



WP5

UN ECE Working Party on Transport Trends and Economics

Geneva, 5–7 September 2016

Transport in the Mediterranean region

CETMO

Centre for Transportation Studies for the Western Mediterranean



CETMO

Organization created in 1985 as the result of an agreement between Western Mediterranean countries (Algeria, France, Italy, Morocco, Portugal, Spain, Tunisia, Mauritania, Libya and Malta).

Mission

To develop regional cooperation at the institutional and technical levels with the aim of facilitating international transport conditions in the Mediterranean.

Specific Objectives

To study transport flows, infrastructure and legislation, and to develop initiatives that facilitate transport.

To study and provide information about the logistics and technological trends that influence the strategic position and competitiveness of the transport sector in Western Mediterranean countries.

CETMO as Technical Secretariat of GTMO 5+5

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Since 1997, CETMO acts as Technical Secretariat of the Group of Transport Ministers of Western Mediterranean (GTMO 5+5). Since its creation in 1995, the GTMO has, among other objectives, the promotion of cooperation on transport issues in Western Mediterranean and the contribution to the Euro-Mediterranean partnership.

Among the priority areas of cooperation of GTMO 5+5 (Protocol for cooperation in transport, Tunis 2007) are:

- The **definition and development of a multimodal transport network in Western Mediterranean**, with special emphasis on links with Trans-European networks.
- **Search for advantageous infrastructure-financing modes.**
- **Exchange and transport facilitation**, special emphasis on the transport chain.
- The implication in the Euromediterranean Partnership/Barcelona process.
- Upgrading transport-related companies.
- **Enhancing a database and methods allowing for regular identification of priorities** in the Western Mediterranean, on the base of the works already carried out by CETMO.
- Development of research on transport in the region, through the promotion of the participation of the countries of the Magreb in the European programs.
- The reinforcement of safety and security of transport in the region.

The whole planning and implementation exercise: The GTMO 5+5 Multimodal Transport Network

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The GTMO 5+5 Multimodal Transport Network

The objective of the GTMO 5+5 Multimodal Network is to provide a conceptual basis for the planning and the reflection on the infrastructure development of member countries.

The Network includes :

- Roads network,
- Railways network for passenger traffic,
- Railways network for freight traffic and ports, airports and rail-road terminals network.

In order to achieve a strategic network of interest a two layers hierarchy was established :

- The core network
- The comprehensive network

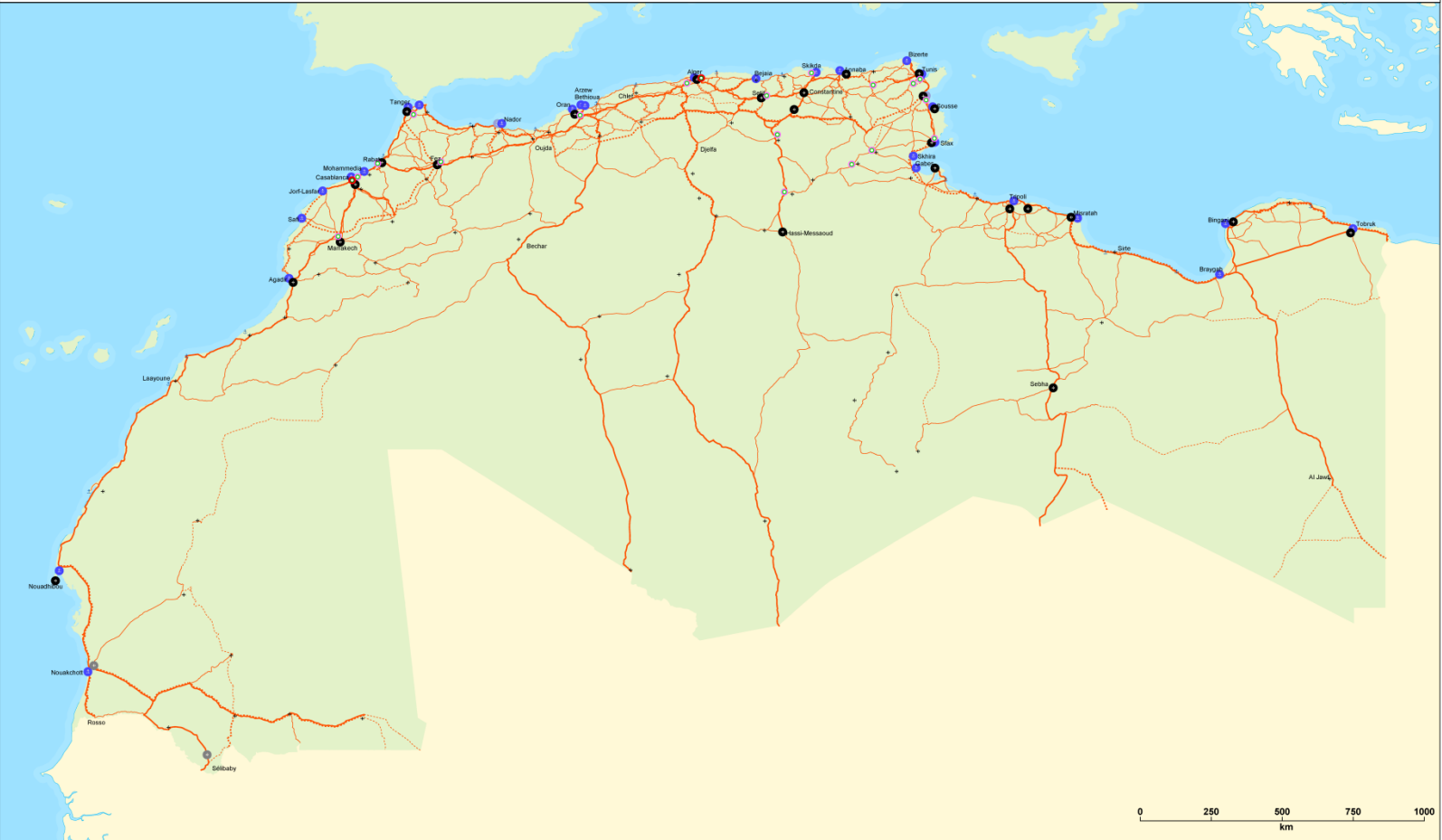
In the five European countries in the GTMO 5+5, the Network is equivalent to the Trans-European Transport Network (TEN-T).

Therefore, in order to maintain the **internal coherence** of the GTMO 5+5 Multimodal Network, the process of revising and updating this network in the Maghreb countries has been carried out considering the methodology defined in the European Union guidelines for the development of the TEN-T.

The application of this **methodology** in the Maghreb results also in a corridor extending along the coastal line, from Mauritania to Libya. It is the **Trans-Maghreb Corridor**, a motorway and railway corridor with a multimodal vocation.

GTMO 5+5 MULTIMODAL NETWORK OF TRANSPORT INFRASTRUCTURES IN THE WESTERN MEDITERRANEAN
 Comprehensive and Core Network: Roads, ports, airports and rail-rod terminals in the Maghreb countries

Provisional version
 July 2016

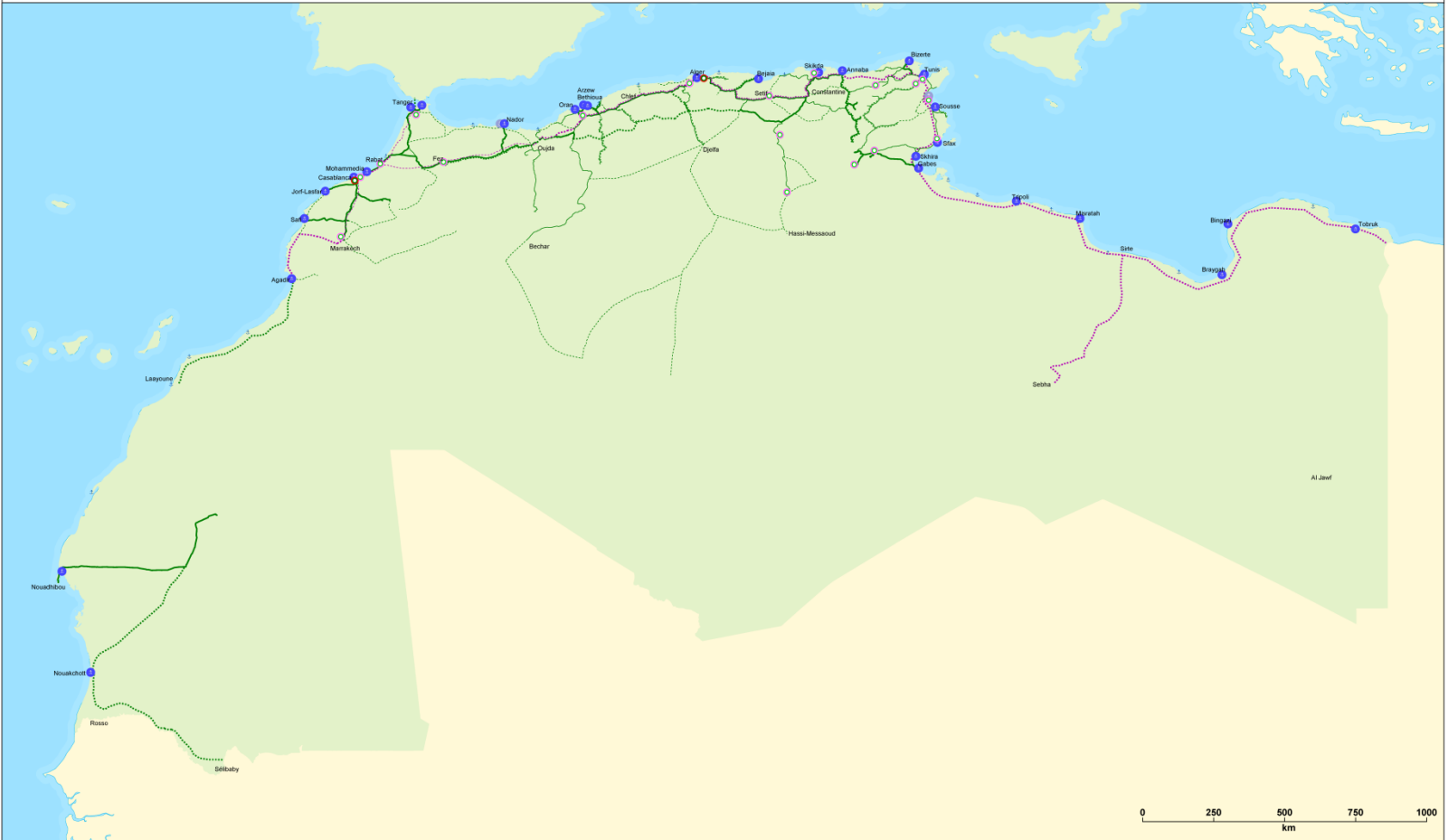


Compreh.	Core	Compreh.	Core	Compreh.	Core	Core
Road / completed	Road / to be upgraded	Ports	Ports / planned	+	Airports / planned	Rail-Road terminal
	Road / planned					
						Rail-Road terminal / planned



GTMO 5+5 MULTIMODAL NETWORK OF TRANSPORT INFRASTRUCTURES IN THE WESTERN MEDITERRANEAN
 Comprehensive Network: Railways and ports in the Maghreb countries
 Core Network: Railways (freight), ports and rail-road terminals in the Maghreb countries

Provisional version
 July 2016



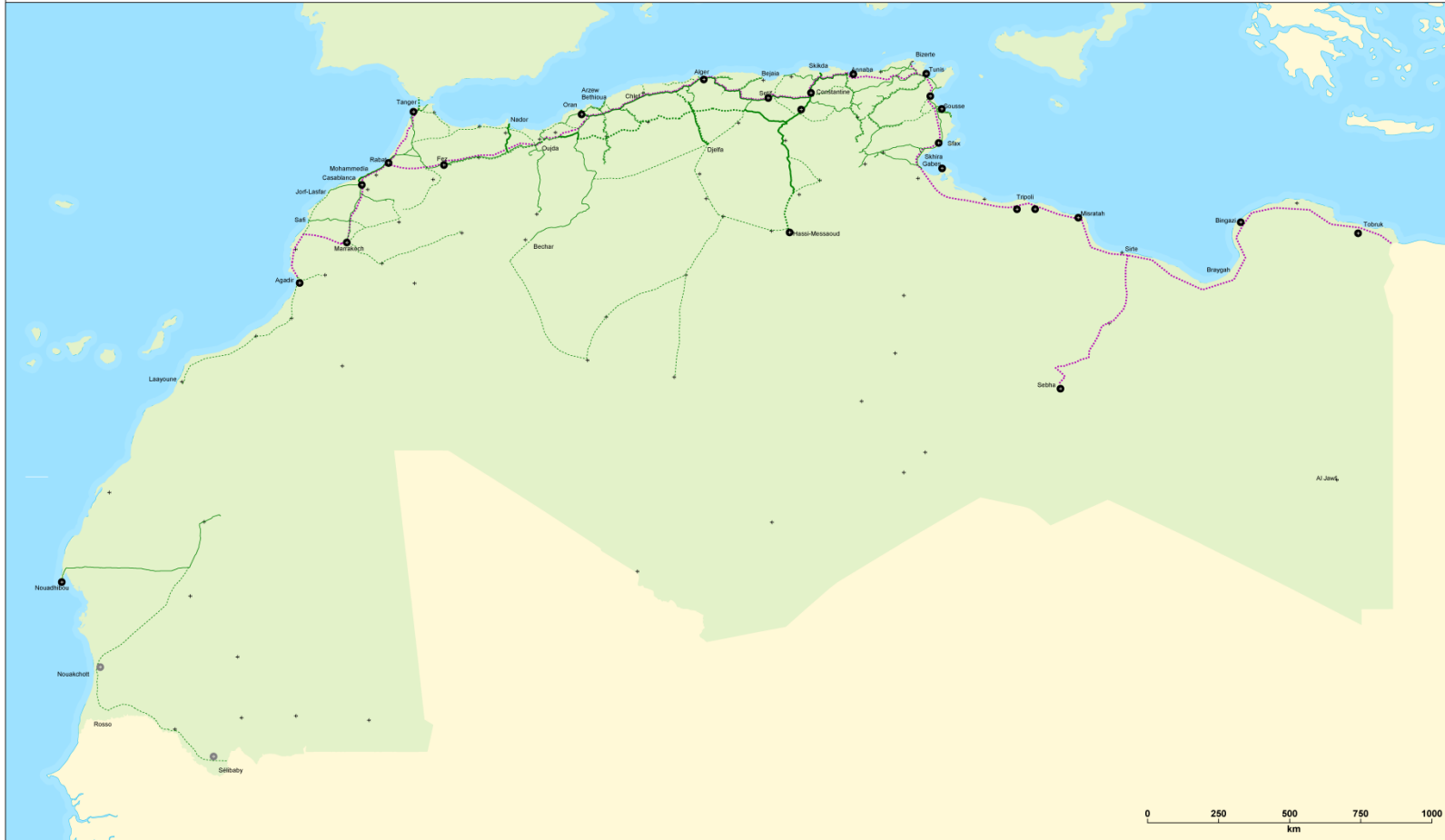
Compreh.		Core		Compreh.		Core		Compreh.		Core	
	Conventional rail / Completed		Conventional rail / To be upgraded		High speed rail / Completed		High speed rail / To be upgraded		Ports		Ports / planned
	Conventional rail / Planned		High speed rail / Planned		Rail-Road terminal		Rail-Road terminal / planned				



GTMO 5+5 MULTIMODAL NETWORK OF TRANSPORT INFRASTRUCTURES IN THE WESTERN MEDITERRANEAN

Comprehensive Network: Railways and ports in the Maghreb countries
Core Network: Railways (passengers) and airports in the Maghreb countries

Provisional version
 July 2016



Compreh.		Core		Compreh.		Core		Compreh.		Core	
	Conventional rail / Completed		Conventional rail / To be upgraded		High speed rail / Completed		High speed rail / To be upgraded		+		Airports
	Conventional rail / Planned		High speed rail / Planned		⊙	Airports / planned					





GTMO 5+5 MULTIMODAL NETWORK OF TRANSPORT INFRASTRUCTURES IN THE WESTERN MEDITERRANEAN

Provisional version
July 2016

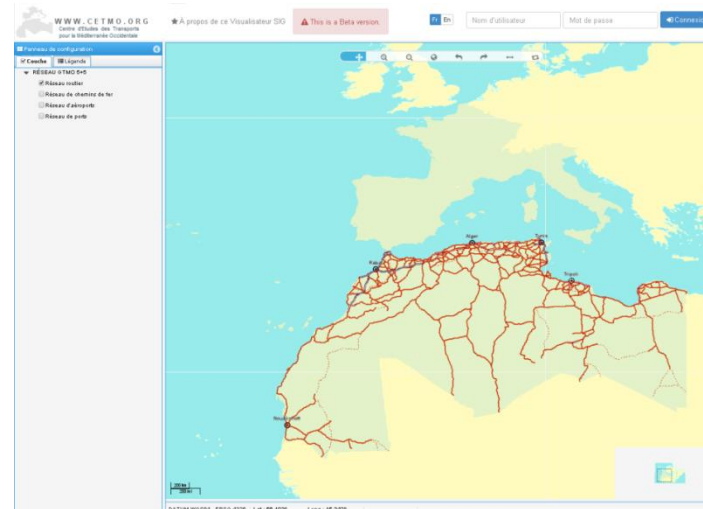
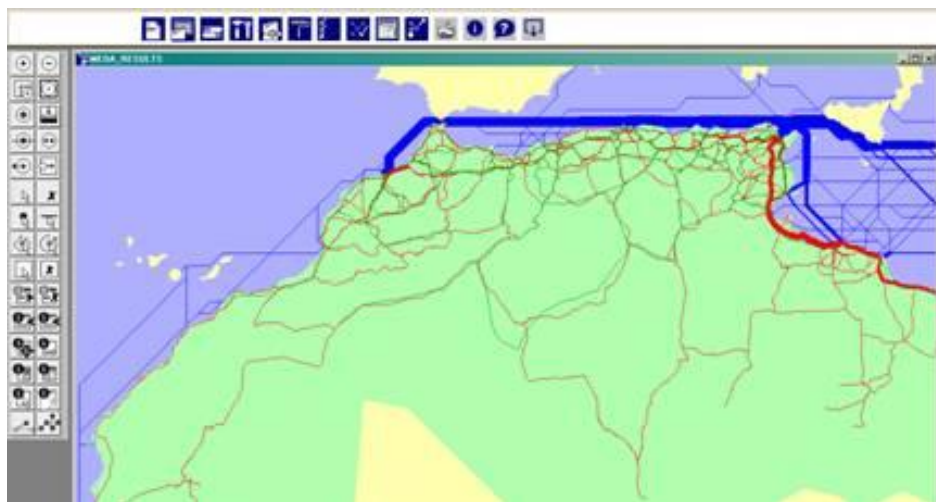
Layouts of multimodal corridors of the core network in GTMO 5+5 countries



Analytical Tools of the GTMO 5+5 Multimodal Network

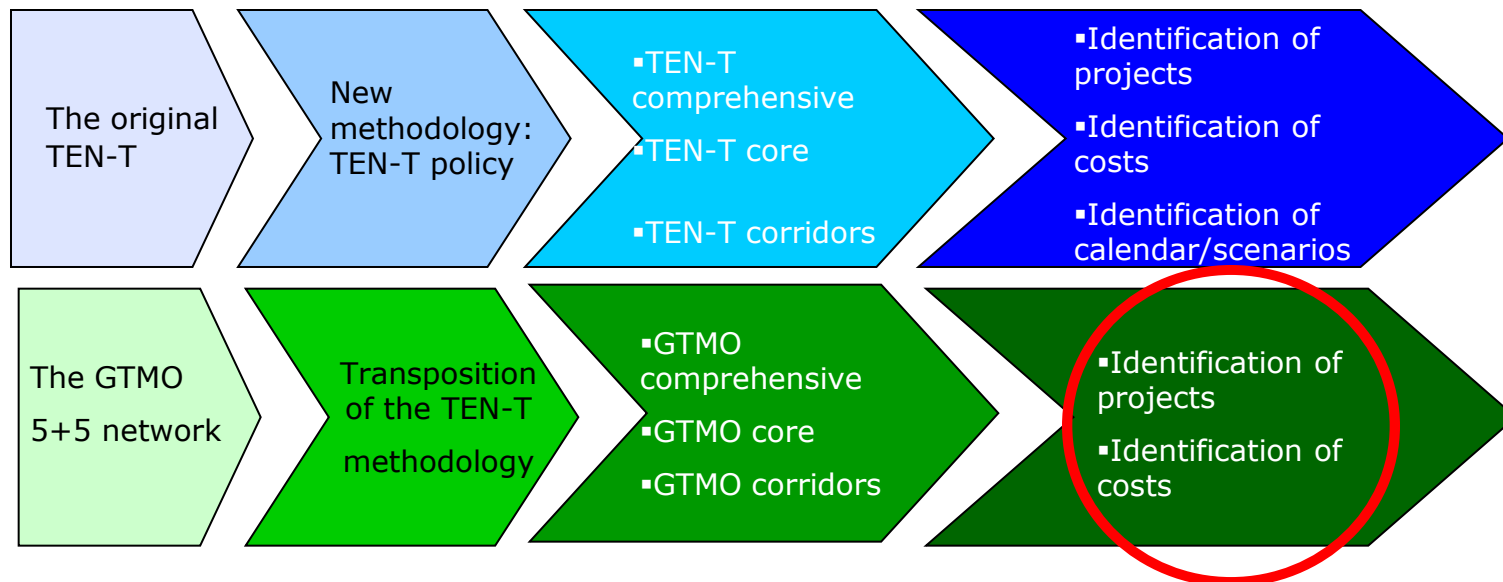
The planning work of the GTMO 5+5 is complemented with the development and updating of some analytical tools:

- **CETMO databases:** Socioeconomic aspects (CETMO-ASE), infrastructure (CETMO-INFRA), projects (CETMO-PROJETS) and flows (CETMO-FLUX).
- **Transport Flow Forecasting Model.** It is currently at a new stage of development led by the Secretariat of the Union for the Mediterranean (UfMS). Thanks to the MoU signed between CETMO and the UfMS, CETMO is contributing to the model's implementation.
- **WEB-GIS Viewer.** a tool that enables online viewing and consultation of part of the information stored on the CETMO-INFRA database.



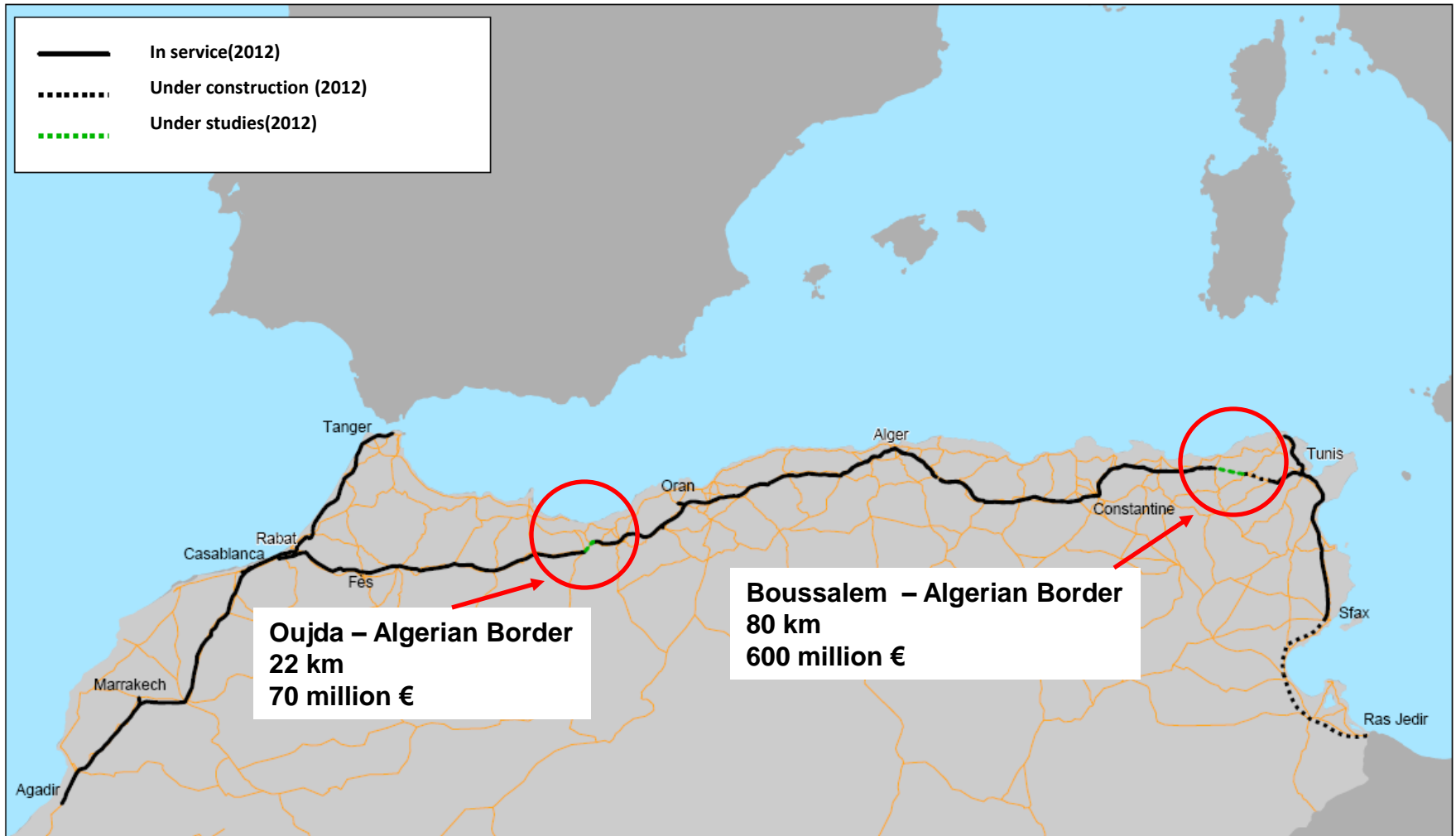
Support to the implementation of the GTMO 5+5 Multimodal Network

As explained before, the process of revising and updating the GTMO 5+5 Multimodal Network was based in the methodology for the development of the TEN-T.



Work currently focusing on the identification of **key regional projects** pending construction and their costs. These projects are components of the core GTMO 5+5 Multimodal Network and are those proposing (i) to improve **links between the countries** of the region to increase relations within the region and with **neighbouring regions** to boost its international presence, and (ii) to enhance **multimodality** to achieve a more efficient transport network.

Example of a priority project: Trans-Maghreb Motorway



Action plan of horizontal measures for the GTMO 5+5 Trans-Maghreb Corridor

The identification of the corridor was just the first step towards a regional configuration of infrastructures.

Some coordination measures at regional level are necessary, so plans to develop them were prepared.

This is done through action plans of **horizontal measures** for motorway and railway axis which have the objectives of promoting the coordination activities of management of the infrastructure at regional level.

- The *Action plan of horizontal measures for integration and coordination of management of the trans-Maghreb motorway axis* was adopted during the GTMO 5+5 Ministerial Conference in Lisbon (october 2014).

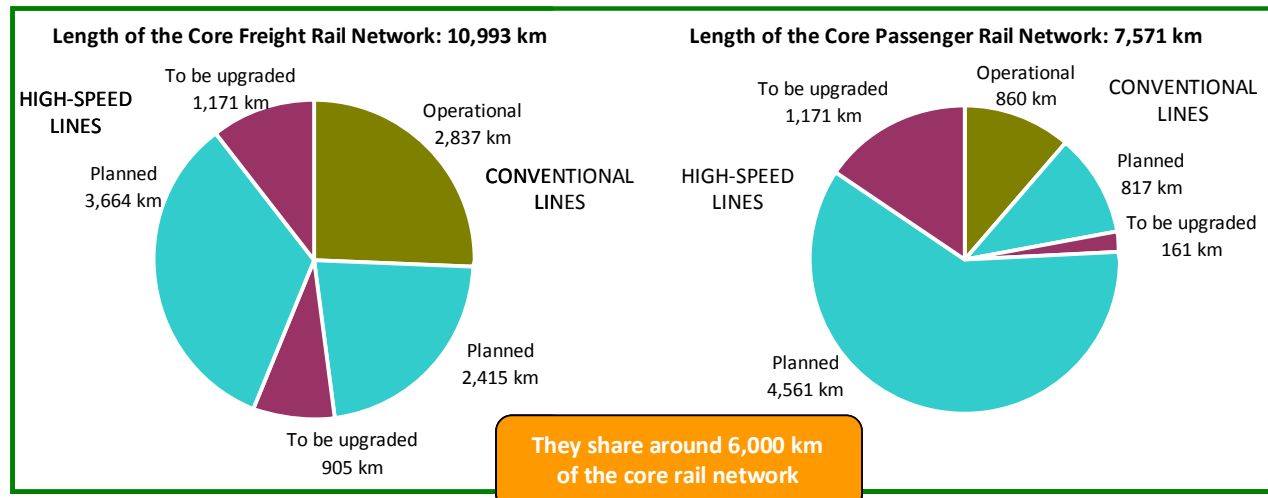
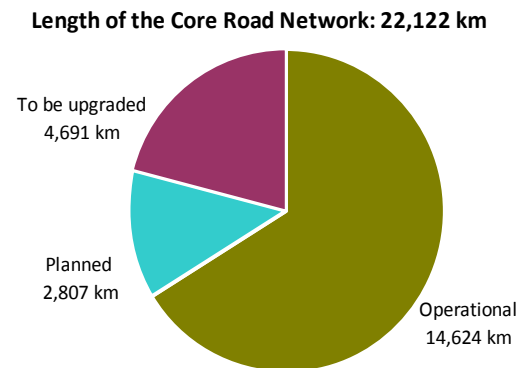
The actions are presented in **five sections**: Trade Facilitation, Financing and Pricing, Multimodality, Road Safety and Cross-cutting Actions

- The *Action plan of horizontal measures for trans-Maghreb railway axis* is under development.

Example of study: Cost of Completing the GTMO 5+5 Core Network

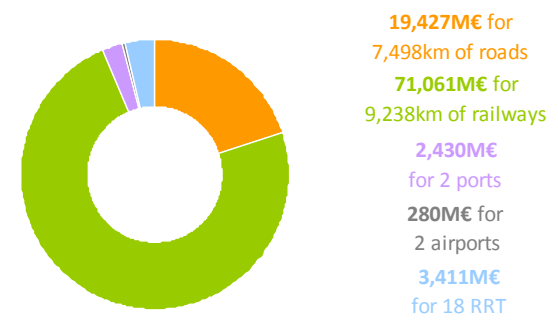
The state of the GTMO 5+5 core network distinguishes between linear infrastructures (roads and railways) and nodal infrastructures (ports, airports and rail-road terminals).

Linear infrastructures:



Nodal infrastructures: 27 core ports (25 in service and 2, planned); 27 core airports (25, in service and 2, planned) 20 RRT (2, in service and 18, planned).

The estimated cost of completing the whole GTMO core network is 96.6 billion Euros



Conclusions

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- CETMO should be seen as a **think tank** in the Western Mediterranean focus on transport networks.
- Projects and initiatives in which CETMO has participated over the years define it as a **cooperation facilitator**.
- Its role of GTMO 5+5 Technical Secretariat serve **to support dialogue** across countries in the Western Mediterranean
- CETMO is a **reference for the transport cooperation** thanks to its agreed, common and realistic work programme and the ministerial support.
- Its cooperation with various stakeholders allows CETMO to **sum synergies** between different frameworks.
- CETMO promotes **innovative initiatives** related to country needs.



Thank you for your kind attention

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