The state of Transports in the Euro-Mediterranean Region
TMN-T latest developments

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Centre for Transportation Studies for the Western Mediterranean
TMN-T latest developments

Euro-Mediterranean Cooperation in Transport

The Regional Transport Action Plan (RTAP) is a road map that provides guidelines for multilateral cooperation in transport in the Mediterranean region in the 2007-2013 period within the framework of the Euromed Transport Forum.

The actions of the RTAP can be classified as:

- Horizontal actions or regulatory reforms, and
- Infrastructure actions.

RTAP actions related to infrastructure include:

- The identification and detailed analysis of priority projects on the main transport axes connecting Mediterranean countries with each other and/or those of the European Union, foreseen investment decisions at multilateral level.
- The definition of the infrastructure network in the Euro-Mediterranean region (TMN-T).
- The identification of financing options for infrastructure projects and the coordination of funds.
- The creation of a group of experts for the description of the transport system (Action 18 of the RTAP).
Extension of Major Trans-European Axes into Neighbouring Countries

- COM(2007) 32 final of 31 January 2007 (resulting from the recommendations of the High Level Group presided over by Ms. Loyola de Palacio):
  - Policy on the extension of the TEN-T: it outlines an ambitious policy to create an effective transport market for the European Union and its neighbours, and to disseminate the principles of the internal market.
  - The communication identifies the five most important transport axes in terms of international trade between the European Union and neighbouring countries and beyond.
  - It also proposes a series of measures to reduce travel times on these axes, including:
    - improved infrastructure,
    - the simplification of customs procedures and the reduction of administrative obstacles (horizontal aspects).
Network Approach to Infrastructure Planning in the Mediterranean

References for the TMN-T exercise:

- Definition and evaluation of the main Turkish network (Final TINA Report on Turkey, 2007)*.
- Agreements on international railways and on international roads in the Arab Mashreq (ESCWA agreements approved in 2003 and 2001, respectively).
- Definition and evaluation of the strategic transport infrastructure network in the Western Mediterranean (final DESTIN Report, 2004)*.

(*) The guidelines defined by DEC1962/96 provided the framework for the TINA and DESTIN exercises.

The reference network to which the methodology has been applied is:

- For Western Med countries: the multimodal network of the GTMO 5+5 (2008).
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Reference network: GTMO 5+5 and Infrastructure Project
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Reference exercises: DESTIN – ESCWA – TINA Turkey
Common regional methodology for the definition of the TMN-T

The criteria used for the methodology are in line with EU policies on the development of the Euro-Mediterranean transport network (TEN-T). The main principles are:

- Long-distance international flows.
- Regional and territorial accessibility.
- Intermodal connections.
- Network continuity.
- Network density and structure.
First implementation of the common regional methodology
Implementation result and differentiation between existing and planned network

TMN-T – Version 4 – June 2010
Implementation result and differentiation between existing and planned network
TMN-T latest developments

Implementation result and differentiation between existing and planned network
TMN-T – Version 4 – June 2010 – Western Mediterranean
**Technical Work Involved in the TMN-T description**

Action 18 of the RTAP provides the framework for:

- The creation of a database describing the Mediterranean transport system, especially the TMN-T.
- TMN-T support from a GIS compatible with GISCO of the EC.
- The definition of forecasting models of commercial exchanges and passenger movements to describe current and future demand on infrastructure.
- The creation of a group of experts to manage and check all this technical work.

The TMN-T is accompanied by a series of technical tools and methodologies for its description that will allow the definition of a possible TMN-T core network, in accordance with the future TEN-T policy, once the criteria and the methodology have been defined.
**TMN-T latest developments**

**Action 18 works**

**MAROC**
- 8,100 Km RTM-T routes
- 2,000 Km RTM-T fer
- 13 ports commerciaux
  - ~67 MT (2008)
- 25 aéroports
  - ~11 M passagers (2008)

**ALGÉRIE**
- 14,200 Km RTM-T routes
- 4,200 Km RTM-T fer
- 8 ports commerciaux
  - ~24 MT (2007)
- 33 aéroports
  - ~7 M passagers (2006)

**TUNISIE**
- 2,200 Km RTM-T routes
- 1,800 Km RTM-T fer
- 8 ports commerciaux
  - ~74 M passagers (2008)
- 7 aéroports
  - ~11 M passagers (2008)

**TURKEY**
- 12,000 Km TMN-T roads
- 8,000 Km TMN-T railways
- 45 commercial ports
  - ~158 MT (2005)
- 20 airports
  - ~74 M passagers (2008)

**LEBANON**
- 531 Km TMN-T roads
- 5 commercial ports
  - ~6 MT (2007)
- 1 airport
  - ~3 M passengers (2007)

**SYRIA**
- 3,200 Km TMN-T roads
- 1,700 Km TMN-T railways
- 3 commercial ports
  - ~21 MT (2006)
- 5 airports
  - ~4 M passengers (2008)

**ISRAEL**
- 900 Km TMN-T roads
- 500 Km TMN-T railways
- 3 commercial ports
  - ~127 MT (2006)
- 4 airports
  - ~11 M passengers (2008)

**JORDAN**
- 1,400 Km TMN-T roads
- 505 Km TMN-T railways
- 1 commercial port
  - ~17 MT (2008)
- 4 airports
  - ~5 M passengers (2008)

**PALESTINIAN AUTHORITY**
- 170 Km TMN-T roads

**EGYPT**
- 5,100 Km TMN-T roads
- 4,400 Km TMN-T railways
- 11 commercial ports
  - ~116 MT (2008)
- 20 airports
  - ~35 M passengers (2008)
Action 18 works

* 2006 data

Source: Self elaboration from several external trade data sources
Regional Added Value of the TMN-T

- To contribute to South-South and South-North technical and institutional integration.
- To provide a unified regional methodology.
- To be in line with the policy for connecting the TEN-T with neighbouring countries (Naples Conference, 2009).
- To be prepared from a technical standpoint to adopt and to put into practice a methodology to define a core network based on the criteria of the TEN-T policy.
- To be used as a framework for Euro-Mediterranean transport policy at bilateral and multilateral levels (UfM).
Thank you for your attention

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