



ROAD AND TRANSPORTATION MASTER PLAN

WEST BANK AND GAZA STRIP

TA 2012013 PS 00 F10

Annex 2 - Minutes of Meetings

SEPTEMBER 30, 2016





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Minutes of Meeting 40



1. Steering Committee Meeting 01 on 07/03/2015

Location

Kempinsky Hotel Ishtar, Dead Sea (Jordan)

Participants

H.E. Allam Mousa (ALM)	MOT
Ali Shaath (ALS)	PIEFZA
Mohamed Sameh (MHS)	EIB
Tafiq Budari (TQB)	MOLG
Afif Isayed (AFI)	MOPWH
Ammar Yassin (AMY)	MOT
Ahmad Saleh Sadaqa (ASS)	NSP
Diego Deponte (DEP)	Consultant
Alessandro Bignozzi (ALB)	Consultant
Rawad Choubassi (RBC)	Consultant
Daniele Maniscalco (DAM)	Consultant
Laura Lindoro (LAL)	EUREP Jerusalem
Joao R. Tomé (JRT)	EIB



Beneficiary and Promoter

Ali Shaath

*Acting Head of Steering Committee on
behalf of the Ministry of Transportation*

Ministry of Transportation on behalf of the
Palestinian National Authority

Contracting Authority

Joao Tomé

Deputy Technical Adviser

European Investment Bank

Consultant

Rawad Choubassi

*Acting Project Director on behalf of Project
Director Fabio Casiroli*

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Minutes

	Description	Name	Action
1	Introduction by H.E. Prof. Minister Mousa Allam (ALM), underlining the Master Plan's extreme importance, aimed at connecting Palestine to the rest of the World.	ALM	-
2	ALM stressed the importance of involving local Authorities and defining precisely their responsibilities, duties and work process.	ALM	-
3	ALM stressed the need for Palestinians to be able to finally achieve "a smooth way of living".	ALM	-
4	A brief welcome statement delivered by Dr. Ali Shaat (ALS)	ALS	-
5	Joao Tomé (JRT) gave a summary of the situation of this project, the involvement of the EIB, the delays and the importance of this TA for the SNAP-T (Southern Neighbourhood Advisory Programme on Transport) that the EIB is launching together with the EC.	JRT	-
6	Quick introduction of all participants. See annexe 01 – list of participants.	All	-
7	Rawad Choubassi (RBC) gave a general presentation regarding the project content, Consultant team organization structure, work plan and project progress status. Previous comments to the Inception Report were organized in a matrix form in order to facilitate the reading of the revised report. 6 points were highlighted and discussed in detail.	RBC	-
8	RBC declared that 8 Progress Reports at intervals of 45 days will be issued to update the EIB and Beneficiary regarding the project progress.	RBC	-
9	RBC introduced 5 technical meetings between the 3 scheduled Steering Committee (SC) meetings for taking key technical decisions between major milestones.	RBC	-
10	Point 1 and point 2 ALM stressed the importance of the legal, institutional and sectoral funding aspects.	ALM	The Consultant will prioritize these items in the upcoming report and will appoint local experts to provide necessary input.
11	ALS defined the Master Plan project as a "Reference Framework" which should take into consideration legal and technical basis given in: Palestinian Laws & Regulations UN Resolutions National Spatial Plan ESCWA (Economic and Social Commission for Western Asia) Arab League	ALS	The Consultant will review latest publications issued by said organizations and review relevant maps and studies.
12	ALS highlighted the importance of studying the Social aspects and status of the Palestinians in	ALS	The Consultant will address these issues in collaboration with local experts.



	East Jerusalem, Refugee Camps, Gaza Strip and West Bank		
13	ALS highlighted the need to review thoroughly previous, ongoing and provisioned transport and related sub-sectoral programs as well as involved and potential donors.	ALS	The Consultant will address these issues in collaboration with local experts.
14	Point 3 (Gaza Strip-West Bank connecting Corridor) All Steering Committee (SC) members agreed on the importance of addressing both Gaza Strip and West Bank on equal terms in the Master Plan.	SC	The Consultant will act accordingly.
15	ALS invited the Consultant to consider that many of the previous studies available are outdated and need updating.	ALS	The Consultant will act accordingly.
16	Ahmad Saleh (ASS) underlined the importance of connecting West Bank to Gaza Strip as a way to remedy the social and economical disequilibrium present today between the two areas due to their physical separation.	ASS	The Consultant will address these issues in collaboration with local experts.
17	ASS underlined the importance of preparing the Transportation Master Plan in relation to the National Spatial Plan.	ASS	The Consultant will act accordingly.
18	ALS invited the Consultant to refer to the Oslo Agreement for as far as the Gaza Strip -West Bank connection is concerned – as both are geographically integrated territory.	ALS	The Consultant will address these issues in collaboration with local experts.
19	ALS underlined the importance of addressing the air corridor in correspondence to the land corridor connecting West Bank and Gaza Strip.	ALS	The Consultant will address these issues.
20	SC members agreed on the importance to consider the Gaza Strip -West Bank connection also in relation to connections with neighbouring countries.	SC	The Consultant will act accordingly.
21	EIB and SC members agreed on the need to postpone the back-to-back discussions with the neighbouring countries until a clear Master Plan vision is achieved.	SC/EIB	-
22	ALS stated that the need for connecting Gaza Strip to West Bank is to be construed in relation to the EuroMed Transport network, ESCWA Mashrik Road Network and Arab League Network, with ambitious vision to connect the countries of the region.	ALS	-
23	Laura Lindoro (LAL) highlighted the importance of working on the communication and marketing of the current TMP, also through an appropriate “branding strategy”.	LAL	All agrees on this need. The Consultant will act accordingly within the capacity of the resources allocated to this activity (web site).
24	Alessandro Bignozzi (ALB) – Team Leader (Key Expert 1) presented the Consultant’s approach and methodology to the Transportation Master Planning assignment.	ALB	-



25	Further to the clarifications requested by LAL, the Consultant ensured the SC members that the proposed economic model does not require special software but is carried out with Excel (or equivalent) modelling techniques.	ALB	-
26	The SC requested that the railway connection to be inserted into the Decision Tree Model.	SC	The Consultant will act accordingly.
27	ALS requested that the economic model is accompanied with a user manual for future updates and modifications.	ALS	The Consultant will act accordingly.
28	ALS mentioned that a 0.25kmx43km corridor for road and rail, between Gaza Strip and West Bank; is to be given due consideration also to the conical air corridor (as mentioned previously).	ALS	The Consultant will address this issue in collaboration with specialist experts.
29	ALS mentioned the importance of Intelligent Transportation within the TMP scheme as an important component for reducing costs through the use of telecommunication and technological aspects.	ALS	The Consultant will address this issue in collaboration with specialist experts.
30	ALS mentioned the current Public Transport program (ORIO Scheme) financed by the Government of the Netherlands for a total value of €32m should be integrated in the Masterplan.	ALS	The Consultant will address this issue.
31	JRT underlined the important role of the MOT in providing all available data and ongoing initiatives, programs and projects.	JRT	The Consultant will send the MOT a list of data needed, additional to the data received previously.
32	Mohamed Sameh (MHS) underlined the importance of defining date for the receipt of all data.	MHS	The Consultant will update the Work Plan and indicate accurately the date in which the "Data Collection" phase will be concluded.
33	RBC agreed on the importance of such gateway/milestone; any additional data received after that date might slow the work process.	RBC	-
34	ALM confirmed that the MOT will be available to facilitate work with the official representatives in Gaza Strip with the assigned staff by the Consultant.	ALM	-
35	Diego Deponte (DEP) presented the Consultant's approach to macroscopic traffic modelling.	DEP	-
36	Diego underlined the importance of the proposed software, Cube Voyager, in having an incorporated/ integrated GIS processor.	DEP	-
37	The SC expressed no objections to the proposed Cube Voyager Software.	SC	-
38	Tawfik Al-Budari (TQB) underlined the importance of agreeing on the G.I.S. to be used beforehand, before implementation in order to match available systems at MoLG.	TQB	The Consultant will coordinate accordingly.
39	TQB specified that the latest satellite image in MoLG is the UN2014, which however requires authorization.	TQB	The Consultant will seek authorization, requiring the direct support of the MOLG.



40	ALS required additional information regarding the aerial/ satellite images that will be used.	ALS	The Consultant will provide details of aerial/ satellite images to be used beforehand.
41	ALS advised the Consultant to check if the different agencies possess recent aerial/ satellite images prior to procuring the same. MoLG might have one.	ALS	The Consultant will act accordingly.
42	ALS underlined the importance of identifying the road classes/ hierarchies to be surveyed prior to carrying out the surveys.	ALS	The Consultant will act accordingly.
43	ALS discussed potential difficulties in accessing Zones C in conducting surveys. Permissions need to be obtained beforehand.	ALS	The MOT will seek to facilitate access of the Consultant (within its possibilities and limits) to Zones A & B.
44	ALS recognized that no Automatic Traffic Counters (ATC) might be installed in Zone C without prior permission from relevant Authority.	ALS	The Consultant will not carry out ATC in Zone C, if permissions can't be obtained.
45	ALS invites the Consultant to verify the instruments supplied by JICA (Japan International Cooperation Agency) for weighting vehicles.	ALS	The Consultant will act accordingly.
46	ALS required that surveys address passenger as well as freight movements.	ALS	The Consultant will act accordingly.
47	ALS regards Freight movements, DEP proposes that interviews are to be carried out with major local freight transportation operators.	DEP	The Consultant will carry out interviews with said operators.
48	ASS confirmed that in a two-week time the most recent Population Projections report will be ready for distribution and handing over to the Consultant.	ASS	Spatial Planning Department will provide the Consultant with said document.
49	ALS invited the Consultant to include the provisioned new cities in the study, such as Rawabi, Al-Rihani, Al-Mazra'a, Al-Qamar, JAIP (Jericho), etc.	ALS	The Consultant will act accordingly.
50	JRT agrees on the importance of having a macroscopic traffic modelling software with an integrated G.I.S. processor.	JRT	-
51	JRT underlined the importance of finding the appropriate link between the proposed macroscopic and traffic model.	JRT	The Consultant (DEP) specified that the selected software is based on a tailored script which output is adapted to specific requirements (the macro-economical model in this case).
52	JRT required that the MOT and all related departments provide the Consultant with the support staff appointed for this project.	JRT	MOT will liaise with the different departments to provide the staff list for direct liaison.
53	JRT required that a separate staff list is to be provided for training.	JRT	MOT will provide the list of participants further to the receipt of Training Programs



			by the Consultant in the Training Assessment Needs Report.
54	JT indicated that the EIB will look into possibilities to have an expert consultant or staff member to review the main reports to the consultant and present the findings to the SC.	JRT	The MOT and the Consultant took note will act accordingly.
55	ALM nominated, on temporary basis, Dr. Ali Shaath as the project manager and main focal point for the operation. Dr. Ali shall also be the reviewer on behalf of the MOT of all technical documents.	ALM	The EIB and Consultant took note and will act accordingly.
56	ALM requested support for the appointment of a technical figure to provide advice and review of the received technical material and reports on a daily basis.	ALM	EIB and the EU will investigate further and/or eventually seek the necessary funds and will coordinate with ALS.
57	JRT introduced the Haifa-Irbid rail connection project.	JRT	The Consultant will address this project in the study on the basis of MoT plans only.
58	ALS specified that the Palestinian side will be interested in this project if (and only if) the railway connection is done on a "sequential" basis, i.e. if the railway passes through Jenin and is not only linked to Jenin through a dedicated branch – See Annexe 2.	ALS	The EIB took note of said request.
59	LAL proposes to appoint a single figure with experience in both transportation and energy in order to optimize resources.	LAL	- LAL will explore this with ALS.
60	RBC presented several options for the location of the Consultant's office in Ramallah.	RBC	-
61	The SC advised to seek an office in proximity to the MOT – Al-Masyoun neighbourhood in Ramallah	SC	The Consultant will act accordingly.
62	ALM offered the Consultant to hold technology-related training sessions in the Ministry's building conference room.	ALM	The Consultant appreciated the offer and will liaise with the MOT on this issue.
63	The SC committee expressed serious perplexity regarding the role of ARIJ on this transport project, stating that ARIJ is an NGO that is mainly concerned with cartography and urban planning studies and has no experience in transportation planning.	SC	The Consultant shall review the role of ARIJ on this project limiting its involvement to logistics and supply of cartographical/G.I.S. material.
64	The SC believes a Gaza Strip based team should be involved in the project. The SC requires proof of ARIJ's staff and office in Gaza Strip.	SC	The Consultant will verify ARIJ's presence and capacity in Gaza Strip and act accordingly to best address the operation needs in Gaza Strip acknowledging the valid points raised by the MOT. This might require seeking a technical subcontractor in Gaza Strip.



65	It is agreed that Traffic Survey Plan is to be discussed during the first technical meeting in detail.	All	The Consultant will organize the second mission to Palestine before the end of the month to discuss this and other issues.
66	MHS underlined the importance to provide insurance coverage to all traffic surveyors.	MHS	The Consultant will act accordingly.
67	ALS enquired on the possibility that the Road Inventory and Condition Survey could be carried out through special car-mounted equipment (automated survey).	ALS	The Consultant will investigate options, in accordance with clause 4.2.3.1. of the TOR.
68	ALS/JRT request the Consultant to simplify the time table provided indicating milestones description and duration.	ALS/JRT	The Consultant will re-submit a simplified and updated version of the time table.
69	JRT advised to include the Ramadan period.	JRT	The Consultant will modify the time table accordingly.
70	JRT advised to amend the time table to make "more realistic".	JRT	The Consultant will modify the time table accordingly. This will have implications on the due date of the Training Needs Assessment Report and intermediate report submission dates, as well as the date for the next Steering Committee meeting.
71	JRT advised to slip the next SC meeting till September 2015 in order to avoid the Ramadan and August festivity periods.	JRT	The Consultant will modify the time table accordingly.
72	ALM thanks everyone for the fruitful meeting and expresses his confidence that the project will be a success.	ALM	-



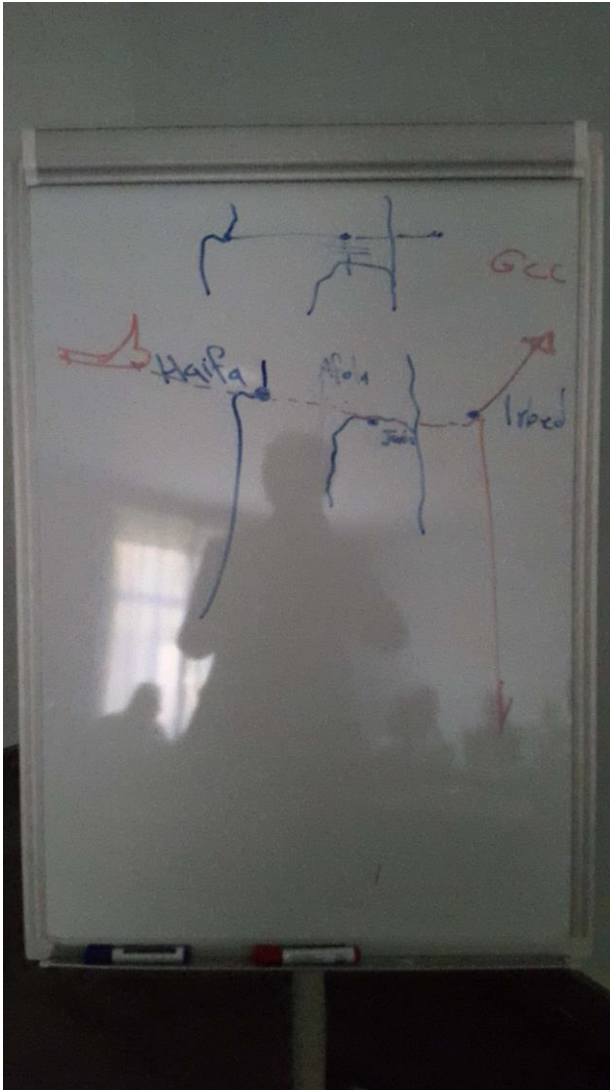
Annex 1

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STEERING COMMITTEE MEETING + EIB + EU + Consortium
 Kempinski Hotel, Dead Sea (Jordan)
 March 7, 2015



Annex 2





2. Steering Committee Meeting 02 on 08/09/2015

Location

Ramallah – Palestine Plaza Hotel – Building 33, Al-Ersal St. – Al Bireh

Participants

Ali Shaath (ALS)	PIEFZA acting on behalf of MoT
Tawfiq Al Budari (TQB)	MOLG
Ahmad Saleh Sadaqa (ASS)	NSP
Walid Alastal (WDA)	MOT
Afif Isayed (AFI)	MOPWH
Farouq Abd Rahem (FAR)	MOT
Fursan Samodi (FNS)	MOT
Jameel Hamadneh (JHD)	MOT
Alaa Olyan (ALO)	MOT
Paolo Curradi (PCC)	EUREP Jerusalem
Laura Lindoro (LAL)	EUREP Jerusalem
Joao R. Tomé (JRT)	EIB
Alessandro Bignozzi (ALB)	Consultant
Diego Deponte (DEP)	Consultant
Enea Sermasi (ESE)	Consultant
Michele Fenucci (MFE)	Consultant



Beneficiary and Promoter

Ammar Yassin

Acting Deputy Minister

Ministry of Transportation on behalf of
the **Palestinian National Authority**

Contracting Authority

Joao Tomé

Deputy Technical Adviser

European Investment Bank

Consultant

Rawad Choubassi

Acting Project Director on behalf of Project

Director Fabio Casiroli

Systematica S.r.l.



Minutes

	Description	Name	Action
1	Dr. Ali Shaat (ALS) delivered a brief welcome statement – annexe 1 – and introduction of the Mid Term Steering Committee Meeting.	ALS	-
2	ALS informed the Committee that H.E. Eng. Sameeh Tubeileh, Minister of Transport, could not attend the meeting as he was involved in an important Cabinet Meeting.	ALS	-
3	Joao Tomé (JRT) delivered a short introductory statement, acknowledging the progress on the project made by the Consultant and underlining the significance of the Master Programming as key element of proposal of the Mid Term Report.	JRT	-
3.1	JRT underlined specifically: <ul style="list-style-type: none"> • Importance of the Master Plan. • Precise definition of the Mid term report. • That the midterm report should address precisely the achieved work to date. • That the project should be in alignment with the contract and the ToR signed by the Consultant. • The importance of studying the capacity building of institutions. • That the Consultant should provide clear programs, manuals and guideline for the beneficiaries. • The importance of phase zero (road rehabilitation and upgrading programs, and holding conference regarding the national, main, regional links of urban cities). • The importance of arranging conferences and supporting authorities in preparing asset management plans. • That Phase 0 shall be implemented in the coming two years and should be clear and feasible. • All modes of Transportation should be involved in details. • That Consultant shall comply with the TOR and discuss with MoT activities related to Roads and Condition survey. • The need to work in parallel with Gaza strip. • That the SNAP-T and EIB can play a pivotal role in supporting and addressing future financial needs for the Master Program. 	JRT	-
4	ALS brought the SC's attention to the following administrative aspects: a) the potential revision of the numbering of the SC Meeting, by considering the Kick Off Meeting as first one and b) the need to highlight the word "Palestine" in the title of any official Report.	ALS	The Consultant will act accordingly



5	Alessandro Bignozzi (ALB) gave a comprehensive presentation of the Consultant's approach and major results of the Mid Term Report (approach and methodology, pivotal needs and considerations, project phasing and scenarios, preliminary hypothesis of Phase 0)	ALB	-
6	Laura Lindoro (LAL) stated that: <ul style="list-style-type: none"> This project is important. The midterm report is a summary of what the Consultants achieved. Capacity building of beneficiaries is required, and technical assistance of the available staff to be qualified in dealing with the projects is important. Coordination among different stakeholders is necessary to identify the standards of the future. 	LAL	-
7	ALS expressed his appreciation of the presentation's content and requested a firmer direction for the Master Plan, with concrete actions or measures as road map for future investments	ALS	The Consultant will address this issue
8	ALS stresses: <ul style="list-style-type: none"> The consultants shall procure all equipments and tools to achieve the activities as in the TOR*. Seaports potential locations to be examined (north, south and in the middle). Types of seaports (fishery, emergency, training, deep seaport, etc.). Airports options and opportunities must be elaborated on. EIB role in financing the programs and projects derived from MP to be discussed. The importance of studying the road network and future railways alternatives and connections with neighbouring countries. Funding requirements for achieving the programs, projects, plans, etc. that will be derived from the Master Plan. Every option or scenario (airport, railway and seaport) should be integrated with all modes of transportation in the model to be established by the Consultants. We ask the Consultants to study all possible transportation scenarios and provide us with them for examination and further development. We need to focus and put huge efforts on our existing road network because it is the only clear existing transport asset owned by Palestinian citizens. 	ALS	* Procurement of instrument is not required by TOR and is incompliant with 6. Requirements/ Clause 6.4 "Equipment" in TOR The Consultant will address all issues
9	Ahmad Saleh Sadaqa (ASS) reinforced the Beneficiary's expectation by highlighting the	ASS	The Consultant will address this issue



	importance of having a clear long term vision, as a practical scenario capable to promote a radical shift on transport systems, highlighting the need to focus on fundamentals in building our master plan rather than rationale.		
10	Tawfiq Al Budari (TQB) stresses on the need to work in order to achieve a reliable master plan.	TQB	The Consultant will address this issue
11	Afif Isayed (AFI) stresses on the importance of integration between the ongoing projects of MOPWH and Phase 0.	AFI	The Consultant will address this issue
12	Farouq Abd Rahem (FAR) stresses on the need that the name of the Project with respect to the TOR should include Palestinian.	FAR	Project title modification will require the Contracting Authority's (EIB) approval.
13	Waleed Al Astal (WDA) underlines that the coordination among team workers and the Consultants was well managed, and we need to continue at the same level of communications among all parties.	WDA	The Consultant will ensure this level of communication will be maintained through the process.
14	Alaa Olyan (ALO) stresses on the need to work on/ refer to, respectively: <ul style="list-style-type: none"> • Proposal for logistics business crossing borders areas for international trade. • Adherence to signed Palestinian international agreements in connection with international roads and railways with ESCWA and League of Arab States etc. 	ALO	The Consultant will address this issue
15	Jameel Hamadneh (JHD) stresses on the importance of manuals and templates for tracking project plans. The Consultants shall provide the beneficiaries with necessary documents (manuals and guidelines).	JHD	The Consultant will address this issue
16	ALB confirmed that the Consultant had already started to draft a plan with specific phasing interlinked with Master Programming and he highlighted that, to this regard, full coordination with the MoT represents a crucial dimension.	ALB	-
17	JRT confirmed the full consistency of the Consultant's approach with ToR's indications as well as the need to prepare a list of pragmatic projects and concrete actions for future investments on transport infrastructure.	JRT	The Consultant will draft a 2-year investment program for Phase 0.
18	ALB delivered a short presentation of the entire set of interventions proposed in Phase 0.	ALB	-
19	ALS stressed the importance of having a national airport. To this end, he briefly illustrated a number of past and more recent options, among which latest Israeli proposal of an artificial island outside Gaza City where to locate the airport and a deep sea water port as well as the past proposal of a touristic regional airport (to support Haji pilgrims) with 2 location options (south of Jericho and close to Bethlem)	ALB	The Consultant will carefully evaluate already discussed options
20	JRT invited the Consultant to develop an immediate 2 years (2016-2017) detailed program	JRT	The Consultant will draft a 2-year investment program



	with clear identification of priorities, required Institutions' capacity, specific appraisal of projects' viability (through CBA) as well as guidance for financing as key outcome of the study.		for Phase 0 which will be submitted by the end of October 2015
21	JRT stressed the importance of having a firm timeline of deliveries to guide MoT's actions on funding, capacity building and additional analysis.	JRT	The Consultant will act accordingly; ALB confirmed that a first draft of Phase 0 program will be submitted by the end of October 2015
22	ALS underlined the crucial role of the Palestinian road network, being the only existing asset that needs to be preserved and enhanced to adequately support people's and goods' mobility. He invited the Consultant to consider the strategic external regional network as main framework to guide implementation strategies of the internal network, also by paying due regard to international trade and border crossing facilitation.	ALS	The Consultant will address these issues in collaboration with local experts
23	JRT proposed to focus the second part of the SC meeting on 1) a detailed outline of Phase 0 projects for each transport subsector and 2) formulation of subsequent phases and related set of scenarios as key framework for forthcoming activities.	JRT	-
24	ALS confirmed the full commitment of the Steering Committee on endorsing and supporting the Master Programming approach and the delivery of Phase 0 as immediate high priority actions.	ALS	-
25	ALB delivered a presentation with the list of measures proposed for the high priority 2 years Master Program for each transport sector	ALB	-
26	ALS informed that USAID is currently supporting the execution of a specific road condition survey in Gaza Strip and the related implementation of an asset management scheme (PMS – Permanent Management System); however, he underlined that the system does not allow a comprehensive collection of detailed information (visual inspection) and it covers only a selection of road sections.	ALS	-
27	JRT stressed the need to ensure full coordination with potential on-going activities, in order to avoid the parallel development of two separated road inventory systems.	JRT	The Consultant will act accordingly
28	ALS underlined the Consultant's commitment to undertake a proper road condition survey by ensuring full consistency with ToR's requirements in terms of 1) methodology, 2) extent of network to assess and 3) set of parameters/information to gather.	ALS	-
29	JRT invited the Consultant, as a matter of urgency, to prepare and submit a technical note on road	JRT	The Consultant will act accordingly



	inventory for approval, in order to proceed with road inspection activities.		
30	ALB stressed on the importance of taking into proper account local transport plans and strategies at urban level, to ensure consistency with the national plans, due to the potential relevant impact at wider scale of local interventions.	ALB	-
31	ALS confirmed the need to effectively connect local plans with the national strategy and the role of MoT in ensuring a full dialogue among different planning levels.	ALS	-
32	Enea Sermasi (ESE) delivered a brief and comprehensive outline of the current status of the assignment's website project as well as most relevant changes on EU's visibility between ToR's requirements and latest EU visibility guidelines.	ESE	-
33	In regards to the Project website, it was agreed that: 1) the main purpose consists in announcing the project and not necessarily describing the contents; 2) the only language is English; 3) the "Contact Us" section is to be removed; 4) Under the Consultant's responsibility the "Download" section is maintained to make relevant documents available; 5) pictures of SC and relevant technical meetings can be uploaded with EIB's authorization for privacy; 6) the technical assistance's diagram can be uploaded; 7) draft documents cannot be uploaded whereas final one can be uploaded after EIB's approval and specific authorization.	ESE	The Consultant will proceed accordingly
34	JRT invited the Consultant to write a letter to EIB / EUREP for requesting official response to the following key outstanding issues: 1) Web site title, 2) Web site URL and Web site management, 3) Disclaimers and relevant texts. Before disclosure of any website to the outside world the consultant should inquire the EIB on substance matters of the same.	JRT	The Consultant will act accordingly
35	ALS thanked everyone for the attendance and closed the SC meeting.	ALS	-



Annex 1

Ali Shaat's Opening Statement:

*"Distinguished Representatives, Delegates, and Participants,
Ladies and Gentlemen,*

It is indeed an honour and privilege for me to join all of you at this Opening Session of the 3rd Steering Committee Meeting (SCM) of our Roads and Transportation Master Plan (RTMP). On behalf of H.E. Eng. Samih Tubaileh, the Minister of Transport, I would like to convey his best wishes to you for a successful meeting with substantive outcomes. I would also like to express my deep appreciation to the RTMP Project Management Team (the Consultant), the EuroMed Transport Project Team in Brussels, the European Union Representative Office in Issaleem (EUROJ), and the European Investment Bank (EIB), for the conducting this SCM in Palestine and for the excellent arrangements made for this meeting.

As you are aware, RTMP consultants in full cooperation with our national teams in West Bank & Gaza Strip have embarked on the traffic survey phase and preliminary sub-sectoral studies as integral parts of RTMP dynamic development after our previous launching SCM in March 2015. Therefore, we are here today to discuss the mid-term report presented by the Consulting Consortium and to ensure implementation of commitments as per ToR.

On behalf of the Minister of Transport, I would like to reiterate our appreciation for the initiative taken by the EuroMed Transport Project and the implementing agency (EIB) for sponsoring the development of RTMP and for their generous and sustained support to Palestine.

I am sure all of you would participate actively in this meeting and I wish you every success in moving forward the development of our RTMP agenda with EU's support."



Annex 2

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Annex 3 Comments on Mid-Term Report by MOT

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

Palestinian National Authority
Ministry Of Transport



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Comments on Mid – Term Report by Ministry of Transport

No.	Comments	Keywords
1.	As per the TOR, the Mid-Term report shall diagnose the existing situation of each subsector in details (page 25 in the TOR). We have not received any of them; they should be attached in the report. (See page 30 in the Report).	Preliminary studies were conducted by non-key experts
2.	The required field activities have not elaborated on; almost all existing PNA data have been presented should be detailed. Milestone should be presented where the Consultants arrived at. (see page 31 in the Mid-Term report)	Ongoing activities (incomplete): GIS database, inventory studies,
3.	The received Traffic Survey Analysis report and Appendix 2 are not detailed report as mentioned in the Mid Term report (see page 21). It is essential to detail Traffic Survey report for the verifications of report.	Travel Demand Analysis. Appendix 2 and Traffic Counts Analysis report (9th of July.2015)
4.	In page 30 in Mid-Term report, it was an obstacle that faced the Consultants in project implementation (traffic survey). Therefore, the Consultants should provide risk plan management to capture the consequences and implications, if any.	Weekly Traffic Counts
5.	In page 54, the based year for Transport Demand needs	Transport Demand in

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	clarification. Methodology and arithmetic must be presented in the report for the Ministries used.	the base year 2015.
6.	In the Midterm report; the exhibit in page 55 (OD matrix) should be explained in report, and the potential methods for utilization of the data.	Passengers and Freight flow (internal and external flow)
7.	In Transport Demand Model (page 56 in the Midterm report), the collected data that was used in model should be submitted (draft in this stage) for ministries approval. They might have serious implications.	Selected accuracy of data is required (reliability)
8.	The Master Plan horizon should be standard in all parts of report is complying with TOR. (See pages 58, 54 and 40 in the Mid-Term report).	Time horizon (2015-2045). Main Results in page 54 of the report (base year-2040). Further phases to 2040. In page 40 of the Mid-Term report .
9.	Border crossings and crossing points should be distinguished and well identified (see page 85 in the report).	Bisan and Prince Muhammad is one point not two separated points as mentioned in the Mid-Term report .
10.	Traffic modeling and forecasts should base on existing and proposed road network. No reports about the accuracy of existing network (used database), for example, roads classifications and paths.	The development of Road Network in the Midterm report page 64.



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11.	Collected data in each transport sector (Roads, Public, Railway, Airports, Freight, and Seaport and Maritime transports) should be presented in details in appendices.	The existing in report is brief summary.
12.	We acquire from the consultant to submit a report to justify using Citilab Software package (Cube). In spite of they explained the power and capability of software in previous Steering Committee (SC).	Page 11 in the TOR.
13.	The Consultants should provide several proposed locations for the purpose of construction new airport (Jericho, Al Auja, etc.). Optimization report (SWOT) is needed to select the best one. And the same applies for Border crossing with neighboring countries and other transports facilities.	Mid-Term report (pages 75- 79)
14.	Time schedule plan in Appendix 1 is not clear, because the bottom row is in Italian language.	See Appendix 1 in The Mid-Term report .
15.	Road inventory survey should be conducted with respect to the TOR (page 10). And with respect to what was mentioned in Steering Committee (7/3/2015) point 67); alternatives were presented .	Last Paragraph in page 89 of the Mid-Term report.
16.	As indicated in the TOR, the report should follow single method in citation and documentation (titles, references, tables, figures, and graphs).	General note should be applied in all parts of report.



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17.	Ministry of Transport has GIS database and not included in report (see page 71 subsection 7.1.8).	The management of Transport-Related Data.
18.	Figures, photos, maps, and tables that were included in Mid-Term report are not well presented	General note should be applied in all parts of report.
19.	The Consultants did not involve point number 11 in the Minutes of Meeting 01 of SC that was held in 7 th of March 2015 in Dead Sea, Amman	ESCWA and Arab League legal and technical basis
20.	Map in page 13 of Mid - term is not required, we advice to remove it. And the same for the last two maps in Appendix 5.	Mid - term report
21.	The Consultants shall use the name of project as mentioned in the TOR.	Gaza should be replaced by Gaza Strip. West Bank and Gaza Strip not vice versa (page 2 in the TOR)
22.	It was noted in the SC meeting (7/3/2015) that the available data and studies are outdated and need updating. No feedback received regarding the updates in details.	The Consultants said they will act accordingly. See point 15 in SC minutes of meeting.



Annex 4 Traffic Survey Comments



Traffic Survey Comments:

It had been sent to the consultant Dated on 5 / 8 /2015

1. In traffic engineering, building our transportation model based on only one day count (Monday) is not valid and not reliable. You should make traffic counts on at least two days (2*Monday).
2. Previous date of counting (Monday 3/8/2015) is not suitable day for making traffic survey counts because the traffic volume is collected in unusual condition because the environment was bad (weather). Moreover, the traffic counts were conducted on August, because almost all educational institutions are off. Did you take in your consideration movements of educational institutions' students and employees, as an example?
3. Based on our technical supervision staff, some of traffic surveyors are not good qualified, based on several interviews were undertaken in the north. For example, distinguishing between classes of vehicles such as service (7 passengers) vs. bus in questionnaire was not clear for some of them, and the method of asking questions was very quick. Therefore, erroneous questionnaires at some points will be existed based on the misunderstanding of passenger/driver and surveyors. And these problems were noticed in three locations in the north.
4. The consultant should check the points before conducting traffic survey counts because some points are not operated well based on our visits in previous Monday. For example, border points at Rafah and



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Beit Hanoun were blocked after 13:00 hr, so the traffic volume was low or blocked.

5. Also, some OD points were located in secondary roads. For example, OD 36 Type A (Al Imam Ali Street). And point in Asda Street in Khan Younis city. Therefore, relocating these points to others will produce more accurate final results.

N. B.

1. Monday is the peak day because it has a traffic volume which represent the week as mentioned in your report "Automatic Traffic Counts Analysis". Also your report mentioned a strange methodology in identifying the peak period (15:15 -19:15 hh:mm). The report needs justifications because based on our local experience the peak could be on Sunday or Thursday and in different hours.



3. Bilateral Meeting Jordan/ Palestine on 17/01/2016

Location

Ministry of Transportation of Hashemite Kingdom of Jordan
Um Uthinah - Sa'ad Ben Abi Waqqas Street - Building no.20 | P.O. Box 35214 Amman 11180 Jordan

Participants

	Name		Organization
1	HE Eng. Ammar Gharaybeh	AMG	SG of MoT (Jordan)
2	Eng. Naeem Hassan	NAH	DG Planning & Development, MoT (Jordan)
3	Eng. Nourhan Shuqman	NSH	EU Affair Advisor, NC of EuroMed Project, MoT (Jordan)
4	Eng. Hala Arar	HAR	Policies and Planning Division, MoT (Jordan)
5	Eng. Rawan Mubarak	RAM	MoPWH (Jordan)
6	Eng. Laila Tashamneh	LAT	MoPWH (Jordan)
7	Ammar Yassin	AMM	Deputy Minister, MoT (Palestine)
8	Yousef Hamoudeh	YOH	G.D. of Roads and Transport Planning, MoT (Palestine)
9	Walid Al Astal	WAA	Team Coordinator of Master Plan, MoT (Palestine)
10	Mauro Gioe'		EEAS
11	Joao Tomé	JRT	Deputy Technical Adviser, SNAP-T/EIB
12	Alessandro Bignozzi	ALB	Consultant, Team Leader
13	Rawad Choubassi	RCH	Consultant, Project Director
14	Mohammed Eid	MOE	Consultant, Railway Expert
15	Piervittorio Farabbi	PIF	Consultant, Air transport Expert

Host
H.E. Eng. Ammar Gharaybeh
Secretary General
Ministry of Transport
(Hashemite Kingdom of Jordan)



European
Investment
Bank



Beneficiary
H.E. Ammar Yassin
Deputy Minister
Ministry of Transport
(Palestinian National Authority)

Consultant
Rawad Choubassi
Project Director
Systematica S.r.l.
Awarded Consortium Leading Company

Minutes

	Description	Name	Action
1	Opening statements were given by H.E. Eng. Ammar Gharaybeh (AMG), H.E. Ammar Yassin (AMM) and Joao Tomé (JRT)	AMG/AMM/JRT	Notes taken.
2	Rawad Choubassi presented the Roads and Transportation Master Plan of Palestine (West Bank and Gaza Strip), challenges, activities, objectives, methodology and current project status.	RCH	Notes taken.
3	Alessandro Bignozzi presented the preliminary vision and approach with a special focus on border crossing and road infrastructure	ALB	Notes taken.
4	Mohammed Eid (MOE) presented the railway vision	MOE	Notes taken.
5	Piervittorio Farabbi (PIF) presented the air transport vision with a special focus on the sector's current situation, challenges, potential airport locations, opportunities and limitations.	PIF	Notes taken.
6	AMG required an engineering feasibility study that provides evidence of the need of said decisions, mainly as far as rail is concerned.	LAL	The beneficiary will share the same once the study draft is completed by the consultant.
7	AMG expressed doubts regarding the feasibility of railway system for passenger transport stating that feasibility studies on the Jordanian Rail network had resulted in the non-feasibility of passenger and transport and the feasibility of freight transport.	AMG	The beneficiary will share the results of the study once completed by the Consultant
8	AMG indicated that the most recent full-fledged feasibility study dates back to 2010 and which requires updating.	AMM	Note taken.
9	The Consultant requested from the hosting counterparts to provide details regarding railway studies and updates annexed to the same in order to coordinate work in terms of traffic volumes forecasts and possible alignments and border-crossing connections.	RCH/NSH	Eng. Nourhan Shuqman (NSH) will assist in procuring railway related information and studies that the Consultant requires in order to complete coordinated work.
10	AMG stressed on the need of receiving the above requested studies, with a specific focus on alignment options, at earliest since work is at an advanced stage.	AMG	The hosting counterpart will assist as kindly requested.
11	AMG stated that Border Crossing points are currently undergoing major developments.	AMG	Note taken.
12	NSH specified that Border Crossing and Road sectors are under the direct control of the MoPWH while the Railway sector is under the control of the MoT.	NSH	The Consultant will request data regarding the border crossing and



			roads directly from the MoPWH.
13	Eng. Rawan Mubarak (RAM) and Eng. Laila Tashamneh (LAT) mentioned that a Master Plan for Border Crossings was prepared which contains indications regarding the improvement work provisioned for the current King Hussein Bridge Border Crossing and provisions for an additional border crossing point.	RAM/LAT	Eng. Rawan Mubarak (RAM) and Eng. Laila Tashamneh (LAT) will assist in procuring border crossing related information and studies that the Consultant requires in order to complete coordinated work.
14	RAM and LAT informed that a few temporary solutions at border crossings are ongoing and are due to be completed very shortly, comprising mainly of the installation of heavy vehicles' scanning machines, while additional developments are provisioned for August/ September 2016.	RAM/ LAT	Note taken.
15	AMG required an engineering feasibility study that provides evidence of the need of said decisions, mainly as far as airports are concerned.	AMG	The beneficiary will share the same once the study draft is completed by the consultant.
16	AMG mentioned a feasibility study regarding an airport in Shune.	AMG	Note taken.



4. Final Steering Committee Meeting on 11 & 12/07/2016

Location

Amman – Sheraton Hotel

Participants

Ammar Yassin (AYS)	Deputy Minister, MoT (Palestine)
Ali Shaath (ASH)	CEO of PIEFZA (Palestine)
Fayeq Al Deek (FDK)	Deputy Minister, MoPWH (Palestine)
Abdel Raheem Q'dan (ARQ)	General Director, MoPWH (Palestine)
Tawfeeq Abudiri (TAB)	Acting Deputy Minister, MoLG (Palestine)
Walid Al Astal (WAA)	Team Coordinator of Master Plan, MoT (Palestine)
Yassin Abu Souad (YAS)	General Director of Road, MoPWH (Palestine)
Jameel Hamadneh (JAH)	MoT (Palestine)
Joao Tomé (JRT)	Transport Adviser, SNAP-T/EIB
Shadia Karem Tawfik	Transport Sector Specialist, SNAP-T
Rawad Choubassi (RBC)	Consultant, Project Director
Alessandro Bignozzi (ALB)	Consultant, Team Leader
Giovanni Romiti (GRO)	Consultant, Road Engineering (Sub.)
Michele Fenucci (MFE)	Consultant, Key Expert (Economy)
Alessandro Vacca (ALV)	Consultant, Transport Modelling
Maria Cristina Fregni (MCF)	Consultant, Environmental Expert
Antonio Tamburro (ATM)	Consultant, Air Transport
Enrico Foti (EFO)	Consultant, Maritime Transport
Moh'd Eid (MOH)	Consultant, Rail Transport
Giuseppe Alizzi (GLZ)	Consultant, Public Transport



Beneficiary and Promoter

Ammar Yassin

Deputy Minister

Ministry of Transportation on behalf of
the **Palestinian National Authority**

Contracting Authority

Joao Tomé

Deputy Technical Adviser

European Investment Bank

Consultant

Rawad Choubassi

Project Director

Systematica S.r.l.

Minutes of Meeting

This document is aimed to report the major discussion topics and decisions taken during the Final Steering Committee Meeting held in Amman (Sheraton Hotel) on July 11th and 12th 2016 for discussing the Final Master Plan Draft submitted on June 13, 2016.

All members, from both the beneficiary and Contracting Authority side, constitute the Steering Committee members hence no distinction is shown in amendment requests as long as the comments were not contested by any of the two parties.

	Description	Name	Action
1	The Consultant submitted 5 hard copies of the Final Master Plan Draft Report including the main report and all related annexes. The Consultant submitted a number of acknowledgement letters recognizing the great efforts exerted by the local technical and non-technical team from various ministries who supported the Consultant throughout the process. The Consultant submitted a hard disk with all submitted material and work files (including the updated GIS data and modelling files).	CON	Beneficiary to review and provide a confirmation regarding the receipt of all information appropriately.
2	Ammar Yassin, Palestinian Deputy Minister of Transportation and Joao Tomé, Transport Adviser, SNAP-T/EIB, delivered opening speeches consisting mainly in welcome statements, underlying the importance of the project in exam on both the national and regional scale and acknowledging the Consultant's efforts throughout the work period.	AYS/JRT	No Action required.
3	The Consultant presented a short video in which all planning results and study findings are illustrated dynamically with voice over.	CON	No Action required.
4	The Consultant presented the Master Plan.	RBC/ALB	No Action required.
5	Comments from the beneficiary and Contracting Authority are transmitted verbally.	SCM	The Consultant takes note of all comments and will respond/ amend accordingly.
6	The beneficiary presented comments and submitted the same in original copies, whereas the Consultant, represented by Rawad Choubassi signed a copy for receipt.	-	-
7	Main Considerations are summarized below:	-	-
8	Qalandia "Border Crossing Point" shall be replaced by "Crossing Point"	SCM	The Consultant will amend accordingly.
9	Priority Actions are deemed not correspond adequately and realistically to the timeframe assigned (2years and a half) hence the implementation of proposed projects is deemed not to be possible.	SCM	The Consultant will review all priority actions and projects and will resubmit for approval.
10	It is requested that Phase 0 is added to Phase 1 hence removing Phase 0 however maintaining and acknowledging the need of consolidating an	SCM	The Consultant will review Phasing sequence and



	implementable short term plan investment plan and priority actions.		priority actions list as requested.
11	All proposed Projects, mainly in Phase 0 and 1, will require a quantitative/ numerical support, preliminary work program and a reasonable justification of assigned priority.	SCM	The Consultant will review Phasing sequence and priority actions list as requested.
12	Joao Tomé requested that quantitative data is provided for the following connections: Railways links Gaza-Rafah (planned) Hebron-Jericho- Jenin (planned) Road links Gaza-Rafah (completed) Jenin-Jericho (completed) Hebron-Jericho (planned) Gaza (port) (planned) Rafah (airport) (planned)	JRT	The Consultant will provide this material at earliest convenience.
13	Cost Estimates should be based on local construction costs in terms of material and labor.	SCM	The Consultant confirmed having estimated costs of all projects based on local price and costs. All unit rates are provided in the report and the Client is requested to provide feedback on the unit rates used if any unreasonable assumptions are thought to be taken.
14	Fishing Port Rehabilitation Project cost estimates shall be provided with a breakdown, similar breakdown provide for the New Commercial Fishing port and shall be based on a specific layout to be included in the study.	SCM	The Consultant will provide the required information.
15	The "Link" shall be renamed as the "Corridor"	SCM	The Consultant will amend accordingly.
16	Additional details and further studies are requested regarding the West Bank-Gaza Strip corridor, such as advice on the most appropriate cross section, alignment, etc. based on the previous studies submitted by the Beneficiary.	SCM	The Consultant will provide the required details and studies.
17	The Consultant is requested to provide justifications for locating the implementation of the West Bank-Gaza Strip link in Phase 2 on the overall Project timeline.	SCM	The Consultant will provide the required justifications.
18	The Consultant requested that the Consultant exerts additional efforts to comprehend the sensitive issues related to road planning and phasing, mainly related to the early implementation of road connections which implicitly carry sensitive issues, such as Al Muarraj Road and others.	SCM	The Consultant requests detailed indications to be received from the beneficiary in this regard since said topics go beyond the Consultant's technical capabilities.
19	It is requested to distinguish between road upgrade as prescribed in the Master Plan and ordinary rehabilitation and maintenance which	SCM	The Consultant will indicate accordingly.



	will involve a higher amount of road linear kilometres compared to the prescribed amounts.		
20	The Consultant is requested to provide additional indicators regarding road km per inhabitant in the various phases.	SCM	The Consultant will provide the required information.
21	The Consultant is required to provide additional options for the West Bank airport accompanied with a comparative SWOT analysis similar to the exercise carried out for Gaza Strip.	SCM	The Consultant will provide the required study.
22	The Consultant is requested to review the Institutional and Legal chapter in order to provide more accurate indications on organizational and procedural setup and measures for improving the performance of practices and procedures.	SCM	The Consultant will review the Institutional and Legal chapter accordingly.
23	The Beneficiary presented revised comments based on the previous transmitted comments, amended on the basis of the Final Master Plan presentation held on the 11th of July.	BEN	The Consultant provided quick replies to the comments and is committed to provide accurate and appropriate replies.
24	The Consultant invited the beneficiary to review comments regarding Public Transport, Logistics, Border Crossing, Traffic Modelling, Ports/ Airports and other chapters based on the Final Master Plan draft and annexes provided, with a special focus on the drawings that summarize the proposals into clear illustrative drawings based on the detailed and technical studies conducted through GIS and other planning tools and software.	CON	The Client is requested to provide final comments, as agreed, within a duration of 2 weeks from the day of receipt of this memo.
25	Joao Tomé requested that comments be reasonable acknowledging the efforts exerted by the Consultant to access all territories and sites for conducting visits, presentations and inspections.	JRT	-
26	The Consultant invited the Beneficiary to appoint a single most appropriate technical member from its staff to visit the Consultant's office for carrying out a 3-to-4-week training period for ensuring appropriate passage of information and know how related to the construction and analysis of the Traffic Model.	CON	-
27	The Beneficiary requested that the Project title is review to include the word Palestine, not only West Bank and Gaza Strip.	BEN	The Consultant clarified its position, not able to modify TOR information, nevertheless committed to send an addendum request to change the title to "Palestinian National Road and Transportation Master Plan", instead of "Road and Transportation Master Plan



			for West Bank and Gaza Strip”
28	The Beneficiary requested updates on the web site.	BEN	The Consultant has already submitted queries to the EIB in this regard and is still waiting for a response. The Consultant will send a reminder letter to the Contracting Authority.
29	The Consultant required specific feedback on the planning proposals for all projects brought forward for all transport sub and complementary sectors.	CONS	Based on a mutual agreement, the Client is requested to provide comments on the planning content of the Final Master Plan in terms of proposed layouts, phasing logic, priorities, sensitive issues, etc.



5. Final Steering Committee Meeting on 12/07/2016

Location

Amman – Sheraton Hotel

Participants

Ammar Gharaybeh (AMG)	Minister, MoT (Jordan)
Naeem Hassan (NAH)	MoT (Jordan)
Nourhan Shuqman (NSH)	EuroMed National Coordinator, Jordan
Ammar Yassin (AYS)	Deputy Minister, MoT (Palestine)
Ali Shaath (ASH)	CEO of PIEFZA (Palestine)
Fayeq Al Deek (FDK)	Deputy Minister, MoPWH (Palestine)
Abdel Raheem Q'dan (ARQ)	General Director, MoPWH (Palestine)
Tawfeeq Abudiri (TAB)	Acting Deputy Minister, MoLG (Palestine)
Walid Al Astal (WAA)	Team Coordinator of Master Plan, MoT (Palestine)
Yassin Abu Souad (YAS)	General Director of Road, MoPWH (Palestine)
Jameel Hamadneh (JAH)	MoT (Palestine)
Joao Tomé (JRT)	Transport Adviser, SNAP-T/EIB
Shadia ?	???
Rawad Choubassi (RBC)	Consultant, Project Director
Alessandro Bignozzi (ALB)	Consultant, Team Leader
Giovanni Romiti (GRO)	Consultant, Road Engineering (Sub.)
Michele Fenucci (MFE)	Consultant, Key Expert (Economy)
Alessandro Vacca (ALV)	Consultant, Transport Modelling
Maria Cristina Fregni (MCF)	Consultant, Environmental Expert
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Enrico Foti (EFO)	Consultant, Maritime Transport
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Beneficiary and Promoter
Ammar Yassin
Deputy Minister
Ministry of Transportation on behalf of the
Palestinian National Authority

Contracting Authority
Joao Tomé
Deputy Technical Adviser
European Investment Bank

Consultant
Rawad Choubassi
Project Director
Systematica S.r.l.

Minutes of Meeting

This document is aimed to report the major discussion topics and decisions taken during the Final Master Plan Presentation held in Amman (Sheraton Hotel) on July 12, 2016 for presenting the main findings and results of said Master and sharing the same with the neighbouring countries.

Invitees were mainly ministerial technical staff, Euromed National Coordinators and EC delegation representatives from the three main neighbouring countries, Jordan, Egypt and Israel. All Jordanian invitees participated actively, while Egyptian representatives of the three above mentioned entities apologized for not being able to attend while the Israeli NC transmitted a letter addressed to the Consultant judging the invite to be unacceptable for reasons that were explained in the letter.

	Description	Name	Action
1	Ammar Yassin, Palestinian Deputy Minister of Transportation and Joao Tomé, Transport Adviser, SNAP-T/EIB, delivered opening speeches consisting mainly in welcome statements, underlying the importance of the project in exam on both the national and regional scale and acknowledging the importance of coordination efforts with neighbouring countries.	AYS/JRT	-
2	The Consultant presented a short video in which all planning results and study findings are illustrated dynamically with voice over.	CON	-
3	The Consultant presented the Master Plan.	CON	-
4	H.E. Ammar Gharaybeh requested the Palestinian representatives to specify their planning coordination needs and preferences in terms of border crossing points, logistics and other related topics.	AMG	-
5	The Palestinian Ministerial members expressed needs and priorities regarding border crossing points: Encourage the one-stop border crossing points through coordination among the two countries. The need for reactivating all border crossing points and specializing each differently for freight, passengers, pilgrims, etc. Priorities are set as follows: 1st priority: Rehabilitate the currently operational Allenby bridge border crossing. 2nd priority: Rehabilitate and run the Damiyeh border crossing point, with a specific specialization for freight transport. 3rd priority: Tell Al Bayda border crossing, with a specific specialization related to railway (planned) 4th priority: King Abdallah border crossing to south, with a special vocation related to Pilgrims travel.	SCM	-



6	The Palestinian Ministerial members expressed needs and priorities regarding logistics areas: It is convened that a logistics area can be developed in proximity to border between the two countries with a specific preference to locate it temporarily, in a first phase, on the Jordanian side. It was convened that further study is requested to identify an appropriate location for said logistics area.	SCM	The Consultant will provide opinion and advice on this topic.
7	Airport proposals are discussed with reference to previous accords taken among the two countries through the Quartet for implementing a new airport in the West Bank.	-	-