardisation audits were carried out in 2013, 2015 and 2019, with satisfactory results.

Tunisia has put in place a regulatory framework for the oversight of foreign aircraft, based on the EU Regulation (adoption of the SAFA procedure and checklist).

4. Aviation security

The Southern Neighbourhood Countries have made progress in implementing enhanced security procedures, in particular in the area of inspection and screening of passengers and luggage. However, security standards are not the same throughout Southern Neighbourhood Countries due to the specificities of each country, in particular the geopolitical context. Security standards differ widely from country to country. Israel, for example, is one of the countries with more airport security

procedures worldwide. Quality control procedures and improved filtering should continue to be given high priority.

It should be noted that technical assistance was needed in almost all countries except Israel and, to a lesser extent, Jordan. Nevertheless, Israel and Jordan reported progress on enforcement powers (for both countries), oversight capacities (for Israel) and harmonisation of regulations and procedures for passenger and baggage screening (Jordan).

With reference to the priority objectives set by the countries, Israel and Tunisia have jointly included in their priority lists the intention to harmonise aviation security regulations, the national security programme, the training programme and the quality control programme with Community regulations and requirements.

The single security concept within EMCAA is not endorsed in the multilateral format proposed by some countries (Israel, Jordan and Tunisia), but rather in a bilateral format, whereas Egypt has done so as a third priority.

At national level, the results obtained are as follows:

Algeria: Assistance was provided to reorganise the regulatory authority, develop and adopt a national civil aviation security programme (NCASP), implement a national civil aviation security quality control programme (NCASQCP) and a national civil aviation security training programme, and extend ACC3/RA3/KC3 certification (third country air carrier)/(regulated agent)/known third country).

Executive Decree No. 20-343, which provides for the State's civil aviation security policy and is intended to protect civil aviation against acts of unlawful interference through regulations, practices and procedures taking into account the regularity and efficiency of flights, was promulgated on 22 November 2020.

Egypt: Assistance has been designed to strengthen national security and security quality control, recruitment standards, training and certification of screening officers, instructors and security managers, cargo standards and licences, ACC3, airport and refuelling facilities, standards for practical training for operators.

Israel is one of the countries with more airport security procedures worldwide. Israel reported progress on enforcement powers and monitoring capacities.

Jordan: The CARC achieved a result of 90.50% under the Universal Security Audit Programme. The country has made considerable efforts to comply with ICAO SARPs and to continue applying aviation security in cooperation with airports, operators, national and international security organisations, continue developing the national security programme and gain approval for the security programmes of service providers.

Jordan reported progress on enforcement powers and harmonisation of regulations and procedures related to the screening of passengers and baggage.

Staff received training on the national civil aviation security quality control programme. Training was provided on air traffic management security.

A new twinning project for security function has been agreed with EU commission in order to strengthen security and to support further alignment between Jordan's national aviation security

regime and the European Union aviation security provisions. Due to COVID-19 pandemic, the commencement of this twining project has been postponed to 2021.

Lebanon: Assistance has been created to develop a National Civil Aviation Security Programme (NCASP) and a National Civil Aviation Security Quality Control Programme (NCASQCP).

Tunisia: The civil aviation security system (authority, airports and operators) was strengthened and the recommendations of the ICAO audit carried out in May 2016 (result: 82 %) have been implemented.

The basic legislation and working procedures have been updated in accordance with international standards recommended by ICAO.

Training was given to trainers and auditors (emphasis was placed on freight).

5. Protection of the environment

Sustainability is currently high on the agenda of most airports in the world in general and for EU airports in particular. All airports have expressed their environmental concerns in their environmental plans and are working to reduce emissions, reduce air, water and noise pollution, and reduce mitigate social impacts.

This awareness of sustainability issues is progressing more slowly in the Southern Neighbourhood Countries. In particular, there is a general lack of equipment to monitor gas and noise emissions. Global environmental initiatives to reduce emissions and enhance environmental compliance have not yet been implemented, such as, for example, the ICAO balanced approach, which could be implemented on a case-by-case basis at airports in the Southern Neighbourhood Countries.

However, environmental and sustainability initiatives are beginning to appear in the national plans. Environmental awareness in the Southern Neighbourhood Countries will continue to improve, as these countries have started to converge their regulations with the EU civil aviation regulations. For example, the EuroMed GNSS programmes will bring considerable benefits to make the Mediterranean not only safer but also more sustainable.

Aviation security and safety: Progress in the harmonisation of safety standards and the introduction of enhanced procedures

Particular attention has been paid to safety through the various projects (EuroMed Aviation Project I and II, MASC and EASP), with the aim of speeding up the implementation of safety management systems, complying with ICAO Standards and Recommended Practices and implementing a plan adopted to establish the EACEM. In particular, the EASP project promoted harmonising security standards between the EU and Mediterranean partner countries.

In aviation security, the Southern Neighbourhood Countries have made progress in implementing enhanced security procedures, in particular in the area of screening of passengers and baggage.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- The lack of human and financial resources are at the origin of the non-progress in the activities of implementation of this action with an acceptable pace. Civil aviation structures find it difficult to implement any additional tasks, such as an ICAO mission, due to the limited resources of civil aviation authorities.
- The level of proficiency in English is a handicap for some countries, making it difficult to follow training and activities in that language.

Suggestions for the future 2021-2027

In the next Action Plan:

- Further harmonise national security and safety legislation with EU regulations.
- Implement closer cooperation/integration with the EU/EASA system, so that a future follow-up project would help to support the implementation of EASA Regulations, as well as other technical aspects such as the implementation of the National Safety Programme and the handling of USOAP protocol questions in certain domains and countries.
- Assess alternatives/possibilities for the establishment of a Regional Safety Oversight Organisation (RSOO) in the region.
- Ensure closer coordination with all relevant actors (DG MOVE, DG NEAR, civil aviation authorities of the beneficiary, EASA) in order to provide the EASA team with all relevant information to avoid duplication of the same activity or assistance (e.g. the twinning projects). In this context, it is proposed to use EASP actions and results to avoid replicating actions already undertaken and to consider extending EASP activities to other Southern Neighbourhood Countries in the context of the extension of the Euro-Mediterranean Common Aviation Area.

Action 16: Air traffic management

The reform of the European ATM system has taken place in the context of the Single European Sky (SES) and research initiatives on air traffic management (SESAR); this implies introducing and applying new provisions and harmonised procedures as well as introducing new concepts, technologies and tools.

Given the international nature of the Air Traffic Management (ATM) domain, and due to reasons of efficiency and effectiveness it is recommended to develop and implement specific actions to establish the proper interface between the EU ATM system and the ATM systems in the Mediterranean basin. These specific actions could rely on the existing sub-regional ATM initiatives, such as: Europe-Middle East air traffic management coordination agreement (EAMEC) and the plan on the harmonisation of the control systems for the management of air traffic (AEFMP).

The EU encourages the Mediterranean Partners to join the relevant EU functional airspace block (FAB) initiatives.

In order to improve the safety and efficiency of the ATM area, Mediterranean Partners are encouraged to:

- i) Establish appropriate cooperation between their National Supervisory Authorities (NSAs) and the EU NSAs with a view to overseeing compliance of their respective Air Navigation Service Providers (ANSP) with the SES regulations on air traffic management.
- ii) Establish or designate, in accordance with the Single Sky Regulation where relevant, the NSA functionally independent of the ANSP which will ensure the monitoring and continuous supervision of ANSP compliance.
- iii) Improve the interfaces between their national and European ATM networks, in particular through the cooperation arrangement with the EU Network Manager appointed by the European Commission.
- iv) Participate where appropriate in the EU SESAR⁹⁸ programme, both in the development phase managed by the Joint Undertaking, as well as in the deployment process, through the common projects.

Results

Significant progress has been made in the area of air traffic management. The Southern Neighbourhood Countries have shown their commitment and interest in the deployment of EGNOS and have also started to take part in airspace optimisation initiatives based on regional borders and not on national borders such as AEFMP (Algeria, Spain, France, Morocco and Portugal).

In particular, AEFMP has established cooperation between the five Western Mediterranean countries mentioned above in order to remove or eliminate national borders and to organise airspace regionally. The AEFMP has led to capacity building, improved cost-effectiveness, safety and environmental performance, while the consolidation and harmonisation of air traffic management is progressing slowly and at different rates across countries.

For example, the air navigation systems of Morocco and Algeria have already achieved a sufficient level of compliance with European systems to join the AEFMP. Morocco also has an agreement with Eurocontrol. The country monitors the implementation of Eurocontrol's Single Sky (LSSIP) locally. The other Mediterranean partner countries should give special attention and priority to these aspects.

Most Countries have put in place specific mechanisms to ensure the safety oversight of air navigation service providers. The safety oversight mechanisms currently in place have been designed according to the ICAO SARPs. However, the existing levels of resources and expertise within the national competent authorities are often insufficient to ensure effective management of safety oversight responsibilities.

Progress has been made so far in including the Southern Neighbourhood Countries in cooperation frameworks between functional airspace blocks (FABs). Beneficiaries have expressed an interest in being involved in this cooperation. Indeed, Tunisia (the Civil Aviation and Airports Office — OACA) and Egypt (National Air Navigation Services Company-NANSC) participated as partners associated with the Blue Med FAB⁹⁹, while Jordan and Lebanon participated as observers. The Moroccan ANSP (National

⁹⁸ SESAR: *Single European Sky Air Traffic Management Research*.

⁹⁹ FAB Blue Med: *Airspace Functional Block composed of four countries (Greece, Italy, Cyprus and Malta)*.

Airport Office —ONDA) has also been involved in AEFMP since 1996. Furthermore, Algeria and Tunisia have identified information on SESAR as potentially relevant.

Referring to the EuroMed I project documentation, the Southern Neighbourhood Countries have expressed interest in implementing the flexible use of airspace (FUA¹⁰⁰) concept with a view to increasing efficiency to benefit air traffic management (ATM) stakeholders. However, no concrete steps have been taken to implement the FUA concept in the Southern Neighbourhood Countries and it is therefore assumed that the level of progress made so far by the beneficiaries is relatively low.

Attention should be drawn to the specific action, which is an example of sharing experience. Jordan hosted a meeting in Amman in March 2019 with ICAO, FAA¹⁰¹, regional and European civil aviation authorities and air carriers to share information and experience for the re-use of Syrian airspace following the political unrest.

At national level, the results obtained are as follows:

Algeria: The National Air Navigation Institution (ENNA), as an air navigation service provider, participates actively in meetings (technical, operational and steering committee) organised by the Regional Air Traffic Management Harmonisation Group (AEFMP). ENNA has concluded agreements with air navigation service providers of adjacent FIRs¹⁰² (Morocco, Tunisia, Spain, France, etc.). These agreements are regularly updated with a view to improving them. A national monitoring programme of the air navigation service provider has been put in place to ensure compliance.

The reception and commissioning of five control towers and technical blocks at the airports of Algiers, Oran, Constantine, Ghardaïa and Tamanrasset, as well as the commissioning of a second CCR at Tamanrasset and the use of radars for the automation of air traffic control of the entire Algiers FIR will be completed by the end of 2021.

Israel: The country has received support as part of its possible convergence process with EU air traffic management rules.

Jordan: Air navigation services (ANS) have become functionally independent from the CARC's monitoring. Both functions (the service provider and the regulatory authority) are always managed by government entities. However, the service provider is now structured in such a way that its air traffic management services and funding are provided separately from the CARC. The Air Navigation Standards Directorate (within the CARC) performs its oversight and certification role in a completely separate manner.

The CARC has set up a NSA certification process at national level. It has partially harmonised parts of the air traffic services regulations, in particular those related to the certification obligation. Air navigation inspectors have been qualified to carry out surveillance activities in accordance with the CARC plans.

¹⁰⁰ FUA: Flexible Use of Airspace.

¹⁰¹ FAA: Federal Aviation Administration (USA).

¹⁰² FIR: Flight Information Region.

A Quality and Safety Management Systems Department has been established within the air navigation service provider in accordance with the requirements of the Jordanian Civil Aviation Regulatory Commission (JCAR) — Part 19 (Safety Management System Regulations).

The CARC has developed and modernised air navigation service systems to strengthen Jordan's competitiveness, in which the Voice Communication System IP (VCS), the ATIS digital system (D-ATIS) and the MODE — S RADAR system were used.

CARC plans to integrate EASA rules on traffic services (ATS), air traffic controller licensing and certification (ATCC), communication, navigation or surveillance (CNS) services and related certification specifications.

Morocco : Agreements on technical and operational operations in the field of aviation safety have been signed between the Kingdom of Morocco and EUROCONTROL in the following areas:

- Agreement on the invoicing and collection of road charges,
- Convention on ATFM measures necessary to ensure the safe and orderly flow of traffic in Moroccan airspace,
- Global agreement that enabled Morocco to become a member of the EU network manager appointed by the commission (EUROCONTROL),
- Support agreement on assistance in the fields of air navigation.

The Kingdom of Morocco and the European Organization for the Safety of Air Navigation (Eurocontrol) signed on April 29, 2016 a global agreement that will allow Morocco to be part of the single European sky and thus meets European safety standards in terms of capacity, safety, efficiency and environmental impact of air navigation.

By participating locally in the LSSIP implementation, Morocco intends to:

- Participate in the EU's SESAR program,
- Streamline air traffic with Europe and avoid saturation of Moroccan airspace in the coming years.
- Reduce travel time for aircraft to and from Morocco and reduce fuel consumption for airlines
- Optimize air routes under Moroccan supervision,
- Improve interoperability with the European ATM network,
- Benefit from EUROCONTROL's assistance in the management of air traffic flows as well as in the planning and provision of air navigation services and equipment,
- Harmonize the national reporting mechanism relating to the ICAO Global Air Navigation Plan (GANP) with that established by the said organization at European level.

Tunisia: The country has adopted a process of gradual integration into European airspace and has taken several steps in this context, such as:

- Training for the Civil Aviation Authority and the staff of air navigation service providers on certification requirements.
- The establishment of appropriate national procedures to ensure the proper management of airspace (pre-tactical and tactical levels), in particular by amending the agreements between the OACA and the Ministry of National Defence.

Air traffic management: Initiatives to optimise airspace based on regional borders and regional success of the AEFMP initiative

AEFMP (Algeria, Spain, France, Morocco and Portugal) has established cooperation between five Western Mediterranean countries to remove or eliminate national borders and organise airspace from a regional perspective. The AEFMP has led to capacity building, improved cost-effectiveness, safety and environmental performance.

Progress has been made so far on including the Southern Neighbourhood Countries when cooperation takes place between functional airspace blocks (FABs). Two countries (Egypt and Tunisia) participated as associated partners in the Blue Med FAB and two other countries (Jordan and Lebanon) participated with observer status.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- The authorities of the Southern Neighbourhood Countries, responsible for managing airports and providing air navigation services, face difficulties in making progress in harmonising civil aviation standards and regulations due to autonomy issues and a lack of human and financial resources.
- The convergence of national legislation with the EU acquis is very limited. The slow progress in aligning legislation with that of the Single European Sky could be explained by the limited capacity of Euro-Mediterranean national authorities to undertake the necessary actions. Furthermore, some countries do not fully understand the SES legislation and the objectives of the Single European Sky (SES). It should be noted that many legislative changes to the SES have taken place since the launch of EuroMed, including the introduction of important elements such as the SES performance scheme, network management, etc.
- The number of Countries that have established NSA certification processes at national level is limited. In addition, and once established, the certification system is not fully aligned with the certification requirements of EU provisions.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue Action 16 on Air Traffic Management, with its various components, in the next Action Plan.
- Encourage the participation of the Southern Neighbourhood Countries in the SESAR project, in cooperation with the EU Network Manager appointed by the European Commission, as well as in sub-regional initiatives in the field of air traffic management.
- Promote the optimisation of convergence with Single European Sky (SES) legislation and support the legal separation between the regulatory and service delivery functions.
- Strengthen cooperation and coordination between civilian and military services.
- Support capacity building of national supervisory authorities (NSAs).

- Support the development of relevant legislative documents and provide documentation tailored to staff needs (handbook of the National Safety Authority).
- Assist air navigation service providers in preparing for certification.

Action 17: Passenger rights in air transport

Passenger rights in the sector of air transport should be recognised by national legislation, as regards information, assistance and compensation in case of delay, cancellation of services, denied boarding or downgrading, and the specific measures for passengers with reduced mobility and disabled passengers.

Results:

Several countries have made progress in introducing rules on passenger rights and specific measures for passengers with reduced mobility. Progress differs from country to country. Some countries have already adopted the above rules and others are still in the process of preparing these rules.

At national level, the results obtained are as follows:

Algeria: National legislation includes new provisions on passenger rights in the event of denied boarding, flight cancellation, flight delays and provisions for people with disabilities or reduced mobility.

A regulatory text setting out the conditions and arrangements for the application of passenger rights was adopted in 2016.

In 2012, **Israel** enacted a law on compensation and assistance in the event of cancellation of a flight or modification of its conditions, on the basis of Regulation (EC) No 261/2004.

Jordan has almost completed the implementation of the EU acquis required by Annex III of the Air Services Agreement. Two new regulations have been developed and published on the CARC website namely consumer protection regulations (JCAR Part 209) and persons with reduced mobility (JCAR Part 211).

Lebanon: A preliminary draft regulation on passenger rights in air transport has been drawn up.

Morocco is well advanced in regulatory convergence with the EU. The Civil Aviation Code was adopted in 2016. This code provides the legal basis for a regulation on passenger rights. Two regulations have been drawn up, the first concerning compensation and assistance in the event of denied boarding, flight cancellation or flight delay, and the second relates to people with disabilities or reduced mobility.

Palestine: A final draft of a regulation on consumer rights in air transport has been prepared but has not yet been approved.

Tunisia: In 2018, Tunisia acceded to the Convention for the Unification of Certain Rules for International Carriage by Air (1999 Montreal Convention). A draft law amending the Civil Aviation Code is under preparation to include a chapter on passenger rights in air transport.

Progress in putting in place provisions on passenger rights in air transport

Some countries have made progress in putting in place rules on passenger rights.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- Passenger rights are not yet recognised in some countries. Where the legal basis already exists, the implementing texts have not yet been adopted.
- Most Countries do not have legislation laying down specific measures for people with reduced mobility.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue work on the preparation, adoption and effective enforcement of legislation on passenger rights and specific measures for people with reduced mobility. In this context, non-profit consumer rights organisations should be involved in the working groups in charge of preparing the above legislation.
- Share best practices and help countries adopt and implement the above-mentioned national legislation. Following the adoption of the legal basis, countries should be supported in drafting implementing legislation.
- Improve the “level of service” (LoS) in the provision of air transport and airport services.

Action 18: Implementation of GNSS Aviation

The collaboration with Mediterranean Partners in the GNSS (Global Navigation Satellite System) projects should materialise through:

- Extension of the EGNOS Safety of Life signal via infrastructure deployment to achieve coverage of the Mediterranean Partners airspace. Active support from Mediterranean Partners in achieving rapid installation of EGNOS RIMS¹⁰³ in their territories will be key, as well as enabling their smooth operations.
- Signature of International Agreement: non-EU countries can enter in such agreements to participate to EGNOS programme. A 'Horizontal International Agreement', could be envisaged, similar to air transport models. This agreement will define among other, governance, liability, funding. The definition of the role of EASA will be also part of such agreement.

¹⁰³ RIMS: Ranging and Integrating Monitoring Stations.

- Signature of EGNOS Working Agreement (non-EU EWA): will have to be established between the local ANSP and the European EGNOS Service Provider (currently ESSP) to provide for all operational needs required for actual service provision.
- Adoption of ICAO provisions in relation to GNSS.
- Elaboration and implementation of the identified GNSS National Strategy: for civil aviation and other transport domains.

Results

The EuroMed GNSS I and II programmes concluded, from a regulatory point of view, that the Southern Neighbourhood Countries are already ready to introduce EGNOS operations in the aviation sector and progress to the next institutional step (conclusion of agreements with the European Commission).

The Cooperation Agreement on a Civil Global Navigation Satellite System (GNSS) between the European Commission and its Member States, and the Kingdom of Morocco was signed on 12 September 2006. Since 2007, Morocco has been participating in European Commission activities to introduce GNSS I/METIS services¹⁰⁴ and the EuroMed GNSS II/MEDUSA programmes¹⁰⁵ in the Mediterranean.

Lebanon, Libya and Tunisia expressed their formal interest by sending a request to the EC to progress to the next step.

The two programmes, EuroMed GNSS I and II have confirmed the possibility of introducing and gradually using the European GNSS in the Southern Neighbourhood Countries. The gradual use of these services would start with EGNOS for the next decade, with a view to eventually using Galileo.

Overall, the “EuroMed GNSS” programmes achieved significant results, such as the eight GNSS procedures and relevant security assessments published in four countries (two runways at Monastir airport in Tunisia, three runways at Beirut airport in Lebanon, one runway at Tel Aviv Ben Gurion airport in Israel and two runways at Bejaia airport in Algeria). Although these achievements are only the first steps in implementing a common Euro-Mediterranean GNSS policy, they show that the interest and excellent cooperation of countries are essential to the success of the programme. In addition, countries have already expressed their expectations for the next steps.

At national level, the results obtained are as follows:

Algeria: An expression of interest (EoI) was expressed in August 2016 to extend GNSS coverage (install a RIMS/EGNOS station), by installing a RIMS/EGNOS station in Oran. The EoI is conditional on the installation of a second RIMS/EGNOS station in Ghardaïa or in the south of the country.

An EU-Algeria preliminary project extending GNSS coverage was sent to the Algerian Mission in Brussels by the European Commission in December 2019 and to the Directorate of Civil Aviation and Meteorology in 2020. The preliminary draft has been the subject of remarks, transmitted via the diplomatic channel to the European part and is awaiting the corresponding follow-up. Two GNSS procedures for Bejaia airport have been developed with EU support. Both procedures were disseminated on an experimental basis. The European Union has been informed accordingly.

¹⁰⁴ METIS: Mediterranean Introduction of GNSS services.

¹⁰⁵ MEDUSA: Mediterranean follow-up for EGNOS Adoption.

Jordan: As part of the GNSS II project, a committee was set up to prepare the national strategy for the use of satellite navigation systems. In addition, awareness workshops were organised for Jordanian air navigation service providers, in addition to meetings dedicated to developing EGNOS in the Euro-Mediterranean countries, and a plan was developed.

The main achievements of the GNSS II project are:

- The evaluation and revision of civil aviation legislation and regulations as regards the use of satellite navigation systems.
- The launch of the RIMS Station Initiative in 2016. This station is part of the Galileo infrastructure network. Jordan has expressed its readiness to host this station on its territory in the framework of European/Jordanian cooperation. The CARC managed the project to install the station in coordination with the coordinator for European affairs in the Ministry of Transport. The project to install this station is still ongoing. An agreement on confidentiality of technical information and intellectual property has been signed. In addition, studies and tests were carried out for the proposed installation sites and, finally, the European Space Agency, through THALES and British Telecom, carried out the final tests between 15/10/2017 and 30/10/2017 to select the most suitable location to ensure the sustainability of the station and the quality of the European satellite navigation system services. In 2017, King Hussein's international airport was chosen as the most suitable location due to its technology, safety and security. A technical and financial offer was made by the Ministry of Transport to the European Space Agency in 2018 to prepare the area and equip the site and building required for the installation of the RIMS station, pending approval for the start of the process. In 2018, a flight procedure was designed as a demonstration to familiarise CARC designers with EGNOS flight procedures. The agreement should be prepared and signed with the service provider.

Tunisia: The project focal points **were designated**, the regulatory analysis was carried out, the actions necessary to introduce SBAS¹⁰⁶/EGNOS operations into aviation were identified and the regulatory framework allowing the use of EGNOS were updated.

Tunisia has proposed to enter into negotiations with the European Commission with a view to finalising an agreement guaranteeing its medium term and long term participation in the EGNOS programme.

Implementation of GNSS Aviation: A successful first step to be consolidated by the next steps

The two programmes, EuroMed GNSS I and II, have confirmed the possibility of introducing and gradually using the European GNSS in the Southern Neighbourhood Countries. The results achieved are significant, such as the eight GNSS procedures and relevant security assessments published in four countries (Algeria, Israel, Lebanon and Tunisia). The achievements represent the first steps in implementing a common Euro-Mediterranean GNSS policy and show that the interest of the Southern Neighbourhood Countries and their cooperation are key to the success of the programme. Countries have already expressed their expectation to progress to the next steps.

¹⁰⁶ SBAS — *Satellite Based Augmentation System*.

Problems encountered and outstanding issues

The difficulties encountered are summarised in the lack of EGNOS signal coverage in some Countries, such as Egypt, Libya or Morocco, combined with the slow decision-making process to move to the next institutional step, hampering progress towards the overall objective of the implementation of EGNOS operations.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue this action in the next Action Plan.
- Plan to complement EGNOS coverage by the European Commission and provide training, security and business records to support the implementation of the Global Navigation Satellite System (GNSS) based procedures and support the decision-making process.
- Develop a consolidated national GNSS strategy focusing on the transport industry and its related activities.
- Strengthen coordination between national decision-makers responsible for introducing EGNOS. Establish a national committee of key stakeholders to support the decision-making process. This committee is to be assisted by a team of experts responsible for the introduction of EGNOS in the country.
- Examine the needs of countries to host RIMS stations.

V.4. Actions “Euro-Mediterranean integrated multimodal transport network”

Action 19: Trans-Mediterranean Transport Network (TMN-T) and its connection with the Trans-European Transport Network (TEN-T)

The UfM Transport Ministerial Conference of November 2013 endorsed the development of the Trans-Mediterranean Transport Network (TMN-T). This Network connecting the Mediterranean Partners to each other will contribute to their economic growth and regional integration through a safe, secure, sustainable and efficient multimodal transport system for the movement of people and promotion of trade.

The development of logistics platforms, in particular those located near to ports, will reinforce the system's interoperability, allowing integrated multimodal services thanks to the connections between rail, land, sea and air transport, constituting the TMN-T.

In view of the development of the TMN-T, the EuroMed Transport Forum will finalise its discussions and work through its relevant thematic working groups. More specifically, it will focus on establishing a mutually agreed TMN-T indicative map, including potential multimodal and interoperable connections within the TMN-T and with the TEN-T through Motorways of the Sea, logistic platforms, airports, ports and land links. It will also focus on identifying the TMN-T priority projects and the relevant supporting actions. These expected results will be endorsed by the UfM Transport Ministerial Conference.

The indicative TMN-T map shall be endorsed by the UfM Transport Ministerial Conference. It will be suggested that the map be included as the indicative extension of the TEN-T to the EU's Mediterranean Partners in the Regulation on Union guidelines for the development of the TEN-T. The inclusion of the TMN-T map as the indicative extension of the TEN-T will formalise, from the EU side, the vision for the connection between the two networks, as reaffirmed by the UfM Transport Ministerial Conference of 2013. It will also confirm the coherence of approach to developing transport connections not only within the EU but also with its neighbours.

The European Commission with the support of the UfM Secretariat, the representatives of the transport Ministries of the Mediterranean Partners and the EU Member States will pursue the technical dialogue within the thematic EuroMed Working Group "Network (TMN-T) / Land Transport".

The relevant stakeholders, including GTMO 5+5/CETMO, UMA, ESCWA and the IFI's (EIB, WB, EBRD, etc.), will continue to be closely involved.

Results

In the context of the 2005 Marrakesh Euro-Mediterranean Conference, transport ministers declared their commitment “to establish an integrated and multimodal Euro-Mediterranean transport network contributing to increased trade between the EU and its Mediterranean partners, and between the Southern Neighbourhood Countries themselves”.

This commitment and willingness were reaffirmed in the Ministerial Declaration of the UfM Transport Ministers' Conference held in Brussels in 2013. Indeed, the Transport Ministers of the Union for the Mediterranean countries endorsed "the principle of the development of the Trans-Mediterranean Transport Network (TMN-T) and its connection with the Trans-European Transport Network (TEN-T)" and mandated the Euro-Mediterranean Transport Forum to closely monitor the establishment of a mutually agreed indicative map of the Trans-Mediterranean Transport Network (TMN-T), including the connection to the TEN-T.

Technical work on drawing up a regional map for the Mediterranean transport network was already under way under the 2007-2013 RTAP by the Euro-Mediterranean Transport Forum and its specific working group, successively called "infrastructure and regulatory aspects" and "network and land transport". This technical work was guided by the connectivity exercises undertaken by the GTMO, ESCWA, AMU and the European Union (TEN-T experience).

In 2013, the TEN-T methodology provided a technical and regional framework for developing the Trans-Mediterranean Transport Network (TMN-T). The first step was to identify networks (urban networks, seaports, airports, rail-road terminals/logistic platforms) and the second step was establishing links between the identified networks.

The TMN-T has been prepared as a comprehensive network. For the record, the TEN-T consists of a two-tier network, the "core network" (to be physically completed by 2030), which focuses on the most strategic parts of the network and on the "comprehensive network" (to be completed by 2050), ensuring accessibility and interoperability for all regions.

The technical work of TMN-T was completed in 2016 with the Euro-Mediterranean Transport Forum creating a draft indicative regional map, accompanied by a regional database and a set of reliable geographical sites for the Mediterranean region, based on data received from the Ministries of Transport of the Southern Neighbourhood Countries.

At the TEN -T Days¹⁰⁷ in Rotterdam in June 2016, ministers welcomed the technical work undertaken with the Southern Neighbourhood Countries on the map of the Trans-Mediterranean Transport Network (TMN-T) and requested the finalisation of the indicative map for the TMN-T by 15 September 2016 (Council doc. 10310/1/16 REV 1).

At the UfM Senior Officials Meeting on 3 October 2016, the UfM Co-Presidency confirmed that the UfM Framework provides the necessary political and multilateral approach for an agreement on the regional network.

The holding of a Mediterranean Ministerial Seminar at the TEN-T Days in Ljubljana in April 2018 is an encouraging sign to support the extension of the TEN-T to the Mediterranean region.

At the Senior Officials Meeting in December 2019, an explanatory note on the validation process of TMN-T indicative maps was shared (Annex 3).

In view of the importance of the cross-Mediterranean network map when planning and implementing the priority sections of this network as a first step, and with a view to ultimately achieving an

¹⁰⁷ TEN-T Days: *Trans-European Transport Network*.

integrated transport network in the region, it is necessary to strengthen the procedures for validating the map and to present the results to the next Ministerial Conference.

The TMN-T draft map: Regional success of the 2014-2020 RTAP and a strategic vision for South-South regional connection

A draft indicative regional map of TMN-T, accompanied by a regional database and a set of reliable geographical locations for the Mediterranean region, was obtained from data received from the Ministries of Transport of the Southern Neighbourhood Countries. The commitment, dialogue and ongoing efforts by these countries to share technical information and find solutions from a regional perspective confirm a common commitment to connecting transport networks.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- The main difficulties concern the progress of the validation process of the Trans-Mediterranean Network Map (TMN-T). These difficulties remain of a political nature, hence the need for a necessary political and multilateral approach for an agreement on the regional network.

Suggestions for the future 2021-2027

In the next Action Plan:

- *2020/2021*: Continue consultations with a view to finalising the validation process of the indicative TMN-T map through the agreement of the Southern Neighbourhood Countries in the Southern Neighbourhood and the connection with the TEN-T, by including the indicative TMN-T maps in Regulation (EU) No 1315/2013 on the Union guidelines for the development of the TEN-T. The extension of the TEN-T to the Southern Neighbourhood will confirm the coherence of the approach to the development and interoperability of transport links, not only within the EU, but also between the EU and the Western Balkans, as has already been the Eastern Partnership with the Eastern Neighbourhood.
- *2020-2027*: Support priority transport infrastructure projects located on TMN-T.

Action 20: Financing

To support the implementation and management of the entire life-cycle (identification, assessment, labelling, financing, implementation, monitoring) of the priority projects of the TMN-T, it is important to strengthen the search for all potentially interested promoters and to mobilise, in a coordinated manner, all of the available funds, including EU instruments and support provided by the European Investment Bank and other European and international financial institutions.

The Union for the Mediterranean will assure its role of catalyser of funding, together with all the European and International Financial Institutions, in order to propose the most relevant financing strategies in relation to the TMN-T projects. This could include the assessment of the projects through a multi-criteria analysis and their presentation to the SOM for labelling.

The connection between the TMN-T and the TEN-T will be highlighted in particular by the promotion of Motorways of the Sea projects and the possible mobilisation of the TEN-T financial instrument, namely the Connecting Europe Facility, in addition to and in complementarity with the other available funds.

According to its mandate to search for financial partners and promoters, the UfMS will set up a network of the relevant stakeholders involved in the implementation of the future TMN-T projects including the connection to the TEN-T.

The South-South and South-North Memoranda of Understanding, similar to those concluded between Tunisia/France and Jordan/Italy, should be also encouraged to support the implementation of projects of Motorways of the sea.

As requested by the UfM Transport Ministers in November 2013, a Conference took place in December 2014 in Italy (Ports of Rome/Civitavecchia) in order to involve all potential financial partners. It constituted a first step in the process of dialogue leading to the identification of concrete actions in the field of financing transport projects.

Results

With the aim of mobilising the necessary funds to implement the network and search for partners and financial promoters, the UfM Secretariat set up a network of stakeholders involved in implementing future TMN-T projects, including the TEN-T connection. The first meeting was held in Barcelona in June 2019.

In addition, and with reference to the Ministerial Declaration of the Conference of Ministers of Transport of the UfM in November 2013, a conference took place in December 2014 in Italy (Civitavecchia) that involved all potential financial partners. It was a first step in the dialogue process leading to the identification of concrete actions in the field of financing transport projects.

In January 2014, the European Commission and the European Investment Bank set up a transport advisory programme for three years (SNAP-T programme) to provide technical assistance and financial advice, in particular for projects on the trans-Mediterranean networks (“TMN-T”). This SNAP-T programme provided technical advice for 20 projects in 7 countries, mainly through outsourced advisory services. These projects are expected to result in a capital investment of up to EUR 8.1 billion¹⁰⁸.

Of the projects benefitting from this assistance, two projects, a section of road R15/R65 (OJ) and A4-Bizerte Link (TN) were funded and implemented with a third project, RN8 (MA), which is expected to start soon to be implemented. In addition, five other projects are fully covered and financed for imminent procurement. Two of them are expected to be completed by the end of 2017, two in 2018 and one in 2019¹⁰⁹.

The EIB has taken steps to ensure that sufficient resources are available to ensure that all ongoing technical assistance projects are successfully advanced. The programme provided approximately EUR 23 million in advice for technical assistance projects.

¹⁰⁸ Final report SNAP-T, EIB 2016.

¹⁰⁹ Final report SNAP-T, EIB 2016.

It should be noted that the meetings of the SNAP-T project were also open to other IFIs and allowed for coordination.

The Connecting Europe Facility (CEF), an internal EU fund supporting the completion of the TEN-T, supported projects on TEN-T links (such as TMN-T). This is the case for the Motorways of the Sea Corridors project, which tested the possibility of connecting farmers in the Eastern Mediterranean (Israel, Egypt and Jordan) to the Northern European markets by means of a multimodal journey where controlled temperature containers would be transferred to rail in France, Italy or Slovenia.

Neighbourhood Investment Facility/Platform (NIF/NIP)

Officially launched in 2008 as the Neighbourhood Investment Facility, the Neighbourhood Investment Platform is a mechanism to mobilise additional funds to finance capital intensive infrastructure projects in the EU's partner countries covered by the European Neighbourhood Policy (ENP). Transport and energy connectivity is identified as priority areas for NIF. After 2013, the NIF strategic orientation for 2014-2020 directly refers to TMN-T as a key investment priority. The current guidelines that the European Commission provides to International Financial Institutions (IFIs) also refer to the draft TMN-T map as a first priority test for the transport project they wish to present.

The transport projects financed by the NIF/NIP since 2008 are:

- Alexandria Public Transport Project (2011),
- Cairo line 3, phase 3 (2011-2014),
- Rabat Tram (2008-2009),
- National programme for the construction of rural roads in Morocco (2008),
- High-speed rail network in Tunis (2009-2010),
- Renovation of transport nodes and mobility links in Tunis city centre instead of Barcelona (2016),
- SNAP-T (2013),
- Renovation of the Raml Tram in Alexandria (2017),
- Lebanon Road Rehabilitation Programme (under review),
- The Nador West Med railway link (under examination).

In total, 10 projects, or EUR 132 million in EU support, add up to a total investment of EUR 4.8 billion. External Investment Plan.

The **External Investment Plan (EIP)** is a new EU initiative launched in 2017. This instrument aims to attract more investment, in particular from businesses and private investors, in countries close to the EU (EU neighbourhood countries) and in Africa. The EIP has a connectivity section, but most of the proposals concern the energy sector.

In 2020, as part of the EU External Investment Plan, the European Commission is preparing a financial guarantee facility called the "Municipal, Infrastructure and Industry Resilience Programme" together with the European Bank for Reconstruction and Development (EBRD). This programme will have a sustainable logistics component and interconnection guarantees, which will receive up to EUR 75

million in the form of EU guarantees to be used in projects in the EU's Eastern and Southern Neighbourhood. The projects eligible under this instrument promote green logistics and improve interconnectivity.

Coordination with International Financial Institutions (IFIs)

In addition to the European Investment Bank (EIB), as the EU Bank with the main mandate to contribute to completing the external dimension of the TEN-T, IFIs were invited to the meetings of the Euro-Mediterranean Transport Forum.

At UfM level, a special UfM Transport Finance Committee was launched on 13 June 2019 to provide an overview of the UfM's progress in implementing regional projects labelled by the UfM and started to prepare a list of transport projects that improve regional convergence in transport connectivity, in consultation and cooperation with UfM Member States. This was done in the framework of the new Action Plan. The representatives of the European Investment Bank attended the first meeting and presented the Bank's current and future financial instruments as well as its strategies and thematic priorities to support investment projects in transport infrastructure for Euro-Mediterranean region countries.

Financing of TMN-T: The 2014 Rome/Civitavecchia Conference: an important step in identifying concrete actions for the financing of priority TMN-T projects.

With reference to the Declaration of the Conference of Ministers of Transport of the UfM in November 2013, a conference took place in December 2014 in Italy (Civitavecchia) that involved all potential financial partners. It was a first step in the dialogue process to identify concrete actions to finance transport projects. In addition, the UfM Secretariat has set up a network of stakeholders (IFIs and donors) engaged in transport infrastructure investments in the region.

Several other instruments are available and offered by the European Commission and EIB This includes the SNAP-T consultancy programme, launched in January 2014 for three years, which enabled technical advice for 20 projects in 7 countries. These projects are expected to result in a capital investment of up to EUR 8.1 billion.

Problems encountered and outstanding issues

The difficulties encountered can be summarised as follows:

- The EU's financial instruments exist and have focused on the eligibility of projects on TMN-T. However, these tools have been little used for regional projects and the validation of the TMN-T card is still pending.

Suggestions for the future 2021-2027

In the next Action Plan:

- Continue the work of the UfM Committee on Transport Finance to provide an overview of the financial instruments made available by the International Financial Institutions (IFIs) for existing and new projects bearing the UfM Transport Label.

- The validation of the TMN-T card, as a legal and political basis for joint programming, should strengthen the coordinated mobilisation of the financial partners' instruments for the implementation of priority projects.

Action 21: Technical instruments

At the TMN-T level, the description and the follow-up of the transport system must be supported by a common database, a Geographical Information System as well as forecasting models and definition of scenarios for the future. If relevant for the Mediterranean Partners, the experience of TEN-T through the TENtec tool may also be made available.

The work of the group of Euro-Mediterranean experts established within the previous RTAP 2007-2013 (known as "action 18 Group") will be pursued in accordance with the line defined by the EuroMed Transport Forum.

Results

At the meetings on establishing the Trans-Mediterranean Transport Network map (TMN-T), the Transport Forum and the Working Group on Network and Land Transport used the statistics provided by the representatives of the Southern Neighbourhood Countries and drew on the TEN-T approach and guidelines (Regulation (EU) No 1315/2013 and the TEN-TEC tool.

Suggestions for the future 2021-2027

In the next Action Plan:

- Resume and finalise the work of the Euro-Mediterranean Expert Group set up under the previous 2007-2013 RTAP (known as Action Group 18) to ensure the relevant follow-up.

Action 22: Development of logistics

In order to set up an integrated multimodal Euro-Mediterranean transport network, the logistics performance in the region must be improved through:

- Strengthening the Euro-Mediterranean network of logistics platforms priority by the techno-economic studies of the new regional platforms.
- Support to the identification of global logistics solutions for an optimal control of the North-South and South-South flows.
- The implementation of a programme for upgrading logistics providers of the Mediterranean partners countries on the southern shore of the Mediterranean and promoting partnership between the North-South and South-South actors.

Results

The logistics sector represents important and multiple challenges for the countries of the Euro-Mediterranean region in terms of trade development, economic competitiveness, growth and

sustainable development. The RTAP provides the appropriate framework for strengthening regional cooperation through a set of specific actions which could focus on improving the logistical performance of the countries of the region, adapting logistical infrastructure to needs, better organising logistics professions and developing skills, strengthening coordination and complementarity at regional level, and developing multimodal transport.

Through the FEMIP instrument, the European Investment Bank (EIB) has launched the LOGISMED initiative and the “A Euro-Mediterranean network of logistic platforms” study to establish a Euro-Mediterranean network of logistic platforms covering all Southern Neighbourhood Countries (the LOGISMED network). This initiative is part of the objective of integration in the region and the creation of a free trade area. This initiative made it possible to carry out feasibility studies of certain logistic platforms. “LOGISMED Soft” is the second component of the LOGISMED initiative, which complements “LOGISMED Hard”. It involves creating a regional coordination and cooperation network, training activities and performance monitoring activities by establishing regional transport and logistics observatories. LOGISMED TA is part of this second component of the LOGISMED initiative. Its objective is to improve training and capacity building activities through six activities (tasks) for five countries (Algeria, Egypt, Jordan, Morocco and Tunisia). These tasks are:

- Task 1.1: supporting the strengthening of national logistics associations (NLAs),
- Task 1.2: developing an awareness plan for the administration,
- Task 1.3: developing quality standards for undergraduate studies,
- Task 1.4: promoting the certification of ELA (European Logistics Association) among logistics professionals,
- Task 1.5: “Training the Trainers” programme, and
- Task 1.6: establishing a main team of qualified operational staff.

Action 22 of the RTAP is therefore structured around three axes which together would enable the establishment of an integrated Euro-Mediterranean multimodal transport network and improve logistical performance in the region. The first priority concerns developing the network of logistic platforms, while the second and third axis concern the soft aspects of implementing global logistics solutions and upgrading logistics service providers.

In terms of results, establishing new logistics platforms is progressing at a very slow pace, and in some countries no progress is being made at all. That being said, progress has been made on the second and third points and in particular on the implementation of a programme to upgrade logistics service providers through LOGISMED TA. Indeed, the second point of the action is based on collaboration and cooperation between stakeholders, the exchange of information and the sharing of experience among EU countries. The third point can be achieved by planning the training of those responsible for the management of logistics platforms and logistics as a whole.

At LOGISMED TA level, the implementation of these tasks resulted in the following results:

In terms of supporting the strengthening of national logistics associations “NLA”, the concept of an “NLA” as an association of private companies involved in the supply chain and that implement of quality standards and promote training and logistical knowledge as understood in Europe still does

not exist in the Southern Neighbourhood Countries. In addition, the development of logistics in the targeted countries differs from European standards. Existing associations mainly deal with transport issues. The organisations and entities, selected at country level, were contacted in order to identify their understanding and to cooperate with them in improving knowledge and training in logistics. Needs differed from one country to another. In some cases, the consultants were asked to provide technical assistance on the steps to be taken by the association to become training centres or approved certification centres. In other cases (Morocco and Jordan), technical assistance was provided through a direct discussion with the Spanish National Logistics Association, one of the founders of the European Logistics Association (ELA).

Regarding the preparation of an awareness plan for the Administration, two seminars were organised in all countries except Tunisia, where it was not possible to agree on a subject and a timetable for a second seminar with the promoter. The seminars focused on “International logistics trends” and “Design, development and management of logistic platforms”.

For the promotion of ELA certification among logistics professionals, ELA courses accounted for a very significant part of the project. The aim was to train 75 candidates per country, or 375 in total, to reach 300 qualifications. 371 people attended the courses, 232 of them obtained the full ELog certificate and 110 obtained a certificate for one, two or three modules.

With regard to the Trainers’ Training Programme, task 1.5 was designed to have a minimum number of trained professionals in each country who would then actively participate in the training of trainers. The aim was to train 10 candidates in each country, representing a total of 50 candidates. The total number of trained persons reached 108 people.

The task of setting up a first main team of qualified operational staff (task 1.6) was initially planned in order to provide basic training for the new logistics platforms developed under the LOGISMED project. Due to the very slow progress in the creation of logistics platforms throughout the region, the task has been redirected to staff working or willing to work in storage facilities. The aim was to train 100 people in four groups per country, representing a total of 500 people. The final participation was decided at 463.

In conclusion, the project delivered most of the expected results on which future training and networking activities could be based. The project fostered the development of associations and promoted European logistical standards. The bases for a higher level of ELA certification have been launched through the ELA.

For the public sector, the seminars organised have helped to raise awareness of the multidimensional aspects of logistics. The “Guide to the Design and Implementation of Logistics Platforms”, drawn up by CETMO, is now a reference that can be used in future. The participation of experts from different countries has supported and will continue to support knowledge transfer, regional networking and the promotion of innovative initiatives. In addition, interaction with universities has made it possible to disseminate tools to introduce new bachelor’s degrees in logistics, building on the experience of European universities. The inclusion of blue-collar courses was an interesting aspect of the LOGISMED initiative. The participants benefited from these training courses.

At country level, the results are as follows:

Algeria: Public authorities are working on developing the logistics sector and on ways to improve logistics performance and optimise supply chains. They have prepared a guide on efficient logistics.

As part of the LOGISMED TA activities, a “think tank”, which was promoted by Logitrans¹¹⁰, was set up and included members of the board of directors of the employers’ association, the main players in transport, maritime services, air transport companies and warehouse operators, both public and private. The main objective of this group was to discuss the possibilities of creating a national logistics association. Project experts participated in some meetings of this think-tank. In June 2018, the participating partners agreed on the creation of such an association.

Regarding the development of quality standards for undergraduate studies, the two selected universities, Blida and Enst, have modified or designed bachelor’s programmes in logistics. Blida has already submitted its proposal to the Ministry of Education, Enst prepared the proposal but left it open, in order to present it at the same time as other proposals for levels of training that it wishes to create or modify.

To promote ELA certification, 80 participants attended the courses. 56 obtained the EJLog certificate and 21 obtained a partial certificate. Regarding the training of trainers, 18 participants from universities, the private sector, ports and professional associations attended the courses. Certificates were only issued to those who attended all sessions (only 10 participants). For Task 1.6, the courses involved 62 participants divided into four groups. The expected number of participants was 96, but for different reasons many confirmed candidates did not apply.

Egypt: The partner identified for task 1.1 of LOGISMED TA was EIFFA¹¹¹, the freight forwarders association, an entity that has developed remarkable professional training activities. EIFFA is a reference among Arab transit associations. It plays an important role in the International Federation of Freight Forwarders’ Associations (FIATA). EIFFA has started to integrate logistics into its training programmes and could become the nucleus of a wider logistics association, integrating industrial logistics and urban distribution in the near future.

Regarding the development of quality standards for undergraduate studies, two universities were selected, the Nile University and the Arab Academy for Science and Technology. The Nile University is willing to develop a Bachelor’s degree in logistics and the Arab Academy has a lot of experience in this field. The Nile University has made progress towards obtaining a bachelor’s degree in logistics. The Arab Academy also collaborated with LOGISMED TA in the training activities of warehouse operators (Task 1.6) in Egypt.

To promote ELA certification, 94 participants attended the courses. 39 obtained the EJLog certificate and 46 obtained a partial certificate. At the level of training of trainers, 24 participants took part in the course. Although the number of participants was increased to 24, not all candidates could be accepted. For task 1.6, 161 people, divided into five groups, attended the courses.

Jordan: The main partner identified for task 1.1 of LOGISMED TA was the Jordanian Logistics Association (JLA). Although mainly made up of freight forwarders, it aims to broaden its membership to other logistics professionals. JLA was selected by the Government of Jordan to chair the logistics sector as part of the National Sector Qualifications Creation Plan. In the framework of LOGISMED TA,

¹¹⁰ Logitrans: Freight Transport and Logistics Group.

¹¹¹ EIFFA: Egyptian International Freight Forwarding Association.

an exchange was organised with the Spanish Logistics Association to help JLA move closer to ELA standards and contribute to the creation of a genuine national association. Concerning the development of quality standards for undergraduate studies, two universities were selected: German Jordanian University and Al Bayt University. Al Bayt University took part in the first meetings, but then expressed no interest in developing a logistics course attested by a diploma in collaboration with the programme. Work has therefore continued only with the German Jordanian University, which actively collaborated in the training of trainers. For the promotion of ELA certification, 58 participants attended the courses. 39 obtained the EJLog certificate and 14 obtained a partial certificate.

As regards the training of trainers, 18 candidates took part in these courses, which were provided by professors from the German Jordanian University of Amman. For task 1.6, 46 participants joined the training sessions in two groups. The number of participants was limited as logistical activities in Jordan are not significant and only split between two sites, Aqaba and Amman. As Amman's participants could not travel to Aqaba, the courses were limited to Aqaba participants.

Morocco: Under "LOGISMED TA", the partner identified for task 1.1 was the Moroccan Logistics Development Agency (AMDAL), a public institution willing to become the main facilitator of logistics development in Morocco. There are specialised organisations for freight forwarders and carriers. This task was subsequently accelerated with the addition of GIAC TRANSLOG¹¹² as a partner. AMDAL encourages GIAC TRANSLOG to become the national certification centre of ELA in Morocco, as well as a certified training centre. GIAC TRANSLOG is a private association supported by public institutions. The objective of this entity is to promote training and improve transport and logistics know-how.

Regarding the development of quality standards for undergraduate studies, the university selection process has therefore been postponed and delayed several times. In September 2018, a further attempt was made to find a solution. In the meantime, the Moroccan government carried out a sector study on logistics training at different levels in Morocco, one of the objectives of which was to develop the AST (Analysis of Work Situations) which were used to set up quality training programs that meet the needs of the labor market in Morocco. This objective is partly in line with that of the action relating to the development of quality standards for undergraduate university license training. To this end, the focal point considered that the LOGISMED project could be put to good use by sharing the results of a benchmark of European practices in terms of improving professional licenses during the workshop for the restitution of the results of the said sectoral study and in the presence of all the entities concerned by logistics training in Morocco. This event actually took place in Rabat on October 11, 2018.

In order to promote ELA certification, 73 participants attended the courses. 42 obtained the EJLog certificate and 25 obtained a partial certificate. Regarding the training of trainers, 23 candidates attended the course. High-level participants came from professional associations as well as from the public and private sectors. For Task 1.6, 94 participants in four groups followed the courses organised in collaboration with GIAC TRANSLOG. All courses included a visit to some storage facilities in the region.

¹¹² GIAC TRANSLOG: Non-profit association: Inter-professional Transport and Logistics Advisory Group.

Tunisia received technical support under the LOGISMED initiative, which covered the financing of a technical and economic feasibility study to create a logistics platform in Zaghouan (the initiative's first flagship project).

As part of the activities of LOGISMED TA, the diagnostic phase has not identified any potential partners that could become a fully-fledged national logistics association in the country. With the support of the Ministry of Transport, LOGISMED facilitated the emergence of the Tunisian Logistics Association (TLA) in the first phase. However, as the consolidation of the TLA was too slow compared to the project schedule, the consultant joined ATLOG, which is also a newcomer and an association based entirely in the private sector. ATLOG proved to be a more responsive partner than TLA and was therefore chosen to implement most training activities. At the end of the project, there were many logistical associations in the country. Other entities (ASLOG, UTICA, IMFMM, etc.) also wish to be considered national certification centres (ELA — NCC¹¹³). However, none of them has been properly qualified or fully cooperative.

Concerning the development of quality standards for undergraduate studies, several contacts have been established with two universities in Sousse and Sfax. Exchanges have been intense and a series of recommendations have been made in agreement with these universities. In recent months, the Mediterranean Institute for Training in Maritime Professions (l'institut méditerranéen de formation aux métiers maritimes, IMFMM) has participated in the exchanges. Although the IMFMM only provides vocational training, the focal point insisted on its inclusion in the group, as there is an interest in IMFMM becoming a key player in vocational training in logistics and transport. An action plan has been developed in collaboration with the three institutions mentioned above.

To promote ELA certification, 66 participants attended the courses. 56 obtained the EJLog certificate and 4 obtained a partial certificate. Regarding the training of trainers, 25 participants attended the course. For task 1.6, 100 participants attended the courses in four groups.

Tunisia considers that it is still necessary to raise awareness, in particular as regards the outsourcing of logistical activities and the sharing of experience between the beneficiary countries.

LOGISMED TA: Success towards the ultimate goal of establishing a priority network of logistics and regional integration platforms

The LOGISMED TA project has produced most of the expected results on which future training and networking activities could be based. In addition, it developed associations and promoted European logistical standards. The foundations for a higher level of ELA certification have been laid down through ELA.

In addition, the "Guide to the Design and Implementation of Logistics Platforms", drawn up by CETMO, is now a reference that can be used in the future.

Problems encountered and outstanding issues

¹¹³ ELA-NCC: *European Logistics Association-National Certification Centre.*

The difficulties encountered can be summarised as follows:

- There is a disparity between the large number of ongoing or study logistics platform projects and the small number of logistic platforms that are operational in the Southern Neighbourhood Countries. This gap reflects the problems associated with implementing logistic platform projects but offers the possibility for the countries in question to have efficient logistics sectors in a few years' time.
- The outsourcing rate is low and should be increased in order to improve the professionalisation of the sector as opposed to European retail chains, which often outsource their logistics. This benefit both the logistics industry and the retail chains.
- There is insufficient coordination between the many stakeholders.
- Some countries, facing difficulties in implementing a network of logistic platforms, would prefer the first step to be the creation of a network to exchange logistics knowledge. This network would have a lighter structure than the original proposal. In this respect, the network of experts of the WGTMO 5 + 5 was cited as an example.

The difficulties in implementing the LOGISMED TA project are:

- Regarding the implementation of Task 1.3, difficulties were encountered during the university visits due to the different expectations of the selected institutions. Some institutions more interested in IT equipment and not in technical assistance. In addition, public universities required cumbersome and lengthy formalities (e.g. the signature of a memorandum of understanding between the university and the EIB). Furthermore, contact points in transport ministries for all countries impeded access to universities, which are usually under the supervision of other ministries (e.g. the Ministry of Higher Education).
- Regarding the launch of training activities, it has proved difficult to sign cooperation agreements with certain beneficiary countries due to administrative obstacles, leading to delays in the signing of some of these agreements. In addition, there were long delays to the selection of the consortium of consultants in charge of carrying out training activities. Two main reasons are the time needed to draft and approve the terms of reference with all relevant stakeholders and the unsuccessful declaration of the first call due to lack of interest from service providers (a new call for tenders with slightly different requirements was launched three months later). These two difficulties and the delays that they incurred led the EIB to request an 18-month extension to the Delegation Agreement with the European Commission. This extension was decided in July 2016.
- There are different degrees of maturity of the logistics sector in the beneficiary countries and a significant gap in the training available. Due to this situation, training activities should be tailored to each country. Similarly, and given the current development of logistics platforms, which varies considerably, in the beneficiary countries it has been decided to implement the training tasks related to logistics platforms (T 1.5 and T 1.6) where the logistics sector is more developed and is not associated with a specific logistics platform.
- The organisation of all courses was complex, in particular ELA courses (Task 1.4), as they included examinations and the issuing of certificates.

Suggestions for the future 2021-2027

In the next Action Plan:

- Provide for the continuation of this action on the development of logistics in the 2021-2027 RTAP. It must concern all partner countries, be based on the above evaluation and implement the priority logistic platforms of the Trans-Mediterranean Transport Network, improving logistics performance and coordination at regional level and capacity building.
- Support the Southern Neighbourhood Countries, which already have a strategy and action plan in the field of logistics, education and the effective implementation of logistics platforms. For countries that consider it too early to network logistic platforms, support these countries in the evaluation and development of strategies and a plan to establish logistic platforms within the Trans-Mediterranean transport network. Identify the necessary resources and provide them with the necessary assistance.
- Develop information collection and exchange and continue activities related to the LOGISMED Observatory.
- Continue training and capacity building activities according to the specific needs of countries. In particular, capacity building in the digitalisation of supply chains and the creation of third-party logistics and fourth party logistics service providers should be considered.

Action 23: Extension of TMN-T

The EuroMed Transport Forum will explore the extension of the TMN-T towards Africa (as a link to Europe) and the Arabian Peninsula as well as Asia. The results of this work will be submitted to the UfM Transport Ministerial Conference.

Results

The failure to validate the TMN-T network map so far has not led to any progress in implementing this action. The prospect of extending the policy of the Mediterranean Transport Network towards Africa (as a link to Europe) and Asia should be presented at the next UfM Ministerial Conference on Transport.

However, it is worth noting the “Europe — Africa Alliance” initiative for investment and sustainable employment launched in 2019. Four working groups have been set up (Transport, Digital, Energy and Agriculture) to deepen cooperation and propose a series of concrete recommendations. For the Transport Sector Working Group, three Tasks Forces have been set up, namely Connectivity, Road Safety and Civil Aviation. The activities of this working group were presented at a meeting at the International Transport Forum in May 2019 in Leipzig, Germany. The results and recommendations could serve as a basis for the future extension of the TMN-T network.

Suggestions for the future 2021-2027

In the next Action Plan:

- Take this action in the next RTAP with the prospect of extending the TMN-T network, which should be developed in the context of the EU connectivity strategy. Cooperate with relevant third countries to link their transport networks with the TEN-T network (and its external dimension), to increase sustainable and interoperable connectivity and mobility and to ensure greater harmonisation of their legal and technical infrastructure requirements with the EU.

VI - Performance indicators

RTAP 2014 – 2020: Outcomes and Key Performance Indicators (Overall Regional Integration)				
Outcomes	Indicators	Baseline 2014	Situation 2019/2020	Sources of verification
ACTION 1: THE EFFICIENCY AND TRANSPARENCY OF PORTS				
Countries are in position to better facilitate the international trade of goods	Improvements in			World Bank index on the ease of doing business
	• time saving		-58 %	
	• cost savings		-35%	
	• bureaucratic procedures		-49%	
	Liner shipping connectivity index	30,74	36,64	UNCTADstat - United Nations Conference on Trade and Development ¹¹⁴
ACTION 2: MARITIME SAFETY				
Countries are in position to better ensure maritime safety	Countries able to cover the (entire) coastline with an AIS network	0	3 (Jordan, Morocco, Tunisia)	Ministries of Transport
Countries are in position to better ensure maritime safety	Countries with agreements to share AIS data	0	3 (Jordan, Morocco, Tunisia)	

¹¹⁴ <https://unctadstat.unctad.org/wds/TableViewer/tableView.aspx?ReportId=92>

RTAP 2014 – 2020: Outcomes and Key Performance Indicators (Overall Regional Integration)				
Outcomes	Indicators	Baseline 2014	Situation 2019/2020	Sources of verification
ACTION 3: MARITIME SECURITY				
Countries are in position to better ensure maritime security	Number of audit reports with ISPS-related deficiencies detected by state port controls / number of controls	273/515 =0.53	219/508 =0.43	International Maritime Organisation
ACTION 4: MARINE ENVIRONMENT				
Countries have better tools at their disposal to protect the marine environment	Number of countries that ratified MARPOL Annex VI	0	3 (Jordan, Morocco, Tunisia)	Depositary Notifications / Ministries with maritime competence
ACTION 5: TRAINING, CERTIFICATION AND PROMOTION OF SEAFARERS				
Countries offer seafarers better training and working conditions	Number of countries which have ratified the Maritime Labour Convention 2006 (MLC)	1	5 (Algeria, Jordan, Lebanon, Morocco, Tunisia)	NORMLEX (International Labour Organization) ¹¹⁵
ACTION 6: MOTORWAYS OF THE SEA (MOS)				
EuroMed countries are better connected between themselves as well as Europe	Number of Motorways of the Sea (MoS) projects operational	8	17	List at the end of the document

¹¹⁵ Information System on International Labour Standards.

RTAP 2014 – 2020: Outcomes and Key Performance Indicators (Overall Regional Integration)				
Outcomes	Indicators	Baseline 2014	Situation 2019/2020	Sources of verification
ACTION 7: PASSENGER RIGHTS IN MARITIME TRANSPORT				
Countries are in position to offer an improved travelling experience by sea	Number of countries adhered to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea (PAL)	2 (Egypt, Jordan, Libya)	2 (Egypt, Jordan, Libya)	United Nations Treaty Collection (UNTC) ¹¹⁶
ACTION 8: EFFICIENT LAND TRANSPORT SYSTEMS / ACTION 9: INTERNATIONAL LAND TRANSPORT HAULAGE				
Countries use international standards in the land transport sector	Number of partner countries that adhere to main UN road transport agreements	35	38 (2018, TIR, Palestine / 2019, Vienna Convention 1968, Palestine / 2020, Vienna Agreement 1997, Tunisia)	UNECE Depository Notifications
	Number of country experts attended to UNECE events	9	150	UNECE attendants' list & ETSP reports
ACTION 10: ROAD SAFETY				
Countries offer a safer transport environment to their users	Number of road fatalities per year (regional aggregate)	23.534 ¹¹⁷	22.792 (-3%) ¹¹⁸	WHO (Global status report on road safety 2015 / 2018) ¹¹⁹

¹¹⁶ <https://treaties.un.org/Pages/showDetails.aspx?objid=08000002800cddb3>

¹¹⁷ WHO estimate.

¹¹⁸ WHO estimate.

¹¹⁹ The WHO Global status report on road safety 2015 includes data of the year 2013, while the WHO Global status report on road safety 2018 includes data of the year 2016.

RTAP 2014 – 2020: Outcomes and Key Performance Indicators (Overall Regional Integration)				
Outcomes	Indicators	Baseline 2014	Situation 2019/2020	Sources of verification
ACTION 11: URBAN TRANSPORT				
Countries/cities are in better position to offer better urban mobility conditions to their citizens	Number of countries with a National Urban Mobility Policy	none	2 (Morocco, Tunisia)	Ministries of Transport / Ministries of Interior
	Number of cities with developed/under development SUMP	12	26	Ministries of Transport / Ministries of Interior
ACTION 12: SAFETY AND INTEROPERABILITY IN THE RAILWAY SECTOR				
Countries are in a better position to ensure rail safety	Countries Implementing SMS	none	4 (Israel, Morocco, Egypt, Algeria)	Countries
Cross-border rail traffic is facilitated among countries	Member Countries in COTIF	3	3 states (Tunisia, Algeria and Morocco)	OTIF Jordan is an associated member, Lebanon has suspended membership
Countries are in position to better ensure rail safety	Number of countries with an independent Accident Investigation Body	none	1 (Tunisia)	Countries
ACTION 13: PASSENGER RIGHTS IN LAND TRANSPORT				
Countries offer increased protection of land transport passenger rights	Countries have national passenger rights legislation for land transport	0	0	Countries

RTAP 2014 – 2020: Outcomes and Key Performance Indicators (Overall Regional Integration)				
Outcomes	Indicators	Baseline 2014	Situation 2019/2020	Sources of verification
ACTION 14: CIVIL AVIATION: OPEN THE AIR TRANSPORT MARKET				
Countries make progress towards regulatory convergence and a more open market	Number of Euro Mediterranean (Open Skies) Agreements signed	3 (Israel, Jordan, Morocco)	3 (Israel, Jordan, Morocco)	Ministries with relevant competence
ACTION 15: A SAFER AND MORE SECURE AIR TRANSPORT				
Countries progress towards safer practices in aviation	% of effective implementation of ICAO Universal Safety Oversight Audit Programme (USOAP)	70.99%	66.11%	ICAO CMA iSTARS database See table
	Countries that meet the global USOAP target of 60% effective implementation of the State Safety Oversight system	4	4	
ACTION 16: AIR TRAFFIC MANAGEMENT				
Countries are in a better position to ensure efficient air traffic management	Number of States that meet the ICAO target of 100% PBN implementation			

RTAP 2014 – 2020: Outcomes and Key Performance Indicators (Overall Regional Integration)				
Outcomes	Indicators	Baseline 2014	Situation 2019/2020	Sources of verification
ACTION 17: PASSENGER RIGHTS IN AIR TRANSPORT				
Countries better protect the passenger's rights in air transport	Number of countries that have updated air passenger rights legislation	NA	3 (Tunisia 2018, Algeria 2016, Morocco 2016, Jordan 2020 + Lebanon, ongoing, Palestine, ongoing)	
ACTION 18: IMPLEMENTATION OF GNSS AVIATION				
Countries are progressing towards better collaboration with regard to GNSS	Number of EuroMed countries officially requesting to participate in the negotiation of their agreement with the EU on GNSS implementation	0	6 (Algeria, Israel, Jordan, Lebanon, Libya, Tunisia)	
ACTION 19: TRANS-MEDITERRANEAN TRANSPORT NETWORK (TMN-T) AND ITS CONNECTION WITH THE TRANS-EUROPEAN TRANSPORT NETWORK (TEN-T)				
Countries have a joint regional plan to coordinate transport investments	A Trans-Mediterranean Transport Map has been approved	NA	Draft proposed in 2016 Validation ongoing	
	The TMN-T has been integrated into the TEN-T	NA	Pending	

RTAP 2014 – 2020: Outcomes and Key Performance Indicators (Overall Regional Integration)

Outcomes	Indicators	Baseline 2014	Situation 2019/2020	Sources of verification
ACTION 20: FINANCING				
Identification and support to regional projects has been improved	A framework is set up to support regional transport projects		UfM IFIs Working Group Civitavecchia conference	
ACTION 22: DEVELOPMENT OF LOGISTICS				
Countries offer a friendlier logistics environment to transport operators	Logistics Performance Index (World Bank)	Average overall LPI score: 2.73 Average overall LPI rank: 85	Average overall LPI score: 2.84 Average overall LPI rank: 77	World Bank

Supporting table for Indicator “Liner shipping connectivity index” of Action 1: The Efficiency and Transparency of Ports

	Q1 2013	Q2 2013	Q3 2013	Q4 2013	Q1 2019	Q2 2019	Q3 2019	Q4 2019
Algeria	11,43523	11,85478	12,28164	9,960692	11,50596	11,8708	12,50073	12,58893
Egypt	51,99002	52,79536	53,90557	54,01796	63,55623	63,9692	60,56057	61,16411
Israel	30,93034	31,29468	30,69469	29,98734	38,431	40,97838	40,44878	41,31454
Jordan	20,15002	20,17574	19,84928	19,85804	34,15694	33,52343	33,52335	33,34134
Lebanon	34,55585	35,09408	35,36169	35,10659	41,8026	36,21979	36,39105	43,18278
Morocco	51,34343	51,82351	55,95847	56,44686	61,80822	60,01936	62,63256	62,02515
Tunisia	12,1463	10,8602	10,06372	10,83548	7,113548	7,181974	6,839009	7,180639

Supporting table for the indicator of Action 3: Maritime Security

2014	Total	No deficiencies	Deficiencies	Detained
Algeria	268	209	59	3
Egypt	1650	675	975	108
Israel	181	17	164	7
Jordan	356	247	109	5
Lebanon	518	80	438	1
Morocco	530	385	145	1
Palestine	N/A	N/A	N/A	N/A
Tunisia	99	81	18	1
Average	515	242	273	18

2019	Total	No deficiencies	Deficiencies	Detained
Algeria	380	285	95	1
Egypt	913	618	295	9
Israel	305	70	235	1
Jordan	496	323	173	8
Lebanon	526	87	439	3
Morocco	659	498	161	0
Palestine	N/A	N/A	N/A	N/A
Tunisia	278	144	134	13
Average	508	289	219	5

Supporting table for the Indicator of Action 6: Motorways Of The Sea (MOS)

Algeria	1. Bejaia to Marseille and Barcelona 2. Oran to Alicante
Egypt	3. Alexandria to Trieste and Koper 4. Livorno to Alexandria 5. Damietta to Koper (in preparation)
Israel	6. Haifa to Marseille 7. Haifa to Trieste
Jordan	8. Aqaba to Genoa 9. Aqaba to Nuweiba (Egypt) 10. Aqaba-Alexandria-Zarzis-Marseille-Tanger Med (in preparation)
Lebanon	11. KSG sailing route: Beirut (Lebanon) to Castellon (Spain) and Marseille (France)
Morocco	12. Agadir to Vendres (France)
Palestine	13. Gaza Fishing Port to Port Said or Al Arish (Egypt)
Tunisia	14. La Goulette to Marseille (passengers and cars) 15. La Goulette to Genoa (passengers and cars) 16. Rades to Marseille (trailers and containers) 17. Rades to Genoa (trailers and containers)

Supporting table for the Indicator 2 of Action 11: Urban Transport

COUNTRY	CITY	NUMBER OF INHABITANTS ^[1]	IDENTIFIED PLANNING TOOL (SUMP, Transport Master Plan, etc.)	YEAR OF APPROVAL / LAST UPDATE
Algeria	Algiers	3'900'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2018
Egypt	Cairo	23'000'000 (2015)	Transport Master Plan	Approved in 2002
	Alexandria	6'600'000 (2015)	Strategic Master Plan	Ongoing
Israel	Jerusalem	950'000 (2020)	Metropolis Strategic Plan	Approved in 2014 (update to be completed in 2020)
	Haifa	1'150'000 (2020)	Metropolis Strategic Plan	Approved in 2015 (update to be completed in 2021)
	Tel Aviv	4'200'000 (2020)	Metropolis Strategic Plan	Approved in 2016 (completions will be review in 2021)
	Be'er Sheva	650'000 (2020)	Metropolis Strategic Plan	Expected to start in 2020 (approval at the end of 2021)
	Amman	2'150'000 (2020)	Transport Master Plan	Approved in 2010
	Zarqa	750'000 (2020)	Transport Master Plan	Approved in 2011
	Irbid	550'000 (2020)	Transport Master Plan	Upcoming (FA request to EuroMed TSP)
Lebanon	-	-	-	-
Morocco	Tangier	1'000'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2004 (update ongoing)
	Casablanca	4'200'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2006 (update ongoing)
	Marrakesh	1'000'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2009
	Tétouan	450'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2009
	Beni Mellal	200'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2012
	Khemisset	150'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2012
	Dakhla	110'000 (2014)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2013
	Agadir	1'000'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2015
	Oujda	500'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2015
	Laâyoune	200'000 (2014)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2016

COUNTRY	CITY	NUMBER OF INHABITANTS ^[1]	IDENTIFIED PLANNING TOOL (SUMP, Transport Master Plan, etc.)	YEAR OF APPROVAL / LAST UPDATE
	El Jadida	200'000 (2014)	<i>Plan des déplacements urbains (PDU)</i>	Ongoing
	Fes	1'150'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Ongoing
	Kenitra	450'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Ongoing
	Meknes	600'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Ongoing
	Settat	150'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Ongoing
	Khouribga	200'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Upcoming (ongoing request for proposal)
	Nador	200'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Upcoming
	Rabat	1'950'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Upcoming
	Safi	300'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Upcoming
Palestine	-	-	-	-
Tunisia	Tunis	2'450'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 1998
	Sousse	550'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2000 (ongoing update)
	Sfax	500'000 (2015)	<i>Plan des déplacements urbains (PDU)</i>	Approved in 2016

^[1] OECD/SWAC (2020), Africapolis (database), www.africapolis.org (accessed June 2020).

United Nations, Department of Economic and Social Affairs, Population Division (2018). *World Urbanization Prospects: The 2018 Revision, custom data acquired via website* (accessed June 2020).

Supporting table for the indicator of Action 15:

Partner Country	Data for 2014		Data for 2020	
	Effective Implementation of ICAO SARPS	Date of ICAO latest audit	Effective Implementation of ICAO SARPS	Date of ICAO latest audit
Algeria	59.51%	June 2011	59.51%	June 2011
Egypt	91.45%	November 2005	84.38%	2016
Israel	87.31%	March 2014	86.22%	2016
Jordan	58.49%	November 2013	81.59%	2017
Lebanon	59.46%	December 2012	57.81%	2017
[Libya]	28.89%	June 2007	29.32%	2007
Morocco	70.2%	November 2009	68.03%	2016
Palestine	n/a	n/a	n/a	n/a
Tunisia	73.6%	November 2009	59.41%	2020
[Syria]	53.63%	July 2008	54.98%	2008
Regional average	70.99%		66.11%	

Supporting table for the Indicator of Action 22: Development of Logistics

2014	Overall LPI score	Overall LPI rank	Customs		Infrastructure		International shipments		Logistics quality and competence		Tracking and tracing		Timeliness	
Country	score	rank	score	rank	score	rank	score	rank	score	rank	score	rank	score	rank
Algeria	2,65	96	2,71	66	2,54	87	2,54	117	2,54	102	2,54	109	3,04	94
Egypt	2,97	62	2,85	57	2,86	60	2,87	77	2,99	58	3,23	43	2,99	99
Israel	3,26	41	3,10	43	3,11	45	2,71	96	3,35	36	3,20	46	4,18	12
Jordan	2,87	68	2,60	78	2,59	76	2,96	65	2,94	60	2,67	96	3,46	58
Lebanon	2,73	85	2,29	124	2,53	89	2,53	118	2,89	67	3,22	44	2,89	108
Morocco	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Palestine	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tunisia	2,55	110	2,02	146	2,30	118	2,91	73	2,42	120	2,42	124	3,16	80
Average	2,84	77	2,60	85	2,66	79	2,75	91	2,86	73	2,88	77	3,29	75

2018	Overall LPI score	Overall LPI rank	Customs		Infrastructure		International shipments		Logistics quality and competence		Tracking and tracing		Timeliness	
Country	score	rank	score	rank	score	rank	score	rank	score	rank	score	rank	score	rank
Algeria	2,45	117	2,13	138	2,42	96	2,39	122	2,39	113	2,60	103	2,76	124
Egypt	2,82	67	2,60	77	2,82	58	2,79	73	2,82	63	2,72	89	3,19	74
Israel	3,31	37	3,32	29	3,33	28	2,78	75	3,39	34	3,50	32	3,59	48
Jordan	2,69	84	2,49	88	2,72	70	2,44	119	2,55	93	2,77	84	3,18	76
Lebanon	2,72	79	2,38	106	2,64	73	2,80	70	2,47	104	2,80	74	3,18	77
Morocco	2,54	109	2,33	115	2,43	93	2,58	103	2,49	101	2,51	112	2,88	114
Palestine	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tunisia	2,57	105	2,38	107	2,10	133	2,50	115	2,30	123	2,86	71	3,24	70
Average	2,73	85	2,52	94	2,64	79	2,61	97	2,63	90	2,83	81	3,15	83

VII - Annexes

Annex 1: Ministerial Declaration (Conference of Ministers responsible for transport of the Union for the Mediterranean — Brussels, 14 November 2013)

The Ministers responsible for Transport of the Union for the Mediterranean, meeting in conference in Brussels on 14 November 2013, under the Co-presidency of the European Union (EU) and of the Hashemite Kingdom of Jordan

Recalling:

1. The Conclusions of the Euro-Mediterranean Ministerial Conference on Transport of 2005 (Marrakech) affirming Ministers' commitments to achieving the main objectives of the Barcelona Process and in particular, in the field of transport, the setting-up of an integrated multimodal Euro-Mediterranean transport network contributing to the strengthening of exchanges between the EU and the Mediterranean Partners, and among the Mediterranean Partners themselves;
2. The High Level Conference of 2007 (Lisbon) on the Extension of the Major Trans-European Transport Axes to the Mediterranean Region;
3. The Joint Declaration of the Paris Summit for the Mediterranean of 2008, launching the Union for the Mediterranean, a reinforced partnership built on the results of the Barcelona Process, stressing the need to increase cooperation in areas such as transport;
4. The Conclusions of the European Conference of 2009 (Naples) on "*The future of Trans-European Transport Networks: Bringing Europe closer to its neighbours*" encouraging the connection between the Trans-European Transport Network (TEN-T) and the non-European networks, especially the Trans-Mediterranean one (TMN-T);
5. The Conclusions of the Council of the EU of 6 October 2011 on "*Transport cooperation with the EU's neighbouring regions*" where it, in the context of the European Neighbourhood Policy, "recognises the importance of working together with neighbouring regions across all transport modes, including multimodal operations, to improve their safety, security, environmental and social performance", and it "encourages the EU to continue its cooperation in the Euromed transport framework under the auspices of the Union for the Mediterranean, with the aim of promoting concrete priority projects already identified within the Trans-Mediterranean Transport Network and therefore looks forward to a second Conference of the Transport Ministers of the Euro-Mediterranean region".

Reaffirming:

6. The need for a safe, secure, sustainable and efficient transport system based on harmonised transport standards as a condition for economic growth and integration in the Mediterranean region by facilitating trade and connecting people;

7. That, in this context, an integrated multimodal Euro-Mediterranean transport network has a key role to play for the strengthening of exchanges between the EU and the Mediterranean Partners and among the Mediterranean Partners themselves;
8. The importance of Euro-Mediterranean transport cooperation founded on the two complementary pillars of regulatory reform and convergence in all relevant different transport sectors (maritime, road, railways, civil aviation and urban transport) and of the establishment of the future Trans-Mediterranean Transport Network (TMN-T), to be connected with the Trans-European Transport Network (TEN-T);
9. The vision of this connection, as reflected in the EU Regulation on Union guidelines for the development of the trans-European transport network as well as in the EU Regulation establishing the Connecting Europe Facility, and as also endorsed by the Mediterranean Partners of the EU through their relevant national regulations and bilateral, regional and international commitments.

Welcome:

10. The work carried out within Euro-Mediterranean transport cooperation, notably through the Transport Forum and its thematic working groups in the field of aviation, land and maritime transport, as well as infrastructure, that served as an efficient framework of dialogue and exchange of expertise;
11. The progress achieved in implementing the Regional Transport Action Plan for the Mediterranean Region (RTAP) 2007-2013 as regards the design of the TMN-T and the regulatory field;
12. The supporting actions that were carried out through EU instruments, the Mediterranean Partners' strategies as well as the cooperation with AMU, GTMO 5+5 /CETMO and ESCWA¹²⁰, which were aimed at implementing the TMN-T.

Endorse:

13. The Evaluation Report of the RTAP 2007-2013 for the Mediterranean Region;
14. The priority guidelines for the establishment of the new RTAP 2014-2020 by the Euro-Mediterranean Transport Forum, which will lay down concrete actions on regulatory reform and convergence as well as TMN-T development; these actions should focus on the development of Motorways of the Sea and facilitation of maritime operations, as well as with the hinterland, the efficient use of rail and road networks, the establishment of a Euro-Mediterranean Common Aviation Area, transport safety and efficiency through inter-modality, and the development of relevant innovative solutions, including through continued cooperation on GNSS (Global Navigation Satellite Systems);
15. The principle of developing the Trans-Mediterranean Transport Network (TMN-T) and its connection with the Trans-European Transport Network (TEN-T).
16. **Agree** to mandate the Euro-Mediterranean Transport Forum to closely follow the establishment of a mutually agreed indicative map of the Trans-Mediterranean transport

¹²⁰ AMU: Arab Maghreb Union; GTMO 5+5: Transport Ministers Group of the Western Mediterranean (5- France, Italy, Malta, Portugal, Spain /5- Algeria, Libya, Mauritania, Morocco, Tunisia); CETMO: Study Centre for Transport in the Western Mediterranean; ESCWA: United Nations Economic and Social Commission for Western Asia.

network (TMN-T), and to identify the list of priority projects located in the TMN-T as well as the relevant supporting actions. In doing so, scenarios of potential connections within the TMN-T as well as with the TEN-T will be explored, including possible links between the Mediterranean and the Atlantic shores through the Motorways of the Sea.

17. **Encourage** the inclusion of the indicative map of the TMN-T into the Regulation on Union guidelines for the development of the Trans-European Transport Network.
18. **Stress** the importance of the mobilisation of all the available funds, including EU instruments and supports by the European Investment Bank as well as other European and international financial institutions, in a coordinated manner to support the implementation of the TMN-T and its priority projects. To this aim, **support** the holding at the earliest convenience of a conference involving all potential financial partners to be organised by the Secretariat of the Union for the Mediterranean before the end of 2015.
19. **Entrust** the Euro-Mediterranean Transport Forum to enhance cooperation of the Euro-Mediterranean Partners in the relevant international fora, as well as promote the exchange of experiences and best practices amongst all participating countries, and reinforce the dialogue and exchange of views with the stakeholders.
20. **Recommend** the full involvement of relevant European Agencies for the implementation of the RTAP 2014-2020, in accordance with their founding regulations.
21. **Underline** the importance of ensuring, within the Secretariat of the Union for Mediterranean, a permanent technical support to the operation of the Euro-Mediterranean Transport Forum.
22. **Agree** to hold the next Union for the Mediterranean Ministerial Transport Conference at the latest in 2016, and **request**, in this prospect, the Euro-Mediterranean Transport Forum to submit to the UfM Senior Official Meeting a progress report on the Euro-Mediterranean transport cooperation, including the development of the TMN-T and of the implementation of the new RTAP 2014-2020.

Annex 2: Priority guidelines for the Regional Transport Action Plan for the Mediterranean region (2014-2020 RTAP)

(Conference of Ministers responsible for transport of the Union for the Mediterranean — Brussels, 14 November 2013)

Ministers of the Union for the Mediterranean (UfM) responsible for Transport meeting in Conference in Brussels on 14th November 2013 have identified the priority guidelines which should translate into concrete actions in the future Regional Transport Action Plan for the Mediterranean Region for the period 2014-2020.

In continuity with the partnership launched by the Marrakech Ministerial Conference in 2005 and taking into account initiatives completed or underway at the different levels (national, sub-regional, regional and international), the Euro-Mediterranean regional cooperation in the transport field should focus on the following priorities:

General guidelines

- The main objective of the regional Euro-Mediterranean Partnership is to promote close cooperation between the two shores of the Mediterranean and among the Mediterranean Partners themselves in terms of regulatory framework and infrastructure in the field of transport in view of achieving tangible results.
- The future action plan (2014-2020) will be based on the principles of coherence and complementarity between national and regional transport policies as well as on a coordinated mobilisation of all partners on common strategic objectives.
- The implementation of the action plan will be coordinated and monitored by the Euro-Mediterranean dialogue structures under the auspices of the UfM, namely the Transport Forum and three thematic working groups: Maritime, Aviation, Trans-Mediterranean Transport Network (TMN-T)/Land Transport. Technical assistance projects will continue their support to Mediterranean Partners. The involvement of the European transport agencies and the European Investment Bank will be enhanced.
- The implementation of the action plan will take into account the results of the international conference involving all potential financial partners to be held in accordance with the 2013 Ministerial Declaration.

Priority guidelines for maritime transport

- i) Improve the efficiency of ports, and strengthen the links between the EDI platforms (Electronic Data Interchange) of the Mediterranean Region;

- ii) Complete the deployment of VTS/VTMIS¹²¹;
- iii) Enhance maritime safety, including search and rescue activities, and the conditions of seafarers' training and certification, environmental protection, as well as security and the fight against piracy and armed robbery at sea.

Priority guidelines for land transport (road, rail and urban)

- i) Pursue the process of liberalisation of land transport;
- ii) Support the harmonisation of the international road haulage;
- iii) Support strengthening actions in road safety, urban transport, as well as safety and interoperability in the railway sector.

Priority guidelines for air transport

- i) Promote the Euro-Mediterranean Common Aviation Area through, in particular, air transport agreements;
- ii) Implement a homogeneous regulatory framework for the operation of air transport services;
- iii) Promote the participation of Mediterranean Partners in relevant EU projects in the field of air transport.

Priority guidelines for "the network"

- i) Implement a mutually agreed Trans-Mediterranean Transport Network (TMT-N) and its priority projects;
- ii) Pursue the development of methodologies, a database and a Geographical Information System for the description and the follow-up of the transport system in the Mediterranean Region;
- iii) Strengthen its connections with the Trans-European Transport Network (TEN-T), through actions on motorways of the sea, logistics, airports and land links.

Priority guidelines common to all areas of transport

- i) Facilitate South-South exchanges of experience to complement North-South exchanges, and simplify procedures aimed at mobilising relevant bilateral and regional tools;
- ii) Strengthen human resources through the development of knowledge, competence and training, and promote good governance as well as institutional and organizational capacity in all areas covered by the future action plan;

¹²¹ VTS: Vessel Traffic Services. VTMIS: Vessel Traffic Monitoring and Information System.

- iii) Support socio-economic assessments in the development of transport planning and strategies, including through appropriate initiatives in the field of research;
- iv) Give specific attention to passenger rights, protection of environment and intermodality;
- v) Promote the development of relevant innovative solutions, including through continued cooperation on GNSS (Global Navigation Satellite Systems);
- vi) Encourage ratification of international Conventions on transport and their implementation and enhance Euro-Mediterranean cooperation in the relevant international fora.

Annex 3: Explanatory note on the validation process for maps/plans of the Trans-Mediterranean Transport Network (TMN-T) — November 2019

1. Mandate for the establishment of TMN-T

At the Ministerial Conference of the Union for the Mediterranean (UfM) on Transport in 2013, all participants “**endorsed the principle of developing the Trans-Mediterranean Transport Network (TMN-T) and its connection with the Trans-European Transport Network (TEN-T)**”. They agreed “to give a mandate to the Euro-Mediterranean Transport Forum to closely monitor the establishment of a mutually accepted indicative map of the Trans-Mediterranean Transport Network”. Two indicative maps of future Trans-Mediterranean rail and road networks are based on a regional database and a set of reliable geographical locations established in 2016¹²² after several years of technical work with the expertise of the Ministries of the Southern Neighbourhood¹²³.

In anticipation of the launch of the formal validation process in the framework of the UfM, this explanatory note **recalls the general context and steps required to validate the TMN-T -T**.

2. General objectives of TMN-T maps and their connection to TEN-T

- Ensure coherence of integrated Euro-Mediterranean multimodal connectivity between the networks of EU Member States and those in the Southern Neighbourhood through a harmonised infrastructure policy (roads, railways, ports and airport projects), as well as transport standards (regulatory reforms).
- Better access to EU financial support (e.g. the External Investment Plan (EIP), which includes the ‘Neighbourhood Investment Platform’ (NIP) for blending and technical assistance, as well as the new European Fund for Sustainable Development Guarantee for Private Sector Development, in accordance with their eligibility criteria), the EIB and other European and international financial institutions.
- The integration of the TEN-T into EU policy is done through the indicative maps (“indicative extension to neighbourhood countries”).
- The TMN-T should be updated where necessary.
- The TMN-T would not replace or substitute any national transport master plans. Rather, it would aim to strengthen them.

¹²² The versions of the indicative maps (both by country and regional) are available on request (please contact the co-chair: Union-for-mediterranean@eeas.europa.eu).

¹²³ Algeria, Egypt, Israel, Jordan, Libya (Libya has observer status in the UfM),, Morocco, Palestine , Syria (Cooperation with Syria is suspended since 2011. Syria has been suspended from the UfM since 2011) and Tunisia.

3. Methodology for TEN-T and TMN-T

Based on its methodology, the TEN-T consists of a two-tier network, the “core network” (to be built by 2030) which focuses on the more strategic parts of the network and the “comprehensive network” (to be completed by 2050) which ensures accessibility and interoperability for all regions.

The TMN-T has been prepared as a comprehensive network.

The TEN-T methodology, enriched by the experiences of the GTMO, ESCWA, AMU¹²⁴ and the UfM Secretariat, provided a regional technical framework for the Southern Neighbourhood countries to develop their regional transport network (TMN-T). The first step was to identify networks (urban networks, seaports, airports, rail-road terminals/logistic platforms). The second step to establish the links between the networks was identified.

The “EuroMed Group¹²⁵” worked on maps based on data and statistics provided mainly by the Southern Neighbourhood countries (**thus aligned with the EU methodology**). A neutral and purely technical approach representing the South-South regional network was followed, i.e. without dividing lines or borders, as well as without the names of countries and capitals.

4. Inclusion of EU Neighbourhood regions in TEN-T

- European Economic Area: maps of Norway, Iceland & Liechtenstein and Switzerland (core and comprehensive network) incorporated in the Regulation on Union guidelines for the development of the TEN-T in 2013.
- Turkey: maps of the comprehensive network included in the Regulation on Union guidelines for the development of the TEN-T in 2013.¹²⁶
- The Western Balkans: maps of the comprehensive network integrated in the Regulation on Union guidelines for the development of the TEN-T in 2013 — the maps of the core network integrated by delegated act in 2016.
- Eastern Partnership: maps of the comprehensive network integrated in the Regulation on Union guidelines for the development of the TEN-T by delegated act in 2014 — the maps of the core network integrated by delegated act in 2018.
- Mediterranean region (Southern Neighbourhood): ongoing validation process of the TMN-T in the framework of the UfM.

5. TMN-T indicative map validation process — Possible “Opt-in” approach *

TMN-T maps will be validated in the following steps:

¹²⁴ GTMO: Group of Western Mediterranean Transport Ministers, ESCWA: United Nations Economic and Social Commission for West Asia, AMU: Arab Maghreb Union.

¹²⁵ This group included the Southern Neighbourhood countries, the EU and its Member States, as well as the UfM Secretariat.

¹²⁶ The comprehensive network maps of Turkey in this document are the previous versions, established prior to exchanges held at the Ministerial Meeting in Rotterdam in 2016, which should lead to the amendment of the relevant EU regulation.

5.1 UfM validation process

- Step 1: Briefing by senior officials on indicative TMN-T maps and their connections to TEN-T.
- Step 2: Approval of indicative TMN-T maps and their connections with the TEN-T **at a possible UfM Ministerial Conference on Transport**.

5.2 EU Process — TEN-T Connection

The maps will be proposed for inclusion in Regulation (EU) No 1315/2013 on Union guidelines to develop the TEN-T as an indicative extension of the TEN-T to the countries of the southern neighbourhood.

On the EU side, the inclusion of the TMN-T maps as indicative extensions of the TEN-T will formalise the connection between the two networks, which was reaffirmed by the UfM Ministerial Conference on Transport in 2013. This inclusion will also confirm the coherence of the approach for the development and interoperability of transport links not only within the EU but also between the EU and its neighbours.

- Step 3: Conclusion of a high-level agreement with the European Union.
- Step 4: Inclusion of the maps in Annex III of the 2013 Regulation on Union guidelines to develop the TEN-T by adopting a European Commission “delegated act” on the basis of the High Level Agreement.

* Opt-in approach

A step-by-step and pragmatic approach will be proposed to allow the integration of a **single** indicative map for the Mediterranean region into the TEN-T Regulation.

In order to take into account the wish of individual countries to move forward in the validation process, the following pragmatic approach will be followed.

Indeed, in countries that are not ready to integrate **an individual indicative network** into the draft indicative maps, it will instead be possible **to identify strategic corridors for the adoption of draft indicative maps**. This solution could provide a basis for a possible further extension, taking into account developments in these countries. This solution would also contribute to the coherence and continuity of transport infrastructure development throughout the Southern Neighbourhood.

6. TMN-T, priority investment projects and access to finance

- The adoption of the indicative TMN-T maps and the list of priority investment projects will allow joint programming with all potential promoters and coordinated mobilisation of all available funds, including EU instruments such as the External Investment Plan (EIP) and the Neighbourhood Investment Platform (NIP).
- The finalisation of the maps of the Mediterranean network will be a positive sign to financial partners for any transport investment in the Southern Neighbourhood.

7. Further development of the Trans-Mediterranean Transport Network (TMN-T) to Africa and Asia

The prospect of extending the policy of the Trans-Mediterranean Transport Network to Africa (as a link to Europe) and to Asia could be presented at the next UfM Ministerial Conference on Transport (date to be determined).

Annex 4: EuroMed Transport projects and other technical assistance projects (EU support for the sector)

Regional technical assistance for the implementation of RTAP actions.

Draft	Implemented by	EU contribution	Priorities	Period
EuroMed Transport Support Project — ETSP	Suez consulting, Idom and GIZ	6 Million	Road transport regulation Efficient urban transport	2017 — December 2022
EuroMed Transport Maritime Safety project — SafeMed IV	EMSA	4 Million	Maritime safety	2017 December 2021
EuroMed rail transport project — EUMedRail	ERA	2 Million	Railway safety and interoperability	2017 — December 2021
EuroMed Transport Aviation project — ETAP	EASA	3 million	Aviation	2020-2024
EuroMed EGNOS	SUB-AREA	9 million	Satellite navigation, installation of RIM stations	From 2016
“LOGISMED Training Activities”	EIB/CETMO	3 Million	Logistics training	2014-2019
GNSS II — Main contract	Telespazio	2 Million	Technical assistance for the use of EGNOS	2012-2015
Southern Neighbourhood Assistance to Transport Projects — SNAP-T	EIB	7,2 Million	Support for priority regional infrastructure	2013-2016
SAFEMED III	EMSA	3 Million	Maritime safety	2013-2016
Road, Rail & Urban Transport — RRU	SAFEGE in consortium with others	6 Million	Road transport, rail & urban transport	2012-2016
EuroMed Road Safety of Transport	FISCR	1 Million	Contribute to the reduction of road accidents and injuries in	2011-2014

Draft	Implemented by	EU contribution	Priorities	Period
			targeted regions/countries/pilot communities.	
EuroMed Transport — Motorways of the Sea II	ARUP	6 Million	Efficient and regular maritime transport links in the Mediterranean connecting the EU to the ports of the partner country	2010-2014
Euromed Transport — Aviation II	Bureau Veritas	2 Million	Aviation safety	2011-2014

In addition, the following twinning and bilateral projects complement and strengthen the regional approach at national level.

Country	Beneficiary	Priorities	Implemented by	Date end	Budget
Algeria	National Centre for Prevention and Road Safety (CNPSR)	Support for the National Road Safety and Safety Centre (CNPSR) for a significant increase in aviation safety.	SPAIN	25/09/2017	EUR 1 500 000
Algeria	National body for the technical inspection of public works (CTTP)	Support for the national technical inspection body for public works (CTTP) in the development of road safety and airport development and certification techniques	French	02/01/2018	EUR 1 350 000
Algeria	National body for the technical inspection of public works (CTTP)	Support to the national body for the technical inspection of public works (CTTP) in setting up decision support systems for the management of the road network and art barriers — DZ/20.	French	02/01/2018	EUR 1 600 000
Egypt	Ministry of transport	Support to the Egyptian Ministry of Transport in implementing the Railway Safety Management System	Spain	14/09/2017	EUR 1 300 000

Country	Beneficiary	Priorities	Implemented by	Date end	Budget
Egypt	Ministry of Civil Aviation	Enhanced aviation oversight standards of the Egyptian Civil Aviation Authority	Italy	05/02/2017	EUR 1 100 000
Tunisia	Ministry of transport	Strengthening maritime administration and authority in Tunisia	French	27/08/2017	EUR 1 300 000
Tunisia	Tunisian Ministry of Transport	Twinning project for the Tunisian Ministry of Transport for the Strengthening of Civil Aviation Institutions	French	02/04/2018	EUR 1 200 000
Morocco	Ministry of Equipment, Transport and Logistics	“Secure the transport of dangerous goods by road on the basis of the international regulatory framework “ADR”.	Spain	(blank)	EUR 1 100 000

Annex 5: List of documents used as a reference for the RTAP assessment

- Lebanese Republic, Ministry of Public Works & Transport, Directorate-General for Land and Maritime Transport: Euro-Mediterranean transport project — SAFEMED III, RTAP — Advancements on maritime transport operations, presentation made in Brussels (Belgium) on 20 April 2016.
- Lebanese Republic, Ministry of Public Works and Transport, Directorate-General for Land and Maritime Transport: Euro-Mediterranean transport project.
- Maritime freight transport in Morocco. Evolution and outlook March 2016; PortNet-PC Morocco by Smart lesson PDF 2017; investment in the transport sector in Morocco remained strong in 2016, Oxford Business Group.
- Presentation of Tunisia of the Regional Transport Action Plan, 2014-2020 RTAP, Brussels, 20 April 2016.
- MEDAMOS II final report (2013), presentation of countries.
- Logismed TA final report.
- SAFEMED IV, a technical action plan to be implemented under grant contract ENI/2016/359-725.
- Issue of the SAFEMED III Bulletin, 4 October 2016.
- Summary report of the Secretariat of the Union for the Mediterranean: Study on a comprehensive transport connectivity strategy 14 — PRO101TUD, 2017, presented by IDOM.
- WHO Global Road Safety Reports 2015 and EuroMed TSP questionnaire.
- Factsheet (MEMO-18-2762): '2017 road safety statistics: What is the source of the figures?', European Commission, Brussels, 10 April 2018.



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