

**REGIONAL TRANSPORT ACTION PLAN
FOR
THE MEDITERRANEAN REGION
2021-2027**

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

Table of Contents

| | |
|---|-----------|
| 1. Introduction | 3 |
| 2. Key Global and Regional Reference Policy Frameworks for the RTAP | 6 |
| 2.1. The UN 2030 Agenda’s transport-related Sustainable Development Goals (SDGs) and targets: Improving road safety, enhancing energy efficiency in the transport sector, building resilient and sustainable transport infrastructure, providing sustainable urban transport for all, ensuring alternative clean fuels, reducing air pollution, taking urgent action to ensure transport sector’s contribution to the combat against climate change and its impacts | 6 |
| 2.2. The Paris Agreement: Decarbonising the transport sector | 6 |
| 2.3. The European Green Deal and EU’s new transport strategy: accelerating the shift to sustainable and smart mobility | 7 |
| 2.4. The European Neighbourhood Policy: enlarging the market and creating a free trade area | 8 |
| 2.5. The UfM roadmap for action (2017): strengthening regional integration through enhanced transport infrastructure connectivity | 9 |
| 3. Operational objectives of the RTAP | 11 |
| 4. Proposed Actions | 12 |
| 4.1. National Transport Strategies and Policies | 12 |
| <i>Action 1: Regional and international dimensions of national transport strategies and policies, and commitment to acceding to the main international agreements.....</i> | <i>12</i> |
| <i>Action 2: Strategies and policies for sustainable transport systems</i> | <i>12</i> |
| 4.2. Trans-Mediterranean transport network, financing, logistics and multimodal transport | 14 |
| <i>Action 3: Trans-Mediterranean Transport Network (TMN-T).....</i> | <i>14</i> |
| <i>Action 4: Financing.....</i> | <i>15</i> |
| <i>Action 5: Development of logistics and multimodal transport</i> | <i>16</i> |
| <i>Action 6: Coordination and upgrading of logistics providers</i> | <i>17</i> |
| <i>Action 7: Extension of the TMN-T network</i> | <i>17</i> |
| 4.3. Maritime transport and commercial seaports | 18 |
| <i>Action 8: Regulatory reforms and accession to international agreements in maritime and port sectors</i> | <i>18</i> |
| <i>Action 9: Port efficiency improvement.....</i> | <i>18</i> |
| <i>Action 10: Development of maritime transport.....</i> | <i>20</i> |
| <i>Action 11: Maritime safety</i> | <i>22</i> |
| <i>Action 12: Maritime security.....</i> | <i>23</i> |

| | | |
|------|---|----|
| | <i>Action 13: Protection of the marine environment</i> | 24 |
| | <i>Action 14: Training and certification of seafarers</i> | 25 |
| 4.4. | Land transport (road transport, urban mobility and rail transport)..... | 27 |
| | <i>Action 15: Regulatory reforms and adherence to international road transport agreements</i> .. | 27 |
| | <i>Action 16: Cross Border and International Road Transport Facilitation</i> | 28 |
| | <i>Action 17: Road safety</i> | 29 |
| | <i>Action 18: Urban mobility</i> | 30 |
| | <i>Action 19: Regulatory reforms, accession to international organisations and agreements in the field of rail transport and structural reforms</i> | 32 |
| | <i>Action 20: Development of cross-border transport, railway safety and interoperability</i> | 33 |
| 4.5. | Civil aviation..... | 34 |
| | <i>Action 21: Reforms and promotion of the EMCAA</i> | 34 |
| | <i>Action 22: Safety, security and environmental protection</i> | 35 |
| | <i>Action 23: Air traffic management</i> | 36 |
| | <i>Action 24: Global Navigation Satellite System — GNSS</i> | 37 |
| 4.6. | Implementation and evaluation of the RTAP | 39 |
| | <i>Action 25: Monitoring the functioning of transport systems</i> | 39 |
| | <i>Action 26: Capacity building</i> | 39 |
| | <i>Action 27: Research and innovation</i> | 38 |
| | <i>Action 28: Implementation of the RTAP, monitoring and evaluation</i> | 40 |
| 5. | Performance indicators | 41 |
| | Annex 1. Priority orientations for the RTAP | 46 |
| | Annex 2. List of acronyms and abbreviations..... | 50 |
| | Annex 3. Rolling list of key global and regional reference policy frameworks for both policy transfer and regulatory convergence for the RTAP | 53 |
| | Annex 4. List of international conventions in the transport sector | 54 |

1. INTRODUCTION

The ultimate goal of the Union for the Mediterranean in the field of transport is gradual, but solid progress towards developing an integrated, multimodal, efficient, interoperable, sustainable and resilient, as well as a cleaner and more inclusive, transport infrastructure network in the Euro-Mediterranean region, with a view to achieving deeper regional integration.

The first UfM Transport Ministerial Conference, which was held in 2013, declared the objectives of the Euro-Mediterranean cooperation in the sector, building on the significant progress achieved within the Euro-Med process by then.

Those objectives were incorporated into the 2017 UfM Roadmap for Action, which remains the comprehensive strategic framework for the work of the UfM.

A Common Approach was thereafter developed by the UfM Secretariat, under the guidance of the UfM Co-Presidency, to implement the mandate of the UfM Road map as regards transport connectivity. In October 2018, the UfM took over the organization of the Euro-Mediterranean Transport Forum and its thematic working groups on the different transport subsectors, namely maritime transport, land transport (including road, rail and urban transport), air transport, and also logistics.

Building on the Evaluation of the previous Action Plan, the UfM Working Groups launched a multi-stakeholder consultative process on a new Regional Transport Action Plan(*hereinafter referred to as the RTAP*), which covers all transport subsectors, as one of the key deliverables to be endorsed at the next UfM Ministerial Conference on Transport.

* * * * *

Ongoing changes in global trends, geopolitics and geo-economics, climate, digital technologies, and infrastructure, are having a profound effect on trade, global and regional supply and value chains, as well as on passenger transport, tourism, cities, and ultimately, peoples' lives. These significant trends are creating uncertainties, and have already been impacting upon transport demand.

These transitions offer great opportunities for better quality of life, as well as for industry, across the value chains both in the Northern and Southern rims of the Mediterranean. They modernise, create high-quality jobs, develop new products and services, and strengthen competitiveness. The EU and other regions are moving fast towards zero-emission mobility, which will only be achieved by introducing more ambitious policies, in synergy with zero pollution efforts, to reduce transport's reliance on fossil fuels without delay.

The COVID-19 pandemic highlighted the essential role of transport, as well as the social, health and economic costs when movement of people, goods and services is severely constrained or altogether curtailed. The preservation of supply chains and an integrated approach to overall connectivity and transport activity are essential to overcome crises and strengthen the region's resilience. Ensuring the resilience of the region's transport system against future crises is, therefore, a key objective of this new RTAP. Enhanced connectivity and access for all countries in the region continues to be of strategic importance for improving regional integration.

Digitalisation will become an indispensable driver for the modernisation of the entire system, making it seamless and more efficient. Countries in the region also need to use digitalisation and automation to reinforce safety, security, reliability, and comfort, thereby improving their global competitiveness through efficient and resilient logistics chains.

This evolution should leave nobody behind: it is crucial to develop accessible and sustainable mobility for all, including people with disabilities or reduced mobility, that rural and remote regions are better connected and that the sector offers good social conditions, and provides attractive jobs.

Overall, there must be a shift from the existing paradigm of incremental change to fundamental transformation.¹

In this context, the current RTAP aims to assist UfM countries in mitigating risks and considering adaptation options to build resilience, future-proof national transport policies, as well as strengthen the region's culture of preparedness and evidence-based anticipatory policy-making², with strategic foresight on a regional level.

It sets out a roadmap for putting trans-Mediterranean transport firmly on track for a sustainable, smart, resilient, and inclusive future, and defines the short- and mid-term priorities towards achieving the overall long-term goal of regional integration in the transport and mobility sector.

To make this vision a reality, the new RTAP builds on and complements previous and current regional, sub-regional and bilateral cooperation frameworks, initiatives, programmes, and action plans in the transport sector in the Mediterranean region, in particular the 2013 UfM Ministerial Declaration on Transport and the recommendations and suggestions in the Evaluation report of the previous Regional Transport Action Plan (RTAP 2014-2020).

The current RTAP provides comprehensive guidance for action and intensified cooperation for the transport connectivity sector across the UfM area of action as a whole, by:

- i) Continuing to promote reforms, harmonisation, and approximation of regulations with European and international standards in all transport sectors (maritime, civil aviation, road, railway and urban transport) as regards efficiency, safety, security, and environmental protection that should feed into all national transport strategies,
- ii) Encouraging the sharing of best practices and cross-border cooperation among all UfM Member States,
- iii) Steering current transport-related contemporary transitions (energy transition, digitalisation, climate resilience, environmental protection, social inclusion, etc.),
- iv) Establishing an integrated, multimodal Euro-Mediterranean transport network with a view to facilitating trade and the movement of people, as a condition for economic growth and integration in the region, and
- v) Indicating how to mobilise finance for UfM Member States and boost investment in regional priority infrastructure, while
- vi) Taking into account national specificities and priorities and specifying the geographic scope of the proposed actions (regional, sub-regional or national) as well as their respective time frames,

¹In the maritime sector this vision is fully aligned with the UfM Ministerial Declaration on Sustainable Blue Economy, issued in February 2021, aiming at sustainable, climate-neutral and zero-pollution maritime transport and ports.

²Two reports, supported by the UfM Secretariat along with other international and regional partners, were factored into the new Regional Transport Action Plan: i) OECD (2021), Regional Integration in the Union for the Mediterranean: Progress Report, OECD Publishing, Paris. (<https://doi.org/10.1787/325884b3-en>); ii) MedECC (2020), Climate and Environmental Change in the Mediterranean Basin: Current Situation and Risks for the Future. (<https://www.medecc.org/first-mediterranean-assessment-report-mar1/>).

- vii) Allowing for variable geometry in implementation,
- viii) Focusing on/prioritising those actions that may be implemented in the medium-term, and those with the prospect of incentivising further reforms and actions to be undertaken subsequently, and
- ix) Providing a basis for the monitoring and evaluation of the proposed actions.

Finally, the current RTAP takes into account the latest developments in key global and regional agendas and policy frameworks for both policy transfer and regulatory convergence, *inter alia*, the UN 2030 Agenda and its transport-related Sustainable Development Goals (SDGs) and targets³, the Paris Agreement, the latest provisions and strategies adopted by international organisations (e.g., IMO, ICAO, OTIF, UNECE-ITC); the European Green Deal, whose objectives for the transport sector are developed in the EU's Sustainable and Smart Mobility Strategy adopted in December 2020; and the EU's "Renewed partnership with the Southern Neighbourhood"⁴ and the "Economic and Investment Plan for the Southern Neighbours" of 9 February 2021 and the Global Gateway Communication of December 2021.

In operational terms, the RTAP consists of 28 actions that will guide, at both national and regional levels, the UfM Member States' work in the transport sector in the years to come and establish performance indicators, through which various targets and milestones are set out to indicate the regional transport system's path towards achieving the goal of a sustainable, smart, resilient, cleaner and more inclusive mobility, in line with the vision for trans-Mediterranean integration in the infrastructure sector.

³Aiming at improving road safety, enhancing energy efficiency in the transport sector, building resilient and sustainable transport infrastructure, providing sustainable urban transport for all, ensuring alternative clean fuels, reducing air pollution, taking urgent action to combat transport sector's contribution to climate change and its impacts.

⁴ Countries in EU's Southern Neighbourhood are Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Syria and Tunisia.

2. KEY GLOBAL AND REGIONAL REFERENCE POLICY FRAMEWORKS FOR THE RTAP

The drafting of the new RTAP was based on several key global and regional reference policy frameworks for both policy transfer and regulatory convergence.

2.1. The UN 2030 Agenda's transport-related Sustainable Development Goals (SDGs) and targets: Improving road safety, enhancing energy efficiency in the transport sector, building resilient and sustainable transport infrastructure, providing sustainable urban transport for all, ensuring alternative clean fuels, reducing air pollution, taking urgent action to ensure transport sector's contribution to the combat against climate change and its impacts

The fact that transport related targets are included in eight out of the seventeen SDGs (Goals 2, 3, 6, 7, 9, 11, 12, 13,14) illustrates the cross-cutting role of transport in sustainable development.

The relevance of transport to the SDGs and their targets can be direct or indirect. Transport stimulates economic and social development and ensures accessibility to opportunities. It is also associated with a number of direct and indirect externalities such as traffic congestion, air pollution and road accidents.

Over and above the transport link to specific SDGs and its targets, transport plays a vital role in contributing to all SDGs.

Transport is a means to an end, rather than an end in itself. It is in fact a means to facilitate the movement of people and goods, and to enhance economic and social development through safe, accessible and sustainable services but also through quality, sustainable and resilient infrastructure at both regional and cross-border level.

Many SDGs are dependent upon sustainable transport as an essential and vital “enabler” to meet their targets. Transport may not play an obvious or major role in a specific goal, but it may well facilitate or impede the achievement of that goal and its targets. ⁵

2.2. The Paris Agreement: Decarbonising the transport sector

Five years have passed since the leaders of 196 nations signed the Paris Agreement⁶ and committed themselves to limiting global heating to well below 2°C and, if possible, to below 1.5°C.

The decarbonisation and transformation of the transport sector remain essential for achieving the Paris targets, as transport still accounts for 24% of global CO₂ emissions from fuel combustion.

⁵See Annex 3 of this document, or consult the UN report “Analysis of the transport relevance of each of the 17 SDGs” (September 2015) at:
<https://sustainabledevelopment.un.org/content/documents/8656Analysis%20of%20transport%20relevance%20of%20SDGs.pdf>

⁶TU ratified the Paris Agreement on 11 October 2021.

2.3. The European Green Deal and EU's new transport strategy: accelerating the shift to sustainable and smart mobility

Transport accounts for a quarter of greenhouse gas emissions worldwide, and these emissions are still in an upward trend. To achieve climate neutrality, transport emissions should drastically be reduced, in particular by the highest-emitting countries (up to 90% by 2050). Road, rail, aviation, and waterborne transport will altogether have to contribute to the reduction.

According to the European Green Deal⁷ “achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits”. Under the European Green Deal, the European Commission adopted a sustainable and smart mobility⁸ strategy in December 2020 that addresses this challenge and tackles all emission sources.

Multimodal transport needs a strong boost to increase the overall efficiency of the transport system. As a matter of priority, a substantial part of the inland freight, carried today by road, should shift onto rail and, eventually, to inland waterways. This will require measures to manage better, and to increase the capacity of railways and inland waterways, as well as effective tools to support multimodal freight operations involving rail and waterborne transport, including short-sea shipping.

In aviation, work on achieving a true “Single Sky” will need to be resumed in order to help achieve significant reductions in aviation emissions.

Automated and connected multimodal mobility will also have to play an increasing role, together with smart traffic management systems enabled by digitalisation. New sustainable mobility services and smart systems for traffic management should help to reduce congestion and pollution, especially in urban areas.

In order for transport to become drastically less polluting, especially in cities, measures addressing emissions should be combined with measures tackling urban congestion to promote improved public transport.

Applying more stringent air pollutant emissions standards for combustion-engine vehicles, regulating access of the most polluting ships to ports, using shore-side electricity for docked ships or tackling the emissions of pollutants by aeroplanes and airport operations, are among other measures to be adopted to improve air quality.

In parallel, the production and deployment of sustainable alternative transport fuels, along with the installation of public recharging and refuelling points for zero- and low-emission vehicles and vessels, will need to be ramped up and supported by new legislation.

According to the European Green Deal, this “ecological transition for Europe can only be fully effective if the EU's immediate neighbourhood also takes effective action”. In this regard, “undistorted international competition, reciprocity and a level playing field” should be ensured for

⁷The European Green Deal: https://eur-lex.europa.eu/resource.html?uri=cellar:b828d165-1c22-11ea-8c1f-01aa75ed71a1.0002.02/DOC_1&format=PDF ; https://eur-lex.europa.eu/resource.html?uri=cellar:b828d165-1c22-11ea-8c1f-01aa75ed71a1.0002.02/DOC_2&format=PDF

⁸EU's Sustainable and Smart Mobility Strategy: https://eur-lex.europa.eu/resource.html?uri=cellar:5e601657-3b06-11eb-b27b-01aa75ed71a1.0001.02/DOC_1&format=PDF; https://eur-lex.europa.eu/resource.html?uri=cellar:5e601657-3b06-11eb-b27b-01aa75ed71a1.0001.02/DOC_2&format=PDF

all transport modes with an international dimension and “the use of European technical, social, environmental and competition standards” should be promoted “in relations with individual non-EU countries across transport modes”. This is regarded as paramount for subsectors that need a global level playing field, such as aviation and maritime transport.

Regarding Maritime Transport and Ports, the European Commission’s Sustainable and Smart Mobility Strategy⁹ as well as the EC Communication on a new approach for a sustainable Blue Economy¹⁰ in the EU provides a framework to implement the European Green Deal into the maritime sectors, highlighting the role of maritime transport in decarbonisation and the role of ports as energy efficiency hubs. The Communication highlights the benefit in addressing common challenges and protecting common goods through regional cooperation with neighbouring countries at sea basin level.

Finally, for the reduction of transport emissions under the Paris Agreement, the EU widely promotes, with due focus on policy coherence, global actions towards sustainable and smart mobility in line with the SDGs. Accordingly, for translating good practices, quality solutions and standards onto sustainable and smart mobility, various strands of action are being developed by the EU for incorporation into its development cooperation, including with countries in its neighbourhood and, in particular, in wider Africa.

2.4. The European Neighbourhood Policy: enlarging the market and creating a free trade area

The European Neighbourhood Policy (ENP) complements and builds on the Euro-Mediterranean Partnership. ENP aims at bringing the EU’s neighbour countries, in particular its Southern neighbours, closer to the EU, in facilitating their participation in the EU internal market and building a free trade area.

The EU and the UfM countries in EU’s Southern Neighbourhood mutually agree on Action Plans which set objectives based on joint ownership, common interests, and reciprocal commitments. The ENP bilateral Action Plans support the implementation of national plans and reform programmes in the political, economic, social, and institutional fields.

In the transport sector, the ENP bilateral Action Plans concentrate on measures designed to improve the safety, security, and efficiency of transport operations as well as the development of an efficient transport network.

The bilateral Action Plans also underline the need for the implementation of these measures at the regional level. Regional Transport Action Plans (RTAPs) reinforce this process.

The European Commission provides assistance through its Neighbourhood Instruments to support the implementation of internal reform agendas in EU’s neighbouring countries. The initial European Neighbourhood and Partnership Instrument (ENPI) was succeeded by the European Neighbourhood Instrument (ENI), and more recently by the Neighbourhood, Development and International Cooperation Instrument (NDICI). These instruments have been providing financial support for bilateral and regional, as well as cross-border and trans-national, cooperation.

⁹ https://transport.ec.europa.eu/transport-themes/mobility-strategy_en

¹⁰ [Sustainable blue economy \(europa.eu\)](https://ec.europa.eu/economy_finance/sustainable-blue-economy_en)

EU's Joint Communication "Renewed partnership with the Southern Neighbourhood" and the related "Economic and Investment Plan for the Southern Neighbours" of 9 February 2021 aim at strengthening resilience, building prosperity, and seizing the digital transition through, *inter alia*, better connected economies.

In this context, the Joint Communication acknowledges that "Transport is a key component of policies and instruments supporting the development of the Southern Mediterranean, as highlighted by the Sustainable and Smart Mobility Strategy¹¹. It states that "we should seize the opportunity to link transport infrastructure through interoperability of rules and standards. Priority will be given to the swift development of the Trans-Mediterranean Transport Network and to the transport policy reforms' objectives identified jointly under the Regional Transport Action Plan (RTAP) and supported by the ongoing technical cooperation. Logistics, covering both regional infrastructure and links with customs cooperation, will feature in our aid-for-trade initiatives. Space cooperation will continue to play a supportive role, notably through joint actions for the uptake of the Galileo free and open services and through the extension of the European Geostationary Navigation Overlay Service (EGNOS)".

Action points proposed to support inclusive, resilient, sustainable, and connected economies are i) "stepping up efforts to adopt the indicative maps of the future trans-Mediterranean transport network (TMN-T) that will constitute the external dimension of the trans-European transport network (TEN-T), while already prioritising projects on this network, and contributing to linking up Sub-Saharan Africa, North Africa and Europe", and ii) "supporting regulatory convergence in all transport areas in coherence with the current RTAP 2021-2027 through Euro-Mediterranean transport technical assistance projects. These action points are confirmed by the EU's Joint Communication on the Global Gateway, which refers to the extension of the TEN-T in the Mediterranean as a way to foster the sustainable development of the region and strengthen connections with adjacent strategic corridors in Sub-Saharan Africa. The Global Gateway also underlines the importance of advancing the regulatory environment by fostering convergence with European or international technical, social, environmental and competition standards¹².

Among the various cooperation actions put forward to promote green transition (climate change resilience, energy, and environment), the Joint Communication proposes the implementation of sustainable urban mobility plans in the region's cities, developing green multimodal transport solutions.

2.5. The UfM roadmap for action (2017): strengthening regional integration through enhanced transport infrastructure connectivity

All UfM Countries stand to gain from a common area of economic integration, deepened further through cooperation in various policy areas, first and foremost, in the transport connectivity sector.

Regional integration will achieve its full potential only with a well-functioning transport system. A well-integrated, intermodal/multimodal transport system is an important prerequisite: those countries whose transport sectors can deal with logistically complex transport flows, will be able to profit the most from the opportunities offered by globalisation and free trade agreements.

¹¹ Sustainable and Smart Mobility Strategy' (COM(2020) 789).

¹² [Joint Communication "The Global Gateway" JOIN/2021/30 final](#)

Better regional transport infrastructure can help economies in the region to play a more important role in regional and global value chains and economy. Higher levels of transport connectivity can also lead to better access to employment, education, health, and other public services, as well as tourism activities, thereby raising productivity and promoting economic and social development. For instance, with the extension of transportation links, more people in the UfM region could benefit from opportunities for personal and professional development, contributing to knowledge creation, as well as stability and peace, in the region.

Infrastructure connectivity is high on the policy agenda of the UfM, which has long recognised the multiplier effect of infrastructure connectivity on regional integration and sustainable development. The 2017 UfM Roadmap for Action reiterated UfM's commitment to trans-Mediterranean infrastructure connectivity.

Since the adoption of the first Regional Transport Action Plan for 2007-2013, coherent regulatory frameworks that foster, *inter alia*, competitive port services and air traffic, the development of professional road haulage, and efficient freight forwarding, as well as successful railway reforms are deemed a prerequisite for successful transport integration. These structural reforms need to be carried out first and foremost at the national level, as part of the integration process on a regional level to encourage and facilitate the unimpeded flow of goods and people in the Mediterranean region.

3. OPERATIONAL OBJECTIVES OF THE RTAP

At the operational level, the RTAP-aims to:

- Strengthen the regional and international dimension of the national transport strategies and policies through, *inter alia*, regulatory convergence, regional transport projects and participation in relevant international fora.
- Enhance, through national strategies and policies, the efficiency of transport and mobility systems, in particular by establishing regulatory frameworks that facilitate transport, through increased financial autonomy or by creating sustainable sectoral financing frameworks.
- Pursue efforts to ratify international agreements and conventions, as well as convergence with EU agreements and regulations, for all modes of transport and ensure their implementation.
- Include emission reduction targets in integrated national transport strategies for the entire transport sector and consider pilot projects at regional level with a view to ensuring a gradual transition towards more sustainable mobility.
- Encourage the use of less polluting vehicles, alternative fuels and electric transport.
- Address, at the level of future transport and mobility policies and strategies of the different modes of transport, the convergence of EU environmental policies and strategies, the resilience of transport to climate change and possible pandemics by learning from the COVID-19 pandemic and its impacts.
- Enhance health and safety for all modes of transport, considering the impacts of this pandemic.
- Ensure effective monitoring of the functioning and operation of transport systems at national, Mediterranean and global levels (through data collection systems).
- Pursue updating of national plans and programmes 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.
- Prioritise the introduction of passenger rights regulations and specific measures for passengers with reduced mobility in all modes of transport.
- Develop consolidated national GNSS strategies focusing on all modes of transport and related activities.
- Promote women's empowerment in the transport sector, ensure that women 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.
- Ensure coordination among activities carried out under the different tools of bilateral, sub-regional, regional and international cooperation.

4. PROPOSED ACTIONS

4.1. National Transport Strategies and Policies

Action 1: Regional and international dimensions of national transport strategies and policies, and commitment to acceding to the main international agreements

Countries will continue to strengthen and integrate regional and international cooperation into national transport strategies and policies. They will also need to ensure consistency between national reforms and projects and those with an international and regional dimension, particularly regional infrastructure projects located on the TMN-T.

Countries will also continue the ratification and implementation of international agreements and conventions as well as their regulatory approximation and convergence, which together with the priority TMN-T network constitute the two pillars necessary to achieve an integrated transport system in the Euro-Mediterranean region. This system will help to improve infrastructure connectivity, facilitate the movement of people and goods across the region and promote a common area of economic integration.

Transport strategies and policies should ensure coherence and complementarity between bilateral, sub-regional, regional and international cooperation programmes.

The countries of the Euro-Mediterranean region will strengthen cooperation and coordination, in all areas of transport and logistics and particularly in relevant international, regional and sub-regional fora.

Action 2: Strategies and policies for sustainable transport systems.

Priority must be given to reducing the environmental impact of transport in line with the Sustainable Development Goals (SDGs) in the United Nations Resolution No 70/1 of 25 September 2015 and as reflected in the EU Green Deal objectives. .

Countries will continue efforts to create more efficient transport systems, more resilient transport infrastructure and services, accelerated deployment of ITS and new forms of mobility. They will also ensure the introduction of regulations on passenger rights and specific measures for passengers with reduced mobility in all modes of transport, and the development of consolidated national GNSS satellite navigation strategies focused on all modes of transport and related activities. Strategies and policies should include promoting women's empowerment in the transport sector.

National transport strategies and policies must reflect the commitment to the achievement of the SDGs, specifically those related to the transport sector, through concrete actions for the different modes of transport. In this context, due regard should be given to safety (SDG 3), sectoral training (SDG 4), empowerment of women (SDG 5), rationalisation of energy consumption and the use of less polluting vehicles and electrification (SDG 7), resilience of infrastructure (SDG 9), sustainable urban mobility and resilience of cities (SDG 11), environmental protection, the use of alternative fuels and the setting of noise and air pollution standards (SDG 12), and the fight against climate change and the sustainable conservation of the oceans and seas (SDG 13 and 14). The actions undertaken by international organisations on the different modes of transport should serve as the basis for this national and regional commitment. In addition, regional cooperation under SDG 17 should be encouraged. Harmonisation with EU environmental policies and strategies and more particularly

with the axes and action plans of the European Green Deal should be sought and ensured as well. Engagement in SDGs includes promoting women's empowerment in the transport sector, their access to transport professions, effective participation in planning and decision-making, as well as in the management and operation of networks.

Improving the efficiency of transport and mobility systems through national strategies and policies consists, in particular, in strengthening national and sub-national governance with appropriate regulatory frameworks. Institutional capacity must also be strengthened through specialised human resources within national, sub-national and local administrations. Improving the efficiency of transport systems should also include further reforms in the management and liberalisation of services, as well as the promotion of private sector participation and the development of multimodal transport, in particular through rail connections between ports and road-rail freight transport. Countries will take appropriate measures, including regulatory and fiscal measures to improve the sustainability of transport systems.

National transport and mobility strategies and policies should reaffirm or acknowledge the importance of transport resilience to climate change, and to possible pandemics by learning from the impacts of COVID-19.

4.2. Trans-Mediterranean transport network, financing, logistics and multimodal transport

Action 3: Trans-Mediterranean Transport Network (TMN-T)

The technical identification and political validation of a Trans-Mediterranean Transport Network will contribute to the expansion, consolidation and deepening of regional integration. The TMN-T will thus be an essential tool for planning and prioritising investment.

The TMN-T indicative map, developed at the technical level, establishes a comprehensive regional transport network. Priority will be given to the identification of the core axes and corridors of- in accordance with the TEN-T methodology¹³, and to the establishment of a list of priority projects of regional interest on this network.

Multimodality, sustainability and complementarity between the different modes of transport will be the guiding principles for this list. Further development of the Motorways of the Sea will also strengthen integrated multimodal services and bring about concrete progress in the interconnection between TEN-T and the TMN-T.

The validation process of the indicative TMN-T map will be expedited and finalised through active dialogue with the countries concerned. The European Commission will then propose the inclusion of the indicative map for TMN-T in the TEN-T

The results of the TMN-T map validation process will be presented at the next UfM Ministerial Conference.

Strategic planning and development of an efficient transport infrastructure network is key to promoting trade, economic integration, and cohesion in the region, as is its interconnection and interoperability with European networks.

The Trans-European Transport Network (TEN-T) showcases how integrated connectivity can facilitate regional integration and trade.

The development at technical level of the indicative map of the TMN-T followed a similar logic, with a view to making the network both the backbone and potential engine of future Euro-Mediterranean convergence and integration in the transport sector. In addition, convergence with environmental EU policies and strategies, especially those linked with the Green Deal ambitions, will be relevant for the development of its core open axes and corridors.

The network will help to expedite and facilitate the interlinked transitions underway in the transport, energy and digital sectors, while supporting post-COVID recovery and reinforcing the resilience of supply chains in the region.

The agreement on the TMN-T indicative map at political level will pave the way for the inclusion of the network in the Regulation on European Union guidelines for the development of the trans-European network. This is crucial for mobilising technical assistance, projects and international finance for the operationalization of the trans-Mediterranean network at scale.

Consensus on the core network will facilitate the climate proofing of the main corridors on the network.

¹³ Commission Staff Working Document (SWD(2021)471 on the planning methodology for the trans-European transport network (TEN-T)

Finalisation of the indicative map can enhance the overall investment and trade attractiveness of the region.

The indicative map can also pave the way for mainstreaming and consolidating the highest technical, social, environmental and competition standards across transport modes in the region.

Action 4: Financing

The political validation of the TMN-T indicative map will give a boost and credence to fundraising efforts for investment in priority projects on the TMN-T. The validated indicative map will constitute a common programming basis to mobilise in a coordinated manner the financial instruments of all partners, and develop a pipeline of projects located on the TMN-T for regional connectivity, interoperability and integration.

The validated indicative map will pave the way for the potential mobilisation of funding programmes at European and global level, particularly those of the EU, as well as the European Investment Bank (EIB) and other international financial institutions (IFIs), while promoting public-private partnerships.

The UfM-IFIs Transport Project Committee will continue to overview, and indicate appropriate financing strategies for the implementation of main regional transport infrastructure projects, particularly those that are located on and prioritised by the TMN-T, labelled by the Union for the Mediterranean, and deemed potentially bankable. The financing efforts are part of the continuity of the efforts already undertaken and in particular the High-Level Conference of the Union for the Mediterranean on the financing of the future trans-Mediterranean network hosted by Italy, in Civitavecchia (port of Rome), on 10 December 2014.

Other relevant transport projects identified by strategic Mediterranean initiatives, and aimed at supporting cooperation in the region, such as the WestMED Technical Group on Green Shipping, will be examined for further analysis and more synergy in this context.

Investment in transport infrastructure should prioritise projects with the highest potential for creating added value in social, environmental, economic and regional integration, and direct impact on jobs, growth and resilience.

Mobilisation of *ad hoc* advisory support and technical assistance for public authorities and project promoters, under available instruments, such as those of the EU and EIB, can facilitate and accelerate investment in priority transport infrastructure projects, and pave the way for building a credible pipeline of bankable and viable projects.

Investment in transport infrastructure across the region is key to ensuring connectivity, the sustainable functioning of the economy and improved regional integration. Priority should be given to infrastructure projects included in a region-wide strategic planning, such as the TMN-T.

Infrastructure must be climate- and future-proofed, and rendered resilient to crises and disasters.

Investment might include the modernisation of fleets in all modes to ensure that low- and zero-emission technology options are deployed, including through retrofitting and appropriate renewal schemes in all transport modes, in line with the global and EU decarbonisation objectives.

Action 5: Development of logistics, coordination and upgrading of logistics

The countries will ensure the establishment or strengthening of national logistics development strategies that take into account the regional and Mediterranean dimension of the sector.

The logistics programmes will continue, in particular, through the implementation of priority logistics platforms of the trans-Mediterranean transport network, in order to help improve logistics performance, sustainability and coordination at the regional level. In this context, it is necessary to support and promote the development of green logistics, to prioritise the rationalization of urban logistics and to ensure the resilience of the logistics chain. To achieve these goals, the potential of digitalisation of information exchange process along the logistics chain, including the use of global navigation satellite systems (GNSS) such as Galileo and EGNOS, should be mobilised.

In order to boost logistics performance and to ensure effective coordination at regional level, training and capacity building activities should be maintained and tailored to the specific needs of countries. Logistics should continue to be promoted by countries, in raising awareness of public administration, aligning training with international standards, and in developing professional associations.

Capacity building in the digitalisation of supply chains and the creation of 3PL and 4PL logistics service providers should also be encouraged and ensured.

Data collection and exchange, building on EU standards and solutions, as well as the establishment of a regional logistics observatory are key issues to consider and elaborate on, including measures for the exchange of multimodal transport data supporting more efficient cargo flows along the physical extension of the TEN-T network.

Green logistics aim at optimising freight transport by using less polluting vehicles and vessels, developing smart and multimodal logistics platforms to support the development of an efficient multimodal transport, and deployment of digital technologies.

Diagnostic and/or feasibility studies may be necessary, particularly for logistics platforms within the framework of the Euro-Mediterranean transport network. Strategies and action plans should be developed/ revised according to respective needs of countries. Simplification and digitalisation of administrative procedures (and in particular customs procedures) may have a positive impact on the logistic processes, such as reducing time of transport operations.

Strategies and action plans for the rationalisation of urban logistics must be part of sustainable urban mobility plans with the objective of optimising urban freight transport in line with the SDGs, taking into account its economic, social and environmental dimensions. GNSS can play a key role in these strategies and plans.

Specific measures need to be taken to make logistics platforms more resilient to climate change, as well as possible epidemics, drawing upon lessons learned from the impacts of the COVID-19 pandemic, and to ensure the continuity of their deliveries.

The availability of sustainable energy infrastructures, at the level of logistics platforms, should be reinforced in order to foster green and sustainable transport across the Mediterranean.

Action 6: Development of multimodal transport

Countries will ensure the establishment or strengthening of multimodal transport development strategies with the aim of optimizing transport operations, minimizing transport costs and ensuring gains in terms of sustainability and competitiveness.

The development of multimodal transport corridors under the future TMN-T and its connection to the TEN-T should be prioritised and supported at national level in order to help enhance connectivity.

As part of the development of multimodal transport, countries are encouraged to improve and strengthen port connectivity, by land and in particular by rail, with the hinterland. This connectivity should be seen as a strategic element of port development and multimodal transport, taking into account its economic and competitive advantages in order to reduce negative externalities to people and the environment. With the further development of Motorways of the Sea, this connectivity will ensure complementarity between the different modes and promote modal shift towards sustainable transport, which will strengthen the integration of multimodal services and allow for concrete progress in the interconnection between infrastructure networks and between the two shores of the Mediterranean.

In addition, countries are encouraged to implement projects to expand local and regional rail networks.

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

Setting up of multimodal transport corridors under the TMN-T and its connection to the TEN-T should be prioritised and supported at national level, hence the need to prioritise the modernisation of the internationally important road and rail infrastructure, investments in port infrastructure, connections of ports with their hinterlands, as well as the further development of the Motorways of the Sea to strengthen integrated multimodal services and make concrete progress in connecting the two shores of the Mediterranean.

Action 7: Extension of the TMN-T network

Once the TMN-T is adopted, its potential extension to inner Africa and Asia will be explored with stakeholders in the UfM Regional Platform on Transport Connectivity and further afield.

Policies and strategies to be adopted and transport corridors to be developed in this respect should constitute the first steps towards achieving this wider connectivity.

The outcomes of the “Europe — Africa Alliance” initiative for Investment and Sustainable Employment launched in 2019, and in particular the work of the Transport Sector Working Group, with its three Task Forces, namely Connectivity, Road Safety and Civil Aviation, should be highlighted in this context. The results and recommendations on “connectivity” thereof could serve as a basis for the future extension of the TMN-T network.

4.3. Maritime transport and commercial seaports

Action 8: Regulatory reforms and accession to international agreements in maritime and port sectors

Countries must pursue efforts to ratify and effectively implement international conventions and agreements relating to maritime trade and transport, safety and security, protecting the environment, training, maritime labor, etc. Stressing the importance of regulatory reforms at national level, countries will continue efforts to converge these regulations with the conventions and agreements, the European Union's regulations.

Countries are invited to ratify the environment-related instruments, such as Annex VI of the MARPOL Convention, and transpose those instruments into their national legislation for enforcement and implementation. Special consideration should be given to the BWM, AFS and WRC conventions.

The passenger rights in the field of maritime transport should be prioritised as regards the specific measures for passengers with reduced mobility.

Action 9: Port efficiency improvement

Countries must continue their efforts to improve port efficiency, in particular by placing it at the heart of national strategies, regulatory reforms, adaptation of infrastructure and equipment to specific needs, interconnections between ports and other transport modes including rail transport, as well as the simplification and automation of administrative procedures. In order to improve general efficiency of port services, specific indicators should be established to boost the productivity of handling operations and reduce the dwell times.

Specific measures need to be put in place for cutting CO₂ emissions, making port infrastructure and services more resilient, and for empowering women in the maritime sector, notably also by providing adequate facilities, including sanitary facilities.

Special attention should be given to upgrading infrastructure, including, where necessary, the construction of other ports or terminals, storage areas, hinterland connections and particularly rail connections.

Procedures must be transparent and further simplified by:

- Clarifying and facilitating the conditions to access the market of port services, notably towage, pilotage, mooring, waste management and bunkering, as well as the separation of port regulatory tasks and commercial functions, drawing on the EU experience particularly in these areas.
- Setting a clear framework as regards financial transparency of ports Establishing Electronic Data Interchange (EDI), implementing the Maritime National "Single Windows" (MNSW) system, and deploying the Port Community Systems (PCS). Digitalising data submission will facilitate the flow of reporting formalities.
- Further simplification of customs controls and other declarations and border-crossing procedures and formalities, in particular on the basis of the provisions of the FAL convention. Approximation of the EU Customs Code will also facilitate the movement of goods in the Mediterranean.

- Enhancing cooperation to better receive, share and analyse traffic monitoring information in the region. Encouraging and ensuring the interoperability of the port management information systems through closer coordination.

As part of the implementation of the SDGs, countries will establish emission reduction targets at the port level and continue to introduce pilot initiatives and projects between ports in the Euro-Mediterranean region. Countries will ensure the pilot phase of Ports in the transition towards Energy Communities, considered as a pathway towards the transformation of Ports into 'sustainable energy hubs' for maritime and inland supply of sustainable and clean energy , and will also ensure the creation of local innovative business ecosystems. In this context, the pilot action dedicated by the WestMED Initiative could be used.

Countries will promote EGNOS and GALILEO for the development of maritime navigation in all its aspects.

Cooperation and exchange of information on maritime traffic in the region should be strengthened by encouraging the establishment of the Mediterranean Ports Organization in parallel with the Baltic Ports Organisation, which can facilitate and unify work and training efforts.

Specific measures relating to port infrastructure and services need to be identified along with an action plan, taking into account both climate change, and possible pandemics by learning lessons from the impacts of the COVID-19 crisis.

In line with the SDGs, countries will promote women's empowerment in the port sector, their access to professions and effective participation in the planning and implementation of strategies and policies, as well as in the management and operation of networks and services.

Action 10: Development of maritime transport

Being the main channel for trade across the Mediterranean region, maritime transport must continue to be a priority when it comes to its development and integration into the logistics chain and with the various transport modes. Countries will promote the Motorways of the Sea concept in order to strengthen integrated multimodal services and create better maritime transport connections between the Mediterranean ports and the TEN-T to be connected through the future TMN-T. Efforts will also focus on the convergence of environmental policies, the resilience of maritime transport to climate change, and to possible pandemics, along with the promotion of women's empowerment in maritime transport, notably also by providing adequate facilities, including sanitary facilities.

Countries will boost renewable energy investments in order to minimise the negative effects of fossil fuels on the environment, health and biodiversity. In this context, countries are encouraged to renew their fleets through investment programmes at the national level with the use of national and international financial institutions and all available financing and support instruments.

Countries will continue working together in the Mediterranean region towards making full use of existing LNG terminal capacity, and further optimising it going forward in line with market demand.

Together and related to the development of sustainable maritime transport solutions, it is indeed essential to address the diversification of energy options, including different alternative fuels, as relevant and applicable for shipping, not only engaged in international voyages but, more importantly, in short sea shipping routes. In particular, for Mediterranean, security of fuel supply can be associated to regional/ port-specific optimized availability of feedstock products or renewable energy.

The development of transport in the region, and in particular between the Northern and Southern shores of the Mediterranean, will involve opening up new shipping lines and revitalising the current ones in order to offer even more sustainable options for these routes. Countries will facilitate the development of short sea shipping with the EU in particular for passenger and RORO services, drawing on and benefiting from the EU's experience in this area.

The development of maritime routes, in line with the Motorways of the Sea concept, should be pursued by the private initiative which could be facilitated through action plans or MoUs. In this context, an integrated approach focusing on the environmental sustainability of maritime transport, including ports the integration of maritime transport into the supply chain, safety, human factor and traffic management to and from other nodes of the Mediterranean countries should be promoted. In addition, coordination with other projects and initiatives should be ensured. Obstacles potentially hindering the efficiency and the economic and environmental sustainability of the Motorways of the Sea, including lack of communication and awareness among stakeholders, as well as funding issues, need to be addressed considering the relevant applicable regulations. Countries are encouraged to promote public-private competition, increase innovation and reduce service costs.

Cooperation in the Mediterranean region will be essential with a view to the full utilisation of existing LNG terminal capacity in line with market demand.

A fundamental building block for energy sustainability in maritime transport is the availability of clean energy and alternative fuels for shipping. To this end, the supply of LNG, Green Hydrogen or Renewable Low Carbon Fuels, either of biological or synthetic origin, should be promoted in

consistency and in a way compatible with the feedstock and renewable energy availability around the Mediterranean basin. To this end, countries are invited to consider the need for distributed LNG storage facilities, of small to large scale, able to secure expected increase in demand for LNG as fuel for shipping and, at the same time, to secure ability for imports and regasification as adequate and necessary. In addition, as feedstock for synthetic fuels, or as fuel for future maritime transport applications, Green Hydrogen production should be considered as an important building block in the promotion and uptake of alternative future marine fuels. The availability of renewable electricity production around the Mediterranean and, in particular, from other non-EU Mediterranean partner countries, should assist in the construction of a resilient and diversified maritime fuels production network, able to support the uptake of demand from sustainable shipping.

Countries are invited to identify challenges and put forward action plans for maritime transport resilience, encompassing both climate change, and possible pandemics by learning from the impacts of the COVID-19 pandemic. In doing so, they are also encouraged to build upon the priorities and project ideas identified in this area by other relevant initiatives – including the WestMED Initiative and the Green Shipping Technical Group currently active.

Actions for the promotion of women’s empowerment, their access to the various professions of seafarers and their effective participation in the management and operation of networks should be maintained and enhanced.

Countries need to take full advantage of smart digital solutions and intelligent transport systems (ITS). Connected and automated systems have enormous potential to fundamentally improve the functioning of the whole transport system and contribute to the achievement of the sustainability and safety goals. Actions will focus on supporting the integration of transport modes into a functioning multimodal system.

Action 11: Maritime safety

Countries are invited to continue their efforts on maritime safety through the implementation of all relevant international conventions, the full and effective discharge of the duties and responsibilities under the flag State and port State rules, the implementation and/or enhancement of surveillance systems through the installation of modern safety equipment, and through the development of regional communication and coordination systems. This will ensure interoperability.

To this end, priority should be given to regional efforts to further improve capacities to receive, share and analyse vessel traffic monitoring information, to facilitate cooperation between relevant national authorities, as well as sub-regional cooperation in maritime safety, including search and rescue (SAR) and assistance to a ship in need of assistance seeking a place of refuge operations.

Countries will ensure the development of contingency plans and search and rescue procedures and facilitate cooperation among the various relevant national institutions to respond to maritime disasters in a modern and advanced manner.

Special attention should be given to the effective discharge of the duties and responsibilities under the flag State and port State rules, including the creation of appropriate training programmes to ensure that national procedures comply with the international maritime legal framework, as well as the harmonisation of the technical requirements, as regards port State control, the development and implementation of inspection criteria and guidelines by the standards of the Mediterranean Memorandum of Understanding (MED MoU) and the Paris Memorandum of Understanding.

In the context of the EU-funded SAFEMED IV project, EMSA has developed a new information system for the Mediterranean MoU on port State control (Med MoU).

This new system, THETIS-Med, is a clone of the current system used by the EU Member States and the Paris MoU non-EU parties, commonly known as THETIS which is already hosted in and managed by EMSA. However, THETIS-Med is fully customised for the Med MoU. THETIS-Med will support the Med MoU member states (Algeria, Cyprus, Egypt, Israel, Jordan, Lebanon, Malta, Morocco, Tunisia, Turkey) in the execution of their obligations with respect to Port state Control (PSC) inspections.

Subject to a positive evaluation of the operational experience in exchanging and sharing T-AIS under the current programme continue, after approval of the EU MS in the formal governance body, to benefit from technical assistance facilitating, for the duration of the project, the exchange of T-AIS information between Southern Mediterranean countries using the AIS regional server for the Mediterranean.

In the context of the EuroMed Transport Maritime Project (SAFEMED IV), the European Maritime Safety Agency (EMSA) is working with national, European and international stakeholders to raise the safety, security and protection of marine environment standards in the Mediterranean Sea. Continued support should be given to beneficiary countries as flag States to transpose in their national legislative systems and to implement the most up-to-date versions of the international instruments. Support should also be provided to establish monitoring tools aiming at improving the performance of the beneficiary countries' fleets.

Action 12: Maritime security

Countries should effectively implement the mandatory SOLAS maritime security requirements in accordance with the ISPS Code, and support the capacity building of the personnel involved in the implementation of the ISPS Code. International guidelines, mainly those established in the IMO framework relating to the prevention and the fight against piracy and armed robbery should also be taken into account.

Countries will ensure strengthened joint contingency planning, risk management, conflict prevention, crisis response and crisis management, particularly between the EU and Southern Neighbourhood countries. Countries will also enhance awareness actions on maritime security and more particularly cyber security in maritime transport, and technical assistance in the field of port security audit.

Countries will continue to give full effect to the provisions of relevant EU maritime security legislation and directives, regularly disseminated by the European Maritime Safety Agency (EMSA) and support capacity building of staff involved in the implementation. They will implement the regional guidelines for combating piracy and armed robbery developed by the IMO.

Countries will consider the use of new technologies such as Remotely Operated Vehicles (ROVs) and drones to improve the efficiency of remote search and rescue services as well as pollution monitoring services.

In this regard, countries should continue to ensure full implementation of the relevant European legislation and guidelines on maritime security, regularly disseminated by the European Maritime Safety Agency (EMSA), and support capacity building of personnel involved in implementation, as well as the implementation of the regional guidelines for combating piracy and armed robbery developed by the IMO

Action 13: Protection of the marine environment

Countries should ratify as soon as possible, as appropriate, and effectively implement the MARPOL Convention and the environment-related instruments, including MARPOL- Annex VI.

They should, where available, also use satellite surveillance systems' earth observation with respect to detecting suspect pollution caused by ships.

Actions to be undertaken also include the promotion of the transition to cleaner energies in ports, giving support to the processes being finalised in the IMO and to establish an emission control area in the Mediterranean Sea (MedECA), in view of preparing, in the context of the UNEP MAP framework, its implementation by 2025 and the setting up of port waste management plans.

Countries will consider the use of new technologies such as Remotely Operated Vehicles (ROVs) and drones to improve the pollution monitoring services.

Countries will ensure the training of all stakeholders in ports and ships involved in dangerous goods, in accordance with existing national and international provisions. In addition, they will provide detailed instructions for emergency response and medical first aid related to accidents involving dangerous goods.

Countries will ensure that environmental awareness is raised by strengthening the dialogue with environmental conservation associations.

Countries which have not yet ratified the Annex VI of the MARPOL Convention are invited to speed up its ratification and to effectively implement it. In addition, countries are invited to incorporate the provisions of the said convention into domestic law. This is also necessary for the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM) and the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS).

Carrying out oil pollution control activities should include international exercises with oil recovery vessels and dedicated oil spill response equipment.

In the context of the implementation of the MARPOL Convention, investments in Port Waste Management Facilities and Emergency Response Plans are needed. Possibilities should be explored for getting technical support and assistance, through the national and international instruments available to carry out a technical feasibility study for the establishment of port reception facilities in accordance with the provisions of the MARPOL Convention and for the acquisition and exploitation of related equipment.

The protection of the Mediterranean environment should be promoted through the implementation of new technologies and innovative solutions, as well as through their exploration at both national and regional levels. The options to be considered are the introduction of incentive schemes to promote environmentally-friendly maritime transport, the taxation of polluters, the development and implementation of an environmental management plan for ports by adhering to the ESPO Eco Port programme, as well as the certification according to ISO 14001 for environmental management and ISO 50001 for energy management.

Ports are key for the international connectivity and economy of the region. In their transition to zero-emission nodes, best practices followed by the most sustainable and resilient ports must become the new normal, and enable more sustainable forms of connectivity. Ports should become hubs of multimodal mobility and transport, interlinking all the relevant modes. This will improve air quality locally and thereby contribute to improved health of nearby residents. Inland ports and sea-

ports have great potential to become new clean energy hubs for integrated electricity systems, hydrogen and other low-carbon fuels, and testbeds for waste reuse and the circular economy. Accelerating the pilot phase of Ports in the transition towards Energy Communities should be considered, as a path towards the transformation of Ports in ‘sustainable energy hubs’ for maritime and inland supply of sustainable and clean energy – and accelerate the creation of innovative business ecosystems locally. It is subject of a dedicated Pilot Action by the WestMED Initiative.

Along with port efficiency measures, Mediterranean ports need to be made cleaner, by incentivising the deployment of renewable and low-carbon fuels and feeding stationed vessels with renewable power instead of fossil energy, the development and use of new, cleaner and quieter vessels, revision of port services and operations, optimisation of port calls, and through a wider use of smart traffic management.

In synergy with the deployment of alternative marine fuels, efforts must be undertaken towards zero pollution to drastically reduce the broader environmental footprint of the sector. The Mediterranean Strategy for the Prevention, Preparedness, and Response to Marine Pollution from Ships (2022-2031) and its Action Plan, as well as the Road Map for a Proposal for the Possible Designation of the Mediterranean Sea, as a Whole, as an Emission Control Area for Sulphur Oxides Pursuant to MARPOL Annex VI, within the Framework of the Barcelona Convention, indicate the way forward in moving towards the achievement of the ultimate aim of zero pollution to air and water from shipping for the benefits of the sea basin, coastal areas and ports.

Action 14: Training and certification of seafarers

Countries should continue and extend training and certification efforts, including, the establishing of maritime training institutes, correct and effective implementation of the requirements of the IMO’s STCW and the ILO’s Maritime Labour Convention (MLC) standards, strengthening cooperation and coordination with EU countries, exchange of expertise and best practices among maritime institutes, and promote the attractiveness of maritime transport professions.

Countries shall continue their efforts to train and certify seafarers, through continuous development of the maritime training institutes as well as creation of new ones, which will foster the development of the maritime sector and support creating job opportunities. Providing practical maritime training opportunities on the ships of the Euro-Mediterranean countries should be explored and encouraged, including new graduates.

Countries shall take measures to promote and facilitate women’s access to maritime professions and their broad participation in both induction and refresher maritime trainings.

Efforts to ratify and implement and effectively enforce the IMO’s STCW and the ILO’s Maritime Labour Convention (MLC, 2006), including the latest amendments to these two conventions, should continue and – in this respect (*i.e. implementation and enforcement*) be accompanied by training, awareness raising and exchange of best practices.

Cooperation and exchange of experience between maritime education institutes in the Mediterranean region should be continued and strengthened, in order to enhance training opportunities for seafarers. It is also necessary to ensure better coordination of regional initiatives for uniform national systems of university training, fixing the qualifications for the maritime sector and developing a regional university network.

The new Alliance of Maritime Clusters within the WestMED Initiative, with its network of maritime training institutes (some of which are already recognized by IMO) representing national excellence in this field, could be useful in achieving such a goal.

Further efforts are needed to increase the attractiveness of the maritime sector through national and regional promotion and awareness raising campaigns with the aim of balancing supply and demand.

4.4. Land transport (road transport, urban mobility and rail transport)

Action 15: Regulatory reforms and adherence to international road transport agreements

Countries will continue their efforts to accede to key international agreements focusing on reforms and regulatory approximation, as well as the development and the adaptation of national transport systems on the basis of these agreements and European best practices, which would facilitate international transport in general and in the Euro-Mediterranean region in particular.

The agreements and reforms relate to road transport and road traffic safety, driving and rest periods for professional drivers, including the adoption of digital tachographs, the technical state of the vehicle fleet, simple border crossing procedures, safe carriage of dangerous goods and perishable foodstuffs, etc.

From the various conventions, ten road traffic instruments are considered to be priorities for accession:

The 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1970 European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), the 1956 Convention on the Contract for the International Carriage of Goods by Road (CMR), the 1978 Protocol to the Convention on the Contract for the International Carriage of Goods by Road, the 1975 Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), the 1982 International Convention on the Harmonization of Frontier Controls of Goods (Harmonization Convention), the 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), the Protocol of 1993 amending Article 1(a), Article 14 (1) and Article 14(3) of the ADR, the 1970 Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), the 1958 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, the 1997 Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, the 1956 Convention on the Contract for the International Carriage of Goods by Road (CMR), its Protocol of 1978 and its Additional Protocol of 2011 on the Electronic Consignment Note (e-CMR) as well as the transition towards more innovative tools such as e-TIR.

It is recommended to develop appropriate multi-disciplinary administrative strategies at national level to promote the accession to and effective implementation of these agreements and the necessary national reforms, ensuring greater commitment to and ownership of the respective actions.

It is also recommended to request that the United Nations Economic and Social Council (ECOSOC) ensures the official Arabic translation of the ADR Agreement, and of its periodic updates, taking into account the amendment cycle (2 years).

The participation of experts from partner countries in the work of UNECE should continue and be further encouraged and facilitated. Such participation would offer multiple advantages to experts in terms of capacity building, better understanding of the importance, main provisions and benefits of accession and implementation of UN agreements, integration of the European and international network of experts and participation in the negotiation process.

Action 16: International Road Transport Facilitation

Countries will pursue efforts to reform and/or establish efficient and competitive land transport systems that promote and facilitate international road transport. These efforts are based on regulatory reforms and approximation of transport legislation, the application of harmonised rules and standards based on international practices, the professionalism and technical capabilities of operators and drivers, and a better technical state of the vehicle fleet.

Efforts should also include the deployment of Intelligent Transport Systems (ITS) and a system for data collection that can enhance operations and management of transport systems on the whole.

Specific measures on vehicle emission reduction, resilience of road transport infrastructure and services, and measures to promote women's empowerment in the road transport sector also need to be adopted and implemented, notably also by providing adequate facilities, including sanitary facilities.

Furthermore, institutional capacity building for governance and building a skilled workforce are deemed essential to ensure efficient transport systems.

The facilitation of cross-border transport is mainly based on the accession and implementation of international agreements and conventions, regulatory approximation and EU best practices, including the training of professional drivers inspired by Directive 2003/59/EC, compliance with the rules on driving and rest periods laid down in the AETR Agreement, the introduction of rules on access to the occupation of haulier in accordance with Regulation 1071/2009/EC, as amended by Regulation (EU) 2020/1055 of the European Parliament and of the Council of 15 July 2020, and the improvement of the technical conditions of vehicles in application of the UN 1997 Agreement, Directive 2014/45/EU on periodical technical inspections and Directive 2014/47/EU on the technical roadside inspection of commercial vehicles.

The use of less polluting vehicles, alternative fuels and electrification should be encouraged. 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 set up and prepared for the use of new and emerging forms of mobility, in particular the introduction of automated vehicles for urban mobility.

Efforts to deploy harmonised and interoperable ITS will build on the achievements made under RTAP2014-2020 through the EuroMed TSP, namely the EuroMed "ITS Strategic Plan" and the "Preliminary ITS Architecture" to ensure optimal, integrated and seamless transport, increase road safety and reduce the environmental impact.

Countries need to take full advantage of smart digital solutions and intelligent transport systems (ITS). Connected and automated systems have enormous potential to fundamentally improve the functioning of the whole transport system and contribute to sustainability and safety goals. Actions should focus on supporting the integration of transport modes into a functioning multimodal system.

Countries should consider removing or substantially reducing the transit costs imposed on road operators, in order to facilitate cross-border freight transport in the region.

Exchange of experience and good practices in a coordinated manner between countries, in particular between those in the EU's Southern Neighbourhood, should be encouraged with the commitment of all potential partners, such as UNECE, ESCWA, UNECA, IRU, regional and sub-regional cooperation

frameworks, IFIs and other donors, the private sector, etc., in areas such as vehicle approval and certification training, periodical technical inspections frameworks, testing and accreditation centres and laboratories. The support and assistance will focus on priority actions and pilot projects at national and regional level, falling within the framework of sustainable development, energy transition and the use of clean energies.

The resilience of land transport needs to be taken into account in the future, encompassing both climate change and possible pandemics by learning from the impacts of the COVID-19 pandemic. In effect, those impacts should be taken into consideration when organising land transport systems and in future infrastructure projects and reception facilities to ensure people's health and safety.

The promotion of women's empowerment in the road transport sector, and their access to road transport professions should be encouraged, as well as the promotion of their effective participation in the planning and implementation of strategies and policies and in network operations and management.

Action 17: Road safety

Road safety must be a priority for State governments. Countries will implement and/or review the institutional management of road safety on the basis of internationally recommended best practices and guidelines. In this context, countries will continue to set up a lead agency for road safety and develop and/or revise national road safety strategies.

Countries will also ensure the continued implementation of the provisions of the international Conventions on Road Traffic, the revision of road traffic rules and the establishment of reliable, harmonised and comparable road safety data collection systems. The accession to and implementation of safety agreements and conventions, the further revision of road traffic rules, the further development of reliable data systems, the adoption of vehicle safety measures, road safety and post-accident care, should all be part of the road safety action plan.

It is recommended that these strategies be aligned with the Stockholm Declaration of the 3rd World Ministerial Conference on Road Safety (2020), in line with the international objectives of the United Nations General Assembly Resolution on Road Safety declaring the period 2021-2030 as the second decade of Action, and those of the Global Plan for the Decade of Action on Road Safety 2021-2030. This includes, in particular, the adoption of the safe system approach.

The further development of a lead agency for road safety structures and the development and/or revision of national strategies, and national and regional target setting for all countries, will be a priority. Strategies and targets should be linked to the percentage of reduction in the number of road fatalities by ensuring effective road safety management, along with better coordination and funding for their implementation. The establishment of the lead safety structures must be based on a clear mandate laid down in a regulatory text, in order to give the agency leadership tasks, including powers for horizontal coordination activities and institutional management functions. These functions include legislation, funding, promotion, monitoring and evaluation, research and development and knowledge transfer.

Efforts to revise the rules should continue and relate in particular to road signs and road signals, road traffic rules (such as speeding, helmet use, seatbelt, child restraint systems, drink driving, pedestrians' and cyclists' non-compliance and other traffic infringements, the education of road users, drivers' training and examination, driving licenses and other requirements for heavy goods

and passenger vehicles, vehicle registration and vehicle type-approval as well as technical inspections. Enforcement of road traffic rules should be strengthened, combined with capacity building for all those involved.

Countries need to ensure that road safety is fully taken into account and applied throughout all the phases of the road projects: design, construction, operation and maintenance. In addition to that, they will integrate post-collision care into efforts to disseminate best practices in trauma care and develop specific training.

Efforts to set up reliable, harmonised and comparable data collection systems for road safety and data sharing at regional level, while applying good practices should be pursued. In this context, countries should monitor and effectively implement the roadmap agreed at the EuroMed TSP regional workshop in Athens, applying international standards and addressing the existing gaps between national statistics and those reported by the WHO.

It is recommended to consider developing, within the EU's partnership framework, various road safety activities in the region, or a technical assistance project based on road safety.

African partner countries should ensure that actions taken are in line with the recommendations of the Road Safety group of the African-EU Transport Task Force, adopted in 2020.

Action 18: Urban mobility

Countries should continue to implement national urban mobility policies and sustainable urban mobility plans for their most important cities as part of a comprehensive and integrated approach. In this context and in order to address all the common challenges of urban mobility at the level of each urban area, countries, in particular those in EU's Southern Neighbourhood, can draw on the European Union's guidelines on the development and implementation of sustainable urban mobility plans, published to encourage the widespread adoption of Sustainable Urban Mobility Plans (SUMPs) as a cornerstone of urban mobility policies.

Public policies must be based on governance, capacity building, financing, the promotion of public transport, including electric vehicles, and on active and soft modes of transport, as well as improving road safety and accessibility, mainly for vulnerable and mobility-impaired users. It must be anchored on spatial planning coordination, complementarity between the different modes of transport and the integration of services and use of the ITS

In this context, efforts should be continued in terms of the deployment of the ITS for the development of a multimodal transport and the integration of services, in particular through the promotion of innovative technological solutions (Mobility as a Service - MaaS) for smart and sustainable urban mobility.

Sustainable Urban Mobility Plans (SUMPs) must take into account the resilience of infrastructure, reception areas and transport systems to climate change, and to possible pandemics by learning from the impacts of the COVID 19 pandemic.

Furthermore, improving data collection by applying international best practices is a basic element in monitoring the implementation of SUMPs.

The rationalisation of urban logistics must be a component of SUMPs, with a view to sustainable development taking into account its economic, social and environmental dimensions.

Countries need to ensure coordination between transportation plans and land use plans of the territory and include this coordination in the urban mobility policy, which will make it possible to achieve the expected objectives, by providing long-term solutions to the problems of population growth, urban sprawl, increased commuting times and car dependency. The densification and diversification of land use, as well as the development public transport, should be encouraged by actions designed to improve urban mobility.

Complementarity between the different transport modes must be ensured. A comprehensive and integrated analysis of urban mobility indicates that cross-sectoral coordination would be a better approach. The interaction between several public transport modes, multimodal travel and its impact on urban transport network design, accessibility and proper use of urban areas, will have a positive impact on urban mobility and help to overcome the main transport problems in most cities. Concrete examples across the globe 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.

The effective implementation of sustainable urban mobility plans is based on the establishment of sustainable financing mechanisms, including infrastructure financing, the modernisation of collective public transport and fleet renewal, as well as robust regulatory frameworks conducive to wider opening to the private sector, given the importance of the investments needed to catch up with the backlog of demand satisfaction based on mass transit.

The focus on the deployment of intelligent transport systems should be promoted in SUMP. Urban mobility can be significantly improved through GNSS navigation applications (such as those of Galileo), mobility as a service, parking platforms, as well as the use of cameras and law enforcement control.

Electric mobility technology in cities, mainly those, which need to renovate their public and private transport fleet, should be promoted, ensuring a decisive evolution in greenhouse gas emissions and noise pollution. This strategic direction will require the planning and implementation of charging infrastructure, promoting the conversion to electric buses and offering incentives to reduce the overall cost of electric vehicle technology. There is also a need to prepare for the use of newly 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.

Aspects relating to the rationalisation of urban logistics are indicated at the level of Action 5 above.

Countries should continue their efforts to improve data collection by applying best practices at international level in general and in the region in particular, along with their efforts to disseminate information on existing projects and programmes and communicate results, while promoting the visibility of achievements, and encouraging cities to participate, as far as possible, in the forums of CIVITAS, POLIS, etc.

It is also recommended to ensure effective monitoring of the implementation of the Sustainable Urban Mobility Plans and to make some adaptations and improvements. Each plan must evolve to adapt to the changing needs of the city, to monitor actions and to adjust them where necessary.

Efforts to bring together relevant public authorities should continue in order to succeed in effectively responding to urban mobility challenges, promoting North-South and South-South collaboration at international level, exchanging the knowledge and experience gained during the implementation of previous projects, and in drawing upon best practices and lessons learned. It is also necessary to monitor and review the measures and actions already deployed to quantify the

benefits and impacts of the proposals and take the necessary corrective measures. In addition, it is recommended to involve cities and local public authorities in the implementation of this urban transport action of the RTAP in order to gain greater commitment from stakeholders concerned to sustainable urban mobility plans.

Offering technical assistance activities related to regional urban transport and provided by EU instruments and other partners in the implementation of the SDGs, should be encouraged. This would contribute to the success of the approaches undertaken and achievement of sustainable and effective results and changes in cities, in particular those in the Southern Neighbourhood countries.

Action 19: Regulatory and structural reforms, accession to international organisations and agreements in the field of rail transport

Countries will continue their efforts to effectively implement regulatory reforms, ratify international agreements and conventions, including the ratification of the COTIF and the accession to OTIF by countries, which are not yet contracting parties to the COTIF, as well as converging with European agreements and regulations.

Countries will pursue structural reforms in the rail sector. Depending on the needs of the countries, these reforms will have to be based on ambitious and proactive investment programs and focus on the development of the railway sector in general, improvement of organisations' management performance, operation and infrastructure by examining the role that the private sector could play, the commitment of actions to the promotion of the transfer of freight to rail and of good practices in this field. Priority must also be given to strengthening the regulatory functions, separating infrastructure management functions from operating tasks, intermodality and access to the market of rail transport services.

It is recommended to promote the exchange of experiences between countries, in particular between the EU and Southern Neighbourhood countries, and the North-South and South-South cooperation.

Structural reforms must, in particular, include the restructuring of operators to improve their competitiveness and their financial results, and this, in particular through a contractual framework clearly defining their relationship with the State and their reciprocal obligations, in particular as regards the requirements imposed by the State for public service obligations for example and in return, the state's commitment in terms of support and compensation by virtue of these obligations. Restructuring must also include investment programs for the renewal of infrastructure and the modernization of the existing network, as well as for the renovation and acquisition of rolling stock. Thus, efforts should be made at the national and regional levels all the available regional as well as international financial instruments should be mobilised to achieve these reforms.

Cooperation with OTIF should be strengthened as membership of this organization can contribute to the adoption of international standards and establishing uniform legal regimes for the transport of passengers and goods by rail in international traffic (including the transport of dangerous goods), the use of infrastructure and wagons in international traffic, as well as interoperability and technical harmonization in the rail sector. The cooperation relates in particular to the COTIF convention, transport contracts, the transport of dangerous goods and interoperability. Furthermore, the exchange of experience between the EU and the countries of the Southern Neighborhood, as well as North-South and South-South cooperation, should be encouraged.

Action 20: Development of cross-border transport, railway safety and interoperability

Countries will pursue efforts to achieve interoperability and promote cross-border transport by defining an optimal level of technical harmonisation, network rehabilitation, equipment renewal and replacement, upgrade of signalling systems, as well as electrification, to develop rail transport services within a TMN-T corridor, and in particular the East-West corridor.

Priorities will include networks rehabilitation, the renovation of equipment and maintenance, electrification, signalling, the implementation of the Interoperability requirements¹⁴ and in particular the transition to the ERTMS. Countries will ensure the resilience of rail transport systems, the development of the Intelligent Transport Systems (ITS) deployment, the promotion of women's empowerment in the railway sector, notably also by providing adequate facilities, including sanitary facilities, the improvement of energy efficiency, the use of less polluting energy and the development of quality management systems in public transport of persons.

Countries should continue efforts to improve railway security and safety, notably through setting up a separate body for incident investigation, the establishment of a safety management system and more generally through the adoption of international standards and regulations. Particular attention should be paid to level crossing safety.

The resilience of rail transport systems will focus on the identification and implementation of resilience action plans that encompass both climate change, and possible epidemics by learning from the impacts of the COVID-19 pandemic. In this context, it is highly recommended to promote the exchange of experiences, using for example the ERA Corona Platform.

The development of the ITS deployment will focus on promoting transport services and their integration, traffic management and safety, and energy efficiency upgrades.

Countries will promote women's empowerment in the railway sector, their access to related professions and their effective participation in the planning and implementation of strategies and policies and in network management and operations.

When setting up a separate body for incident investigation, countries will need to ensure the establishment of a legal framework defining the operational procedures, the development of an accident database and the organisation of the training necessary for the proper functioning of the body, in particular on the analysis of railway accidents and on how to carry out rail accident investigations.

Countries will pursue capacity building and training actions at national and/or international level through the cooperation instruments available at both levels. These actions will take into account the needs of the countries, and priority should be given to the establishment of the SMS, as well as national safety authorities (NSAs) and independent accident investigation bodies, the promotion of international rail transport, the strengthening of the ITS adoption process, energy efficiency in the railway sector and the use of renewable energy.

¹⁴ Interoperability Requirements are defined under EU legislation in the form of Technical Specifications of Interoperability (TSIs) and under COTIF legal Framework in the form of Uniform Technical Prescriptions (UTPs). There is equivalence between the UTPs and the TSIs

In particular, the training should deepen the knowledge of the European Train Control System (ETCS), and the GSM-R railway radio communication system, which should be followed by the future Railway Mobile Communication System (FRMCS) from 2030 onwards, including the regulatory framework and the technical components of both systems.

4.5. Civil aviation

Action 21: Reforms and promotion of the EMCAA

In addition to discharging their obligations to ratify and implement the Conventions on international civil aviation (ICAO), countries will also pursue reforms to ensure regulatory convergence between their legislation and the EU acquis, in particular with regard to market opening aspects, safety, security, environment, and ATM, in order to achieve convergence that would facilitate the conclusion of new Euro-Mediterranean aviation agreements and promote the Euro-Mediterranean Common Aviation Area (EMCAA). Particular attention should also be given to further developing consumer protection laws and specific measures for passengers with reduced mobility.

Countries should explore various ways to boost COVID-19 air traffic recovery by engaging more with potential operators, global airline alliances, low-cost carriers, etc.

Concerning air transport sustainability, countries, in particular those in EU's Southern Neighbourhood, are invited to adopt and incorporate resilience measures in the aviation sector, while ensuring a level playing field, essential for the development of a sustainable air transport.

In addition, particular attention should be given to the further deployment of the ITS in the various civil aviation services, and to the promotion of women's empowerment in the civil aviation sector.

Countries are invited to ensure the resilience of the civil aviation sector, both at airport and air transport levels, to climate change, and to possible pandemics by learning lessons from the impacts of the COVID 19 pandemic, and considering the good practices such as the activities of the European Aviation Crisis Coordination Cell (the EACCC) as a model to be pursued.

In line with the SDGs, countries will promote women's empowerment in the civil aviation sector, their access to professions and their effective participation in the planning and implementation of strategies and policies, as well as management and operation in the various air services. Countries will highlight the need to provide adequate facilities, including sanitary facilities, to attract more women to the profession.

It is recommended to share best practices in terms of air market liberalisation by organising virtual events (conferences, webinars, etc.) to discuss the advantages and disadvantages of the liberalisation process. The establishment of a virtual working group composed of representatives of EU Member States and Southern Neighbourhood countries to monitor the liberalisation process and provide assistance to countries concerned, is recommended.

Action 22: Safety, security and environmental protection

Countries will continue their efforts on safety, security, and environmental protection by prioritising the implementation and enforcement of international standards (ICAO) and converging national safety and security legislation to the EU acquis, as well as by taking concrete actions to protect the environment. The authorities responsible for the supervision of aviation safety and security must be provided with the human and financial resources necessary to carry out their missions in accordance with international requirements.

Concerning aviation safety, the aim is to comply with ICAO's standards and recommendations (SARPs) to strengthen aviation safety oversight capacities, to implement national safety management plans, and to converge safety regulations to the EU acquis. Therefore, it is important to pursue and enhance cooperation with the EASA, participate and become a member in the Ramp Inspection Programme and improve aircraft safety databases through the use of the European Coordination Centre Accident and Incident Reporting System (ECCAIRS). Provision should also be made to enhance air cargo and air mail security, including the enforcement of relevant international provisions. Where feasible, EASA's support on the implementation of the National Safety Programme and the management of the USOAP issues should be encouraged.

Concerning security, priority should also be given to converging security regulations and oversight mechanisms to the EU acquis, further improving security procedures, implementing a national civil aviation security quality control programme (NCASQCP) and a national civil aviation security training programme, and to ensure the EU-bound air cargo secure supply chain is maintained through the fulfilment of the EU ACC3 requirements.

Concerning environmental protection, countries are encouraged to undertake activities to establish regulations for monitoring emissions and noise levels at airports and to prepare environmental plans on the basis of the ICAO's action plan initiative and European best practices. Regional cooperation on environmental protection should be strengthened in particular with regard to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). In this regard, cooperation with the ECAC/EC Aviation and Environment Working Group and the Centre of Excellence for Aviation Sustainability in EUROCONTROL is recommended in order to effectively respond to aviation's sustainability challenges."

Engagement in guaranteeing the compliance with EU legislation and national plans as regards the implementation of the Environmental Protection Regulation on national airports in coordination with the Airports managing companies and National institutions is recommended.

Full engagement through participation in the Committee for Aviation Environmental Protection at ICAO Council level - CAEP - to concretely implement ICAO SARPs on CORSIA and fulfilment of the implementation of the global mechanism is recommended, by actively participating in all processes devoted to simplifying the necessary procedures and engaging in a constructive dialogue with ICAO, the Member States' Aviation Authorities and the stakeholders."

Airports are key for the region's international connectivity and for its economy. In their transition to zero-emission nodes, the best practices followed by the most sustainable airports must become the new normal and enable more sustainable forms of connectivity. Airports should become multimodal mobility and transport hubs, linking all the relevant modes. This will improve air quality locally, thereby contribute to improved health of nearby residents.

Full engagement in the Green Airports policy approach is recommended, incentivising and monitoring National Airports to assure a punctual implementation of the main required actions necessary to reduce the environmental impact of both infrastructures and air transport activities as a whole. In this light, all actions under CAA surveillance regarding National Environmental certification complying with international requirements as those issued under ACI Europe legacy should be considered. Such initiatives represent a valuable achievement and need to be further improved to constantly reduce any impact of Air Transport activities on Local Air Quality and Noise emissions' caps.

To this aim, initiatives on SAF meant to facilitate the dialogue between Administrations, stakeholders, National and International SAF producing industry, National research centers and Academic institutions are recommended

Countries need to take measures to make Mediterranean airports cleaner, by incentivising the deployment of renewable and low-carbon fuels and feeding stationed aircrafts with renewable power instead of fossil energy, and the development and use of new, cleaner and quieter aircrafts, by revising airport charges, and by greening ground movements at airports (in collaboration with EASA). Countries are invited to take the necessary measures to comply with ICAO requirements, converge legislation with that of the EU, participate in the various initiatives and working groups dedicated to environmental protection, at the level of ICAO and at European level.

Action 23: Air traffic management

The activities undertaken in the field of air traffic management, in particular for the strengthening of safety oversight mechanisms, the further introduction and gradual operation of the GNSS and the extended efforts to include Southern Neighbourhood countries in the framework of cooperation on airspace management improvements (through collaboration with the EU Network Manager), should be continued.

The countries of the Southern Neighbourhood will continue the convergence towards the regulations of the Single European Sky and the compliance of the Air Navigation Services Providers (ANSP) with the said regulations regarding air traffic management, in particular in the framework of the certification of ANSP. To this end, it is recommended to pursue and enhance cooperation with the Network Manager and sub-regional initiatives (as BLUE MED FAB).

The national plans of the Southern Neighbourhood countries should be harmonised with the European Air Traffic Management System which is shaped in the context of the Single European Sky (SES). The capacity of the Mediterranean air network should also be improved through a harmonised implementation of national PBN plans under the Regional Air Navigation Plan and multinational air navigation cooperation.

In this context, a cooperation agreement in the field of air navigation between the countries and EUROCONTROL should be considered.

The participation of the Southern Neighbourhood countries in the SESAR, as well as in the sub-regional initiatives in the field of air traffic management, including airspace optimisation initiatives based on regional borders and not on national borders such as the AEFMP, should be continued and encouraged. The participation in the SESAR project and the deployment of the common projects, and the harmonized implementation on PBN Plans can be facilitated by further exploiting the coordination in the framework of the FABs.

The Southern Neighbourhood countries are invited to provide the air traffic management authorities with the necessary human and financial resources to move forward, at an acceptable pace, in the harmonisation of civil aviation standards and regulations.

On the other hand, legislative changes to the Single European Sky should be widely disseminated to authorities in the Southern Neighbourhood countries.

Countries will continue to put in place specific mechanisms to ensure the safety oversight of air navigation service providers. In this context, capacity building of National Competent Authorities could be considered and this, through cooperation with EU NSAs compliance of their respective Air Navigation Service Providers (ANSPs) with performance and other rules equivalent to the Single European Sky regulations could be envisaged. Bilateral and multilateral cooperation to improve the exchange of expertise and enhance interfaces between national and European ATM networks should be strengthened.

The provision of support for the development of relevant legislation and documentation tailored to the needs of staff (National Safety Authority Manual) to prepare air navigation service providers' certification, is recommended. It is also recommended to participate in the EU's SESAR project (provided that both CATA and Horizon Europe agreements are in place), both in the development phase managed by the SESAR 3 Joint Undertaking, and during the deployment of the common projects in accordance with the related implementing regulations.

It is highly recommended that the national plans of the Southern Neighbourhood countries will be promptly aligned to the efforts currently undertaken at regulatory and technological levels to facilitate the integration of new users (e.g. unmanned vehicles, supersonic flights, etc.) in their airspace management.

Moreover, the Southern Neighbourhood countries are encouraged to strengthen their cooperation with the EU Network Manager, designated by the European Commission, in order to ensure a more efficient and seamless interface with the European ATM network for the benefit of all operational stakeholders and citizens. In this context, it is important to participate and become a member in the Network Manager programmes in order to strengthen a regional network centric approach in the management of traffic flows, enhancing predictability, minimisation of congestion and environmental performances.

Action 24: Global Navigation Satellite System — GNSS

The activities carried out under the preceding RTAP will need to continue and be reinforced by the development of a consolidated national GNSS strategy focusing on the transport industry and its related activities. In addition to the uptake of existing Galileo open services, national strategies may consider benefitting from the gradual deployment of the EU's EGNOS services and, for EGNOS Safety-of-Life, the signing of the necessary agreements.

In this context, EU capacity building should enable the national and regional uptake of Global Navigation Satellite System (GNSS) services by supporting national decision-making and the development of locally tailored applications and airport procedures. Specific consideration should also be given to countries' needs for EGNOS RIMS stations, to the further installation of these stations, in order to extend the application and usage of these services.

The development of a consolidated national GNSS strategy focusing on all transport modes and related activities and the introduction of Global Navigation Satellite services (EGNOS and Galileo) in

the Mediterranean region are key instruments for the development of an efficient, safe and secure transport network in the region.

It is recommended to strengthen coordination among national decision-makers responsible for the introduction of EGNOS, with the establishment of a national committee composed of key stakeholders to support the decision-making process. This committee is to be assisted by a national team of experts responsible for the uptake of EGNOS in different sectors and, in the case of countries hosting EGNOS RIMS stations, the respective authorities in charge of the relevant infrastructure.

4.6. Implementation and evaluation of the RTAP

Action 25: Monitoring the functioning of transport systems

Countries will ensure effective monitoring of the functioning of transport systems at the national level. They will also provide the necessary coordination for monitoring at Mediterranean and global levels. To this end, countries agreed to strengthen or establish a database and data collection system to monitor the functioning of their transport system and analyse its evolution and explore how to harmonise and share data collection and production at the regional level in order to promote reflection on the region and its priorities.

The UfM will consider the establishment of a permanent knowledge centre to support the activities of the UfM Regional Platform on Transport Connectivity and its thematic working groups through the systematic collection and analysis of relevant data to monitor the functioning of transport systems in the Mediterranean region.

Action 26: Capacity building

Programmes and projects aiming at improving institutional capacity of UfM countries in the transport sector should be continued and expanded.

Action 27: Research and innovation

Research and innovation should be considered as national and regional priorities at the level of strategies and public policies, in particular transport and mobility policies and policies on environmental protection and the deployment of ICTs.

Research and innovation should focus on strategic challenges and challenges in the coming years, in particular the efficiency of transport systems and multimodality, respect for the environment and climate change, digitalisation and automation and the resilience of transport systems.

Countries will ensure the allocation of adequate budgets for research and innovation, the encouragement of private contributions and the establishment of research teams to cover all aspects of research and innovation in the fields. Regional cooperation in the fields of research and innovation should be encouraged. It could be strengthened, also through the EC Horizon Europe programme in specific areas of interest, to strengthen local skills, develop knowledge and enable the sharing of best practices and an effective sharing of experiences related to transport and mobility.

The participation of regional scientific and technical institutions in research and development activities and the facilitation of technology transfer among countries should be encouraged.

Action 28: Implementation of the RTAP, monitoring and evaluation

The UfM Regional Platform on Transport Connectivity, as the main platform for the discussion, monitoring and regular update of the RTAP, will deliver a mid-term review of the RTAP by the end of 2024 and a final evaluation report by mid-2027.

In order to fulfil its monitoring task with respect to the implementation of the trans-national corridors within the TMN-T, the Regional Platform will establish an additional thematic WG in 2022 to deal with infrastructures for all modes of transport. The working group will consider multi-modality, focusing on the main Mediterranean transport axes, while taking into account the wider transport network. Furthermore, it should coordinate its work with the other UfM thematic working groups.

5. PERFORMANCE INDICATORS

Disclaimer:

An initial list of performance indicators is hereinafter set out, providing a basis for the monitoring and evaluation of the proposed actions. This table also indicatively suggests, through various targets and milestones, the regional transport system's path towards achieving the goal of a sustainable, smart, resilient, cleaner and more inclusive mobility, in line with the vision for trans-Mediterranean integration in the transport sector. The table provides a reference for the implementation of Action 28 related to the monitoring and regular update of the RTAP, which will be conducted within the UfM Regional Platform on Transport Connectivity.

| RTAP 2021 – 2027: Outcomes and Key Performance Indicators (Overall Regional Integration) ¹⁵ | | | | |
|--|---|---------------|-------------|---|
| Outcomes | Indicators | Baseline 2021 | Target 2027 | Sources of verification |
| ACTION 1: REGIONAL AND INTERNATIONAL DIMENSIONS IN NATIONAL TRANSPORT STRATEGIES AND POLICIES AND COMMITMENT TO ACCEDING TO THE MAIN INTERNATIONAL AGREEMENTS ACTION 2: STRATEGIES AND POLICIES FOR SUSTAINABLE TRANSPORT SYSTEMS | | | | |
| Countries reflect the commitment to the achievement of the SDGs in their national transport strategies | Number of countries reflecting the commitment to the achievement of the SDGs in their national transport strategies | | | The countries (ministries in charge of transport) |
| ACTION 3: TRANS-MEDITERRANEAN TRANSPORT NETWORK (TMN-T) ACTION 7: EXTENSION OF THE TMN-T NETWORK | | | | |
| Countries have a joint regional plan to coordinate transport investments | A Trans-Mediterranean Transport Map has been approved | | | The UfM Secretariat/ Co-presidency |
| | The TMN-T has been integrated into the TEN-T | | | The UfM Secretariat/ Co-presidency |
| ACTION 4: FINANCING | | | | |
| Identification and support to regional projects has been improved | A framework is set up to support regional transport projects | | | The UfM Secretariat/ Co-presidency |
| ACTION 5: DEVELOPMENT OF LOGISTICS AND MULTIMODAL TRANSPORT ACTION 6: COORDINATION AND UPGRADING OF LOGISTICS PROVIDERS | | | | |
| Countries have improved their logistics performance. | Logistics Performance Index (World Bank) | | | World Bank |

¹⁵ Most baseline values could initially be completed drawing on the information included in Evaluation Report of 2014-2020

RTAP 2021 – 2027: Outcomes and Key Performance Indicators (Overall Regional Integration)¹⁵

| Outcomes | Indicators | Baseline 2021 | Target 2027 | Sources of verification |
|--|---|---------------|-------------|--|
| ACTION 8: REGULATORY REFORMS AND ACCESSION TO INTERNATIONAL AGREEMENTS IN MARITIME AND PORT SECTORS | | | | |
| Countries use international standards in the maritime transport sector | The total number of accession of Southern neighbourhood countries to the main agreements and conventions relating to the maritime transport sector. | | | The countries (ministries in charge of maritime transport) |
| ACTION 9: PORT EFFICIENCY IMPROVEMENT | | | | |
| 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 | | | |
| | • cost savings | | | |
| | • bureaucratic procedures | | | |
| | Liner shipping connectivity index | | | UNCTADstat ¹⁶ |
| ACTION 10: DEVELOPMENT OF MARITIME TRANSPORT | | | | |
| Southern neighbourhood countries are better connected between themselves as well as Europe | The number of lines exploited according to the concept of Motorways of the Sea. | | | The countries (ministries in charge of maritime transport) |
| ACTION 11: MARITIME SAFETY | | | | |
| Countries are in position to better ensure maritime safety | Countries able to cover the (entire) coastline with an AIS network | | | The countries (ministries in charge of maritime transport) |
| Countries are in position to better ensure maritime safety | Countries with agreements to share AIS data | | | |
| ACTION 12: MARITIME SECURITY | | | | |
| Countries are in position to better ensure maritime security | Average number of deficiencies (related to ISPS) detected in relation to controlled vessels. | | | International Maritime Organisation |
| | Percentage of the vessels | | | |

¹⁶<https://unctadstat.unctad.org/wds/TableViewer/tableView.aspx?ReportId=92>

RTAP 2021 – 2027: Outcomes and Key Performance Indicators (Overall Regional Integration)¹⁵

| Outcomes | Indicators | Baseline 2021 | Target 2027 | Sources of verification |
|---|---|---------------|-------------|--|
| | checked against the total traffic. | | | |
| ACTION 13: PROTECTION OF THE MARINE ENVIRONMENT | | | | |
| Countries have better tools at their disposal to protect the marine environment | Number of countries that ratified MARPOL Annex VI | | | The countries (ministries in charge of maritime transport) |
| ACTION 14: 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) | | | NORMLEX (International Labour Organization) ¹⁷ |
| ACTION 15: REGULATORY REFORMS AND ADHERENCE TO INTERNATIONAL ROAD TRANSPORT AGREEMENTS | | | | |
| ACTION 16: CROSS BORDER AND INTERNATIONAL ROAD TRANSPORT FACILITATION | | | | |
| | The total number of accession of Southern neighbourhood countries to the main agreements and conventions relating to road sector. | | | UNECE, Countries (ministries in charge of transport) |
| ACTION 17: ROAD SAFETY | | | | |
| Road safety situation has improved. | Number of road fatalities per year (regional aggregate) | | | WHO/Countries (ministries in charge of transport) |
| ACTION 18: URBAN MOBILITY | | | | |
| Countries/cities are in better position to offer better urban mobility conditions to their citizens | Number of countries with a National Urban Mobility Policy/Legislation for Sustainable Urban Mobility Planning.” | | | Countries (Ministries in charge of transport/Ministries of interior) |
| | Number of cities with developed/under development SUMP | | | Countries (Ministries in charge of transport/Ministries of interior) |
| ACTION 19: REGULATORY REFORMS, ACCESSION TO INTERNATIONAL ORGANISATIONS AND AGREEMENTS IN THE FIELD OF RAIL TRANSPORT AND STRUCTURAL REFORMS | | | | |
| ACTION 20: DEVELOPMENT OF CROSS-BORDER TRANSPORT, RAILWAY SAFETY AND INTEROPERABILITY | | | | |
| Cross-border rail traffic is | Member Countries in | | | OTIF/Countries (ministries |

¹⁷Information System on International Labour Standards.

RTAP 2021 – 2027: Outcomes and Key Performance Indicators (Overall Regional Integration)¹⁵

| Outcomes | Indicators | Baseline 2021 | Target 2027 | Sources of verification |
|---|--|---------------|-------------|---|
| facilitated among countries | COTIF | | | in charge of transport) |
| | Number of countries with a safety management system (SMS) in place | | | Countries (ministries in charge of transport) |
| | Number of countries with an independent Accident Investigation Body | | | |
| ACTION 21: CIVIL AVIATION: REFORMS AND PROMOTION OF EMCAA | | | | |
| Countries make progress towards regulatory convergence and a more open market | | | | European Commission/Countries (ministries in charge of civil aviation) |
| ACTION 22: SAFETY, SECURITY AND ENVIRONMENTAL PROTECTION | | | | |
| Countries progress towards safer practices in aviation | % of effective implementation of ICAO Universal Safety Oversight Audit Programme (USOAP) | | | ICAO CMA iSTARS database |
| | Countries that meet the global USOAP target of 60% effective implementation of the State Safety Oversight system | | | |
| ACTION 23: 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 Technical/operational agreements/arrangements between UpM Member States and Eurocontrol/Network Manager | | | ICAO/ Countries (ministries in charge of civil aviation) |
| ACTION 24: GLOBAL NAVIGATION SATELLITE SYSTEM — GNSS | | | | |
| Countries are progressing towards better collaboration with regard to GNSS | Number of Southern neighbourhood countries that negotiated/concluded an agreement with the EU on GNSS implementation | | | European commission/ Countries (ministries in charge of civil aviation) |

RTAP 2021 – 2027: Outcomes and Key Performance Indicators (Overall Regional Integration)¹⁵

| Outcomes | Indicators | Baseline 2021 | Target 2027 | Sources of verification |
|--|--|---------------|-------------|---|
| ACTION 25: MONITORING THE FUNCTIONING OF TRANSPORT SYSTEMS | | | | |
| The UfM has established a permanent knowledge centre to support the activities of the UfM Regional Platform on Transport Connectivity and its thematic working groups (WG)s to monitor the functioning of transport systems in the Mediterranean region. | Launch of a permanent knowledge centre to support the activities of the UfM Regional Platform on Transport Connectivity and its thematic WGs | | | The UfM Secretariat |
| ACTION 26: CAPACITY-BUILDING | | | | |
| Countries have the necessary institutional capacity to ensure an effective management and monitoring of transport systems. | Number of programmes and projects implemented to improve institutional capacity of UfM countries in the transport sector | | | The European Commission/ The UfM Secretariat |
| ACTION 27: RESEARCH AND INNOVATION | | | | |
| Regional cooperation in the field of research and innovation has been encouraged | Number of research initiatives and programs in which countries have participated or initiated. | | | The European Commission/ Countries (ministries responsible for transport) |
| ACTION 28: IMPLEMENTATION OF THE RTAP, MONITORING AND EVALUATION | | | | |
| Progress is made in the monitoring and evaluation of the RTAP's implementation | | | | The UfM secretariat. |

ANNEX 1. PRIORITY ORIENTATIONS FOR THE RTAP

The following guidelines are recommended, in the Evaluation report of the previous RTAP, 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 on 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 to harmonise and share at regional level the collection and production of data in order to promote their 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 the 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-IFIsTransport 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 the Mediterranean.
9. Pursue logistics development activities through the implementation of the priority logistics platforms of the Trans-Mediterranean Transport Network, to help to 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 ensure 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 the 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 the 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 the 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 the 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 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 harmonisation to develop rail transport services within an RTM-T corridor and its future connection to the RTE-T. The priorities will relate to the rehabilitation of networks, the renovation of equipment and maintenance, electrification, signalling 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 the 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 programmes 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 the 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 programmes, 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.

ANNEX 2. 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 November 8, 1968 on Road Traffic, Vienna Convention of November 8, 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 | 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 |
| 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 Convention | 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 |
| MLC Convention | Maritime Labour Convention |
| NIF | Neighbourhood Investment Facility |
| NKE | Non-core expert |
| OTIF | Intergovernmental Organisation for International Carriage by Rail |

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|----------------------------------|---|
| 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 |
| Southern Neighbourhood countries | Algeria, Egypt, Israel, Jordan, Lebanon, Libya ¹⁸ , Morocco, Palestine, Syria ¹⁹ and Tunisia. |
| 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 |
| UIC | International Union of Railways |
| WB | World Bank |
| WCO | World Customs Organisation |
| WHO | World Health Organisation |
| WRC Convention | Nairobi International Convention on the Removal of Wrecks |

¹⁸Libya has observer status in the UfM.

¹⁹Cooperation with Syria is suspended since 2011. Syria has been suspended from the UfM since 2011.

ANNEX 3. ROLLING LIST OF KEY GLOBAL AND REGIONAL REFERENCE POLICY FRAMEWORKS FOR BOTH POLICY TRANSFER AND REGULATORY CONVERGENCE FOR THE RTAP

- [Paris Agreement – UNFCCC](#) (12 December 2015)
- [A/RES/70/1 - Transforming our world: the 2030 Agenda for Sustainable Development](#)(25 September 2015)
- The [Barcelona Convention and its seven Protocols](#) (16 February 1976)
- Regional Integration in the Union for the Mediterranean: Progress Report 2021 ([Launch Event](#) on 27 May 2021)
- [UfM Roadmap for Action](#)(23 January 2017)
- [2013 Transport Ministerial Conference \(Brussels, 14 November 2013\) – Ministerial Declaration](#)
- [Regional Transport Action Plan for the Mediterranean Region \(2014-2020\)](#)
- Evaluation report of the Regional Transport Action Plan (RTAP) 2014-2020
- [The Barcelona Process: Union for the Mediterranean - Ministerial Conference - "Final Declaration"](#) (Marseille, 3-4 November 2008)
- [Joint declaration of the Paris summit for the Mediterranean](#) (13 July 2008)
- [2005 Transport Ministerial Conference \(Marrakech, 15 December 2005\)](#)
- [Regional Transport Action Plan for The Mediterranean Region \(2007-2013\)](#)
- [Evaluation Report of the Regional Transport Action Plan for the Mediterranean Region \(2007-2013\)](#)
- [Barcelona Declaration](#) (27-28 November 1995)
- A new agenda for the Mediterranean (9 February 2021)
[Joint Communication: Renewed partnership with the Southern Neighbourhood - A new agenda for the Mediterranean](#)
[Joint Staff Working Document: Renewed Partnership with the Southern Neighbourhood Economic and Investment Plan for the Southern Neighbours](#)
- Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the Neighbourhood, Development and International Cooperation Instrument (COM/2018/460 final).
<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52018PC0460&from=EN>
- European Sustainable and Smart Mobility Strategy (9 December 2020)
[Sustainable and Smart Mobility Strategy](#) (COM(2020) 789 final) (EC 9.12.2020)
[Staff Working Document](#)(SWD(2020) 331 final) (EC 9.12.2020)
- The European Green Deal (11 December 2019)
https://eur-lex.europa.eu/resource.html?uri=cellar:b828d165-1c22-11ea-8c1f-01aa75ed71a1.0002.02/DOC_1&format=PDF ;
https://eur-lex.europa.eu/resource.html?uri=cellar:b828d165-1c22-11ea-8c1f-01aa75ed71a1.0002.02/DOC_2&format=PDF
- [European Council Conclusions of 1-2 March 2012](#)
- [European Neighbourhood Policy Strategy Paper](#) (12 May 2004)

ANNEX 4. LIST OF INTERNATIONAL CONVENTIONS IN THE TRANSPORT SECTOR

| Road | |
|--------------------------|--|
| 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 of 1957 concerning the International Carriage of Dangerous Goods by road |
| AETR | European Agreement of 1970 concerning the work of Crews of Vehicles engaged in International Road Transport |
| ATP | Agreement of 1970 on the international carriage of perishable foodstuffs and on the special equipment to be used for such carriage |
| Harmonisation Convention | International convention of 1982 on the harmonisation of frontier controls of goods |
| The TIR Convention | The Customs Convention of 1975 on the international transport of goods under cover of TIR carnets |
| The CMR Convention | The 1956 Convention on the Contract for the International Carriage of Goods by Road (CMR), its Protocol of 1978 and its Additional Protocol of 2011 on the Electronic Consignment Note (e-CMR) |
| Maritime | |
| AFS Convention | International Convention on the Control of Harmful Anti-Fouling Systems on Ships |
| Athens Convention | Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea/1974. |
| BWM Agreement | International Convention for the Control and Management of Ships' Ballast Water and Sediments (Ballast Water Management) |
| CLC Convention | International Convention on Civil Liability for Oil Pollution Damage |
| FAL Convention | Convention on the Facilitation of International Maritime Traffic |
| IMDG code | Code for the transport of dangerous goods by sea |
| IMSAS audit | IMO Member State Audit Scheme |
| IOPC Fund Agreement | International Oil Pollution Compensation Fund |
| ISPS Code | International Ship and Port Facility Security Code |

| | |
|-------------------|--|
| MARPOL Convention | International Convention for the Prevention of Pollution from Ships |
| MLC Convention | Maritime Labour Convention |
| 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 |
| WRC Convention | Nairobi International Convention on the Removal of Wrecks |
| Rail | |
| CIM | Uniform rules concerning the contract for the international carriage of goods by rail (Appendix B to the COTIF Convention) |
| COTIF Convention | Convention concerning International Carriage by Rail |
| RID | International Regulation Concerning the Carriage of Dangerous Goods by Rail |
| Aviation | |
| ICAO Convention | |
| ICAO SARPs | |