



Union pour la Méditerranée
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Promoting regional cooperation and dialogue

SUSTAINABLE DEVELOPMENT AND INFRASTRUCTURE: THE TRANS-MEDITERRANEAN TRANSPORT NETWORK

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Sustainable Development & Infrastructures: Transport

FACTS AND FIGURES

Intra-regional trade between the countries of **Central Maghreb** (Morocco, Algeria and Tunisia) accounts for no more than **3%** of their total trade.

Low-level integration of the economies of **Central Maghreb** countries has been estimated to result in a **loss** of **2-3%** of **annual GDP**.

Insufficient logistics causes a loss estimated at **6%** by year in trade volume between the countries.

Mediterranean largely devoted to transit and weakly integrated: SEMC-MED EU flows represent only **7%** of total flows, and those between the SEMC only **1%**.

Intra-Mediterranean sea flows hardly account for **25%** of the global traffic volume.



UfM POLICY FRAMEWORK

- **UfM Ministerial Conference on Transport** (Brussels, 14 November 2013)
- **UfM High-Level Conference on the Financing of the Future Trans-Mediterranean Transport Network (TMN-T)** (Civitavecchia, 10 December 2014)

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UfM STRATEGIC OBJECTIVES

- Identify and develop **synergies** in the region with the aim of creating a “**regional**” vision.
- Contribute to the strategic planning and development of the **Trans-Mediterranean Transport Network (TMN-T)** and its connection with the **Trans-European Transport Network** through the **Motorways of the Sea**: establish a **map** and identify **priority projects** of the TMN-T.
- Deliver **concrete transport projects** and provide technical support to the member countries in the transport field and in the logistics sector.
 - Nurture a permanent network of **key experts, actors and institutions**.



A PLATFORM FOR DIALOGUE

- Permanent technical support to the **Euro-Mediterranean Transport Forum (ETF)** and its Working Groups
- **SNAP-T** Project (EC-EIB)
- Panel of **Transport Experts**
- Permanent **Transport Finance Committee**



REGIONAL PROJECTS

3 projects labelled by 43 UfM countries

Zoom on the project:

Logismed-TA

Zoom on the project:

Trans-Maghreb-Motorway

Other projects and initiatives

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ZOOM ON A PROJECT

LOGISMED-TA

Promoter	European Investment Bank
Objectives	<ul style="list-style-type: none">LOGISMED-TA is the training component of the EIB LOGISMED programme, which aims to create a network of Euro-Mediterranean Logistics Platforms. LOGISMED-TA aims to increase the qualifications and skills of logistics platforms' operators and managers, improve the performance of the logistics sector in the entire Mediterranean region.
Specific Objectives	<ul style="list-style-type: none">Establish one training unit per platform (addressed to 200-400 staff each).Develop national logistics associations and raise awareness among national administrations.Create a "train the trainers" programme (15 staff members per platform).Establish a group of 100-200 managerial staff per platform
Beneficiaries	Logistics staff (e.g. transport regulators, freight forwarders, transport operators, customs and border agencies, etc.) and National administrations
Results	The project will streamline the flow of trade, increase qualified staff, reduce logistics costs, and contribute to the creation of a regional free trade area .
Financing/ Budget	Total cost €6,6million (Deauville Partnership Transition Fund: €3.4 million; European Commission: €3million; Governments of Egypt, Morocco and Tunisia: €0.2 million).

LOCATION

- Southern Mediterranean countries



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ZOOM ON A PROJECT

Completion of the Central Section of the Trans-Maghreb Motorway

Promoter	Technical Secretariat of the Group of Transport Ministers of the Western Mediterranean (GTMO 5+5)
Objectives	<ul style="list-style-type: none">• Connect the Algerian, Moroccan and Tunisian national motorway networks completing two missing links, from Oujda (Morocco) to the Algerian border; and from Bou Salem (Tunisia) to the Algerian border, providing a continuous motorway corridor from Agadir, in Morocco, to Ras Jedir, in Libya.• Define the axis management so as to ensure complete interoperability, high-quality service and provision of the same high standards all along the axis.
Beneficiaries	More than 80 million people from Algeria, Morocco, Tunisia and beyond will benefit from improved transport conditions, as well as from reduced travel times and fewer accidents.
Ongoing actions	Define the financial package for the two motorway missing links and for the Action Plan for managing trade facilitation, infrastructure financing and pricing, road safety and integration of the axis into the global transport system of the region.
Results	The project will improve regional integration and socio-economic development by facilitating trade relations and population mobility.
Financing/ Budget	Total cost €670million (at preliminary design level)



OTHER PROJECTS AND INITIATIVES

Jordan National Railway Project

Promoter Objectives

Jordanian Ministry of Transport

- develop a modern and reliable **freight railway network** (942 km), linking the nation's key cities (i.e. Amman, Mafrq, Zarqa, Ma'an) integrating main logistic centers, the country's gateway port (the Port of Aqaba on the Red Sea) and the largest phosphate mine (Shidiya Mine).
- capture a significant share of **medium to long-haul freight traffic**, easing road traffic on major highways.
- Integrate the Jordan railway system with the Regional Network, by establishing an effective rail connection with neighboring countries, GCC countries and Europe

Beneficiaries

Jordan and neighboring countries, trade at national and regional level, logistics sector.

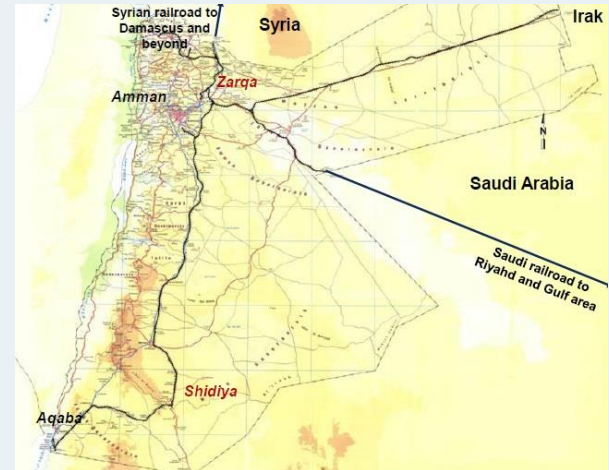
Actions

- **"Project Roadmap" (2013)**
- **"Operation and Interoperability Study" (2014)**
- review of the Financial Analysis, **prioritization** and contacts with **IFIs and PPP investors**.

Results Financing/ Budget

Consolidation of the **country's role in the region**.

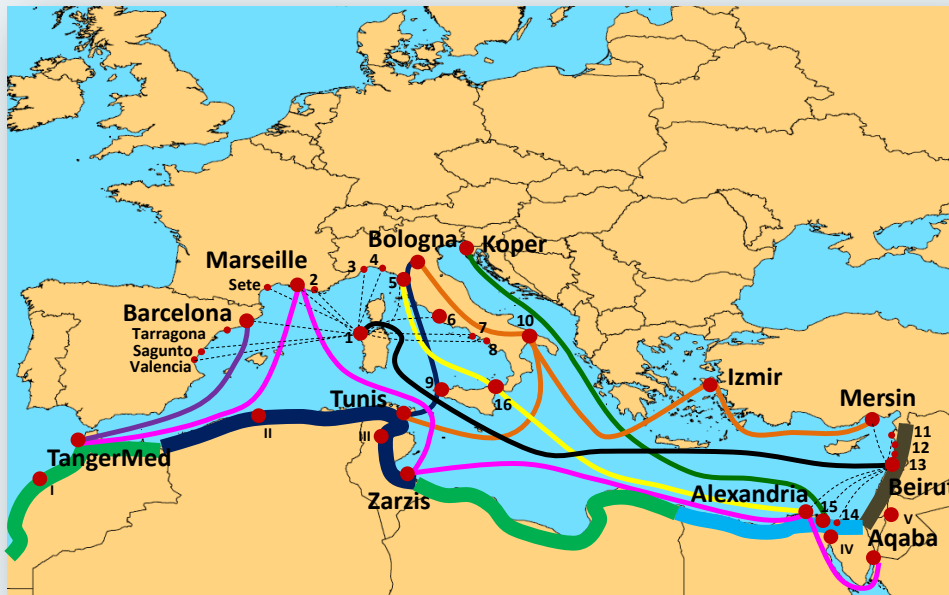
Total cost €2 billion. Approximately €336 million financed by the Government of Jordan for the acquisition of the land for the construction. Approximately €57.7 million financed by Saudi Arabia.



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OTHER PROJECTS AND INITIATIVES

“UfM Motorways of the Sea” Initiative



PORTS

- | | |
|-----------------|-----------------|
| 1 Porto Torres | 9 Palermo |
| 2 Toulon | 10 Puglia ports |
| 3 Savona | 11 Latakia |
| 4 Genoa | 12 Tartous |
| 5 Livorno | 13 Tripoli |
| 6 Civitavecchia | 14 Port Said |
| 7 Naples | 15 Damietta |
| 8 Salerno | 16 Catania |

LOGISMED LOGISTIC PLATFORMS

- | |
|-----------------|
| I Zenata |
| II Algiers |
| III Djebel Oust |
| IV Cairo |
| V Madounah |

MULTIMODAL LAND CORRIDORS

- Transmaghreb Central Corridor
- Extension of the Transmaghreb Central Corridor
- Multimodal linkg Maghreb Mashreq
- North-South Mashreq Multimodal Corridor

The **UfM Motorways of the Sea Initiative** aims at increasing the intermodal connectivity of the Mediterranean region by developing a **network of logistics chains**, based on the utilization of maritime **Ro-Ro services** which connect the main ports of both Northern and Southern shores of the Mediterranean.

The creation of this network will enable to develop an **Inter-Mediterranean** maritime model, in which these multimodal logistics chains, including the maritime section, will play an important role to articulate the relations between the different ports and countries.

Projects already presented to the UfMS

- Mersin-Izmir-Puglia Ports-Tunis
- Livorno-Palermo-Tunis
- Livorno-Alexandria
- OPTIMED (Porto Torres-Beirut)

Projects in preparation

- Barcelona-Tanger Med
- Aqaba-Alexandria-Zarzis-Marseille-Tanger Med
- Damietta-Koper

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MARKET ECONOMICS PERSPECTIVES

- There are many reasons accounting for the relevance regained by the Mediterranean basin within the international context, as a result of globalization and of the way global trading is conducted, mainly through **maritime transport**.
- Projects aimed at improving **ports and logistics** in the countries characterized by flows of goods which transit through the Mediterranean Sea are increasing.
 - the **New Suez Canal expansion**, which increases the daily capacity of the Canal **from 47 up to 97 vessels** and solves the issues related to the ships long waiting times at the entrance of the Canal and at the by-pass points, could foster the development of new regular routes between the Mediterranean ports and the **Red Sea ports**, offering new **container and Ro-Ro** services with the possibility to add 1 or 2 stops as a consequence of the speeding up of the route.
- the leading role taken by the whole **area of the Gulf** in the international economic scenario, in terms of infrastructure and enterprises, (Free Zones and facilitations for the companies that decide to set up a business there), encourages trade networking and business relationship with both **the Middle and Far East, and the Mediterranean**.



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