

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

WP5/ECE/UN

Genève, 7 September 2010

CETMO

Centre for Transportation Studies
for the Western Mediterranean



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 :

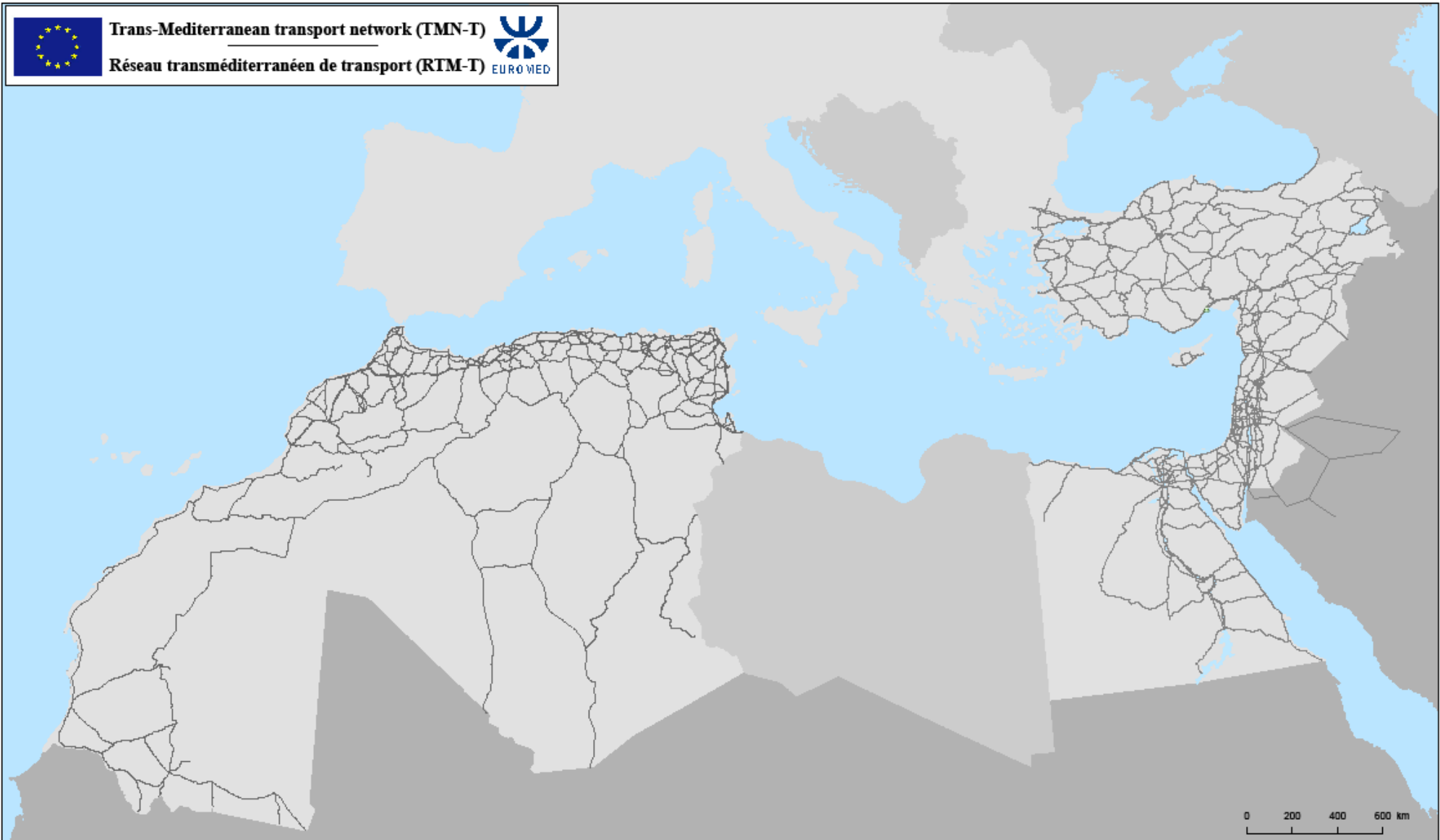
- Decision 1962/96 and modifications: EU guidelines for the development of a trans-European transport network (TEN-T).
- Definition and evaluation of the main Turkish network (Final TINA Report on Turkey, 2007)*.
- Agreements on international railways and on international roads in the Arab Mashreq (ESCWA 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 :

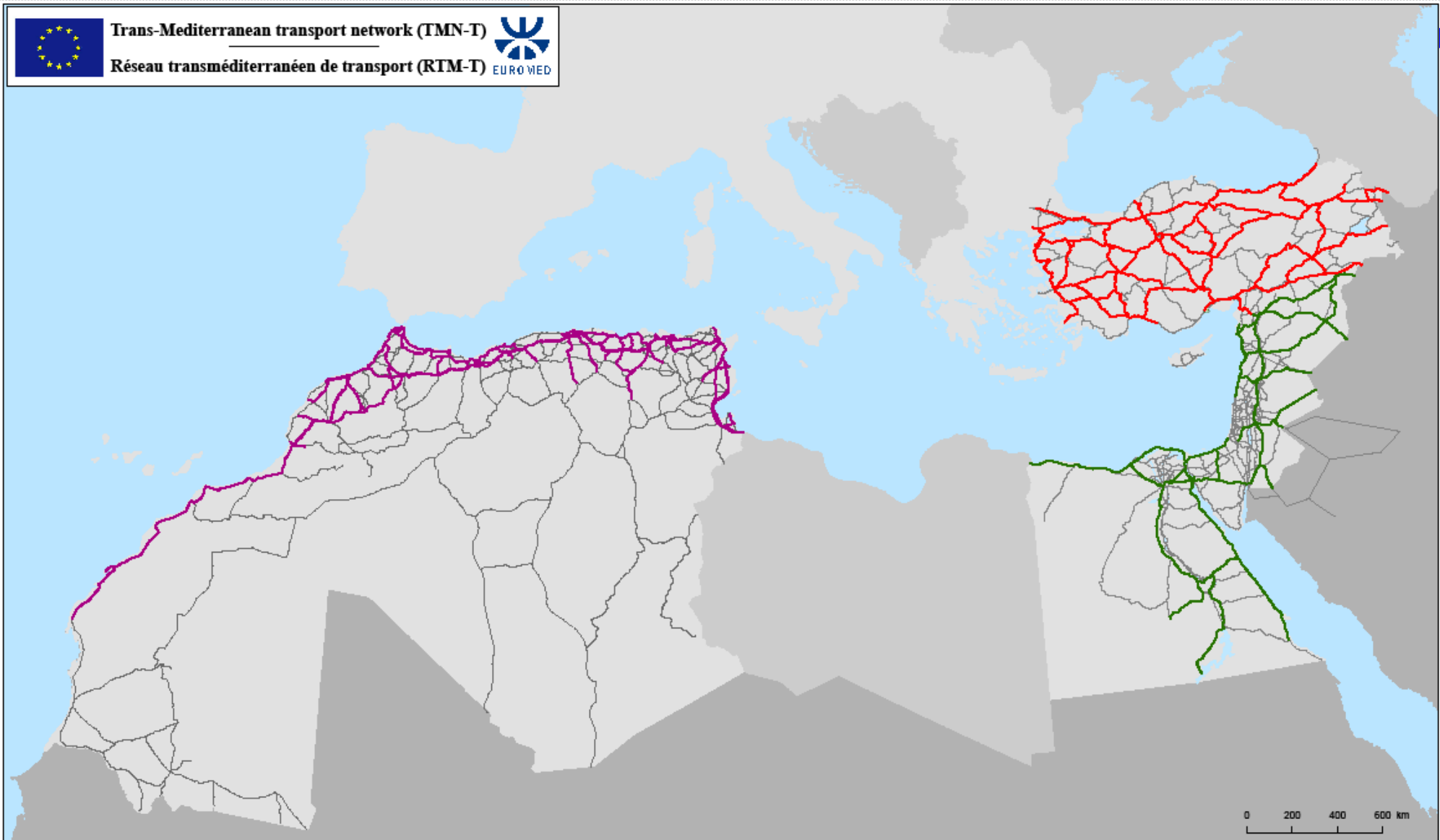
- For Western Med countries: the multimodal network of the GTMO 5+5 (2008).
- For Eastern Med countries: the network of the Forum infrastructure project (2007).

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Reference network: GTMO 5+5 and Infrastructure Project

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Reference exercises: DESTIN – ESCWA – TINA Turkey

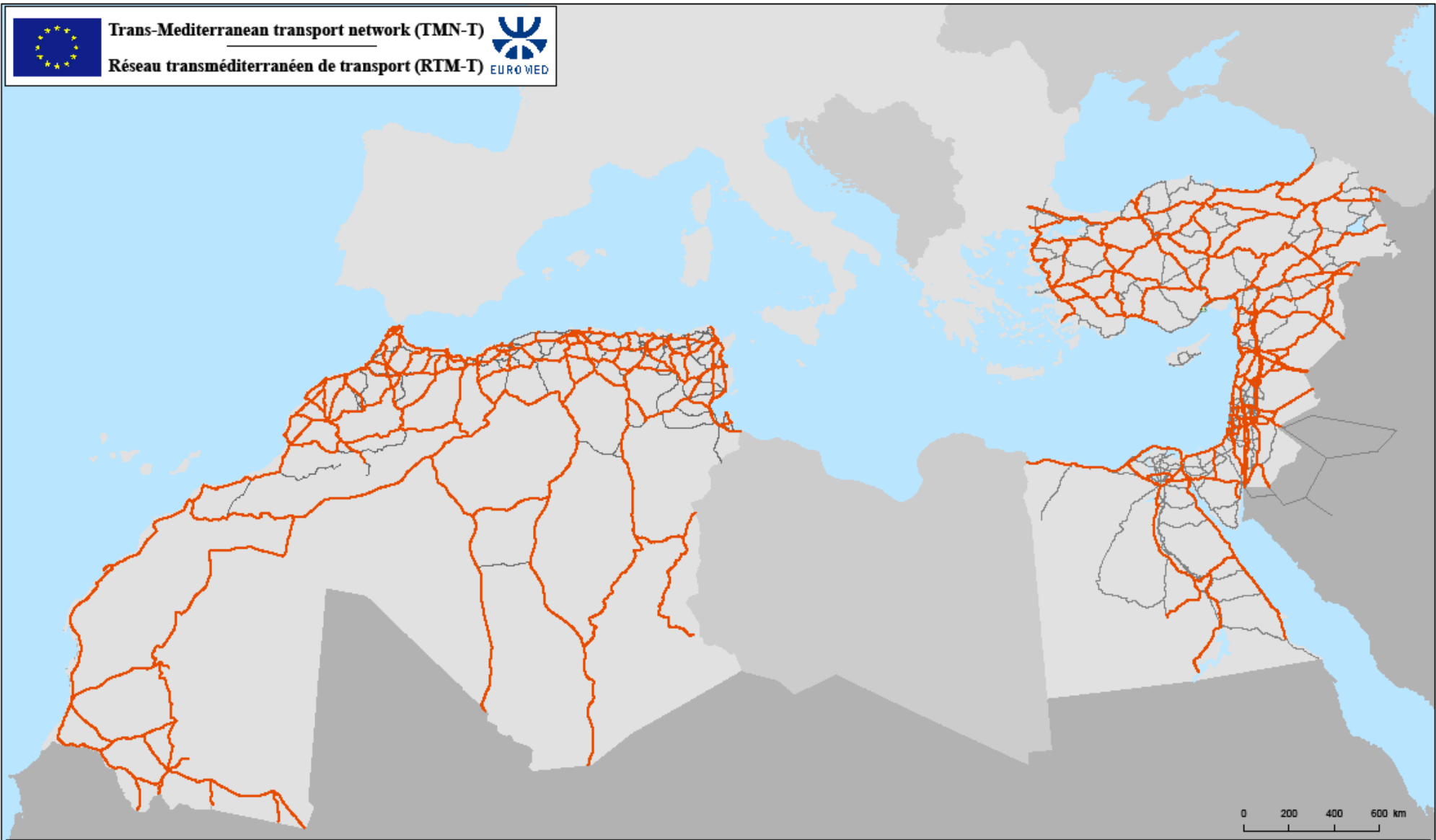


Common regional methodology for the definition of the TMN-T

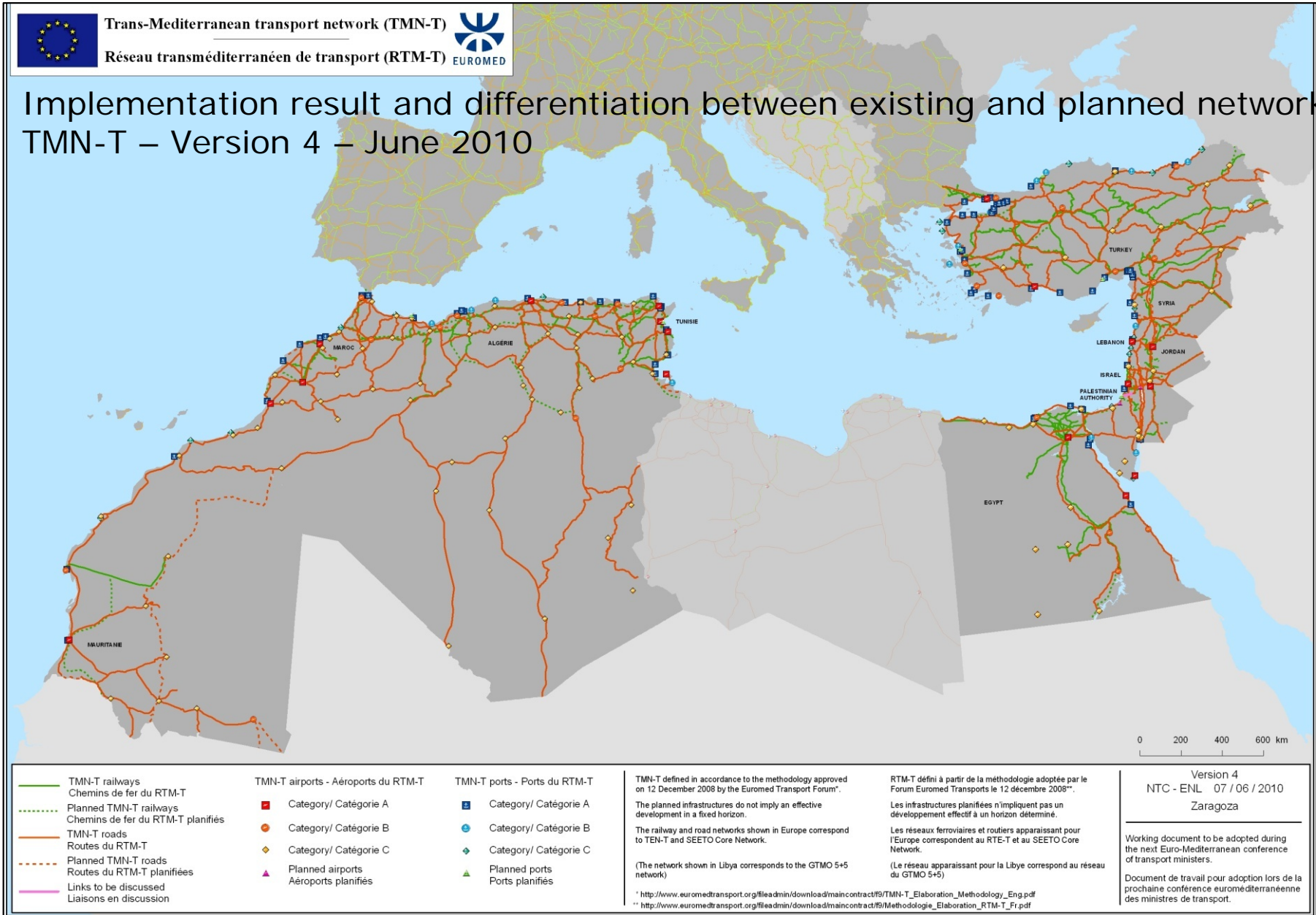
The criteria used for the methodology are in line with EU policies on the development of the Euro-Mediterranean transport network (TEN-T). The main principles are :

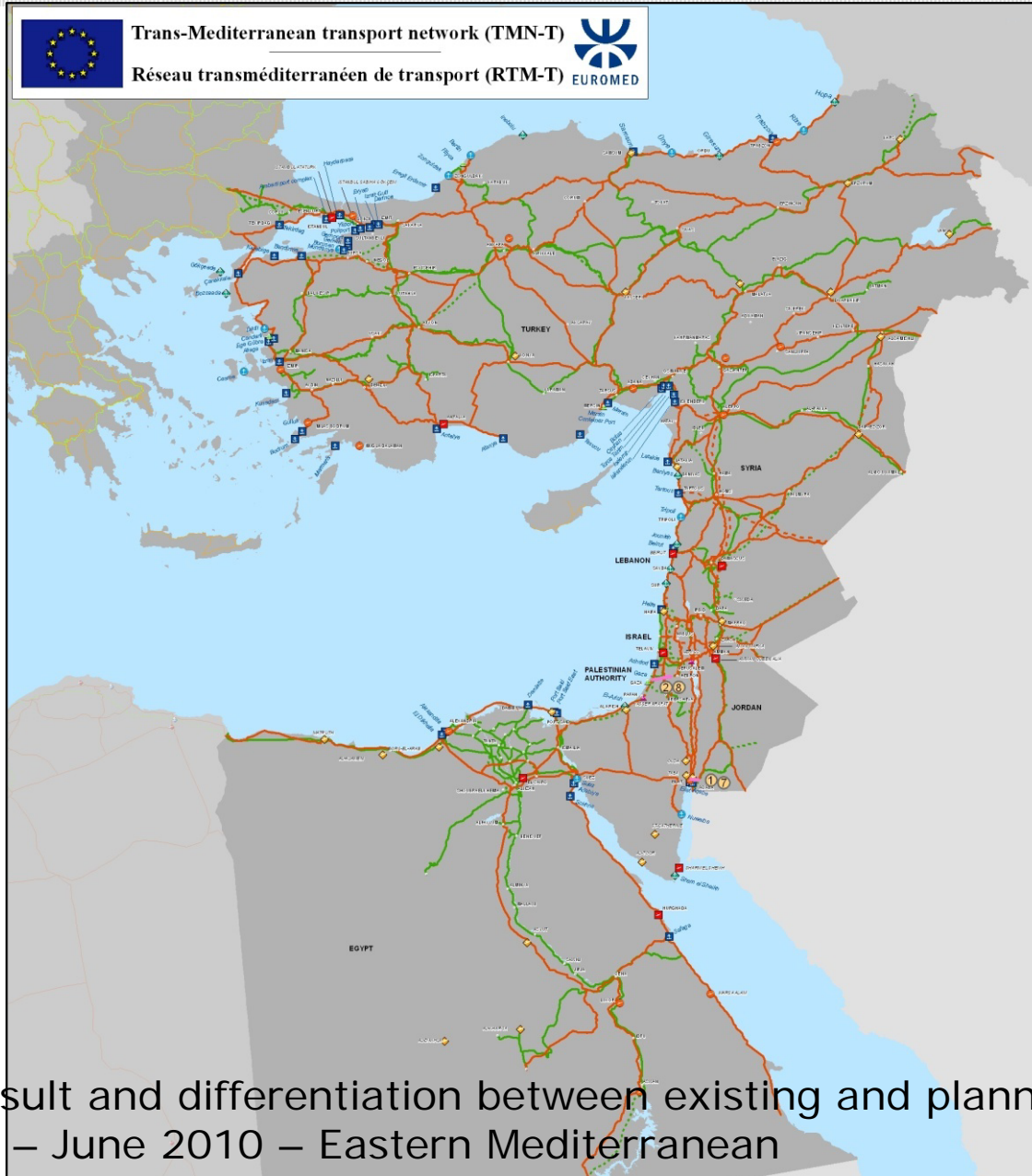
- Long-distance international flows.
- Regional and territorial accessibility.
- Intermodal connections.
- Network continuity.
- Network density and structure.

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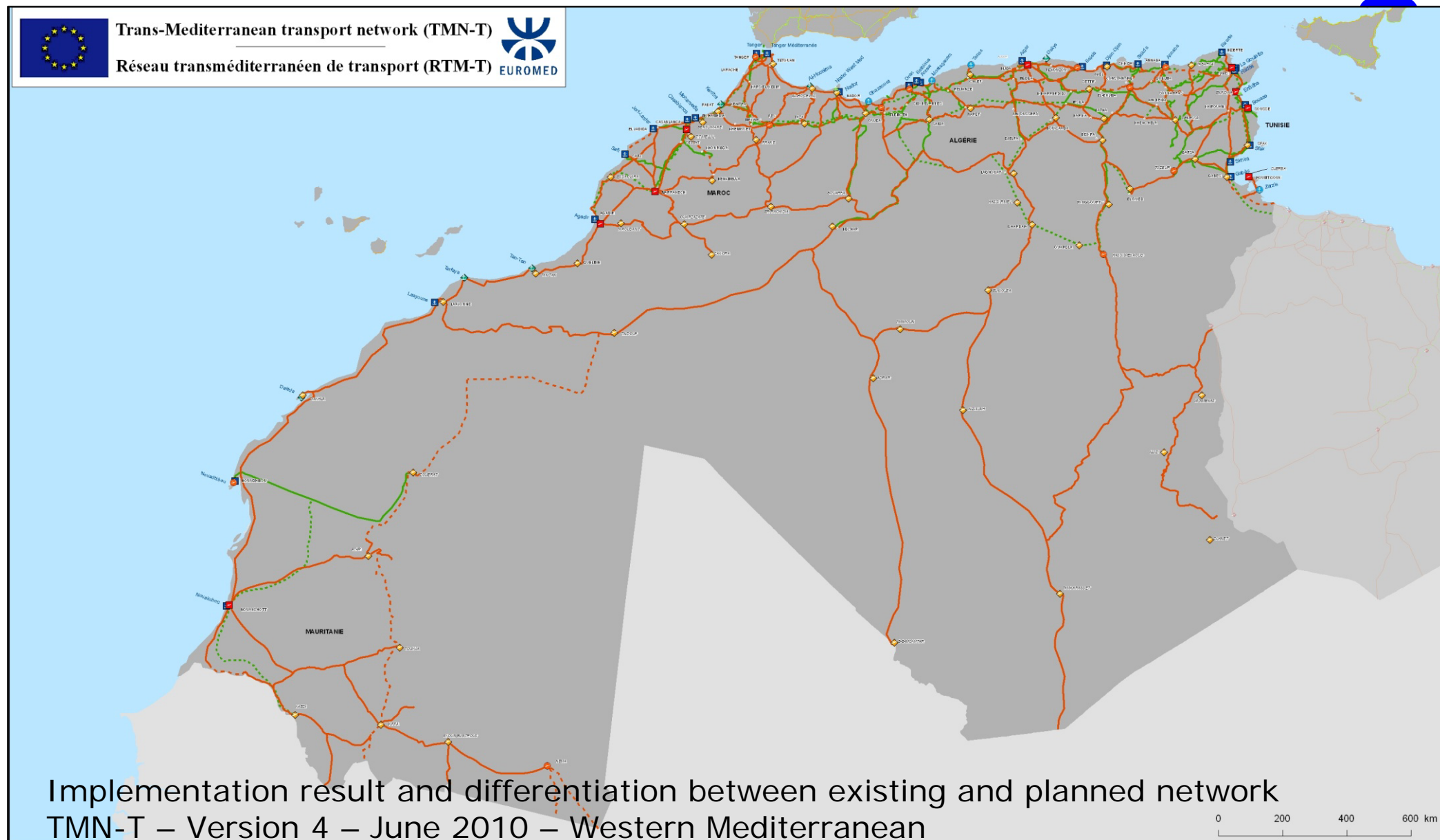
First implementation of the common regional methodology





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

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Technical Work Involved in the TMN-T description

Action 18 of the RTAP provides the framework for :

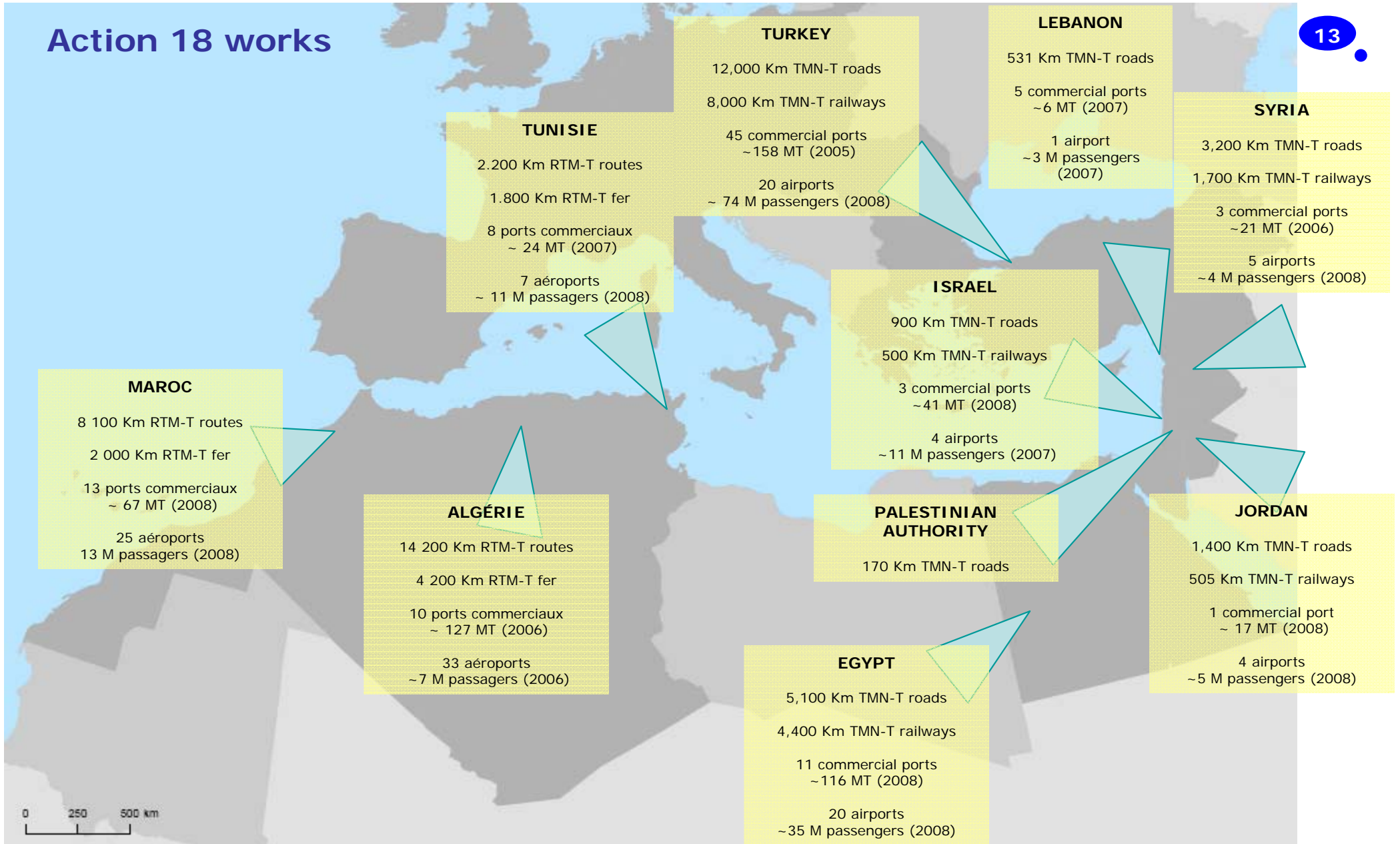
- The creation of a database describing the Mediterranean transport system, especially the TMN-T.
- TMN-T support from a GIS compatible with GISCO of the EC.
- The definition of forecasting models of commercial exchanges and passenger movements to describe current and future demand on infrastructure.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



Action 18 works

13



0 250 500 km



Action 18 works





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**

CETMO
www.cetmo.org
cetmo@cetmo.org