Use of ATP in North Africa and the Middle East

Note by the secretariat

1. The European Union has launched the EuroMed Regional Transport Project “Road, Rail and Urban Transport” aimed at supporting the implementation of the Trans Mediterranean Transport Network by developing appropriate regulatory framework and operational conditions to facilitate cross-border transport, to enhance land transport safety and to promote sustainable and efficient urban transport.

3. The project covers Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine and Tunisia. It aims to achieve its objectives, inter alia, by promoting accession to UNECE legal instruments in the field of transport and has identified 13 instruments which are particularly important in this respect. One of these is the ATP and workshops to promote accession to the ATP or better implementation of ATP have been held Algeria, Jordan and Morocco. A workshop will be held in Tunisia next year. The secretariat has participated in these workshops.

4. Tunisia, which acceded to ATP in 2007, has stated that it currently does not use ATP because the majority of its international transport is excluded from ATP by the 150 km rule relating to sea crossings. This is also the case with Algeria which intends to adhere to ATP. The current rule on sea crossings is less problematic for Jordan and Morocco (which acceded to ATP in 1981). Transport across the Straits of Gibraltar is covered by ATP because it is below the 150 km threshold.

5. In addition, an important percentage of the exports of Algeria, Jordan, Morocco and Tunisia are comprised of fruit and vegetables and the exclusion from ATP of fresh fruit and vegetables unless processed is a serious obstacle to the use of ATP by the two Contracting Parties Morocco and Tunisia as well as to accession by Algeria and Jordan.

6. Algeria, Jordan, Morocco and Tunisia have been invited to participate in the seventieth session of WP.11.

7. WP.11 is invited to discuss these obstacles to the use of ATP in North Africa and the Middle East as well to other potential new Contracting Parties.