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Union pour la Méditerranée
Union for the Mediterranean
الإتحاد من أجل المتوسط



Secretariat of the Union for the Mediterranean
Secrétariat de l'Union pour la Méditerranée

Mediterranean Cooperation Programme for Infrastructure Development

RAILMED

Forum on the Integrated Transportation System in the Mediterranean Area

Salvatore D'ALFONSO, Transport Expert of Transport and Urban Development Division

Lecce, 12 October 2012



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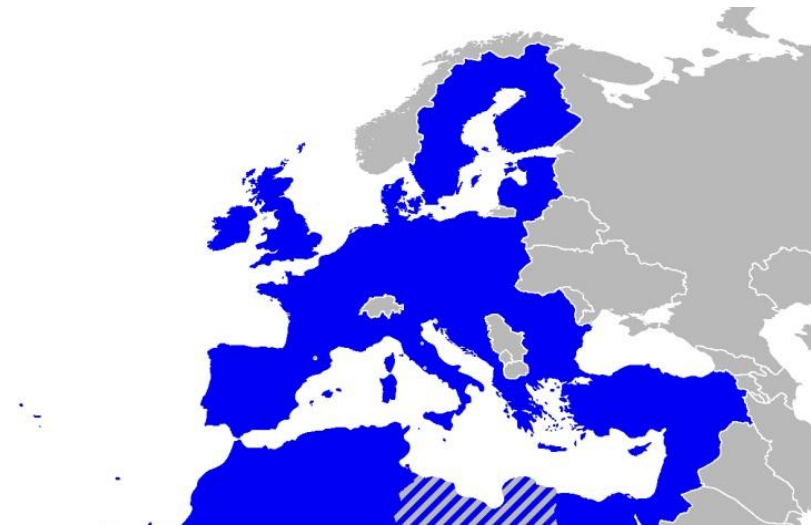
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The UfM in short : Facts & Figures

- **43 Countries**
27 EU member states and 16 partner countries
- **Total Population of 802,175,692**
- **Total GDP > 18 Trillion EUR**



The UfM in short : Objectives

To enhance cooperation and understanding between the two shores of the Mediterranean, through the implementation of concrete projects, the UFM:

- 1.** Gathers and promotes regional, sub-regional, transnational projects, or national projects in the framework of regional strategies or initiatives.
 - 2.** Improves the socio-economic development, regional integration, sustainable development and the exchange of knowledge.
 - 3.** Works in synergy with other key stakeholders in the Euro-Mediterranean region
- 

The UfM in short : Priority Areas

**Environment and
Water**

**Transport and Urban
Development**

**Social and Civil
Affairs**

Energy

**Higher Education
and Research**

**Business
Development and
Funding**

The UfM in short : Governance

➤ **The co-presidency**

The UfM is chaired by a co-president from the EU and a co-president from the Mediterranean partner countries.

➤ **The Senior Officials**

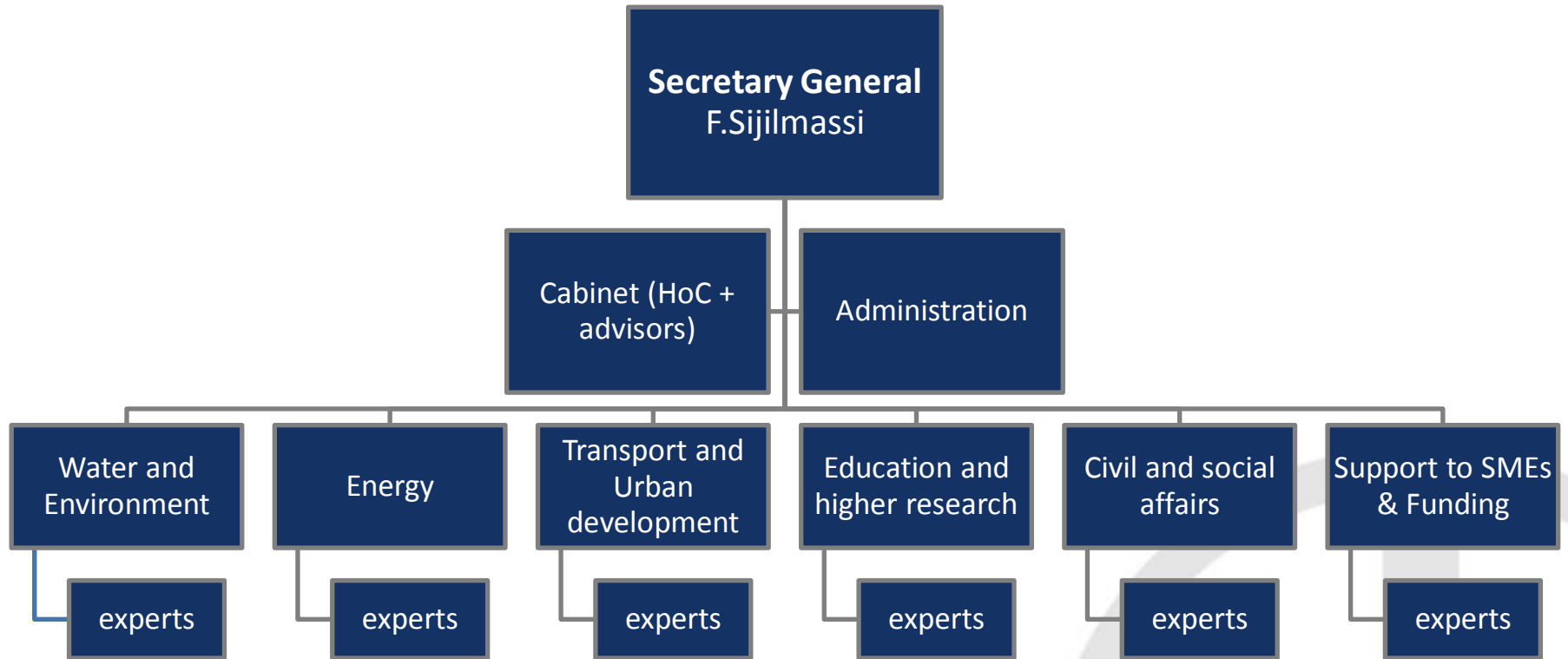
The work of the UfM is overseen and coordinated by the Senior Officials of the Foreign Affairs departments of the 43 partner countries, EU institutions and the League of Arab States.

➤ **The Secretariat**

Based in Barcelona, it is led by a Secretary General, assisted by 6 Deputies Secretary General for the 6 areas of work. It is financed by the European Commission and countries' contributions.



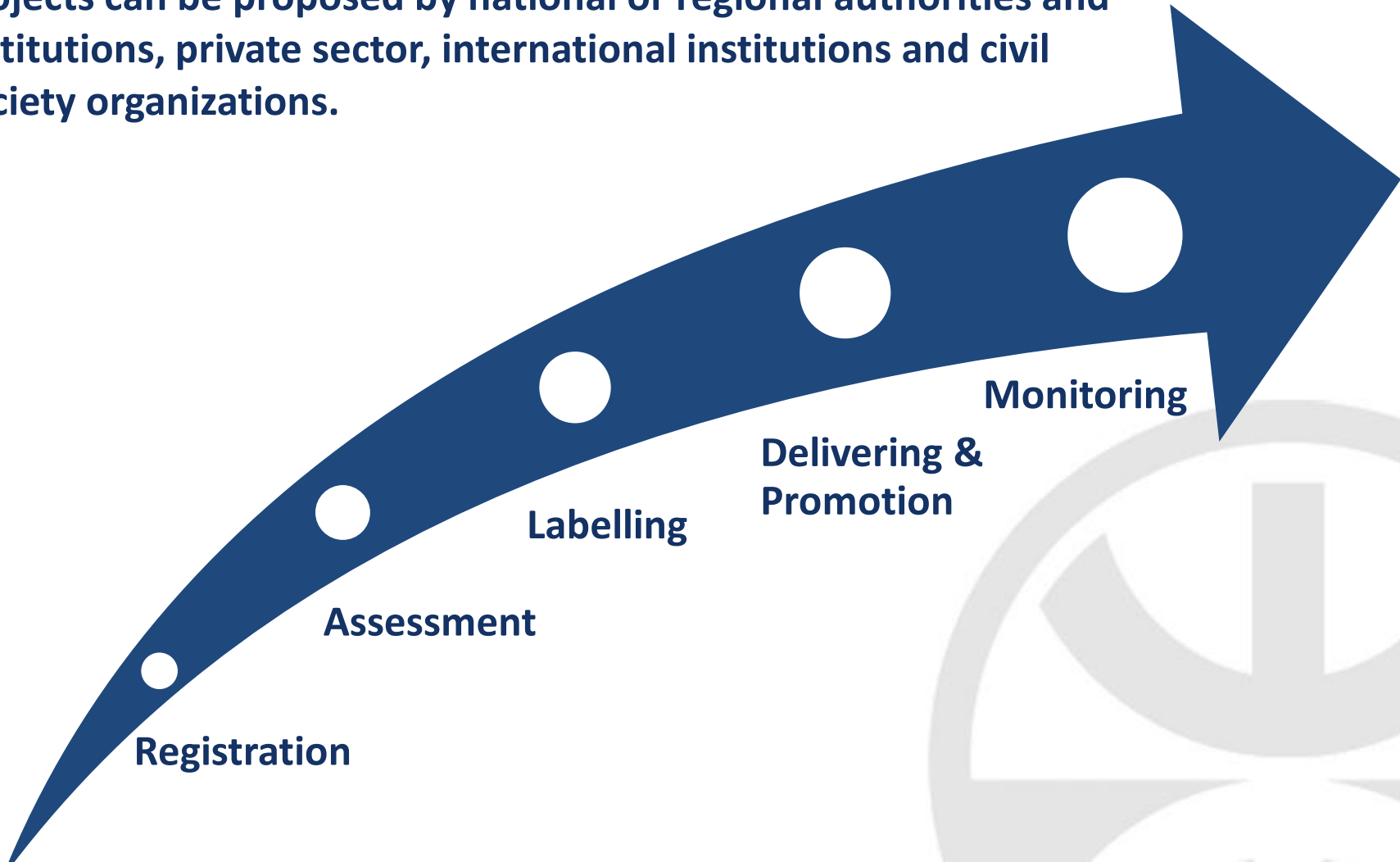
The UfM in short : The Secretariat



Staff > 40 persons from over 17 countries/organisations and local staff

UfM Projects: Project Lifecycle

Projects can be proposed by national or regional authorities and institutions, private sector, international institutions and civil society organizations.



The UfM in short : Added value

- ✓ **Raise awareness and visibility**

The UfM label, with the support of 43 countries, helps the promoter of the project to further raise support and mobilize partners.
 - ✓ **Upstream advice and support**

The Secretariat's network of Euro-Mediterranean partners, financiers and donors as well as its in-house expertise improve the bankability of the submitted projects, encourage cooperation between promoters and identify partners for small and medium-sized projects.
 - ✓ **Facilitate access to finance**

The UfM Secretariat plays a catalytic role in finding financing for the projects by developing a strong network of donors and financiers, from the Mediterranean region and beyond.
- 

UfM Projects: Technical Feasibility

A “multi criteria analysis” takes into account further selection criteria, as well as:

- Maturity of the project
- Soundness of financial package and need of overcome financial obstacles
- Socio-economic effects
- Environmental consequences and effects
- Complexity of the project
- Degree of contribution to the continuity and interoperability of the network -
Degree of contribution to the improvement of service quality, safety and security
- Degree of contribution to the Euro Mediterranean freight trade area
- Degree of contribution to the re-balancing of transport modes



UfM Projects: Labelled Projects

| Project | Sector | Budget |
|--|------------------|-------------|
| Gaza Desalination Plant | Environment | EUR 310 m |
| Central section of the trans-Maghreb motorway axis | Transport | EUR 760 m |
| Young Women the Access to Work | Social Affairs | EUR 255,000 |
| Employability skills for Women | Social Affairs | USD 862,000 |
| EMUNI. Ph.D. Research Programme | Higher Education | EUR 900,000 |
| Master Study Programme in Risk Science | Higher Education | EUR 380,000 |
| 3 EMUNI Masters Programmes | Higher Education | EUR 1.4 m |
| LOGISMED Training Activities | Transport | EUR 4.2 m |
| FEZ Euromed University | Higher Education | EUR 100,1 m |

UFM Projects: Funding Strategy

1

STRENGTHENING RELATIONS
WITH INTERNATIONAL AND
BILATERAL FINANCIAL
INSTITUTIONS

- Objective: Develop solid relation with IFIs to facilitate systematic exchange of information in view of potential financing of UfM projects and/or joint initiatives
- Timeframe: January 2011- January 2013

2

DEVELOPING
PRIVATE SECTOR RELATIONSHIP
AND STRATEGIC ALLIANCES

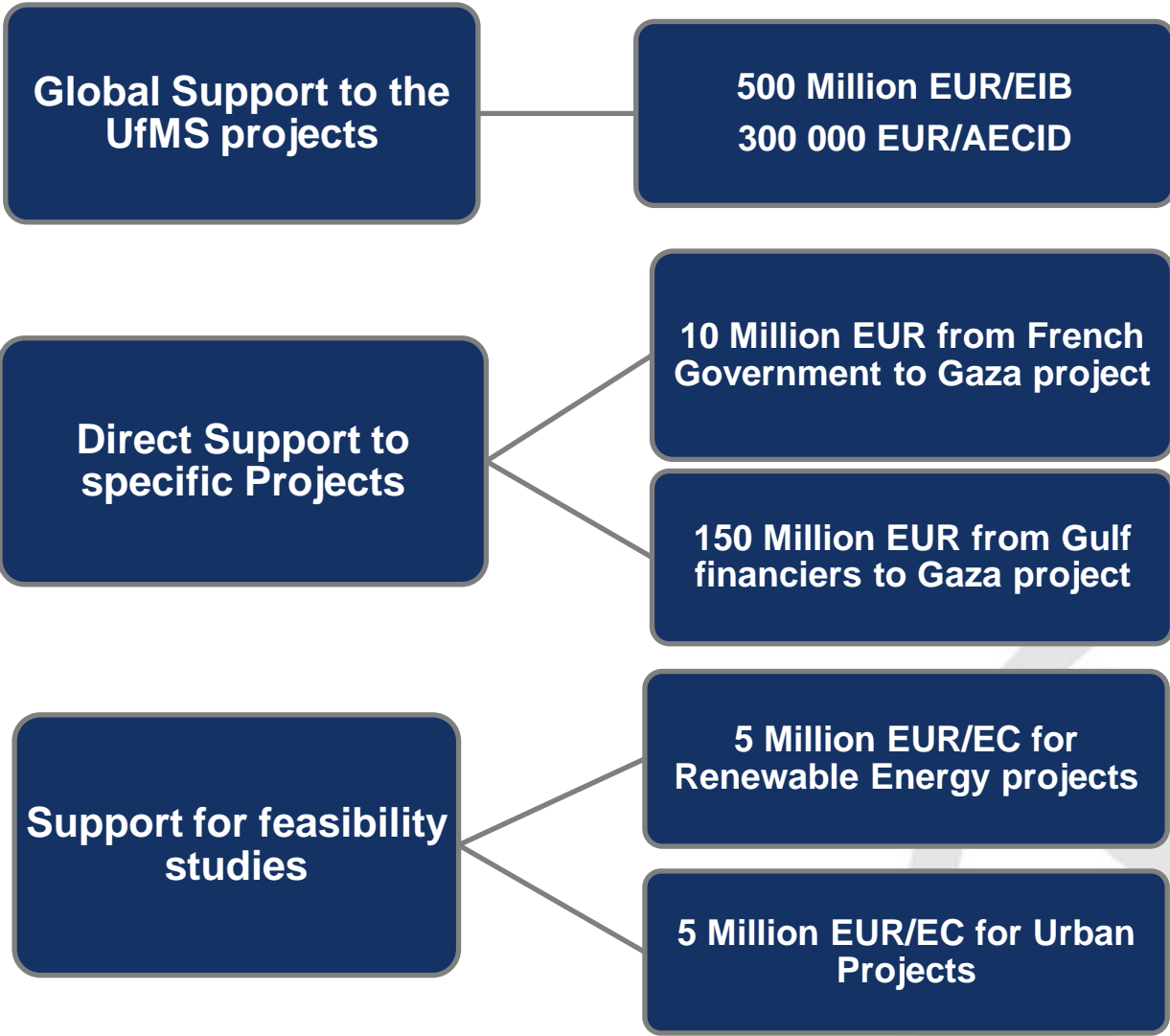
- Objective: Develop long term partnership with selected private sector companies in view of potential financing of UfM projects
- Timeframe: June 2012 – June 2013

3

DEVELOPING FINANCIAL
INSTRUMENTS AND TOOLS

- Objective: Set up instruments for the provision of financing for projects which complement the existing offer
- Timeframe: June 2011 – June 2013

UFM Projects: Available funding




The Projects in Transport sector

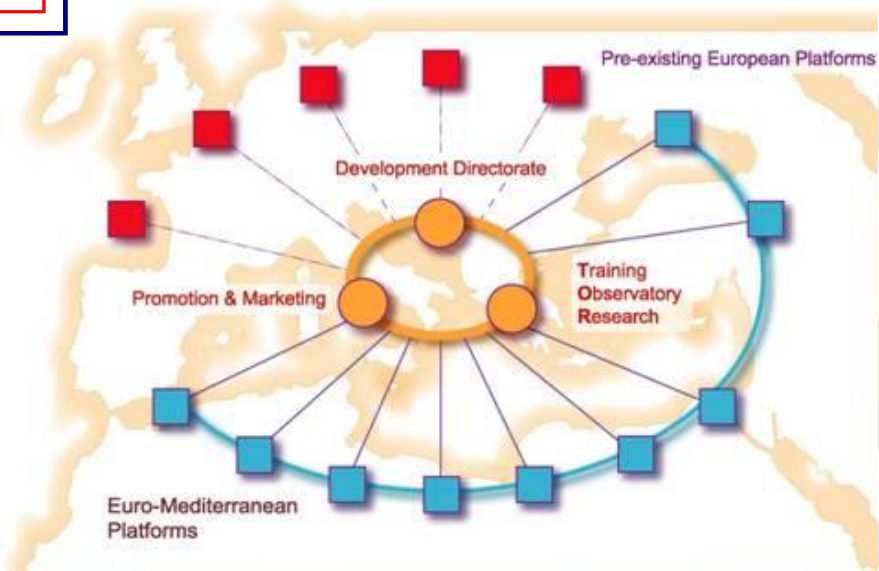
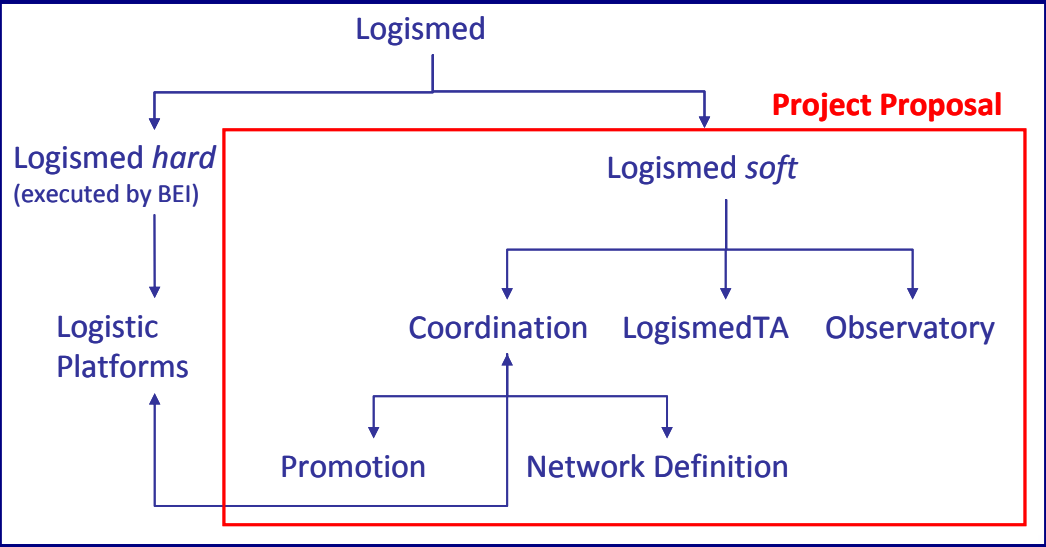
○ The labeled Projects

- LOGISMED Training Activities (November 2011)
- Completion of Central Section of the Trans-Maghreb Motorway Axis (February 2012)

○ The Projects under study and evaluation

- Jordan National Railways Project (JNRP)
 - Vessel Traffic Services (VTS) Systems in the Maghreb for improving Maritime Safety
 - Development of the Central Section of the Trans-Maghreb High-Performance Rail Corridor
 - Southern Mediterranean Marine Highway (SMMH)
 - Mafrq Regional Hub
 - Roads and Transport Infrastructure Development in Palestine
- 

Transport: LOGISMED Training Activities (TA)



Transport: LOGISMED Training Activities (TA)



Country-linked action-lines

| Code | Action | Outline |
|------|--|---|
| C-1 | Build / help develop a strong national logistics associations | Support will be provided to strengthen logistics association in each beneficiary MPC that will be the meeting point for logistics professionals in each country. The national logistics association should contribute to raise awareness on the importance of logistics at country level, as well as to act as interlocutor with the administration and the academic sectors, and to contribute to the sector development by providing continuous professional education in the mid-term. |
| C-2 | Develop a cluster awareness and training plan | The idea behind this action is to provide logistics training to key stakeholders in critical clusters, as customers of logistics services. Events to be organized under this action will aim to share international best practices and to raise the awareness on the importance of the optimisation of logistics activities and the value added logistics services. |
| C-3 | Develop an awareness plan targeting the administration | Events arranged under this action will aim to raise awareness on the importance of logistics across key stakeholders within the administration in each beneficiary MPC. It should play a critical role in building support to develop specialized TVET and tertiary education offer adapted to company needs. |
| C-4 | Develop and promote quality requirements for undergraduate degrees | The ultimate goal of this action line is to standardize quality undergraduate education in logistics across beneficiary MPCs and align it with private sector needs. The tasks under this action line will cover the definition of the desirable minimum requirements for quality logistics university degrees and support to the different institutions that express and interest to adapt their curricula these requirements. |
| C-5 | Promote ELA certification among logistics professionals | The idea behind this action is to provide support to a limited number of sector professionals in getting their skills ELA-certified, in order to make them become catalysers in the diffusion and appreciation of the ELA certification scheme across other logistics professionals in their respective countries. It will also help to establish collaborative twinning arrangements with benchmark European logistics associations. |

Transport: LOGISMED Training Activities (TA)



Platform-linked action-lines

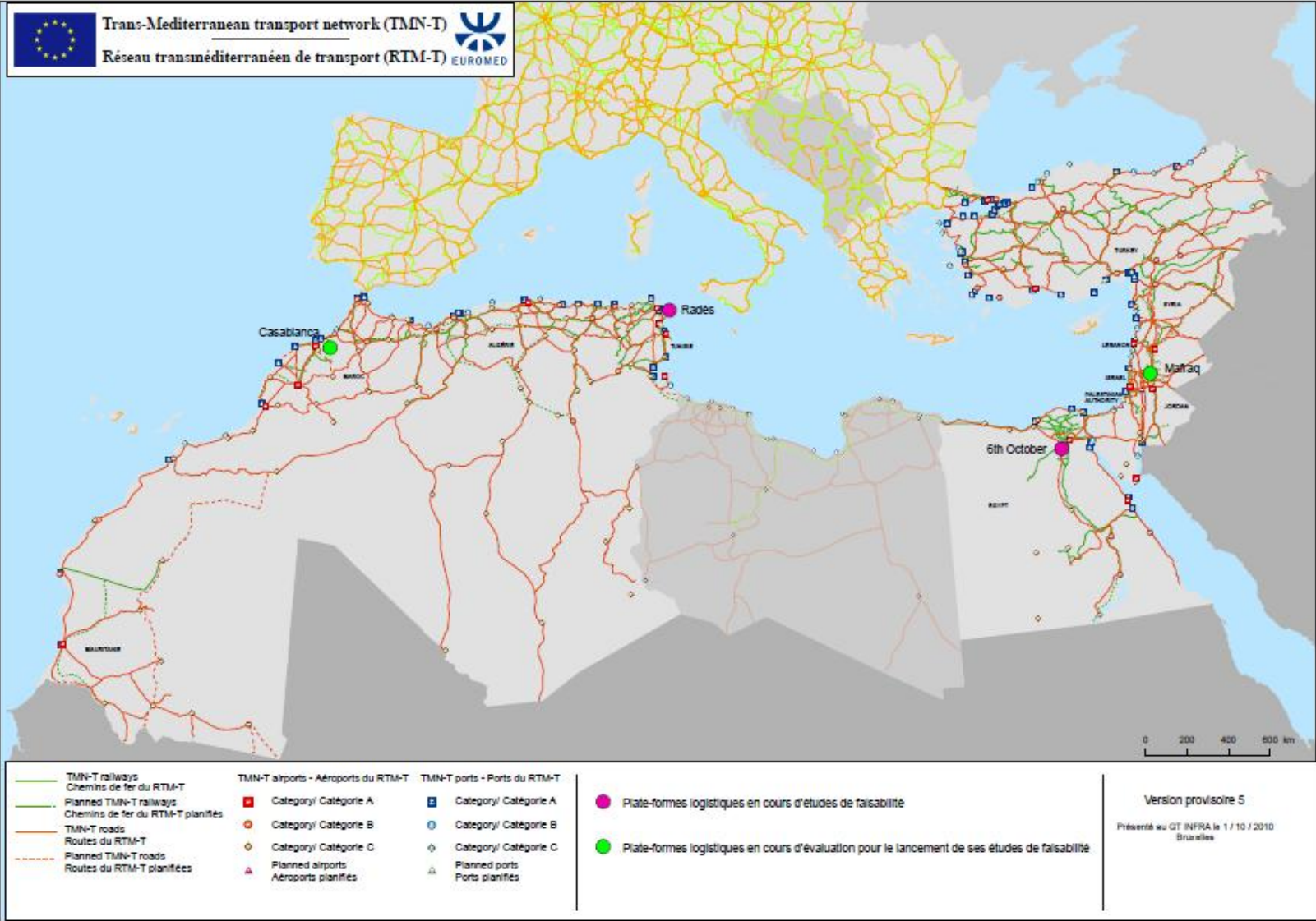
| Code | Action | Outline |
|------|--|---|
| P-1 | Develop "Train the trainers" program | This action covers the process by which a pool of high level trainers will be take care of training those others trainers that will be available for teaching through the platforms' training units. This effort will play a critical role in fostering a homogeneous training approach throughout the different platforms. |
| P-2 | Develop initial pool of skilled "blue collar" workers | This action line pursues the development of an initial group of skilled "blue collar" workers to be properly trained before the kick-off of the activities of each LOGISMED platform. A so-called coordinator will be appointed from the pool of trainees of the "train the trainers" program to define and arrange the initial training that will be partially subsidized. |
| P-3 | Develop platforms' continuous education and training unit | This action line pursues the development of a continuous education and training unit linked to each LOGISMED platform. Training offered through it will be defined by the platform's training activities coordinator in close collaboration with the companies operating through it. The training and education plan will be partially subsidized. |
| P-4 | Define platforms' management training and coordinator scheme | This action line covers the definition of a training and coordination scheme for the management of the different platforms that will integrate the LOGISMED network. An exchange program between them and with benchmark European platforms will be established. |

Transport: LOGISMED Training Activities (TA)

Logismed-soft time schedule

| Code | Action | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 |
|------------|--|---------------------|---------------------|--------|--------------|--------------|--------|
| 1. | LOGISMED COORDINATION | | | | | | |
| 1.1 | Promotion of the Logismed Project | | | | | | |
| 1.1.1 | Action Plan for the Promotion of the Logismed Project | 1 desk study | | | | | |
| 1.1.2 | Present the project Logismed to the Public Sector of the MPC | 10 countries | | | 10 countries | | |
| 1.1.3 | Promotion of the Logismed platforms | | 10 countries | | | 10 countries | |
| 1.1.4 | Coordination of Logismed soft with Logismed hard | Continuous activity | | | | | |
| 1.1.5 | Visibility and dissemination of the Logismed project | Continuous activity | | | | | |
| 1.2 | Definition of the Logismed platform network | | | | | | |
| 1.2.1 | Action Plan for the definition of the Logismed platform network | 1 desk study | | | | | |
| 1.2.2 | Catalogue of services of the Logismed platforms | | 1 desk study | | | | |
| 1.2.3 | Requirements for the Logismed platforms labelization | | 1 desk study | | | | |
| 1.2.4 | Design of the future Logismed platform network and requirements of the future manager entity | | | | 1 desk study | | |
| 2. | LOGISMED TRAINING ACTIVITIES | | | | | | |
| 2.1 | Country level Action Lines | | | | | | |
| 2.1.1 | Build/help develop a strong national logistics associations (C-1) | 4 countries | 6 countries | | | | |
| 2.1.2 | Develop a cluster awareness and training plan (C-2) | 4 countries | 6 countries | | | | |
| 2.1.3 | Develop an awareness plan targeting the administration (C-3) | 10 countries | | | | | |
| 2.1.4 | Develop and promote quality requirements for undergraduate degrees (C-4) | | | | 10 countries | | |
| 2.1.5 | Promote ELA certification among logistics professionals (C-5) | | | | 10 countries | | |
| 2.2 | Platform-linked Action Lines | | | | | | |
| 2.2.1 | "Train the trainers" program (P-1) | 1 platform | 2 platforms | | 2 platforms | | |
| | Tunisian platform | | | | | | |
| | Egyptian platform | | | | | | |
| | Moroccan platform | | | | | | |
| | 4th platform | | | | | | |
| | 5th platform | | | | | | |
| 2.2.2 | Initial pool of skilled "blue collar" workers (P-2) | 1 platform | 2 platforms | | 2 platforms | | |
| | Tunisian platform | | | | | | |
| | Egyptian platform | | | | | | |
| | Moroccan platform | | | | | | |
| | 4th platform | | | | | | |
| | 5th platform | | | | | | |
| 2.2.3 | Platforms' continuous education and training unit (P-3) | | 2 platforms | | 3 platforms | | |
| | Tunisian platform | | | | | | |
| | Egyptian platform | | | | | | |
| | Moroccan platform | | | | | | |
| | 4th platform | | | | | | |
| | 5th platform | | | | | | |
| 2.2.4 | Management coordination and training scheme (P-4) | | 2 platforms | | 3 platforms | | |
| | Tunisian platform | | | | | | |
| | Egyptian platform | | | | | | |
| | Moroccan platform | | | | | | |
| | 4th platform | | | | | | |
| | 5th platform | | | | | | |
| 2.3 | Management, coordination & deployment activities | | | | | | |
| 2.3.1 | Management, coordination and deployment activities. | Continuous activity | | | | | |
| 2.3.2 | LogismedTA Action Plan (already done in 2012) | | | | | | |
| 3. | LOGISMED OBSERVATORY | | | | | | |
| 3.1 | Action Plan for the Logismed Observatory | 1 desk study | | | | | |
| 3.2 | Observe and analyze the region developments in logistic & transport | | Continuous activity | | | | |
| 3.3 | Promotion for the emergence of national observatories of logistics & transports | Continuous activity | | | | | |
| 4. | ADMINISTRATION AND COMPLEMENTARY ACTIVITIES FOR LOGISMED SOFT | Continuous activity | | | | | |

Transport: LOGISMED Training Activities (TA)



Transport: LOGISMED Training Activities (TA)



Objective

The global Logismed project is divided **into two subprojects**: one related to support the creation of the infrastructure for logistics platforms (**Logismed “hard”**) in the Mediterranean Partner Countries (MPCs) and a second one related to support the enhancement of platform capacities as well as the creation of a collaborative network between these platforms (**Logismed “soft”**). The soft components of Logismed project include activities regarding **the training of logistics professionals** (Logismed Training Activities: **LOGISMEDTA**), the **Observatory** and the **Coordination of the Logismed network**.

The Project aims to increase the Countries **logistics competitiveness**, in view of generating, at medium and long term, capacity in MPCs to provide independently a consolidated **training offer** through their own national structures, and to improve and increase the offer of **qualified personnel** addressed to Logismed platforms, in view of generating the **human resources to operate the platforms**.

Transport: LOGISMED Training Activities (TA)



State of Play

The project was labelled in **November 2012**. The Action Plan which outlines the future activities was concluded at the end of **April 2012**. Between November 2011 and April 2012 the UfMS held meetings with the project promoter, the EC, the EIB, the Ministries of Transport and Finance of **Tunisia and Morocco to define the financial aspects of the project**. A meeting with the Ministries of Transport and Finance of **Egypt** has been planned for the next week.

The component Logismed “soft” will be implemented **by a small consortium lead by CETMO** and with the participation of the **Union of Mediterranean Universities (Unimed)** as well as one or two other partners to be defined.



Transport: LOGISMED Training Activities (TA)

✓ **Total cost and financial needs**

The budget of Logismed “soft” component is estimated in **6,6 Million €**.

The EC and the EIB **declared their willingness** to co-finance **the first phase (3 years)** of the project, which is around **3 million €**. The amount of contribution from the EIB for this first phase is foreseen as the 20% of the contribution from the EC (600 million €). Depending on the evolution of the project further funding might be authorized for the second phase of the project, for which a contribution of 1 million € should be available by FEMIP Fund.

For the moment a **financial symbolic participation** of the beneficiary governments of Tunisia and Morocco has been secured (**50.000 € for each Country**). Finally, the training activities can benefit from the facilities of the Universities belonging to the Consortium “Unimed”, as well as the involvement of local teachers and researchers. Specifically, on the basis of a “case by case” evaluation, **Unimed could offer training courses as a form of co-financing “in kind”** by the Universities associated.

Transport: LOGISMED Training Activities (TA)

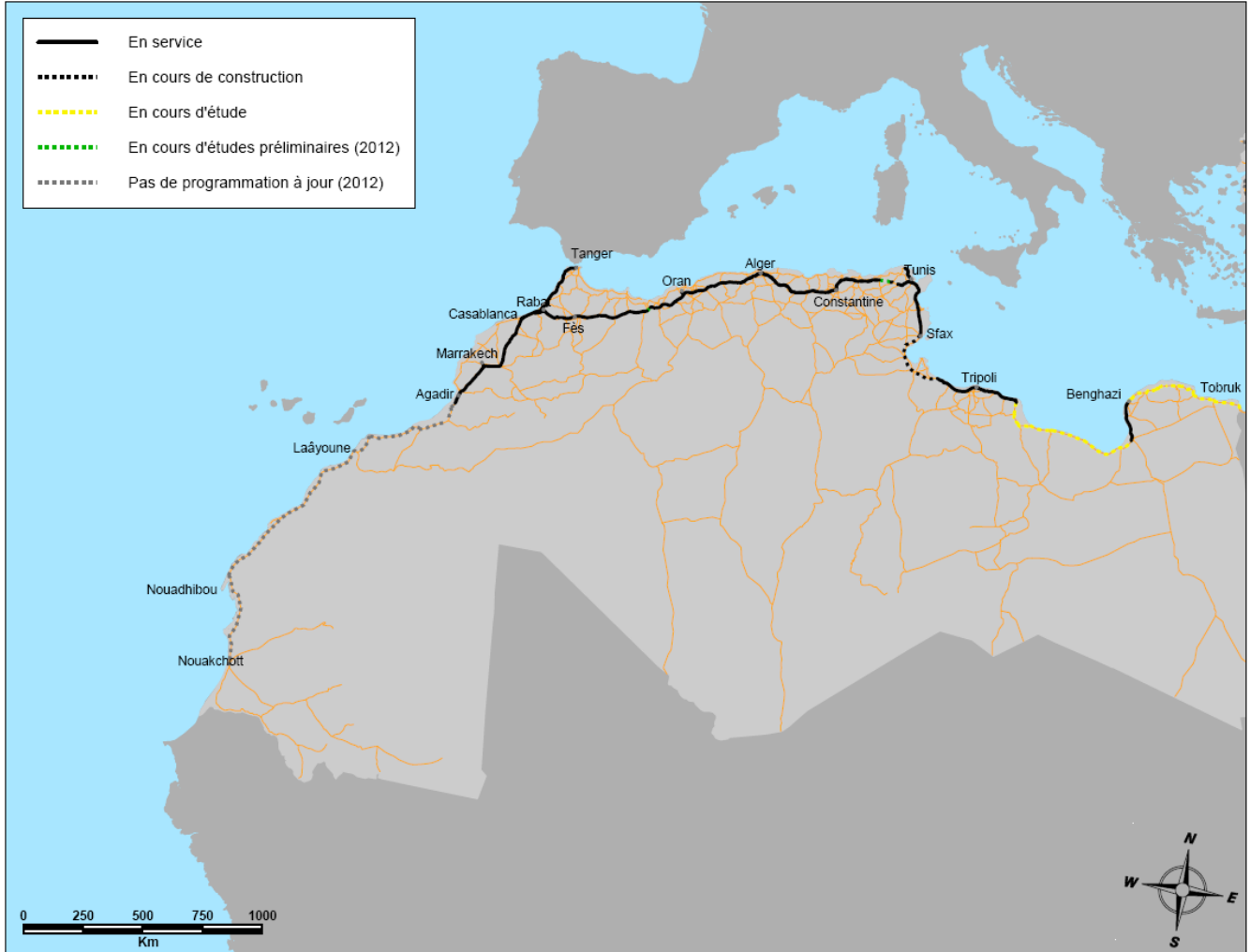


Total cost and financial needs: the Transition Fund

In May 2011 the G8 launched the Deauville Partnership to support the Arab countries in transition namely Egypt, Jordan, Libya, Morocco and Tunisia to formulate policies and programs and implement reforms. In this regard, a specific MENA Transition Fund was set up, which focuses on cross-cutting, multi-year Projects with short-term impacts, by providing grants. The World Bank will serve as the Trustee and provide the Coordination Unit for this Fund. IFIs currently participating in the Deauville Partnership will sign a Financial Procedures Agreement, becoming the designated Implementation Support Agency (ISA) for funding proposals. The UfM Secretariat and EIB, as one of the ISAs before mentioned, discussed last week about the possibility of funding LOGISMED-TA Project via the TF. The UfM Secretariat has proposed to Transition Countries to submit the LOGISMED-TA Project to the next Steering Committee of the TF that will be held within 2012, in order to comply with the LOGISMED-TA Project timetable (the beginning of the first phase is planned early 2013).

Transport: Trans-Maghreb Motorway Axis (Promoter: CETMO)

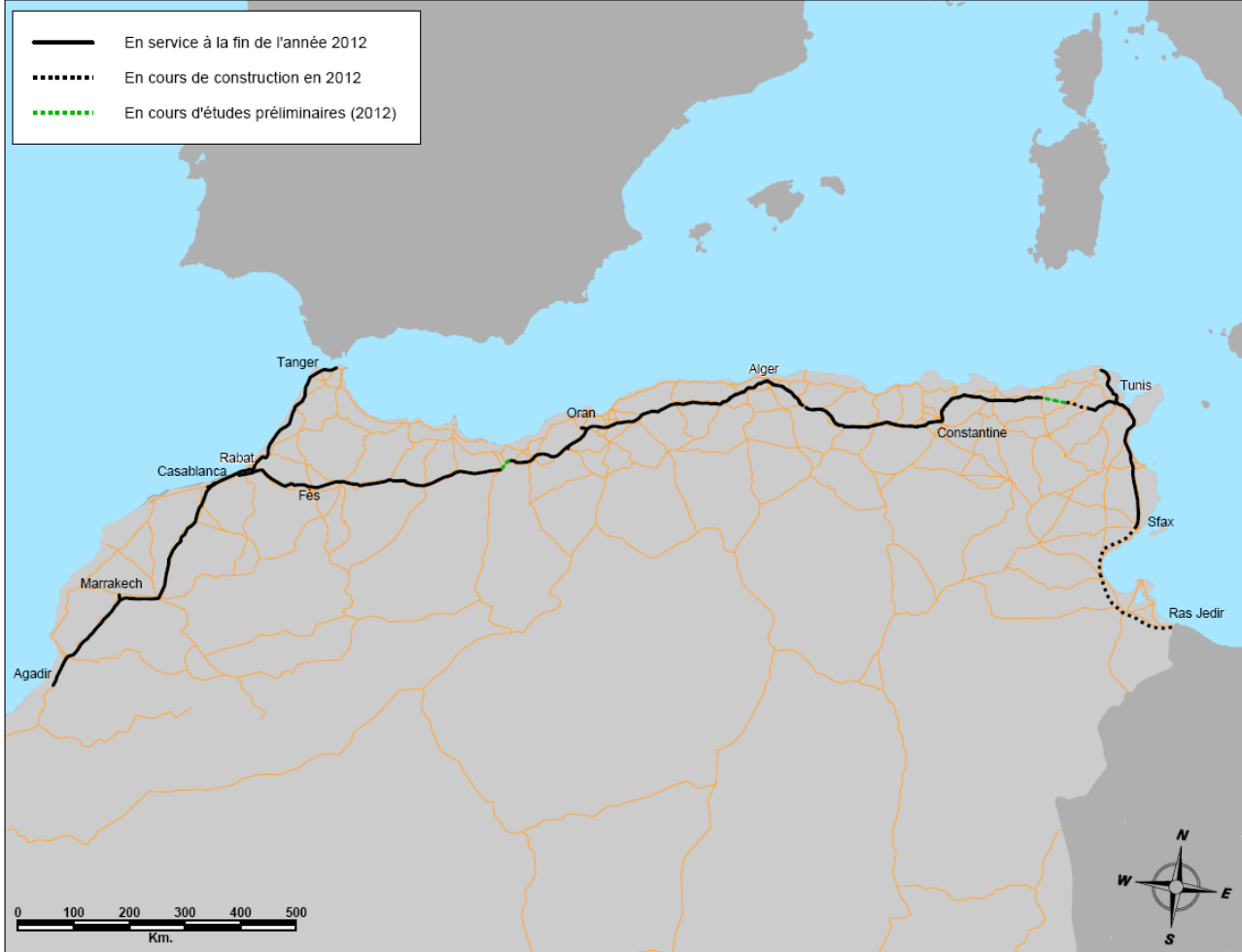
✓ **Motorway alignment in the 5 Maghreb countries**



Transport: Trans-Maghreb Motorway Axis (Promoter: CETMO)



Motorway alignment in the central part of the Corridor



Transport: the Trans-Maghreb Motorway Axis



Objective

The Trans-Maghreb Motorway Axis should link up the major cities in Algeria, Libya, Mauritania, Morocco and Tunisia between Nouakchott (Mauritania) and Musaid (Libya). The central section of the motorway axis to be completed is the stretch between Agadir (Morocco) and Ras Ajdir (Tunisia). **The sections between Ras Ajdir and Musaid, and Agadir and Nouakchott will be done in subsequent phases.**

The missing links in this central section are the section between **Oujda and the Algerian border in Morocco (22 km)** and the section between **Bou Salem and the Algerian border in Tunisia (80 km)**. The central section of the Trans-Maghreb Motorway Axis will be completed thanks to these two projects, and the Algerian, Moroccan and Tunisian national motorway networks will be linked up to provide a **continuous motorway corridor from Agadir to Ras Ajdir**

Transport: the Trans-Maghreb Motorway Axis



State of Play

The project was labeled in February 2012. The 5+5 Transport Ministers acknowledged the labeling during the meeting held in March in Algeria and noted the political impact of the project. The project will be developed further with the support of the three countries, mainly Morocco and Tunisia, specifically for what concerns the financial scheme. **The Transport and Urban Development Division is working with the project promoter CETMO and the Ministries of Transport of Morocco and Tunisia to prepare the financial scheme of the two national infrastructure projects.**

The Transport and Urban Development Division and the project promoters have been done Country visits to **Tunisia (15-16 May) and Morocco (16-17 May)** in order to raise awareness regarding the project, and obtained the support of the beneficiary governments.

Tunisia requested a specific technical assistance for the supervision of upgrading of feasibility study, of the execution of the preliminary and detailed design and of the preparation of bid for launching the construction activities.

Transport: Trans-Maghreb Motorway Axis

✓ **Total cost and financial needs**

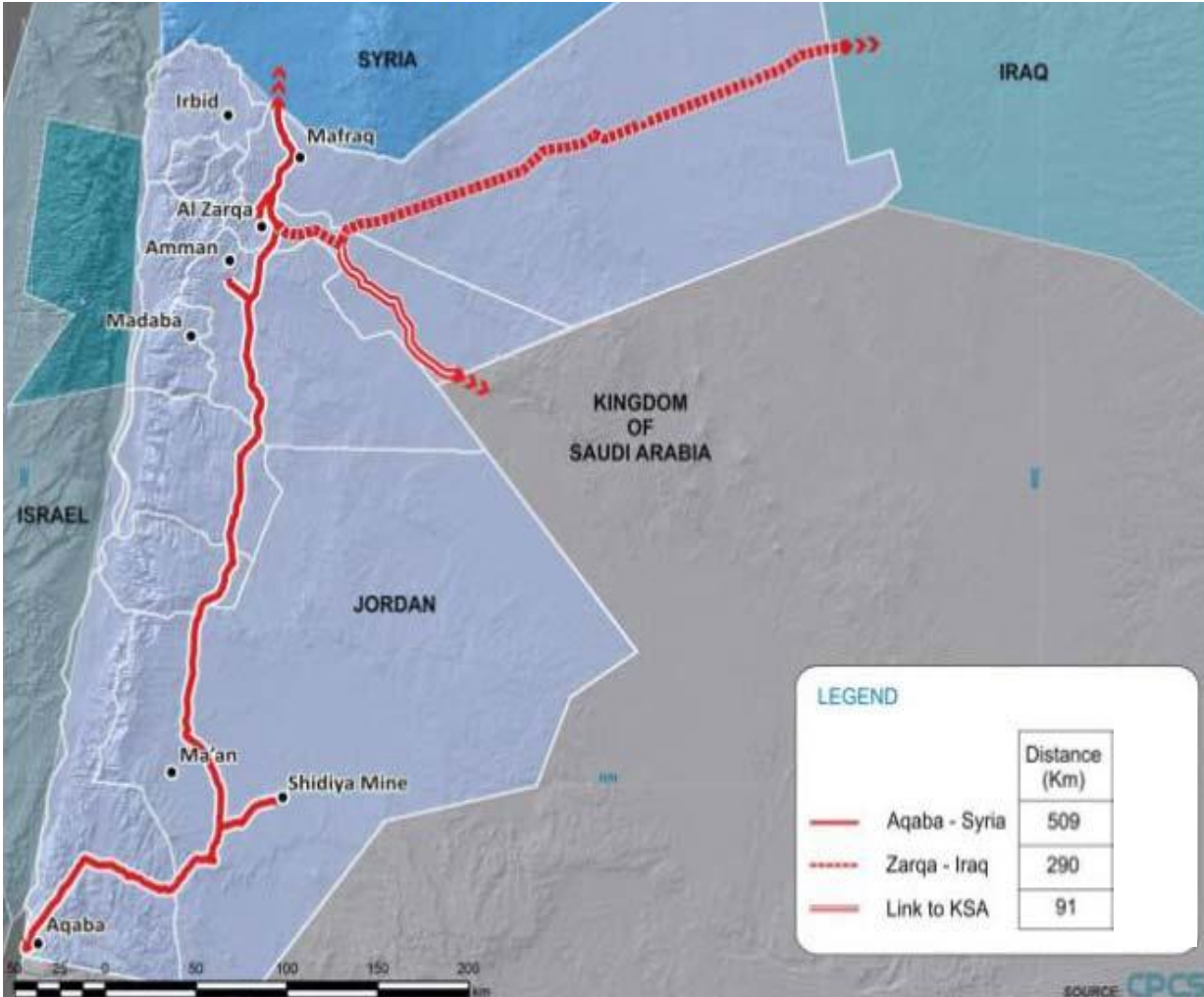
It is estimated that the total cost for the missing parts of the central section of the Trans-Maghreb Motorway axis is 70 million euro for the section from Oujda to the Algerian border and 600 million € for the section from Bou Salem to the Algerian border. The cost of the Tunisian section is higher due to the orographic conditions in the area.

Finance request of Morocco: government budget and loans: 50%: thirty-five (35) million €; Grants: 50%: thirty-five (35) million €.

Finance request of Tunisia: government budget 20%: one hundred twenty (120) million €; loans and grants: 80%: four hundred Eighty (480) million €.

The amount of the technical assistance to supervise the design activities and to train the technical staff of the Ministry of Equipment of Tunisia for the next phases of the Project is about **1,1 million €.**

Transport: Jordan National Railway Project



Transport: Jordan National Railway Project



Objective

The “**Jordan National Railway Project**” (JNRP) is a project with the objective to integrate the Jordan railway network with the regional network, by establishing an effective rail connection with neighboring Countries, GCC Countries and Europe. The total length of the network will be as **897 km**, and the new line will be single track, standard gauge, diesel traction, AGC-AGTC speed standard (120 km/h for freight traffic and 160 km/h for the passenger traffic), 30 tons maximum axle load, 1,5% maximum vertical gradient and 7,1 maximum vertical clearance, **suitable for double-stacking of containers and possible future electrification**. The “Jordan National Railway Project” will consist of three parts: the “**North-South Corridor**” from Syrian Border to the Port of Aqaba (509 km), which includes a “**mini-project**” from Shidiya Mine to proposed Wadi Ytum station to the new South Terminal of the Port of Aqaba; the **link from Zarqa to Iraq** (Zarqa Junction-Saudi Junction-Iraq Border, 290 km) that will ensure the transit flows (containers and general cargo) destined for Iraqi reconstruction, and the **link to Kingdom of Saudi Arabia** (Saudi Junction-Saudi Border, 91 km) that will complete the bridge between Saudi Arabia and Syria and will be an important component of a rail transport corridor between GCC countries and Europe.

Transport: Jordan National Railway Project

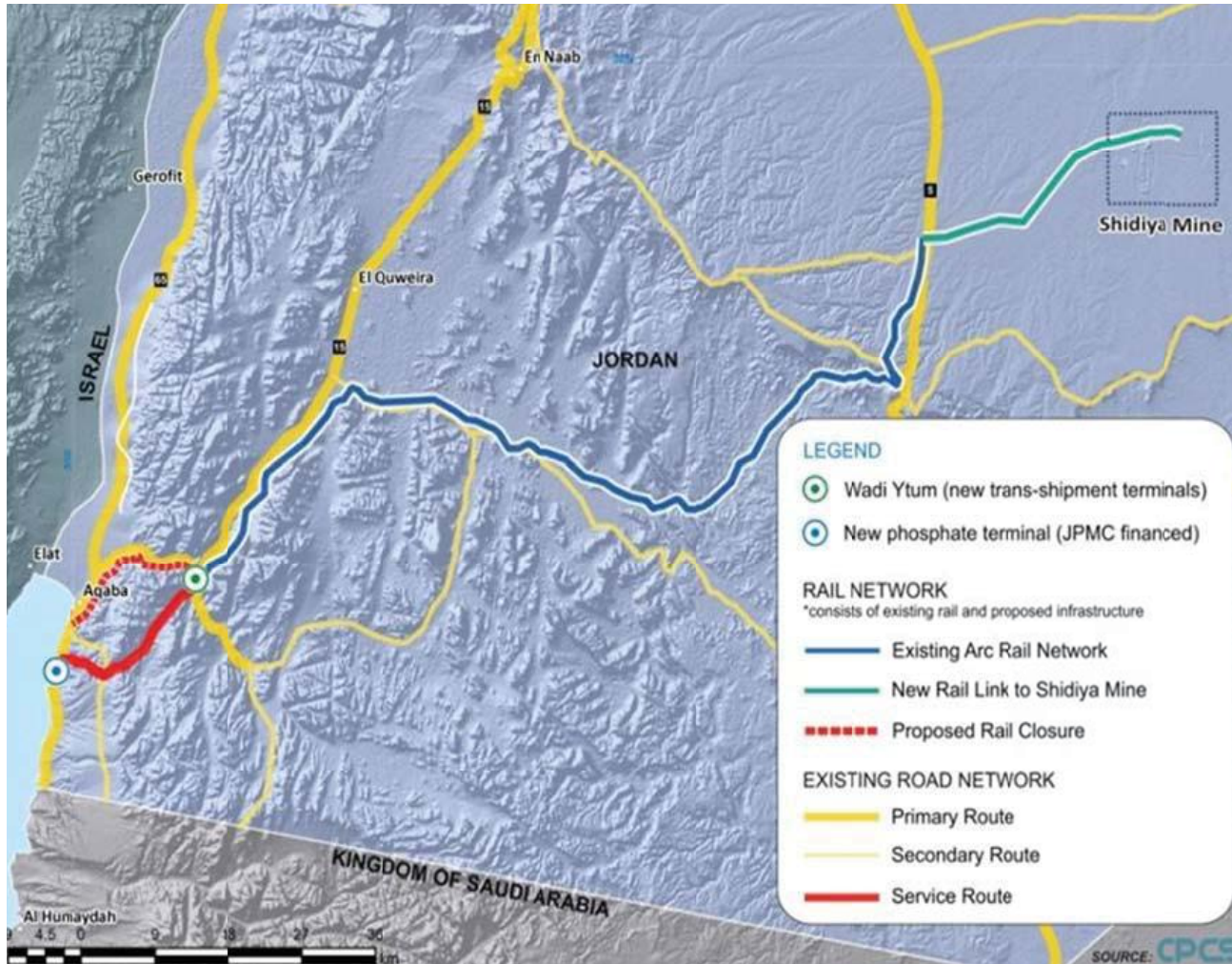


State of Play

The construction phase of the railway network is expected **to start in 2013**, with an initial phase called “**mini-project**” to secure phosphate traffic and expand the phosphates transportation capacity to the level of 3,5 MT/year in the next 5 years, until 2017. The realization of the mini-project will be accompanied by the planned construction of the new Standard Gauge rail section between the new South Terminal of Aqaba Port and the Shidiya Mine embranchment. In this way, it will be possible to realize the **change of the standard** at the date of **2017** in which it is also planned the opening of the “Corridor North-South”, which will extend the SG network to the Syrian border. In a **joint mission EC/UfMS/EIB**, which took place in Jordan on **20 and 21 June 2012**, it has been agreed with the Jordanian authorities to identify the **North-South Corridor** from Syrian Border to the Port of Aqaba as the “**regional**” component of the Jordanian Railway Network relevant **for the future Trans-Mediterranean Transport Network** established within the EuroMed structure.

Transport: Jordan National Railway Project

The “mini-project”



Transport: Jordan National Railway Project

✓ Total Cost and financial needs

The total cost of the Jordan National Railway Project is estimated to be **around 2.1 Billion € (1.9 Billion JD)**.

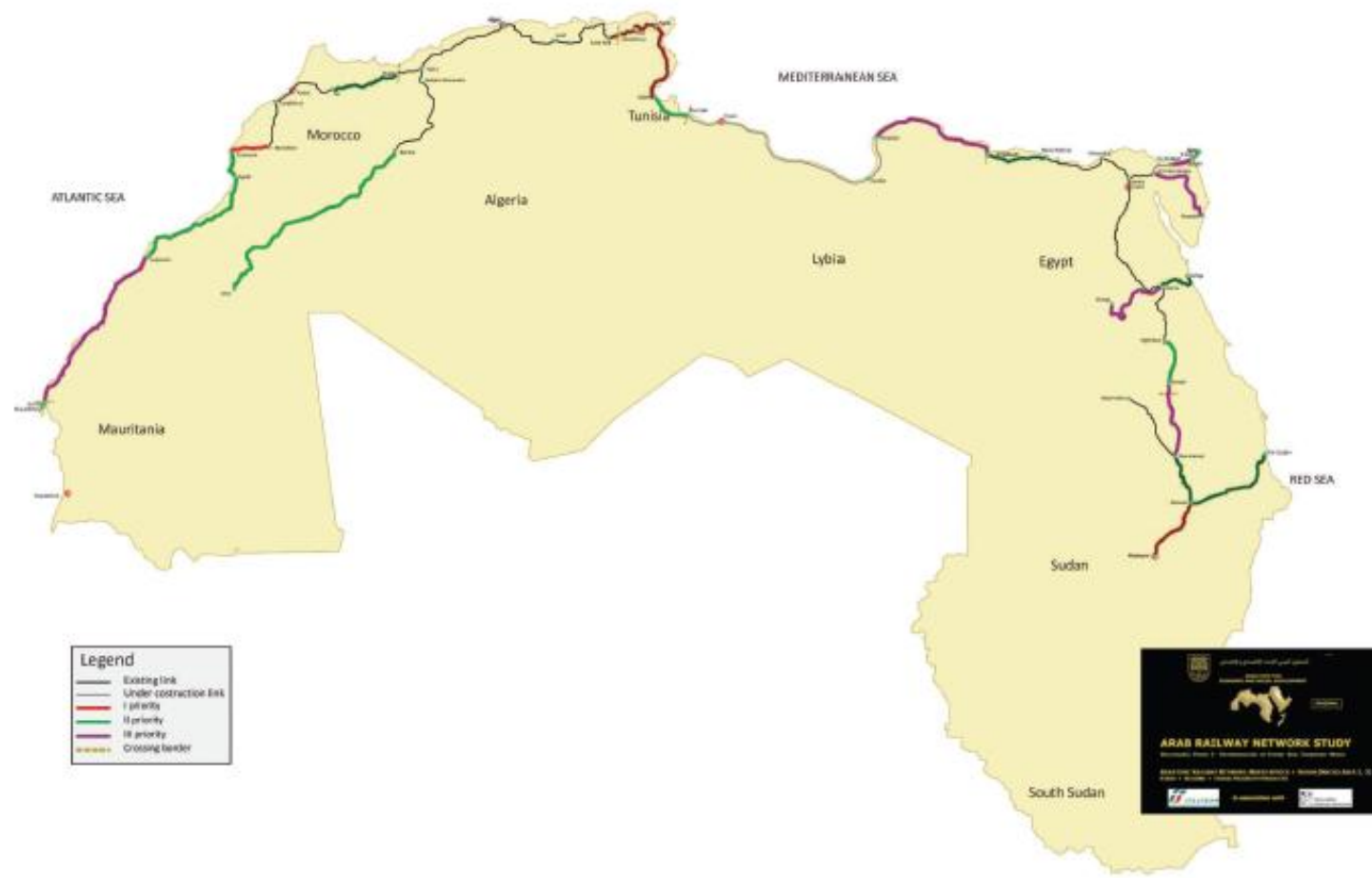
The global amount **includes** the cost of the “mini-project” of **59.4 M€**, namely the construction of the link from Shidiya Mines to the current railway network, of **33.6 M€**; a second part needed to keep phosphate traffic on rail on the current network until 2017, of **10 M€**, concerning the **upgrade and heavy maintenance of track, rolling stock and workshop**; and a third part concerning the construction of the transshipment terminal at Wadi Ytum, around **15.70 M€**, which will allow the transportation of phosphates to the new South Terminal of Aqaba Port when the old terminal will be out of service, and awaiting the realization of the new Standard Gauge line section of the JNRP to the before mentioned new South Terminal.

Transport: Vessel Traffic Services (VTS) in the Maghreb (Promoter: CETMO)

The project aims to implement a navigational aid system consisting of an extensive network of radar, closed-circuit television, a radio-telephone system and an automatic identification system to track ships. Specifically, installation of VTS systems in the Maghreb region aims to improve **the problems associated with high traffic density**, conflicting and complex navigation patterns, interferences by vessel traffic with other waterborne activities, difficult hydrographical, hydrological and meteorological elements, narrow channels, port configuration. These situations make vessels, waters and the shores of coastal Maghreb countries vulnerable, **by increasing the risk of collisions, because of large flows of vessels with a high percentage of hazardous cargoes**. The VTS systems help improve safety and efficiency, protect the marine environment and adjacent shores from possible side effect and ensure safety of life at sea. A **preliminary study** is needed to determine functional and technological requirements, project duration, costs and benefits of the design, building works, equipment purchase and installation, project management, organization set-up and the lifetime operating costs of VTS system.

Transport: High Performance Trans-Maghreb Railway Corridor (Promoter: CETMO)

✓ **Trans-Maghreb Railway Corridor**

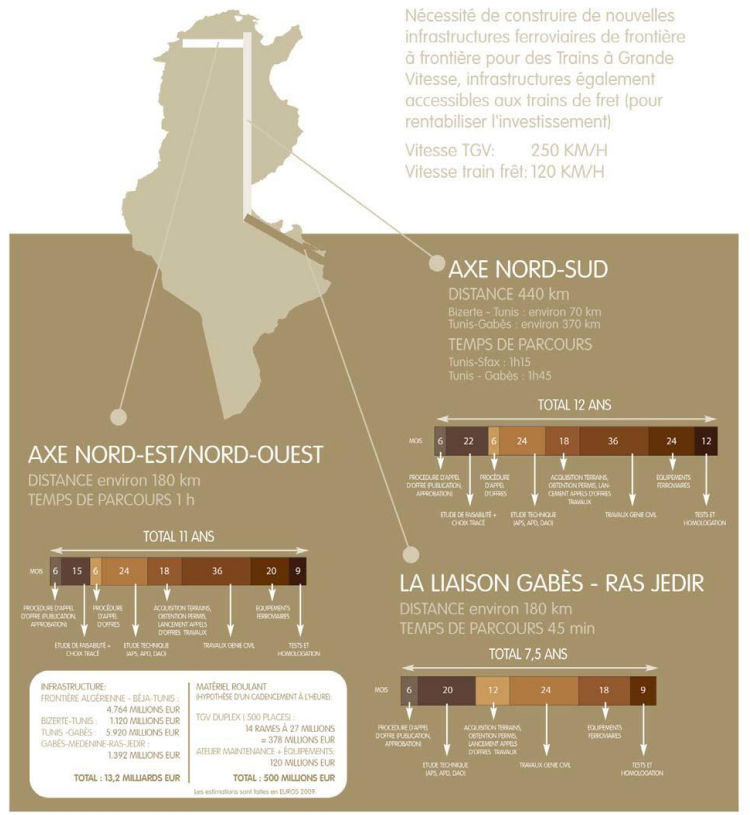
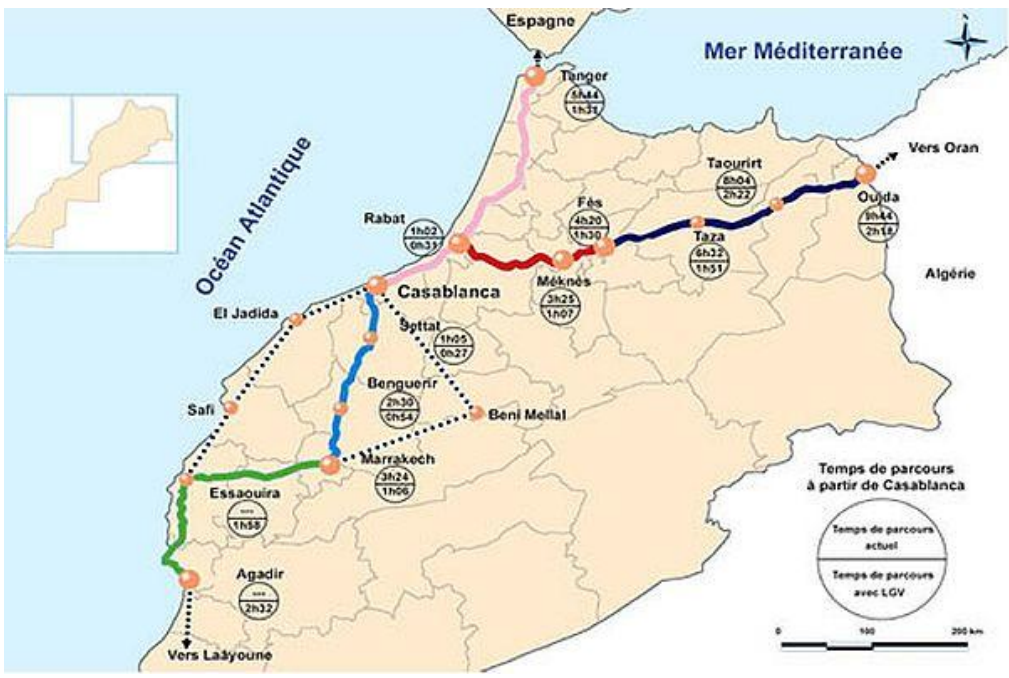


Transport: High Performance Trans-Maghreb Railway Corridor (Promoter: CETMO)

✓ Arab Core Railway Network



Transport: High Performance Trans-Maghreb Railway Corridor (Promoter: CETMO)



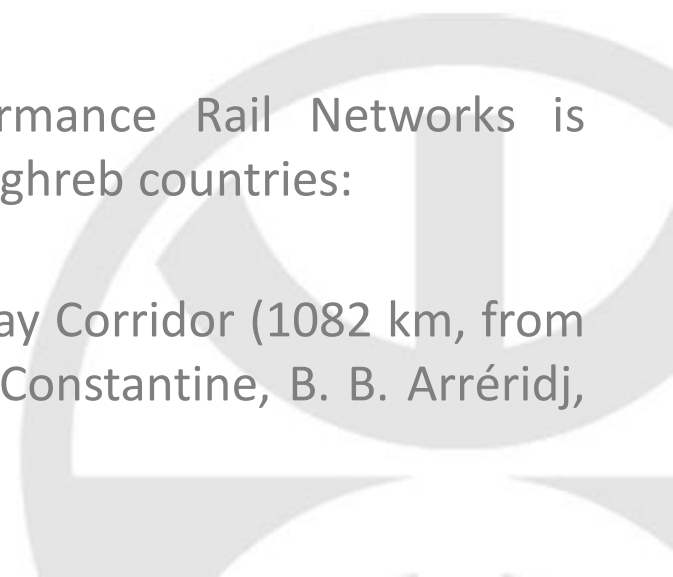
Nécessité de construire de nouvelles infrastructures ferroviaires de frontière à frontière pour des Trains à Grande Vitesse, infrastructures également accessibles aux trains de fret (pour rentabiliser l'investissement)
Vitesse TGV: 250 KM/H
Vitesse train fret: 120 KM/H

Transport: High Performance Trans-Maghreb Railway Corridor (Promoter: CETMO)

The Central Section of the Trans-Maghreb high-performance Rail Corridor has been defined in order to integrate **Algeria, Morocco and Tunisia**. It should provide connections between the major cities of those three countries, between Agadir (Morocco) and Ras Jedir (Tunisia). **The whole Trans-Maghreb Rail Corridor** will include the **Libyan and Mauritanian sections**, as well as the **cross border sections** between all five countries, namely Libya, Tunisia, Algeria, Morocco and Mauritania. It is an infrastructure that must comply with the following minimum technical specifications: two tracks, electrified, standard gauge tracks.

The implementation of the national High-Performance Rail Networks is progressing at different rates in the three central Maghreb countries:

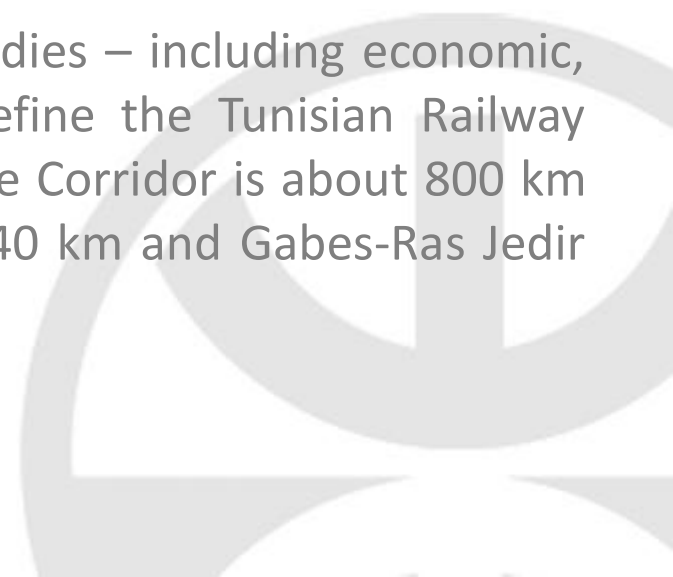
Algeria planned to make the entire portion of Railway Corridor (1082 km, from Eastern border to Western border, through Annaba, Constantine, B. B. Arréridj, Algiers, Chlef, Oran, Tlemcen) in operation **in 2014**.



Transport: High Performance Trans-Maghreb Railway Corridor (Promoter: CETMO)

Morocco intends to make the entire portion of Railway Corridor (1081 km) in operation in 2015. Specifically, the High-Speed section from Tanger to Kenitra (100 km) should be in operation in 2013; the double track from Kenitra to Casablanca (126 km) and from Settat to Marrakech (145 km) should be in operation in 2015. The railway section Casablanca-Settat (75 km) and Kenitra-Fez (178 km) are already in service. After 2025 the double track between Fez and Oujda (325 km) and the section from Oujda to Algerian border (32 km) will be planned to enter in operation.

Tunisia is launching the technical and feasibility studies – including economic, financial and technical feasibility – in order to define the Tunisian Railway Network. The total length of the Tunisian part of the Corridor is about 800 km (Tabarka-Tunis of 180 km, Bizerte-Tunis-Gabes of 440 km and Gabes-Ras Jedir of 180 km).



Transport: High Performance Trans-Maghreb Railway Corridor (Promoter: CETMO)

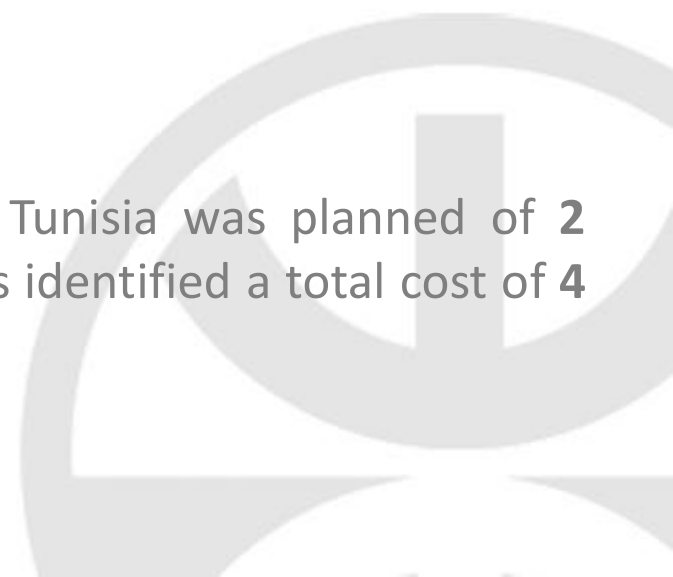
✓ Total Cost and timing

Morocco

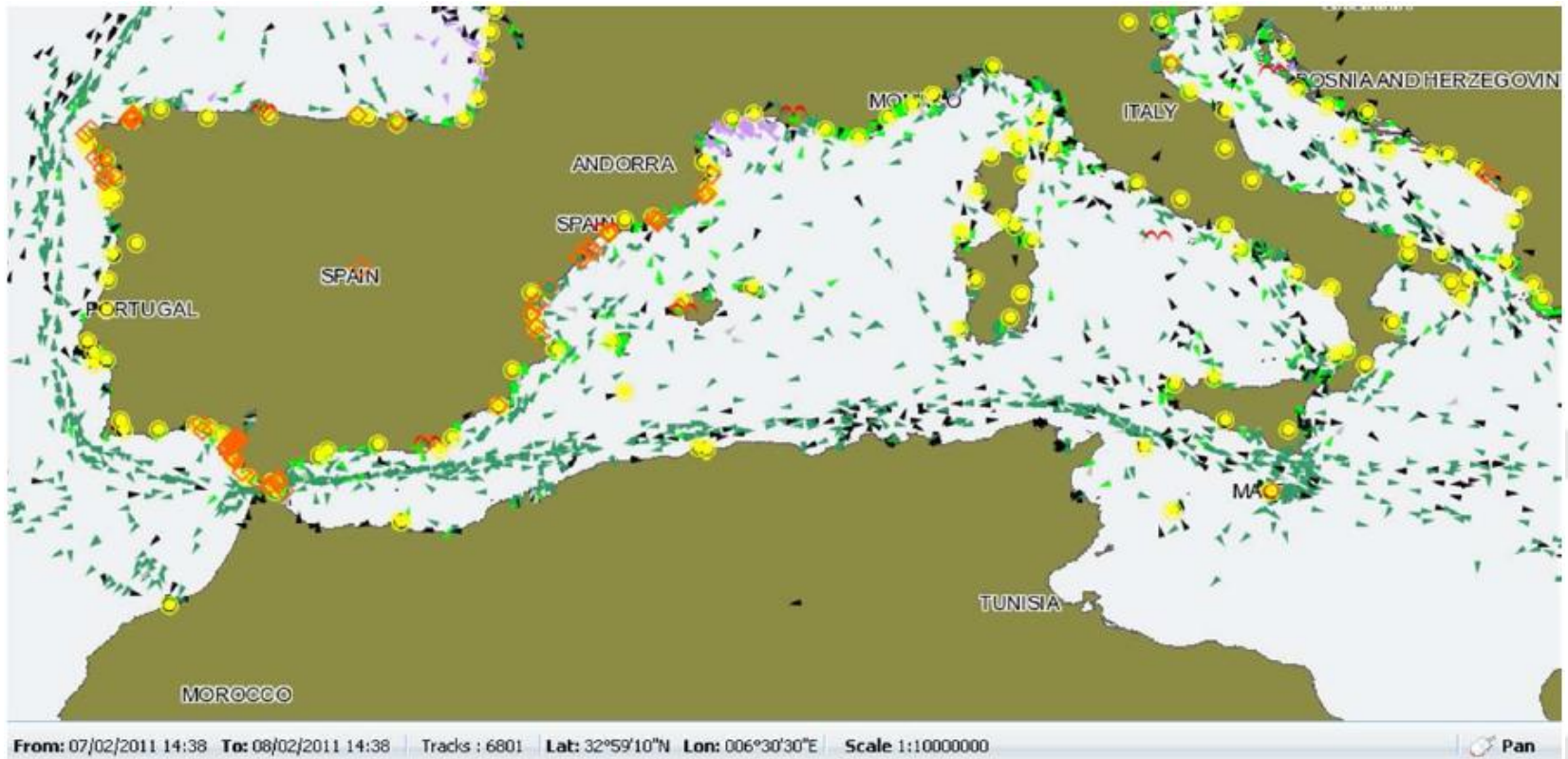
The execution of the section of the line from Oujda and the Algerian border (32 km) and the double track of the Moroccan section from Fez to Oujda (325 km) are planned for completion in **4 years**, and it is estimated that the Moroccan works will have a total cost of **730 million €**.

Tunisia

Duration of studies on the High-Speed line in Tunisia was planned of **2 years**. As far as these studies is concerned, it was identified a total cost of **4 million €**.



Transport: Southern Mediterranean Marine Highway (SMMH)



Transport: Southern Mediterranean Marine Highway (SMMH)

✓ Objective and background (1)

The project aims to create a Marine Highway, i.e. a surveyed and electronically charted corridor extending from the Strait of Gibraltar to Port Said, in order to ensure better operational conditions for the vessels sailing **the most congested areas** of the Southern Mediterranean, and assist in routing them safely away from MPAs and sensitive coastal area.

The TUID has been working on this initiative since **February 2011**, when the World Bank and France presented the idea of installing and operating a pilot Marine Highway from Port Said to the Straits of Gibraltar to guide ships safely and in an environmentally sound manner.

Since **the World Bank cannot provide the financing needs** of this initiative to be put into the form of a concrete project the World Bank and France have approached initially “Global Environment Facility” (GEF) that could provide the financing needs as a grant.

Transport: Southern Mediterranean Marine Highway (SMMH)

✓ Objective and background (2)

The TUDD carried out a series of **activities of study and technical analyses** concerning similar initiatives in progress and, specifically, the project “Western Indian Ocean Marine Highway Project”, and promoted the project idea in several platforms, accordingly with DG MARE and DG DEVCO of EC. The initiative was presented by TUDD in a Workshop organized by DG MARE in Tanger on 22 and 23 February 2012 and in “MEDA MoS II - Motorways of the Sea” Sub-Group Meeting, that was held in Brussels on 27 March 2012.

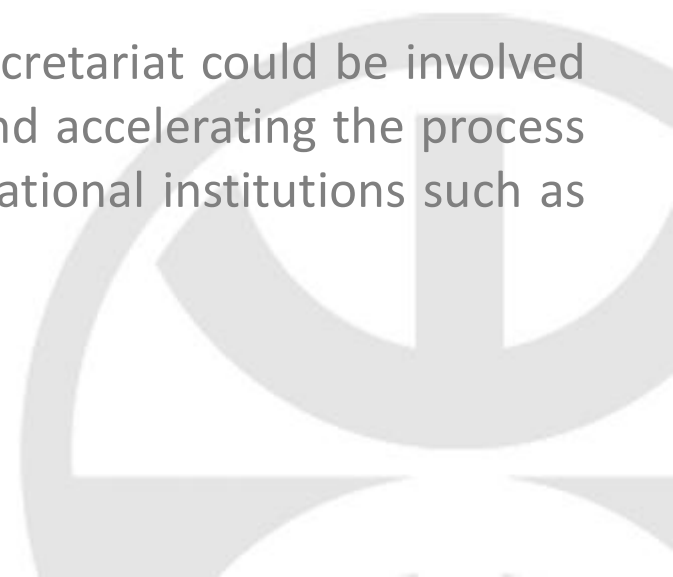


Transport: Southern Mediterranean Marine Highway (SMMH)

✓ State of Play (1)

Currently, the Southern Mediterranean Marine Highway initiative **is lacking the main condition to be labeled as UfM project**, which is the existence of the “Promoter” of the Project. The World Bank and France are currently waiting for the GEF to provide the necessary amount to start the initiative whereas the GEF is waiting for the **endorsement letter from the Egyptian Ministry of Environment** to release the funds to finance the initiative.

If the project is decided to be financed, the UfM Secretariat could be involved in the initiative with **an effective role**, promoting and accelerating the process of the commitment of the countries and the international institutions such as the IMO, the World Bank or the EC.



Transport: Southern Mediterranean Marine Highway (SMMH)

✓ State of Play (2)

It is also essential to develop a “**Feasibility Study**” for the SMMH project and a “**Risk Analysis**” with the aim of complete the **pre-feasibility study**, to define an “**Action Plan**” and the organization of the initiative, to better define costs and timing, to detect and clarify the questions about the legal implications of the use of a Marine Highway in the Mediterranean Sea, i.e. the need of new international agreements or conventions for the new marine corridor. An EC-EIB-IMO draft non-paper promotes a “**Network of Marine Highways**” as one of **three flagship initiatives** concerning the Mediterranean Sea, and it has launched the idea of a single fund, namely the “**Regional Mediterranean Maritime Facility**”, dedicated to the development of the projects related to the Mediterranean region. In this regard, TUDD has suggested that a possible timely implementation of this fund could be the realization of **feasibility studies** needed to finalize the activities, the time and cost of ongoing initiatives, as well as investigate and eliminate any **possible overlapping areas between different projects**.

Transport: Mafraq Regional Hub



Transport: Mafraq Regional Hub

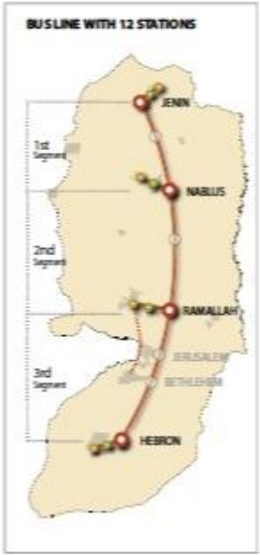
The **King Hussein Bin Talal Development Area** is an industrial and logistics hub with a total area of 21 kilometers squared, located in the city of Mafraq, 60 km northeast of the capital Amman, near the highway connecting Jordan to Syria, Iraq and Saudi Arabia. The Development Area is **strategically positioned** to connect overland routes with access to major regional ports (Haifa, Beirut, Aqaba, Tartous and Latakia). To manage the establishment, planning and development of the site, the Government of Jordan established the **Mafraq Development Corporation (MDC)**, with start-up capital from Jordan's Security Investment Unit.

The new **Development Areas Law** formalizes the role of **MDC** as the **Master developer** of the Area. Following the planned conversion of the King Hussein Airbase into a **mixed-use airport**, the site will be integrated into the airport, transport infrastructure of the region, and the proposed modernization plan will upgrade overland transportation options going into Syria, Iraq and Saudi Arabia. **Finally, the planned Damascus- Amman railway link is expected to pass through Mafraq, and the Master Plan already includes a railway terminal with full transfer facilities and infrastructure.**

Transport: Roads and Transport Infrastructure Development in Palestine

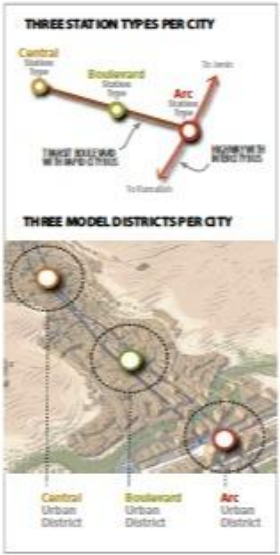
1 Quick Impact Transit Line

The West Bank's First Regional Transit Line



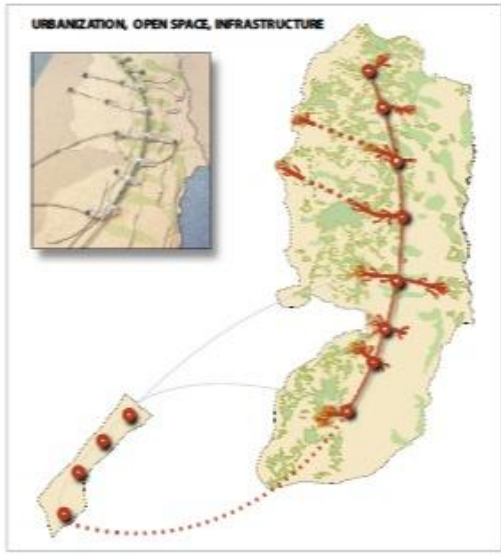
2 Sustainable Investments Urban Districts

Model Urban Districts Around Transit Stations



3 Guiding Vision National Plan

A National Physical Plan for Palestine



Transport: Roads and Transport Infrastructure Development in Palestine

The Palestine Infrastructure Project is an infrastructure development project based on a **dual-corridor system** running in **north-south direction** and connecting with **Gaza Strip**. This corridor would include a railway link and a motorway.

The stations along this dual-corridor system will be connected to the cities, where population growth and economic development would be focused, along **transit boulevards**, served by **rapid transit buses**. The Master Plan has the objective to draw the main corridor and the system of transit boulevards.

The first phase of the project includes the **Master Plan** and the construction of **1-2 “demonstration” corridors**, specifically: lay out of the transit boulevards, road construction, railway construction, purchase of buses. The costs include also the funds to work with local communities to plan and establish transit boulevard routes and the proposed dual-corridor.

Transport: Roads and Transport Infrastructure Development in Palestine

Timing

6-10 months for the Master Plan, and 2-2,5 years for the first phase of the project (1-2 demonstration corridors completed)

Costs

1.500.000 Euro for the Master Plan

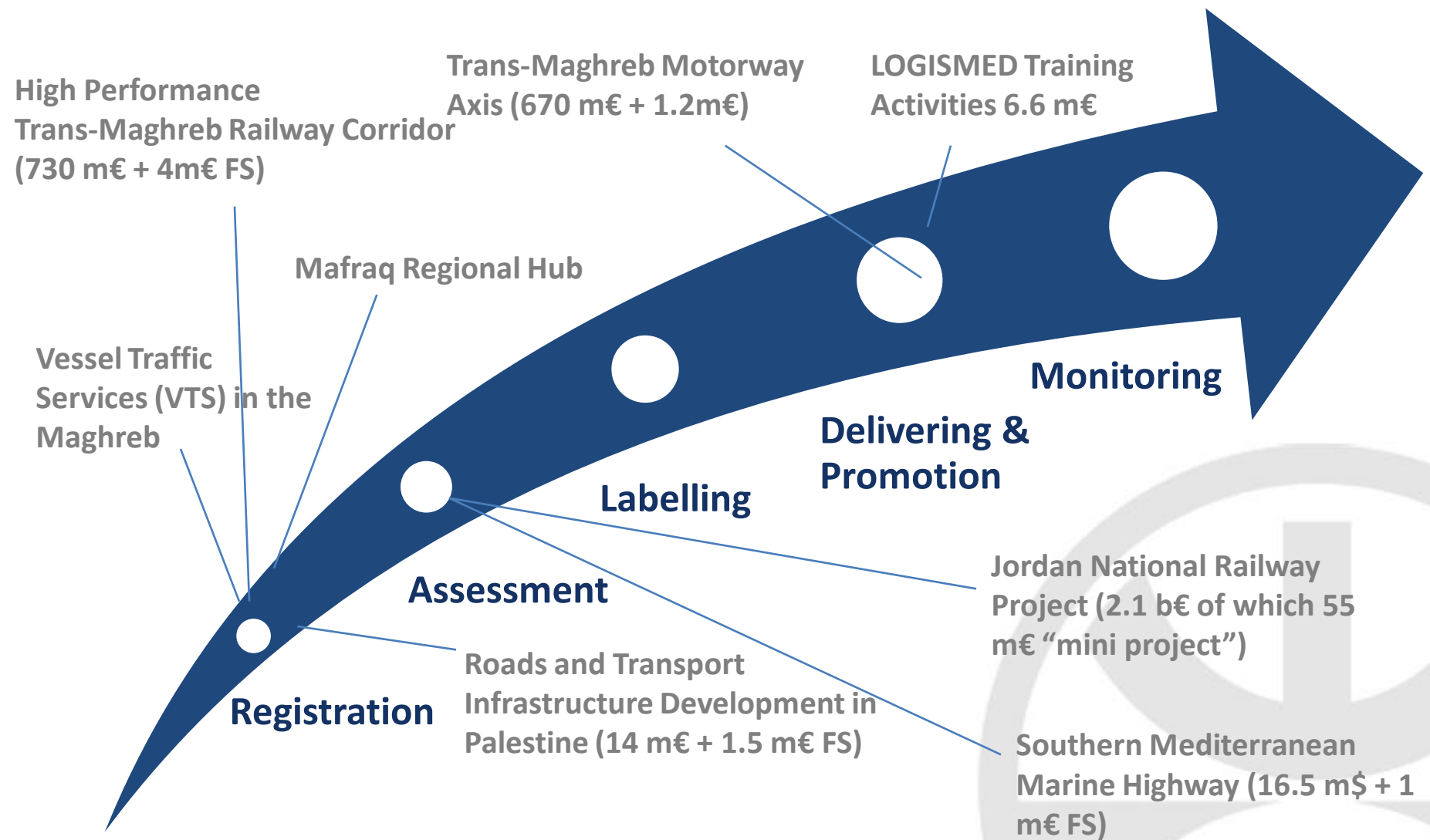
of which:

- 150.000 € for the general part,
- 650.000 € for the specific sector studies and
- 700.000 € of operative and local consultancy costs

12-14 million € for the project realization.



UfM Projects: Transport Projects and Lifecycle



Transport: the Work Programme for 2013

LOGISMEDTA:

The Secretariat will focus on the finalisation of securing the funding of the project, and accelerate its effective launching as well as to follow up its implementation.

Completion of the Central Section of the Trans Maghreb Motorway:

This project will be developed further, specifically with regard to its financing plan. Contacts will continue with the project promoter CETMO and the Ministries of Transport of Morocco and Tunisia in order to develop further the two national infrastructure components.



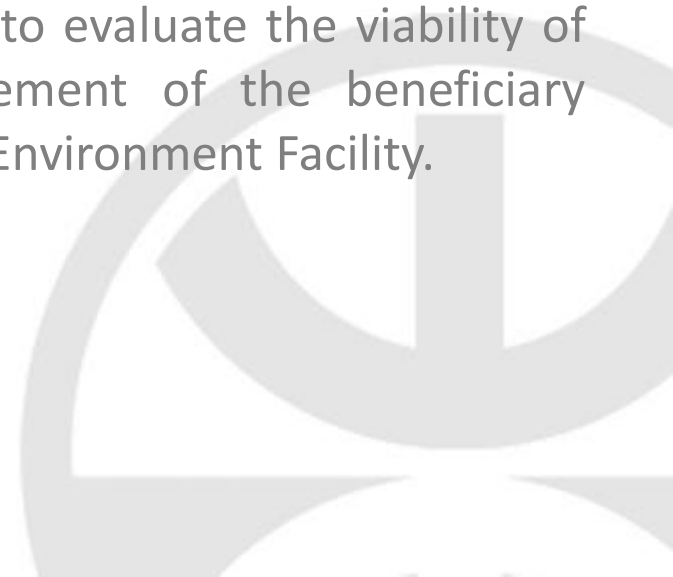
Transport: the Work Programme for 2013

The Jordanian National Railway Project:

The Secretariat is working with the Jordanian Ministry of Transport to prepare a complete project proposal containing a financial plan. Another project proposal presented by the Jordan “regional hub in Mafraq” is closely related with and dependent upon the realization of the National Railway Project.

Southern Mediterranean Marine Highway:

This project has been developed by the World Bank and France. The Secretariat will continue its contacts with relevant institutions to evaluate the viability of this project, which will depend on the endorsement of the beneficiary countries and the financial support from the Global Environment Facility.



Transport: the Work Programme for 2013

Trans-Maghreb Rail corridor:

During the 5+5 Transport Ministers Meeting held in Algiers in March 2012, the Ministers took the decision to present this project to the Secretariat which is working now with the project promoter CETMO to prepare a complete project proposal and a financial plan.

The Vessel Traffic Services (VTS) Systems in the Maghreb:

This project was also presented to the Secretariat by the 5+5 Transport Ministers and discussion had started with the project promoter CETMO to prepare a complete project proposal with a financial plan.



Transport: the Work Programme for 2013

UfM Working Group on Transport:

During 2013, three Working Groups are planned with the aim to spread and share with a panel of international experts the results of internal evaluations of the Transport projects and develop the following specific activities:

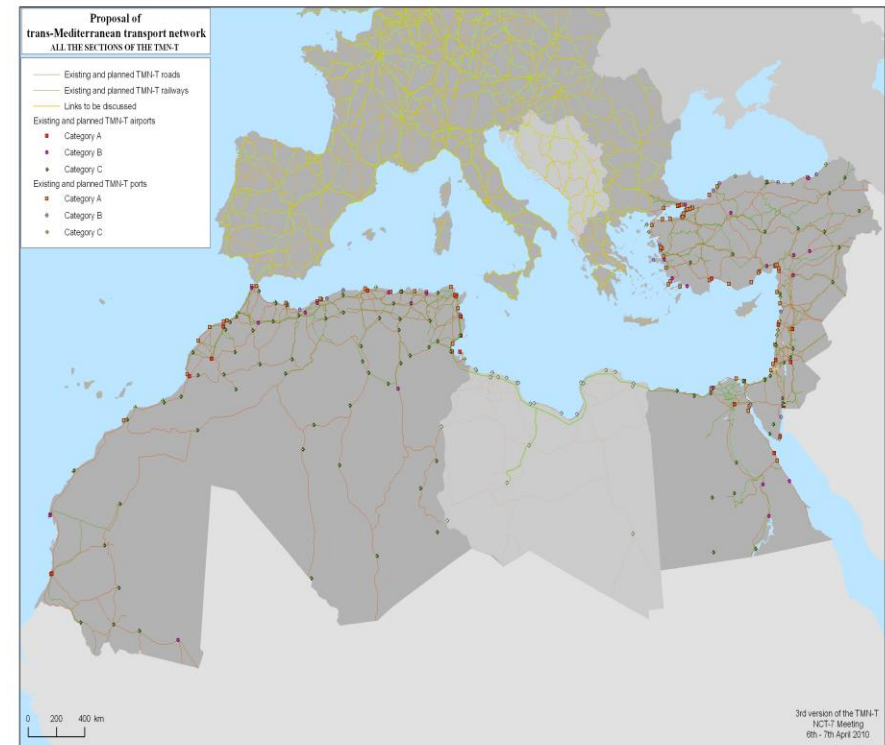
- **Overall framework and strategy** of the Division regarding transport matters;
- Definition and adoption of **specific methodology** for the **evaluation** of transport projects;
- Development of a **model of Trans Mediterranean Network** in the field of Transport for the evaluation of **socio economic regional effects** of the projects.



Transport: the Action 18 of the RTAP 2007-2013 for the Mediterranean

Action 18

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



Transport: the “Core” TMN-T

The adoption of a “Core” Transport Mediterranean Network” will allow to focus the funding towards the projects with higher added value.

Specifically:

- **a detailed analysis of the traffic passenger and freight traffic flows**, in order to define the Core Network components and to see clearly the sections where infrastructure needs upgrading, building or where the bottlenecks need to be removed will be possible;
- **upgrading of the list of 18 priority projects** already identified in the framework of the RTAP 2007-2013 which will be part of the future TMN-T;
- through the technical instruments developed to allow the traffic analysis (data base, GIS and transport model), definition of a **ranking** of the major investments, concerning the sections of the strategic Core network that link strategically important nodes, taking into account **major traffic flows**.

Thank you for your attention

