

# Review of the State of Implementation of EOUROMED REGIONAL TRANSPORT ACTION PLAN

## FOREWORD

I am pleased to present this first version of the review of the state of the implementation of the 34 actions that form the EuroMed Regional Transport Action Plan for the Mediterranean.

This document includes 34 fiches, one per each action, in which the progress achieved is stated, including the difficulties for the implementation of the action.

Furthermore, recommendations for the follow-up of each action and expectations for the period 2014-2020 are explored.

The structure of the document facilitates its review, aiming, in a simple and easy way, to know the state of play sector by sector, to track more the bottlenecks, and to rule on the recommendations for the future progress and development.

This review has been prepared by the EuroMed Transport National Coordinator and where needed in coordination with participants in various EuroMed Transport activities: MEDA-MoS II, SafeMed, and Aviation.

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# **REVIEW of the REGIONAL TRANSPORT ACTION PLAN**

## **Infrastructures and regulatory issues for land transport**

**(Actions 1, 10, 11, 12, 13, 17, 18, 19, 20, 22, 23, 24,  
25, 26, 28, 29, 30, 31, 32, 33, 34)**

## Infrastructures and regulatory issues for land transport

(Actions 1, 10, 11, 12, 13, 17, 18, 19, 20, 22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34)

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

### I. Progress achieved

#### - General appreciation

This Action calls for the better coordination of the various activities being implemented in or with the Mediterranean countries with respect to transport. Good progress in this respect was made until now. In line with the RTAP, the ENP is prioritizing regulatory reform for road and rail as well as in the maritime and aviation sectors towards greater safety and security oversight and in terms of gradual market liberalization. The Union for the Mediterranean, on the other hand, reinforces the existing initiatives related to the other priority areas of the, namely infrastructure and network development, in putting an emphasis on the promotion of specific infrastructure projects and the Motorways of the Sea. More generally, the Union for the Mediterranean is expected to provide the missing overall institutional framework for this integration.

Transport in Palestine is confronted with a number of difficult issues, which are rendered all the more complex and whose solution more uncertain due to the transitional political situation of the Palestinian National Authority. The Palestinian National Strategy for Transport Sector 2010-2012, prepared by the Ministry of Transport, takes into consideration RTAP transport networks and activities in order to integrate Palestine's transport system within the region and between the region and the European Union.

#### - Main difficulties encountered by the countries for the implementation of this action

Emphasis should be placed on the Council of the Arab Ministers of Transport and United Nations Economic and Social Commission for Western Asia 'ESCWA' for more cooperation on the EuroMed Transport Program.

#### - EU assistance used

The upcoming Euro-Mediterranean Transport Conference has to recall the partner countries about the importance of setting-up a basis for more synergy between all the transport exercises. In particular, the EuroMed Transport Project needs to take part in the events and/or workshops organized by Arab League, ESCWA, UfM for more exchanges of information and results.

### II. Recommendations to improve the implementation until 2013

Increase in the collaboration among all the partners related to transport policies and strategies.

## Road

### (Actions 10, 11, 26)

#### Road Transport: Harmonizing International Road freight

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

#### I. Progress achieved

##### - General appreciation

The Task Force for Inland Transport was constituted in November 2008 as a Sub-group of the WG 'Infrastructure and Regulatory Issues'. The TF deals with both road and rail transport.

The EU approach to road safety is based on the principles of UNECE, can therefore be used as a benchmark or best-practice.

The MCI published in January 2010 a study on 'Status Report on the Implementation of RTAP Land Transport –Road and Rail- in Mediterranean beneficiary countries/partners' (BCs).

##### - Main difficulties encountered by the countries for the implementation of this action

Despite of progress made by the Mediterranean partner countries in the field of adhesion to conventions/agreements, they still need more engagement in the implementation of key conventions and particularly UNECE Agreements, such as: E-Road Network (AGR), Combined Transport Network (AGTC), Convention on road traffic, Convention on signs and signals, Weights and dimensions, Issue and validity of driving permits, Technical inspection of vehicles, Global vehicles regulation, AETR/ADR/TIT/ CMR and E-CMR agreements.

##### - EU assistance used

N/A

#### II. Recommendations to improve the implementation until 2013

*i)* Among the priorities of the new EuroMed Transport Project on 'Road, Rail and Urban Transport' – recently launched - there will be a need for emphasis on road haulage, liberalization of the road transport market and the promotion of cross-border transport through the alignment of operational and professional conditions of the road transport sector in the different partner countries. This would imply further coordination related to drivers' licenses, technical controls as well as the promotion of the UNECE conventions applicable in this field, *ii)* Strengthen awareness on environmental issues, urban transport and cross-border issues and trade facilitation and *iii)* The TF should prepare a strategic plan or road map for the gradual liberalization and harmonization of international road haulage.

It would also be useful to couple actions 10 and 11 - which are themselves more "means" than "goals" - to concrete targets in terms of road safety, fleet conditions/renovation and licensing (including a focus on urban transport).

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

## I. Progress achieved

### - General appreciation

The Task Force for Inland Transport was constituted in November 2008 as a Sub-group of the WG 'Infrastructure and Regulatory Issues'. The TF deals with both road and rail transport. NCs attended the meeting together with experts from their road and rail administrations.

The EU approach to road safety is based on the principles of UNECE, can therefore be used as a benchmark or best-practice.

The MCI published in January 2010 a study on 'Status Report on the Implementation of RTAP Land Transport –Road and Rail- in Mediterranean beneficiary countries' - Maghreb & Mashrek.

Among the priorities of the new EuroMed Transport Project on 'Road, Rail and Urban Transport' which has been recently launched emphasis will be on road haulage, liberalization of the road transport market and the promotion of cross-border transport through the alignment of operational and professional conditions of the road transport sector in the different partner countries. This would imply further coordination related to drivers' licenses, technical controls as well as the promotion of the UNECE conventions applicable in this field.

### - Main difficulties encountered by the countries for the implementation of this action

Accession and then implementation of Key UNECE agreements by the Mediterranean Partner countries, harmonization of various technical aspects and further step towards a gradual liberalization of this activity.

### - EU assistance used

N/A

## II. Recommendations to improve the implementation until 2013

The TF 'Road, Rail and Urban Transport' shall deal with reforms in the road industry. In particular, it should examine ways to reform the road haulage and passenger sector in order to increase the professionalism of the drivers (through stringent and regular driver tests), operators (by introducing a licensing system) as well as the technical state of the vehicle fleet (by introducing road worthiness tests, and complementary measures supporting the upgrading of the vehicle fleets).

## Safety and Security Considerations

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

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

In the road sector the problem is more complex. It has to do with the sub-optimal follow-through of safety controls by traffic authorities and the sub-standard technical condition of the fleets of most small road operators (see action 11). However, it also has to do with the design of road infrastructure and its poor maintenance. This concerns the backbone network in particular.

### I. Progress achieved

#### - General appreciation

The priority road transport projects within the future TMN-T should be combined with some training on safe road infrastructure design for road officials, and allow the assessment of the usefulness of these innovative tools in Mediterranean countries. These activities could be integrated within a broader action regarding road safety plan and aiming at effectively reducing the high number of casualties on the region's road network.

#### - Main difficulties encountered by the countries for the implementation of this action

In Palestine, the number of fatalities which are due to the road accident still with very high rate compared to the European Union Members States and the traffic accidents represent for BCs an economic loss.

#### - EU assistance used

N/A

### II. Recommendations to improve the implementation until 2013

European Union technical assistance should be provided to Palestine that would enable among others to implement a mandatory and permanent training mechanism for road drivers mainly targeting public transportation and the transport of goods and hence the launch of a road safety culture.

**(Actions 12, 13)**** Railway Transport: Interoperability and Structural Reform**

**Action 12:** Increasing the attractiveness of rail transport in the long-term will necessitate both infrastructure investments and structural reform. In the medium-term, i.e. by 2013, Mediterranean Countries are invited to: elaborate a time and financing plan on those infrastructure investments that concern, *inter alia*, interoperability, the renovation of rolling stock, electrification and signalling systems.

Reconstruction of railway transport in Palestine will require a great deal of organizational creativity besides significant infrastructural investments.

**I. Progress achieved****- General appreciation**

- The Task Force for Inland Transport was constituted in Nov. 2008 as a Sub-group of the WG 'Infrastructure and Regulatory Issues'. The TF deals with both road and rail transport. NCs attended the meeting together with experts from road and rail administrations.

The MCI published in January 2010 a study on 'Status Report on the Implementation of RTAP Land Transport –Road and Rail- in Mediterranean beneficiary countries' - Maghreb & Mashrek.

As for rail transport, the focus of the ToR related to the EuroMed Transport Project on 'Road, Rail and Urban Transport' (launched early 2012) project will be on the further enhancement of railway safety measures, separation of operations and infrastructure and a specific focus on interoperability in the context of further promotion of cross-border rail transport. These subjects should also be linked to concrete railway developments in the region and especially those with a cross-border or regional dimension.

**- Main difficulties encountered by the countries for the implementation of this action**

The main difficulty with this action remains on investments for planning, design and implementation of infrastructure.

**- EU assistance used:**

N/A

**II. Recommendations to improve the implementation until 2013**

Increasing the attractiveness of rail transport in the long-term will necessitate both infrastructure investments and structural reform. In the short-term, Palestine is counting on MCII to provide needed technical assistance in order to elaborate a comprehensive plan on those infrastructure investments that concern, *inter alia*, planning, design, financing options, tendering ..etc.

**Action 13:** With the view of increasing the attractiveness of rail transport, Mediterranean Countries are invited to elaborate a strategy paper on the future of their national railway sectors with a focus on freight transport. These strategy papers – to be prepared in the short-term to report on on-going and planned reforms – should be presented and discussed at the new working group to be established by the Euro-Mediterranean Transport Forum on ‘infrastructures and regulatory issues’.

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

## I. Progress achieved

### - General appreciation

With the view of increasing the attractiveness of rail transport, the Council of Transport Ministers of the 22 Arab Countries are conducting elaborate a strategy paper on the future of their national railway networks and the prospects of linking them together. This strategy study – to be prepared in the short-term will report on on-going and planned railway networks – which will be presented and discussed at the Arab League Land Transport Committee. The Euro-Mediterranean Transport Forum on ‘infrastructures and regulatory issues’ should incorporate the Arab Railway Network Study into the current EuroMed Transport work.

### - Main difficulties encountered by the countries for the implementation of this action

Funding is the main difficulty encountered.

### - EU assistance used

N/A

## II. Recommendations to improve the implementation until 2013

Further cooperation is needed the Council of Transport Ministers of the 22 Arab Countries



## Developing Integrated Multimodal Services and Issues

**Action 17:** The development of logistic platforms in the Mediterranean Countries is a high priority. European Commission support will be provided through facilitation activities like TAIEX workshops or twinning projects. The EIB study on the subject (to be completed in mid-2007) is a very important exercise which will provide a good basis for the development of logistic platforms in the future.

### I. Progress achieved

#### - General appreciation

- The efficiency of modern transport systems depends fundamentally on their ability to interface in an appropriate way allowing integrated multimodal services. In order for multimodality to materialize and be successful, the quality levels of the individual transport modes must be upgraded. Three action points are of particular relevance for multimodal transport:: i) Developing the professional standard of the freight forwarding industry; ii) Encouraging the implementation of integrated ICT solutions for tracking, security and other electronic data interchange for trade and transport across modes and, especially, when related to border crossings and modal transfers (ports, rail stations) and iii) Promoting the development of logistics platforms promoting interoperability.
- The development of the professional standards of the freight forwarding industry is also discussed with reference to the road sector (Action 11); the implementation of ICT solutions in ports is also addressed in the section on the maritime sector (Action 9).
- The establishment and further development of logistics needs to take the cross-national variation in terms of market access and market maturity into account. In Palestine logistic services are slow to develop mainly because of Israeli occupation and its fundamental effects on the lack of trade service opportunities and less because of institutional or regulatory barriers.
- The EU is supporting the development of logistics operations and the development of logistical platforms in the Mediterranean countries through a variety of initiatives, mainly the MEDA-MoS Project.

MEDA-MOS II tailored technical assistance is being designed to be provided to Palestine's in the design of logistical platforms included in Country Action Plan developed jointly with MEDA-MOS II, with a view to speeding up implementation. **Main difficulties encountered by the countries for the implementation of this action**

#### - EU assistance used

MEDA-MOS II tailored technical assistance is being designed to provide a study to model logistical platform in Palestine.

### II. Recommendations to improve the implementation until 2013

It should be considered whether there should be a clearer connection in the future between logistic studies developed within the various projects in progress (MEDA-MoS, the EIB-sponsored LOGISMED initiative, and road and rail initiatives).

- The future EuroMed Transport (Rail, Road and Urban Transport) offer probably an outstanding opportunity to facilitate and promote the development of logistics platforms interoperability within the framework of the TMN-T.

## Role of Infrastructure Investment and Development

**Action 18:** In the framework of the EuroMed Forum, Euro-Mediterranean countries will set up a network of transport experts to collaborate on regularly assembling and analysing transport data, maintaining a common database of demand, GIS network data and common forecasting scenarios for the Mediterranean. Such a network already exists in the framework of CETMO for the western Mediterranean. This should be expanded in the course of 2007 and 2008 to include representatives from eastern Mediterranean Countries. *Assuming the successful and timely implementation of a permanent secretariat to support the activities of the Euro-Mediterranean transport forum (see action 34), the two actions should be linked.*

### I. Progress achieved

#### - General appreciation

- A common database of demand data has been developed, based on data and statistics obtained from international statistics, with limited amount of data obtained from reliable sources in Palestine. This database has been incorporated in GIS based transport model, to represent all this information in a graphical analytical forms.

CETMO has created in close cooperation with NCs and national experts this transport model for freight transport, aiming at establishing a useful tool to predict the needs for transport infrastructure in the coming years.

- **Identification of the difficulties in the countries for the implementation of this action:** There is a lack of detailed information/statistics and specific data to calibrate and validate the transport model. The data should be collected in Palestine through specific field surveys.

The model is a high quality tool, although the preliminary results obtained do not reflect the real transport flows existing in and out of Palestine. This is very much related to input data.

- **Main difficulties encountered by the countries for the implementation of this action**

Specific information related to transport flows are not available and should be collected at the national level. Consequently the transport model must be updated to incorporate this detailed information and to reflect the changing economic and trade situation in these countries year after year. In this way, the provision for new transport infrastructure will be fully justified.

- **EU assistance used**

N/A

### II. Recommendations to improve the implementation until 2013

The model needs to be re-calibrated and validated, including the suggestions and recommendations stated by almost all the Mediterranean partners. Once these things are done, the model must be approved by all the Mediterranean partners.

## The Role of Assessment and Prioritization

**Action 19:** Mediterranean Countries are invited to take the necessary steps for developing the projects provisionally identified by the High-Level Group (HLG) as short-term priorities (see Annex A) as well as any other projects on the HLG axes singled out by the Euro-Mediterranean Transport Forum. All approved projects should be subsequently systematically appraised through full feasibility studies. The European Commission encourages and supports the development of border crossing projects in order to complete the physical integration of the Euro-Mediterranean countries.

**Action 20:** Further to the above, Mediterranean Countries are encouraged to submit the projects identified by the HLG as priorities in the long-term (to start after 2010) to pre-feasibility studies in anticipation of the review of the HLG priorities in 2010. Alternative proposals should be considered for projects displaying low suitability according to the completed pre-feasibility studies. The pre-feasibility studies on all the long-term priorities should be completed by 2010 and be followed by full feasibility studies by 2013.

### I. Progress achieved

#### - General appreciation

According to this Action, 17 priority projects have been established in the Mediterranean Countries. Most of these projects contribute to the integration of the Mediterranean region.

Within the EuroMed Transport Project, specific Technical Assistance is being carried out to allow these projects to be implemented. This TA depends on the characteristics of each project, but, in the case of Palestine, **pre-feasibility** study was conducted by MC II for construction of new airport in the West Bank. Currently, ToR for roads and transport masterplan has been prepared in preparation for tendering.

#### - Main difficulties encountered by the countries for the implementation of this action:

Lack of continuous coordination among relevant parties. We, in Palestine, were astonished to learn that certain multi-national links, that includes Palestine, are in an advance state of planning and specific EuroMed Technical Assistance feasibility study was conducted for the project without involving or coordinating with NC of Palestine. Palestine rejected the proposed alignment of the said transport infrastructure project and proposed an alternative alignment coinciding with geo-strategic reasons. Palestine is in need for TA to develop the following projects listed the RTAP:

Rail and Road connections with Egypt

Rail and Road connections with Jordan

Rail and Road connections between Gaza and West Bank through Israel

Palestine Airport in the West Bank and reconstruction of Gaza Seaport

Logistics Areas in West Bank and Gaza

Roads and Transport Master Plan

#### - EU assistance used

**Pre-feasibility** study was conducted by MC II for construction of new airport in the West Bank. EIB assisted Palestine in drafting ToR for roads and transport masterplan. This ToR is being considered by EU for the preparation of the master plan through FEMIP.

### Recommendations to improve the implementation until 2013

- Speeding up remaining measures EU for the preparation of the master plan through FEMIP in order to complete this TA in 2012 and

- The Technical Assistance by the EuroMed Transport Projects must be offered to NCs, to allow all the priority projects to start the development process.
- **Expectations for the PART 2014-2020:** Complementary Technical Assistance should be developed during the period 2014-2020, as most of the full feasibility studies must be carried out. Furthermore, an update of the list of priority projects must take place, and new Technical Assistance may be needed. Furthermore, it is believed that a Strategic Transport Group should be created to harmonize Transport Standards with EU Standards.

## Environmental Considerations

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

### I. Progress achieved

#### - General appreciation

**SafeMed Project** is a response to the interest of the EU to develop Euro-Mediterranean co-operation in the field of maritime safety and security, prevention of pollution from ships and marine environmental issues by providing technical advice and support to the non-EU Mediterranean countries identified in 1995 Barcelona Process. The objective is to mitigate the existing imbalance in the application of maritime legislation in the region between the EUMS and the BCs through promoting a coherent, effective and uniform implementation of the relevant international conventions and rules aimed at better protecting the marine environment in the Mediterranean region by preventing pollution from ships. Latest action: organization of a Regional Workshop on Surveys & Inspections related to the Intl' Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS Convention) – Larnaca (Cyprus), June 7-8 2011.

**MEDA-MoS:** Since Oct. 2007 the call for interest relating to the pilot projects gave special attention to the environmental aspect; thus in the pilot projects structures a special attention has been given to the environmental concept (ECO Ports). *i)* Specific objectives are foreseen by MEDA-MoS II, inter alia, the review and the improvement of the regulatory framework for maritime transport, ports, logistics and trade facilitation with a specific focus on sector reform and implementation of environmental management systems in ports and *ii)* Expected outputs will focus on implementing TA activities for BCs in the fields of maritime transport, port operations and management, hinterland and logistics connections, environmental management and sustainability.

#### - Main difficulties encountered by the countries for the implementation of this action

Action 22 has broader objectives than those enshrined in the SafeMed / MEDA MoS Projects and in the EC-UNEP/MAP Joint Work Programme as it refers to environmental assessments of transport related projects and programmes including those related to port infrastructure, management and operations.

The relevant part (Part 3) of the Joint Work Programme of Cooperation between UNEP/MAP and the EC refers to co-operation in the field of prevention of, preparedness for and response to pollution of the marine environment from maritime activities primarily in the following fields:

- Risk assessment related to marine transport in the Mediterranean region
- Surveillance of maritime traffic and monitoring of illicit discharges
- Ratification of IMO international maritime conventions
- National and Sub-Regional Contingency planning; and
- Port Reception Facilities.

Whilst some of the actions of the SafeMed Project relate to the above particularly (a), (b), and (c), the SafeMed Project as well as REMPEC's activities do not fully cover the objectives of Action 22. Moreover, since 2008 there have been no bilateral meetings between the EC and UNEP/MAP to review the progress of the Joint EC-UNEP/MAP Work Programme.

- **EU assistance used**

Palestine would like to receive Technical Assistance in conducting "Strategic environmental assessments and environmental impact assessments for the construction of an Airport in the West Bank, the Commercial and Fishery Ports in Gaza".

II. **Recommendations to improve the implementation until 2013**

*i)* It is essential to continue the SafeMed/MED MoS Projects on-going activities to build the capacities of the MEDA Partners in the maritime field with a view to ensure ratification and effective implementation of the main IMO international maritime conventions and *ii)* To use the study on Maritime Traffic Flows in the Mediterranean and the associated GIS developed within the framework of the same Project to assist in the assessment of maritime traffic risks in the Mediterranean

III. **Expectations for the PART 2014-2020:** Efforts on this action are extended and supported by the SafeMed/MED MoS as priority within the RTAP.

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

I. **Progress achieved**

- **General appreciation**

Current institutional arrangements do not support enough the coordination among various administrations within each BC to ensure consistency between the different national policies that impact transport (such as environmental policy). Regulatory frameworks governing the environmental dimensions of the various transport modes are not approximated with those of the EU, and do not sufficiently match international regulations on some occasions.

Special attention should be given to the sustainable transport through the establishment of additional TF on Environmental issues. The EuroMed Transport Forum should target sustainable transport development and environmental impact assessments including the setting up appropriate legislative framework such as environmental units. In addition, the MCII should launch soon a TF on Environmental issues.

- **Main difficulties encountered by the countries for the implementation of this action**

In general, the 'sustainability culture' is not integrated enough into transport planning practices in Palestine and cooperation with EU member states in this regard is highly needed.

- **EU assistance used**

N/A

II. **Recommendations to improve the implementation until 2013**

Liaise with on-going Euro-Mediterranean or multilateral activities in the field of environmental protection (such as Blue Plan) would probably be appropriate. Strategic Environmental

Assessment 'SEA' and Environmental Impact Assessment 'EIA' directives could be introduced as compulsory elements of these exercises and technical assistance to be provided.

**Expectations for the PART 2014-2020:** Provide more attention to the environmental aspects in all transport modes.

## Socio-economic Considerations

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

### I. Progress achieved

#### - General appreciation

This action is of significance for each individual Country and depends on the stability of the region as a whole. Socio-economic aspects must be always considered and the beneficiary countries must be continuously sensitized on their importance. It is necessary that the future infrastructure needs assessment or feasibility studies should entail a risk assessment and management strategy through the incorporation of scenarios on socio-economic development.

#### **Main difficulties encountered by the countries for the implementation of this action**

No difficulties should be encountered by Palestine for the implementation of this action.

#### - EU assistance used

No EU assistance has been offered in this Action.

### II. Recommendations to improve the implementation until 2013

Insist more on the increase of employment opportunities and the decrease of inequalities. The example of Port Community (such as in Valencia – Spain or in Bologna – Italy) can be considered as good examples.

**Expectations for the PART 2014-2020:** Socio-economic aspects must be always considered and the Palestine must be continuously sensitized on its importance.

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

### I. Progress achieved

#### - General appreciation

The concept of multimodal/intermodal transport has not been perfected; the approaches and practices relating to transport planning, interoperability and connectivity, multimodal platforms, transport logistics and information technologies are not optimised.

#### - Main difficulties encountered by the countries for the implementation of this action

Problems relating to the freight transport chain and logistics; a number of deficiencies exist throughout the length and complexities of freight transport chains and logistics, which prevent the smooth and uninterrupted flow of goods to occur as required across the different border crossings, currently under

control of Israel. The same obstacles applies as well on those organic linkages of all new infrastructures on the trans-national axes within the national networks.

- **EU assistance used**

We received no EU assistance in this regards, so far.

## II. Recommendations to improve the implementation until 2013

Relevant aspects regarding this action need to be considered as very important in the BCs planning process: the inclusion of goals on accessibility and public service obligations within transport planning departments.

It could be useful to undertake a specific assessment of this action in the context of the future planning exercise for the core network of TMN-T.

**Expectations for the PART 2014-2020:** When the financings issues will be cleared up, the aspects of connections of the priority projects to the domestic networks must be re-examined.

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

## III. Progress achieved

- **General appreciation**

The Partly as a result of the poor condition and geometrics of the road network in the Palestinian country, the road safety record of the road network is poor with fatality rates twice that in adjacent countries. Achieving a safety level comparable to that in adjacent countries is feasible and would save 50-70 lives and prevent many more injuries each year. The country, therefore, is currently following a two pronged approach: a specific program being developed and managed by the Higher Traffic Safety Council to improve locations in the road network with an accumulation of accidents ("black spots"); and a comprehensive road safety program is being developed and managed by the Ministry of Transport, and other institutions, to improve adherence to traffic regulations. This includes developing guidelines for the design, construction and operation of roads infrastructure with particular attention to safety standards..

- **Main difficulties encountered by the countries for the implementation of this action**

N/A

- **EU assistance used**

We received no EU assistance in this regards, so far.

## IV. Recommendations to improve the implementation until 2013

Relevant aspects regarding this action need to be considered as very important in the BCs planning process: the inclusion of goals on road safety obligations within transport planning departments.

It could be useful to undertake a specific assessment of this action in the context of the new Road Safety Project.

**Expectations for the PART 2014-2020:**

The new Road Safety Project should find out expectations from BCs.

## Building institutional and organizational capacity

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

### I. Progress achieved

#### - General appreciation

All the EuroMed Transport Projects achieved -each in its field of expertise- broad panoply of seminars and study tours. Strengthening of the capacity building was and remains as a key output for the whole EuroMed Transport Programme.

Twinning programmes were also part of MEDA-MoS Project outputs and this aspect was treated to a certain extend within the framework of the actions carried out on the Pilot Projects for some countries.

#### - Main difficulties encountered by the countries for the implementation of this action

The problem at the level of Palestine as a beneficiary country is that there was not enough resources to disseminate the assimilated training at the national level.

#### - EU assistance used

**N/A**

### II. Recommendations to improve the implementation until 2013

A priority should be given to helping Palestine in tackling regulatory issues.  
Need for better visibility on TAIEX program.

**Expectations for the PART 2014-2020:** Efforts on this action are extended and supported by MEDA-MoS II project as priority within the RTAP.



## The Role of the European Neighbourhood Partnership Instrument (ENPI)

**Action 29:** Assisted by the Working Group on infrastructure and regulatory issues, Mediterranean Countries are encouraged to start technical work on the priorities identified by the HLG or approved alternatives (see actions 19-21). These priorities should also provide the reference basis for the funding of feasibility and other studies by the NIF.

### I. Progress achieved

#### - General appreciation

After meetings held in 2008-2009, the 4th WG 'Infrastructure & Regulatory Issues' (13-14, Oct. 2009) approved the necessity of updating and complementing the full description of all infrastructure projects featuring on the short list with a view on how to facilitate the promotion and the mobilisation of appropriate European and international financial aid.

The 5th WG 'Infrastructure and Regulatory Issues' (13-14, Jan. 2010) reaffirmed the will to continue to reflect, in liaison with the work of the UfM, on the contents and venues of conferences covering transport financing issues with the establishment of a TF on Financing which have conducted in 2010 (2 meetings) and in 2011 (1 meeting). This TF should continue in 2012 in order to reach an acceptable Financing framework.

#### - Main difficulties encountered by the countries for the implementation of this action

Financing prospects are not yet defined. Furthermore, there is a need for huge amounts of public expenditure -mainly for linear transport projects- and that there is a relative absence of private sector involvement as well as the limited remaining absorption capacity of IFI loans in a number of Mediterranean neighbouring countries. It is clear that the general difficulties as described above hamper the development of the TMN-T.

In addition, and especially the approaching maximum level of IFI's loan absorption in some BCs, the private sector needs to be further involved in the financing of transport infrastructure projects. The ability to attract private sector finance in the transport sector has varied considerably across the Mediterranean but remains, on the whole, low. Some countries have opened up their system to foreign investors, who now actively participate in helping to develop the transport sector. Other countries have had very limited success to date in attracting investors in the transport sector.

#### EU assistance used

**N/A**

### II. Recommendations to improve the implementation until 2013

Keeping in mind the difficulties as described above, the EuroMed Transport Forum has decided to prepare a number of recommendations which could in the medium and long term change these general financial, legal and budgetary conditions which are now partly limiting the willingness to further integrate the EU with its Neighbours in the Mediterranean as well as the southern neighbours among themselves through an efficient transport system. The recommendations are directed to policy makers within the EU institutions, the EU-MS as well as to the co-presidencies and SUfM which may consider these recommendations to be integrated into the work plan of the secretariat for the coming years.

Actions: i) Approach similar to the funding of the TEN-T, ii) Attracting more private sector financing in the transport infrastructure sector by means of updating the legal and financial system of the BCs and the creation of the regional system of guarantees and iii) Maximise the involvement of the banking and financing sector of the BCs in the development of transport infrastructure by creating new ways of converting capital into investments for transport infrastructure.

### Expectations for the PART 2014-2020:

i) Increase of funds for cooperation under the ENP specifically dedicated to transport infrastructure development; ii) Set up of a dedicated Governance Facility or Funds under the ENP for the financing of transport infrastructure projects on the TMN-T, similar to the one already existing for the TEN-T; iii) Support with the redirection of funds of sovereign funds to transport infrastructure projects in the Southern and Eastern Mediterranean; iv) Support to the adaptation of the legal and regulatory framework as to further secure private investments, both national as foreign, with a view on increasing PPP in transport infrastructure projects; v) Set up of a regional fund of guarantees for private sector investment in transport infrastructure projects; vi) Support the conversion of short term available financial resources into medium and long term investments possibilities for the transport sector and vii) Insist on the importance for private national, regional investment funds and national sources to investment in the transport infrastructure sector, taking into consideration the utilisation of the Islamic Finance and in cooperation with the main IFIs as the EIB, the Islamic Development Bank, the WB, etc.

### The Role of Public Private Partnerships 'PPP'

**Action 30:** The European Commission is called upon to complete a micro-study evaluating the opportunities, chances and risks for PPPs in the Mediterranean region. The study will describe the current situation, thereby highlighting the legal possibilities and obstacles, and list the transport PPPs already implemented in the region. It will also publicize those projects with a potential to be implemented as PPPs and liaise with International Financial Institutions (IFIs) and private investors active in the Mediterranean region to gauge their potential interest in financing these projects.

#### I. Progress achieved

##### - General appreciation

A 'Micro Study on PPPs in the Transport Sector' in the Mediterranean region has been prepared by the NCs and MCI (Dec. 2008). This Study focused on private companies implementing the PPP with equity and borrowing money in order to develop the requested investments. The Study underlined that projects will normally benefit if loans can be provided by IFIs, as these institutions offer loans at reasonable interest rates and have wide expertise in PPPs. According to this Study, Governments should use IFIs not only as source for financing, but also as unofficial advisors. The issues which were analyzed went from privatization in the context of public infrastructure to country analyses; analysis of infrastructure sectors by mode; the role of Islamic Funding in the Transport Sector.

In order to be able to deliver public assets on time and on budget, alternative models for infrastructure delivery involving stronger participation from the private sector should be considered. The PPP is one of the most common models for private involvement. PPP's are seen also in the Mediterranean region as particularly necessary for selected priority projects which are experiencing difficulties and which have not crucial financial support by national Governments and authorities because of different problems (i.e. public debt, etc.).

The EIB further supports this with the so-called Loan Guarantee Instrument (LGTT) for TEN-T projects which aims at facilitating a larger participation of the private sector involvement in the financing of the TEN-T. Under the LGTT the EIB will accept exposure to higher financial risks than under its normal lending activities. In this way the LGTT aims to facilitate private investment in projects also in the Mediterranean region, by significantly improving the ability of the borrower to service senior debt during the initial operating period of the overall project and of its initial traffic revenue. The EIB also provides support - together with the EC- through the European PPP Expertise Centre (EPEC).

- **Main difficulties encountered by the countries for the implementation of this action**

In Palestine we haven't used PPPs in Transport sector, so far.

- **EU assistance used**

We haven't received any in this field.

## II. Recommendations to improve the implementation until 2013

It is recommended that EC should provide TA and Institutional Building aid to Palestine to have a central PPP unit, preferably reporting to the Minister of Finance. However, this role might be with the Prime Minister, and the central PPP unit should then report to him.

The aim of the Central PPP unit would be to: **i)** Prepare standard procedures and standard documents applicable to PPPs in all sectors; **ii)** Assist all government units with the preparation and implementation of PPPs; **iii)** There are projects in all sectors which could be implemented as PPPs, but international experience has shown so far that port, airport, logistic centre projects are potentially more recommendable and easier to implement than road or rail projects which are much more expensive and **iv)** The inclusion of the private sector within the construction/operation scheme is recommended to be pursued, although it has to be mentioned that it could be doubtful that private participation should be considered crucial in itself in some main regional projects for a number of reasons: some projects will probably have a clear focus on international flows and links; they can probably have limited traffic and huge uncertainties regarding future transport flows; demand will not be robust enough to comfort private investors; and political uncertainties regarding international projects can be huge.

- **Expectations for the PART 2014-2020:** The EC is trying to get greater private sector involvement in the funding of the network, by encouraging PPP's. As the name suggests, these are simply partnerships, entailing no privatisation of public responsibilities or nationalisation of private assets. International funding can play an important developmental and dynamic role by complementing other sources of funding within an overall "financing package", which may include: **i)** loans from consortium of banks; **ii)** international capital markets (shares, bonds...); **iii)** assistance and (soft) loans from other governments; **iv)** (soft) loans, grants and guarantees from international institutions (WB, EIB...) and **v)** assistance provided by international organizations (EU funds...).

Over the medium to longer term, infrastructure cost recovery requires the application of users pay principle (e.g. rail access charges, road pricing, etc.), regardless of the availability of front-end capital subsidies.

In the framework of the ENPI, a NIF can also be used to support lending in partner countries. The NIF is envisaged as a 'trust fund' set up by the Community for the period 2007-2013 to which EU Member States will be able to contribute. The Fund is intended to provide grant support for lending operations by the EIB, the EBRD as well as those development-finance institutions of the Member States that have contributed to the Fund.

## The Role of Coordination among International Financing Institutions 'IFIs'

**Action 31:** The European Commission is called upon to hold a coordination meeting or set of meetings with the various International Financial Institutions (IFIs) active in the Mediterranean region, notably in the context of the MoU on cooperation in the MEDA region signed between the EC, the EIB and the World Bank in May 2004. The aim of these meetings – to take place in 2007-2008 and be chaired by the EC – should be to establish an Infrastructure Steering Group for facilitating coordination on regional transport priorities in line with strategies defined by the national authorities. In addition, the option for a Project Preparation Facility should be explored. Such a facility would be in charge of financing technical assistance for project preparation in order to make potential investments bankable.

### I. Progress achieved

#### - General appreciation

For the proper financing of the TMN-T it must be underlined that one Fund is not sufficient, therefore strong synergies with other ways of financing need to be developed. The combination of TEN-T Funds with other public-private financing is a key factor for reaching high-level results. Exchanges of views in the recent period have increased with the EIB which finance -among other component- feasibility studies while RTAP is more focussed on pre-feasibility studies and related TA. Partnerships with the WB, Islamic Development Bank, Arab Development Fund, etc in the region are also possible: In fact, in the EuroMed Transport Project -MCII was invited to 2 Workshop on Financing (Jan. 2011 - Jeddah and Apr. 2011 in Amman) organized by the WB together with the Islamic Development Bank.

Given the fact that a WB study was completed in 2009 on 'Main Trade Facilitation Issues' -which has identified the main regional trade facilitation, logistics and transport issues- and that there will be a continuation on the same issues in the next years ahead, specifically in Iraq, Jordan, Lebanon, Syria, Palestine, the main possible inter-sections between the RTAP Project and the WB Program can be related to the improvement of the 'cross border issues' for selected countries of the RTAP's region (Jordan, Palestine, Lebanon, Syria), both at multilateral and bilateral levels.

There is also a Joint Program of the Islamic Development Bank and of the WB in the region. Representatives of the Arab Governments and IFIs agreed in the 1<sup>st</sup> Quarter of 2011 to establish the Arab Financing Facility for Infrastructure (AFFI) for supporting infrastructure investments in the region to drive economic growth and meet the needs of growing population.

The AFFI will bring together the WB, the International Financing Corporation (IFC) and the Islamic Development Bank as key investors to support both conventional and Sharia-compliant investments in infrastructure as well as provide financing for TA and policy coordination. The Facility will mainly target projects with a regional dimension, linking countries with each other and with the wider world to build pathways of economic integration. AFFI will support cross-border projects designed to boost regional connectivity like electricity networks and rail, road and maritime networks.

The countries eligible for the operations are in general the ones belonging to the Arab League and located in the Middle East and in the North African region (MENA).

The organizational catalyst for operations will be the Islamic Development Bank (IDB), based in Jeddah; some contacts should be promoted soon by the EC, together with the EIB, with these two IFIs for verifying their interest in financing feasibility study/detailed design/construction/ maintenance of some priority projects identified by the RTAP.

#### - Main difficulties encountered by the countries for the implementation of this action

One of the most striking aspects raised by the implementation of major projects is the lack of coordination between the different sources of funds.

The EIB raises substantial volumes of funds on the capital markets which it lends on favorable terms to projects furthering EU policy objectives, although the timing and the coordination with the RTAP Project are not on permanent basis while it should be more systematically defined.

Anyway, the EIB is wholly owned by the EU's 27 member states and it continuously adapts its activity to developments in EU policies. The Bank also mounts operations outside the Union in the framework of the EU development aid and cooperation policies, including the Mediterranean region.

- **EU assistance used**

N/A

**II. Recommendations to improve the implementation until 2013**

FEMIP groups together all the instruments used by the EIB to carry out its activities in Palestine. It has been operating since Oct. 2002 and is today the key player in the economic and financial partnership between Europe and the Mediterranean, providing funds in support of projects in the nine partner countries.

- i) FEMIP funds have to be used for some projects in complementary or coordinative way to the TA of the EuroMed Transport programmes.
- ii) With reference to what mentioned above for AFFI and WB interventions in the region, this has been not yet fully operational in the 1<sup>st</sup> half of 2011 although the activities of this new Fund for Financing Infrastructure (AFFI) in the Arab region are expected to start soon during the 2<sup>nd</sup> half of 2011 and the RTAP Project has to work closely with this initiatives in order to proceed in a coordinated way.

- **Expectations for the PART 2014-2020:**

- The 2<sup>nd</sup> and 3<sup>rd</sup> TF on Financing have agreed on Sept. 30th, 2010 and in Apr. 2011 to submit the following recommendations to the EuroMed Transport Forum through the WG 'Infrastructure and Regulatory Issues':
  - i) BCs emphasize the importance of mobilizing resources in order to establish a Euro-Mediterranean Transport Fund taking into account the experience of the TEN-T mechanisms, principles and funding mechanisms;
  - ii) To proceed with an in depth analyses of such mechanisms and principles for the financing of the TMN-T, and assess the financial needs in the Mediterranean region in the infrastructure Transport sector and of the mechanisms necessary and
  - iii) Request that the SUfM in its mission of identification, promotion and branding of concrete transport projects takes fully account of the existing outcomes of on-going work and contributes to the search for innovating financing formulae for the infrastructure of the future TMN-T.

Within the establishment of the TMN-T Fund, the main objective would be related to the consolidation of cooperation processes launched in the transport sector in the region for progressively moving BCs towards reinforced cooperation. The focus on international transport should also facilitate the growth of South-South exchange flows. A TMN-T Fund with a reasonable four-year horizon should make it possible, at the end of the programming cycle, to increase the funding dedicated by Southern Mediterranean countries to the TMN-T priority projects, to increase efficiency and reduce costs for international traffic, and to consolidate best practices from international to national transport.

Mechanism and principles of the TEN-T financing: The forms of aid for the TEN-T will include: *a)* co-financing of studies related to projects, including preparatory, feasibility and evaluation studies, and other technical support measures for these studies; *b)* direct grants to works in duly justified cases; *c)* grants for works in the framework of availability payment schemes; *d)* interest rate rebates on loans given by the EIB or other public or private financial institutions; *e)* a financial contribution to the provisioning and capital

allocation for guarantees to be issued by the EIB on its own resources under the loan guarantee instrument; *f*) risk capital participation for investment funds or comparable financial undertakings with a priority focus on providing risk capital for trans-European network projects and involving substantial private sector investment; such risk-capital participation shall not exceed 1% of the budgetary resource and *g*) a financial contribution to the project-related activities of joint undertakings.

In the future ahead, a stronger and systematic coordination of the RTAP Project with the main IFIS (EIB, WB, IDB, etc.) has to be defined in order to proceed in a clear and shared way and to guarantee the Financing needed for the priority projects identified for the Mediterranean region.

## Monitoring of the implementation of the RTAP

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

### Progress achieved

#### - General appreciation

It is essential to collect more statistics/data on transport in the partner countries in order to use them for Action 18 (RTAP) (GIS regional transport model) and also with a view to develop the final review report by mid-2013 as expressed in the Regional Transport Action Plan. On the other hand, the new questionnaires which will be reworded for each action could provide us with a high added value of the expected info and/or data to draft the Regional Transport Statistical Hand Book.

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

#### - Main difficulties encountered by the countries for the implementation of this action

As a National Coordinator I'm receiving various requests from **the Euro-Mediterranean Transport** projects for complex types of statistics and information for each mode of transport. Consequently, I have been asking the Forum several times for TA to help me collect such data and have them updated on regular basis but no TA is offered.

### EU assistance used

Received no assistance.

### Recommendations to improve the implementation until 2013

*i*) Prove Palestine's NC with needed TA in order to be able to respond each Action of such questionnaires and frequent **Euro-Mediterranean Transport requests**; *ii*) Restore all data, maps, ... collected by the

CETMO in the framework of Action 18 task-force and *ii)* coordinate among 'parallel' EuroMed Transport Projects for needed data:

- To better corroborate, cross and polish a bit more the data/info needed from BCs,
- Dedicate parameters (Login/Password) to the each NC.

- **Expectations for the PART 2014-2020:**

On the substance of this action, the GIS to be developed for Mediterranean partners should allow to brand connections between the Trans-European Transport Network 'TEN-T' and the Trans-Mediterranean Transport Network 'TMN-T'. The map of the whole region needs to show the connections between European and Mediterranean Transport Network.

Draft

## The Establishment of New Thematic Working Groups

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

### I. Progress achieved

#### - General appreciation

Since the endorsement of the Regional Transport Action Plan for the Mediterranean Region (RTAP): 2007-2013, several events have been organized under the MCI life as well as by the MCII.

Up to now :

- 10 Working Groups on Infrastructure and Regulatory Issues
- 06 Task Force on Action 18
- 02 Task Force on Financing
- 01 Sub-Group on Road, Rail and Urban Transport.
- 01 Sub-Group on Traffic Safety.

#### - Main difficulties encountered by the countries for the implementation of this action

At the WG level (Infrastructure and regulatory issues), the MCII are not providing support and assistance with regard the finalization of transport infrastructure priority projects such as between the West Bank and Gaza Strip for Palestine (across Israel); Airport in the West Bank' Seaport in Gaza, etc. This would affect the process in moving towards the Euro-Mediterranean Transport Forum and then to the Euro-Mediterranean Transport Ministerial Conference.

On the other hand, the Task Force on Financing issues still in the 'status quo'.

The process and output of Task-Force on Action 18 needs to verified and calibrated with real collected data from partners.

#### - EU assistance used

N/A

### II. Recommendations to improve the implementation until 2013

Verified and calibrated the Action 18 developed GIS Model and re-launch the Task Force on financing issues.

Provide TA for collection and updating special transport data.

#### - Expectations for the PART 2014-2020:

To continue working with the different working groups, and to identify, if needed, new thematic groups, requested by the Beneficiary Countries.



## Towards a Euro-Mediterranean Knowledge Centre

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

### I. Progress achieved

#### - General appreciation

The fast progress made during these years is necessitating a stronger supporting structure, in order not only to assure the implementation and update of the TMN-T and full use of the technical tools developed, but mainly to facilitate the transfer of the leadership of the process to Mediterranean Partners, thus allowing the EC to be viewed more as a partner than as a driver.

#### - Main difficulties encountered by the countries for the implementation of this action

A feasibility plan on the establishment of such a permanent secretariat should have been completed by the end of 2007 and should have taken into account the experiences made by CETMO for the Western Mediterranean. The Eastern Mediterranean Partners are still waiting for this.

#### - EU assistance used

N/A

### II. Recommendations to improve the implementation until 2013

EC is asked to establish a permanent Euro-Mediterranean secretariat for the Eastern Mediterranean Partners.

#### **Expectations for the PART 2014-2020:**

Establish a permanent Euro-Mediterranean secretariat for the Eastern Mediterranean Partners.

**Perspective 2014 – 2020: Definition of future priorities for the infrastructures and regulatory issues for land transport**

**Objective:** Establish a permanent Euro-Mediterranean secretariat for the Eastern Mediterranean Partners.

**Action 1:**

**Action 2:**

**Objective:** Connecting the Trans-European Transport Network 'TEN-T' and the Trans-Mediterranean Transport Network 'TMN-T'.

**Action 1:**

**Action 2:**

**Action 3:**

**Objective:** Identifying needed new thematic groups, as requested by the Beneficiary Countries.

e.g. New thematic group for infrastructure and operational performance indicators, allowing for international comparisons in terms of matters such as asset utilisation, density, transit times, availability and reliability.

.....

## **Aviation**

### **(Actions 14, 15, 16)**

Draft

## Aviation

### (Actions 14, 15, 16)

#### Opening-up the Aviation Market

**Action 14:** Mediterranean Countries are encouraged to assess the scope of reform of national aviation legislation in order to facilitate the opening up of their air transport markets to competition, including, as the case may be, to allow competition for public flag carriers. This is especially important if considering participation in the European Common Aviation Area (ECAA). Technical support in this respect will be provided by the EuroMed Aviation Project which is currently working on producing a road map for the establishment of a Euro-Mediterranean Common Aviation Area (EMCAA). This will be finalized in 2010.

#### I. Progress achieved:

##### - General appreciation

The assessment of scope of reforms has been done through the exercise of developing a Road Map towards the implementation of the EMCAA.

As regards market access, there are 7 high level objectives to achieve. Each country has its own action plan with an implementation planning of steps and actions to undertake

Palestine among many other EuroMed Transport Partners have not yet started working and a lot of preparatory work needs to be done to fully implement these objectives.

##### - Main difficulties encountered by the countries for the implementation of this action

We believe that opening aviation market in Palestine is a national interest. However, current political situation hamper necessary reforms to be carried out.

##### - EU assistance used

**N/A**

#### II. Recommendations to improve the implementation until 2013

*i)* Further communications with the political decision makers, the operators and the public with the objective to politically validate the Declaration of the Aviation Working Group of the Euro-Mediterranean Transport Forum and *ii)* Provide support for the preparation of the Palestinian and other Mediterranean carriers for competition.

#### **Expectations for the PART 2014-2020:**

Achievements of the 7 high level objectives of the Road Map

## Making air transport safer and secure

### Action 15

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

#### I. Progress achieved:

##### - General appreciation

As regards aviation safety, the general appreciation is positive. Palestine considers that for the benefit of their air transport system we have to develop a regulatory framework based on the European aviation safety rules. However, TA is needed to start the process.

A significant step should be made as of late 2011 for the coming 3 years which is the creation of a dedicated Mediterranean Aviation Safety Cell (MASC) within the European Aviation Safety Agency (EASA) with the Mediterranean partners willing to fully adhere to the EU safety rules.

##### - Main difficulties encountered by the countries for the implementation of this action

The regulatory convergence towards the European aviation safety rules is a first task which is ongoing. The application of these new rules by the aviation communities is another one and is the main real difficulty because most of Civil Aviation Authorities (CAAs) are understaffed.

To ensure success of MASC, the participating EuroMed partners must have the willingness to work together and must second in Cologne experts coming preferably one expert from each EuroMed partners so as to set up a mixed team.

##### - EU assistance used

N/A

#### II. Recommendations to improve the implementation until 2013

*i)* Academic and On the Job Training in all countries of technical staff on these new implemented rules through technical assistance, twinning ... and *ii)* Increase CAAs capacities in staff and budget

#### Expectations for the PART 2014-2020:

Achievements of the safety high level objectives of the Road Map

**Action 16:** Mediterranean Countries are invited to introduce cross-border regional arrangements with regard to aviation accident and incident investigation and reinforce their safety oversight capacity. Regarding aviation security, Mediterranean Countries are called upon to align security regulatory functions and security oversight mechanisms with the ECAA acquis and to reinforce the security oversight capacity of the competent authorities. The working group 'air transport' of the Euro-Mediterranean Transport Forum should coordinate the exchange of information.

## I. Progress achieved

### - General appreciation

With regard to accident and incident investigation, organisation of 2 workshops were conducted, no follow up has been made in cross border regional cooperation.

Minor progresses in safety & security oversight capacities and in alignment of security regulatory functions with ECAA acquis are made.

### - Main difficulties encountered by the countries for the implementation of this action

Current political stagnation of the peace process in the region affects working together at a regional level. Cooperation with the EU is systematically favored to the detriment of a regional cooperation.

The Civil Aviation Authority in Palestine (PCAA) is understaffed and missing of skilled experts

### - EU assistance used

**N/A**

## II. Recommendations to improve the implementation until 2013

*i)* Technical assistance to work on regulatory convergence; *ii)* Academic and On the Job Training in all countries of technical staff and *iii)* Increase PCAA capacities in staff and budget

**Expectations for the PART 2014-2020:** Development of regional cooperation in aviation accident and incident investigation with ECCAIRS implementation

Continuation of the ATM regional cooperation (AEFMP & Blue Med) and participation of the Mediterranean partners in the regional Functional Airspace Blocks

Extension of the Single European Sky to the south bank of the Mediterranean

Implementation of the ultimate security objective: "One Stop Security"

Draft

**Perspective 2014 – 2020: Definition of future priorities for Aviation**

**Objective:** Work towards achieving the 7 high level objectives of the Aviation Road Map

**Action 1:**

**Action 2:**

**Action 3:**

**Objective:** Further extension of the Single European Sky to the south bank of the Mediterranean

**Action 1:**

**Action 2:**

**Action 3:**

.....



## **Maritime Affairs**

**Ports (Actions 2, 3, 4, 5)**

**Shipping (Actions 6)**

**Security and Safety (actions 7, 8, 9)**

**Motorways of the sea (21)**

## Ports

### (Actions 2, 3, 4, 5)

#### Improving the efficiency of ports

**Action 2:** Mediterranean Countries are encouraged to work towards the assignment of the tasks of port and terminal management, on the one hand, and regulation, on the other hand, to different autonomous agencies. Port and terminal management should be decentralized, for instance, through private sector concessions. The concept of port community could be installed within each port. The European Commission is called upon to support the transfer of know-how, *inter alia*, through twinning activities and the dissemination of best-practices.

#### I. Progress achieved

##### - General appreciation

Within the field of this action (ports' regulatory and management framework), separation of regulatory and operational functions seems to be well advanced in all Mediterranean countries. The involvement of the private sector in terminal or full-port management seems to have been implemented in many countries, as a means to give more autonomy and decentralize these activities.

The participation of the private sector is not equal in the different countries falling under the EuroMed framework. While all countries have a policy favouring the privatization of terminal operations and the transfer of most port and maritime operations to the private sector, the successful implementation varies from country to country. Most countries have some form of regulatory framework in place, either some sort of cross-sector PPP legislation.

##### **Main difficulties encountered by the countries for the implementation of this action**

In Palestine, however, seaport authority is a part of the Ministry of Transport, which could be seen as a difficulty for the separation of regulatory and operational functions in practice. Furthermore, the weak capacities of our seaport authority to effectively manage port concessions may result in poor performance from the concessionaires. *Capacity building TA is necessary to overcome this point.*

The Seaport of Gaza was designed on the basis of a landlord model, in which management is separated from the Seaports Authority (regulator). Port construction and operations were stopped after Israeli military actions against Gaza. There is no port concession yet, however, they are planned. In Gaza port, there is a Port Community, but it is not active.

Gaza port is part of the Arab Union for seaports. So far, it is not twinned with EU ports. Gaza Port participates in the Arab Union for Seaports programmes and projects.

##### - EU assistance used

N/A

#### II. Recommendations to improve the implementation until 2013

Continuity, concentration on priority needs of TA: *i)* Focus on efficient regulatory framework (modernization and transformation); *ii)* Increasing know how on private sector participation, PPP and concession structures; *iii)* Further improvement of efficiency of port operations (customs, control, etc.) and *iv)* Increased consideration of environmental impact

##### **Expectations for the PART 2014-2020:**

Although improvements can be achieved and the role of the private sector increased, it is unlikely that the

level of privatization and separation between operations and governance will be achieved quickly. A more country-specific approach and increased assistance via twinning and other programs could increase the knowledge and assist in establishing the appropriate regulatory frameworks for increased private sector participation and a more transparent governance structure with a clear distinction between governance (role of the public sector) and operations (role of the private sector).

**Action 3:** Continue work on the simplification of customs procedures in line with the recommendations of the Euro-Mediterranean Trade Ministerial Conference (Palermo recommendations), taking into account the commitments made in the context of the WCO SAFE Framework of Standards to Secure and Facilitate Global Trade and, whenever applicable, those in the framework of the ENP Action Plans. Technical support in this regard will be provided by the EuroMed MoS project.

## I. Progress achieved

### - General appreciation

In Palestine, the Israeli occupation of the territorial waters and imposed restrictions on operating seaports are hindering progress in this Action. Therefore, decentralization of ports through private concessions for the management of container terminals or for operations haven't advanced considerably in the case of Palestine. The simplification of procedures has been on-going for some time but is slow and non-linear. All Palestine customs authority is currently engaged in reforms towards simplification and greater efficiency.

### - Main difficulties encountered by the countries for the implementation of this action

Customs procedures need to be simplified; especially the use of customs transit systems and the application of selective control. Not-balanced, not-equal and inefficient exchange of safety and security information among customs in the region causing further complications of control procedures at both ends. Lack of resources for increased application of modern technologies that can reduce the consistent control of all cargoes. The customs procedures in Palestine are in line with the Palermo recommendations. The Single Administrative Document is not used yet.

### - EU assistance used

N/A

## II. Recommendations to improve the implementation until 2013

*i)* The exchange of information among administrations to be improved following the experience of the EU "Single Administrative Document" and *ii)* Technical assistance to disseminate the standing of "authorised economic operator" in the region could provide a good basis to make progress in customs transit times.

### Expectations for the PART 2014-2020:

Action 3 should receive increased attention in MEDA-MoS II. Not only will the upgrading customs services be targeted in the pilot projects in each MEDA partner. Dedicated workshops and training programs should be organized to disseminate best practices and increase knowledge on efficient customs services, applications and techniques.

The results of these efforts should allow replicating afterwards the applied approach and lessons learned in Meda-MoS II should benefit future MoS projects.

**Action 4:** Elaborate national measures for the reduction of dwell times in container terminals with the support of the EuroMed Motorways of the Sea (MoS) project. These measures should be used by each port management authority as a basis for their annual business plans.

## I. Progress achieved

### - General appreciation

The lengthy dwell times are strongly linked with Customs and other administrative barriers or control procedures. In Palestine the Israeli occupation has not allowed the port to operate.

### - Main difficulties encountered by the countries for the implementation of this action

*i)* Implementation of the recommendations made by the amendments (2005) to the UN 1965 IMO-FAL Convention has received little attention in the previous years, and electronic vessel-to-port transfer of data seems to remain quite limited in the region and *ii)* Reduction of containers' dwell time by the implementation of a more detailed monitoring system of this indicator could be considered by the MEDA-MoS II Project. *iii)* Reducing dwell times in ports is also related to inefficient terminal operations and lack of modern and appropriate equipments that allow the efficient loading and unloading of ships, creating also unnecessary long dwell times of ships waiting to enter the port. *iv)* Progress is needed with regard to the execution of Gaza Seaport.

There is no national plan for the reduction in dwell times as Gaza port is not operational yet.

### - EU assistance used

N/A

## II. Recommendations to improve the implementation until 2013

*i)* In order to foster the reduction of containers' dwell time, the implementation of a more detailed monitoring system of this indicator could be considered within the the MEDA-MoS II Project; *ii)* Update information on dwell times for each Mediterranean port need to be more polished by MEDA-MoS II Project *iii)* Reduction of dwell times in ports will be investigated within the TA program associated with the implementation of the various pilot projects, and *iv)* Progress with regard to the implementation of these national measures to be monitored on an annual basis, among else through relevant indicators

### Expectations for the PART 2014-2020

The MEDA-MoS II work will give more relevance to the urgency of implementing the electronic transfer of data related to IMO-FAL, compared to other priorities in customs facilitation. This action should be maintained as priority within the RTAP.

But the Meda-MoS II program should also investigate what other reasons exist that cause long dwell times of cargoes in ports or the long waiting times of vessels before being loaded and unloaded. This information will be particularly relevant in respect to the different Pilot Project where efficiency improvements fall under the obligations of the Meda-MoS II program.

Port efficiency and cargo / ship dwell times will be part of a comprehensive set of evaluation criteria.

**Action 5:** Introduce in the short-term the recommendations of the IMO-FAL Convention for standardizing basic reporting formalities of ships when arriving and/or departing from ports so that documentation can be accepted equivalently in all regional ports. Technical support in this respect shall be provided by the EuroMed MoS project.

#### I. Progress achieved

##### - General appreciation and difficulties in the countries

The key issue in terms of implementation is technology. As is the case of cargo documentation rules, even though Mediterranean ports collect the information required by the IMO-FAL Convention, this is not done in a standard electronic format, therefore it is not transferable.

##### - Main difficulties encountered by the countries for the implementation of this action

The IMO-FAL convention will be implemented in the port of Gaza once it is ready for operation

##### - EU assistance used

N/A

#### II. Recommendations to improve the implementation until 2013

*i)* Update information on the implementation of IMO-FAL procedures in each Mediterranean port. Information to be compiled in the framework of the MEDA-MoS II Project and *ii)* Progress with regard to the implementation of these procedures to be monitored on an annual basis by MEDA-MoS II, among else through relevant indicators.

**Expectations for the PART 2014-2020:** This action should be maintained as priority within the RTAP and BCs need to be more encouraged to implement technology and IT systems for the standardisation of electronic format in order to be shared with all countries.

Also other measures to enhance efficiency in administrative procedures need to be taken into consideration such as the single administrative counter (single window), VTMS, advanced warning systems and integrated port information communication and management.

## Maritime shipping

### (Action 6)

#### Reforms in the Shipping Sector

**Action 6:** Mediterranean Countries are encouraged to assess the performance of competition-related reforms in their national shipping sectors and to produce recommendations for the removal of factors distorting competition. The Working Group on 'Maritime Transport' of the Euro-Mediterranean Transport Forum is called to monitor this activity in the short-term. The EC should provide external expertise as required.

#### I. Progress achieved

##### - General appreciation

At a more general level, the key issue that applies is the transparency of the rules and procedures used for awarding port concessions. At the same time, we as a beneficiary country need TA to establishing guidelines and structures that aim at facilitating the participation of the private sector in port and maritime operations.

A recent study financed under the FEMIP Trust Fund of EIB investigated for the FEMIP countries achievements and regulatory frameworks related to PPP development. Although scale and scope of this study transcends the maritime and port sector, it constitutes an interesting starting point to increase the participation of the private sector.

##### - Main difficulties encountered by the countries for the implementation of this action

Despite efforts for the involvement of private operators in the ports activities, the Public-Private Partnership (PPP) in ports/terminals achieved remains at much lower level compared to the European countries.

There are many different reasons why the participation of the private sector remains low, and the Meda-MoS II project framework and existing and new pilot projects constitute the appropriate environment to investigate these reasons and identify possible solutions.

This Action 6 is closely related to the efforts associated to Action 2

##### - EU assistance used

No EC expertise/assistance has been provided in this field. The Palestinian Authority is in need for EC assistance in order to align the national legislative framework and regulatory standards, in this regard, with those of the European Union.

#### II. Recommendations to improve the implementation until 2013

- i)** Develop standards on the rules and procedures used for awarding port concessions. Information to be compiled with assistance of MEDA-MoS II Project
- ii)** On the above basis, and towards the achievement of the goals established by this action, recommendations for the removal of factors distorting competition in the shipping sector need to be re-considered in the framework of MEDA-MoS II and
- iii)** Develop knowledge enhancement programs to reduce the adversity of several public entities towards the participation of the private sector.

#### **Expectations for the PART 2014-2020:**

Efforts on this action should be maintained as priority within the RTAP. It should be noted that progress will be slow and achieving progress difficult because the maritime and port sector is

considered in many countries as “sensitive”, considered of strategic importance to remain under control of the government.

Draft

## Security & Safety (Actions 7, 8, 9)

### Regulatory Reform on Safety and Security

**Action 7:** With regard to international conventions and given the pressing need to improve maritime safety and security, priority should be given to the full implementation of safety and security requirements deriving from IMO/ILO regulations. The ISPS security regulation should be implemented efficiently both at the Flag State and Ports levels following the recommendations and with the technical support of the SafeMed Project. Ideally this alignment should already become effective in 2008. The medium-term goal by 2013 is to effect the removal of Mediterranean Countries from the black list and to reach the inspections' target of the Paris MoU.

#### I. Progress achieved

##### - General appreciation

Considerable efforts have been made by SafeMed Project and NCs in order to comply with international safety and security standards in maritime transport. Action 7 calls for implementation of IMO/ILO regulations and has already achieved relevant results in terms of adherence to IMO/ILO conventions. In order to encourage effective compliance, the Project has devoted important resources to promote the Voluntary IMO Member State Audit Scheme. As of May 2011, most beneficiaries have ratified SOLAS 74/78, LOAD LINES 66, COLREG 72, STCW 78 and MARPOL 73/78 (annexes I/II/III/IV/V), but the level of ratification of more recent conventions and protocols leaves room for improvement.

If we consider flag State ranking within the Paris MoU, it can be observed that in 2006, the first year of the SafeMed Project (year 2005 figures available) seven beneficiaries were on the black list. In 2011 (year 2010 figures available), only two flag States remain on the black list .

Since the beginning of the second phase of the Project in 2009, SafeMed supports the Mediterranean MoU on Port State Control. Standards are improving through an intensive training programme, a major effort to procure the PSCOs with state of the art decision-making software and hardware, and update of practices. In order to assess progress in PSC, it should be taken into account that the first phase of the SafeMed project did not cover Port State Control and that a lot of ground needs to be covered before the standards of the Med MoU can be aligned with those of the Paris MoU.

In terms of security and enforcement of the ISPS Code, the state-of-the-art in each of the SafeMed beneficiaries was established through a survey carried out in 2007 and again updated, especially with respect to maritime security training capabilities, in 2009, by the SafeMed Project.

In summary, it can be said that, while it is to be noted that the majority of the beneficiaries are to be considered as 'port States' (since the majority have only a small national fleet), it can be said that the majority are implementing the ISPS Code correctly. However, there are instances where beneficiaries lack basic modern security equipment.

Since the beginning of the second phase of the SafeMed Project in 2009, the project has embarked on a programme of organising three annual workshops on Maritime Security. These workshops are serving as a very good platform for the beneficiaries to share their experiences on maritime security with EU member States and learn from each other's experiences. Also in 2011, the project has embarked on an intensive maritime security training programme in a number of SafeMed beneficiaries. Unfortunately not all of the beneficiaries took the opportunity to benefit from this training programme.

##### - Main difficulties encountered by the countries for the implementation of this action

There is a lack of elementary technical equipment, training and institutional strengthening.



- **EU assistance used**

N/A

**II. Recommendations to improve the implementation until 2013**

*i)* Update the situation with respect to the implementation of relevant safety and security regulations for each Mediterranean partner; *ii)* More bilateral discussions with each Mediterranean partner to continue until 2013 in order to advance recommendations for the gradual implementation of relevant safety and security regulations as foreseen by this action; *iii)* These recommendations need to be continuously discussed and again reviewed on an annual basis and *iv)* Progress with regard to the implementation of these recommendations to be monitored on an annual basis, among else through relevant indicators.

**Expectations for the PART 2014-2020:**

Efforts on this action should be maintained and supported by EC as priority within the RTAP.

**Regulatory Reform on Safety and Security**

**Action 8:** The European Maritime Safety Agency (EMSA) is called upon to examine ways for cooperation with the Mediterranean Countries and, on this basis, to define concrete areas of cooperation.

**I. Progress achieved**

- **General appreciation**

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

The EMSA mandate extends to the countries members of the European Union, and, exceptionally, to those European countries non-members of the European Union that have nevertheless acceded to the EU maritime regulations as well as accession and candidate countries like Croatia and Turkey (2008).

Enlarging the mandate of EMSA to also include the Mediterranean countries necessitates a change of the EMSA statutes. This was under way and expected to be completed in 2008. With this respect, the EU should modify the EMSA founding regulation, in order to allow the agency to carry out closer cooperation with Mediterranean countries.

- **Main difficulties encountered by the countries for the implementation of this action**

Palestine was not approached for potential cooperation and coordination with the European Maritime Safety Agency (EMSA).

- **EU assistance used**

N/A

**II. Recommendations to improve the implementation until 2013**

*i)* Concrete collaboration areas with Mediterranean countries can be specified either on a bilateral basis or multilaterally and *ii)* Additional and/or supplementary steps to be defined by SafeMed during this year.

**Expectations for the PART 2014-2020:**

Efforts on this action should be maintained and supported by EC as priority within the RTAP.

## Regulatory Reform on Safety and Security

**Action 9:** Mediterranean Countries are invited to assess, and, when possible, implement, VTS or VTMIS systems in the major Mediterranean ports and coordinate technological solutions between neighbouring ports and coastal areas. The expertise assembled by EMSA and SAFEMED on this as well as on the use of ICT (including GNSS) for improving the efficiency of sea / land interfaces should be used appropriately.

### I. Progress achieved

#### - General appreciation

In summary, it can be said that the majority of the beneficiaries are equipped with stand alone port VTSs and AIS stations while only a few beneficiaries have fully operational port VTMISs and/or coastal VTMIS and/or coastal AIS systems. However, a number of SafeMed beneficiaries have planned national projects for full coastal VTMIS systems. The upgrading of these stand-alone VTS/AIS stations to fully-operational coastal VTMIS/AIS will necessitate the installation of further equipment, including associated infrastructure, as well as the training of staff. However, this doesn't apply to Palestine for Israeli occupation reasons.

#### - Main difficulties encountered by the countries for the implementation of this action

No VTS or VTMIS system is installed. A diagnostic study is needed and should be carried out by SAFEMED. There is no technical coordination regarding technical solutions with other ports.

No part of the coast line is covered yet by VTS or VTMIS system. The Gaza Strip coastal line (40 km) is currently under the control of Israel.

#### - Regional and bilateral tools used:

N/A

### II. Proposed recommendations to improve the implementation until 2013

*i)* Bilateral discussions between each Mediterranean partner country and SafeMed need more to take place in order to implement recommendations for the full operation of VTS and, especially VTMIS, in major Mediterranean ports and along the Mediterranean coast and *ii)* Progress to discussed (WG) and again reviewed on an annual basis.

#### **Expectations for the PART 2014-2020:**

Efforts on this action should be maintained and supported by SafeMed as priority within the RTAP.

## Motorways of the Seas

### (Action 21)

#### A Trans-Mediterranean Infrastructure Network to Promote Integration and Cohesion

##### The Role of Assessment and Prioritization

**Action 21:** Mediterranean Countries are invited to facilitate, to the extent possible and where relevant, the successful implementation of the first two MoS pilot projects in 2008 and 2009; and to take into account their approach and replicate their best practices in future MoS projects to be installed in 2010-2013.

#### I. Progress achieved

##### - General appreciation

The MEDA-MoS I together with Mediterranean Partners selected MoS pilot projects (02 by each MEDA country) and related activities have been conducted. Palestine MEDA MoS I list of projects haven't received technical assistance for any of its projects.

##### - Main difficulties encountered by the countries for the implementation of this action

In fact, the approach foreseen within activity 21 for the development of the MoS seems to have changed substantially, and a revision of its contents should be helpful for the remaining part of RTAP.

The approach foreseen within action 21 for the development of the MoS include the adoption of a new approach, probably differentiating and focusing on those MoS pilots which have actually taken off, while keeping some technical support to those which remain still at the planning stage.

This means that the speed of pilot project development differs from project to project and from one beneficiary country to another. The only possible approach that allows a multi-speed and multi-dimensional program implementation is on the basis of country action plan in which following components are defined and agreed upon in detail:

*1-Pilot project definition:* each pilot project is described in detail by means of the pilot project fiche (to be attached in annex). During this first step, the listed pilot projects as described in previous section will be confirmed or changed and new ones added, therewith defining the group of pilot projects that will be the subject of Meda-MoS II

*2-Stakeholder identification:* where the public and private stakeholders are identified and a project manager appointed. The stakeholders are classified in two groups:

**Project Partners:** companies, institutions, public organizations and others **directly** involved in the development of the pilot project and from which a **formal and signed commitment** is required (signed commitment to be attached in annex)

**Project Sponsors:** any person, institution, organization or company that has an **indirect** interest in the pilot project and who is willing to actively participate in the successful implementation of the project but **without having a direct benefit from the project's realization**. An informal commitment will be sought that will be registered in the Minutes of Meeting of the project implementation kick-off meetings (see next paragraph).

*3-Technical Assistance Program.* In this chapter, the requested technical assistance as summarized in the Pilot Project Fiche is described in the greatest detail possible. This chapter needs in particular to specify:

The objectives of the technical assistance, describing in detail how the TA will improve the present conditions of the pilot project and how it will contribute in progressing the development of the pilot project.

The detailed content of the TA, by which the main TA orientation can be defined, the different components identified and estimation made of the necessary time to execute the TA.

The technical description of the different elements of the TA, which will be the basis for writing the Terms of Reference to select the appropriate expert or experts to execute the Technical Assistance.

An time-based planning of the TA program in which the sequence of TA activities is determined, the timing for each specified (considering the possibility to overlap or the need to a sequential execution as one could need the results of another TA),

*4- TA Quality Control program.* Identification of milestones and quality criteria that allow the assessment of the results of the TA program in relation to the progress of the pilot project. Considering the specificity of each pilot project, the milestones and quality criteria will be developed for each of the pilot projects in direct cooperation with the beneficiaries.

The efforts are at present ongoing to establish Country Action Plans for each of the beneficiary countries that will allow an efficient implementation of the existing and new Pilot Projects, with a particular focus on the priorities of the Meda-MoS II program

- **EU assistance used**

Palestine expects TA through MEDA MoS II on feasibility study and design of a Logistics Area.

**2- Recommendations to improve the implementation until 2013**

*i)* It seems necessary to pay more careful attention to the involvement and actual interest of the European port partners, which could be fostered by providing them with some kind of priority support from Marco Polo and other potential EU funding (such as the TEN-T fund); *ii)* Where relevant, further actions regarding MoS projects need to be proposed by MEDA-MoS II Project and *iii)* There is a need for more attention to the involvement of actual interest of the European port partners, which could be fostered by providing them with some kind of priority support from Marco Polo and other potential EU funding.

**Expectations for the PART 2014-2020:**

Efforts on this action are extended and supported by MEDA-MoS II as priority within the RTAP.

**Perspective 2014 – 2020: Definition of future priorities for maritime affairs**

**Objective:** Gradual implementation of relevant safety and security regulations in MEDA countries.

**Action 1:** Update the situation with respect to the implementation of relevant safety and security regulations for each Mediterranean partner.

**Action 2:** Progress with regard to the implementation of these recommendations to be monitored on an annual basis, among else through relevant indicators.

**Objective:** Further collaboration with Mediterranean countries in predefined areas of mutual interests.

**Action 1:** Concrete collaboration areas with Mediterranean countries should be specified either on a bilateral basis or multilaterally

**Action 2:** Institutional capacity building programmes.

**Objective:** Expansion of MEDA MoS II activities

**Action 1:**

**Action 2:**

**Objective:** Country Action Plans for each of the beneficiary countries will allow an efficient implementation of the existing and new Pilot Projects, with a particular focus on the priorities of the Meda-MoS II program

**Action 1:** .....

# **GNSS**

## **Action 27**

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

## I. Progress achieved

### - General appreciation

METIS Project disseminated awareness and conducted demonstrations on the field of: civil aviation) – maritime– road and even on rail transport, training.

During the first phase of GNSS Project (METIS), a Cost-Benefit Analysis (CBA) for GNSS Service Exploitation has been developed/ customized.

### - Main difficulties encountered by the countries for the implementation of this action

GEMCO did not play its role in the previous period (2003-2010), it needs to be restructured with a clear mission, governance structure, trained and skilled staff. All Mediterranean countries should participate to the mission definition, and governance. Such a newly restructured GEMCO, working together with country technical committees as main partners, could build an implementation plan on the basis on the METIS project outcomes for each country.

### - Regional and bilateral tools used

## II. Recommendations to improve the implementation until 2013

- i)* The development of all GNSS elements (i.e. service enablers) that are needed for enabling the operational exploitation of GNSS services for safety-critical applications such as: design of procedures to use EGNOS signal, operational approval, certification for use in transport domains (i.e. aviation) ...,
- ii)* - The development of a suitable institutional, regulatory and service provision framework, *iii)* - Developing a particular institutional, regulatory and service framework of the application of GNSS services in the aviation and maritime transport domain and *iv)* - Continuation of demonstration and training activities in close coordination with the Galileo EuroMed Cooperation (GEMCO) Office.

### **Expectations for the PART 2014-2020:**

Implementation of all the recommendations mentioned above.

**Perspective 2014 – 2020: Definition of future priorities for GNSS**

**Objective:** The development of all GNSS elements and institutional, regulatory and service provision framework of the application of GNSS service in transport domains.

**Action 1:** The development of all GNSS elements (i.e. service enablers) that are needed for enabling the operational exploitation of GNSS services for safety-critical applications such as: design of procedures to use EGNOS signal, operational approval, certification for use in transport domains (i.e. aviation) ...,etc.

**Action 2:** The development of a suitable institutional, regulatory and service provision framework of the application of GNSS services in the aviation and maritime transport domain,