

<p>REGIONAL TRANSPORT ACTION PLAN FOR THE MEDITERRANEAN REGION</p> <p>(RTAP)</p> <p>2014 – 2020</p>
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Introduction

In continuity with the mandate given by the EuroMed Ministerial Conference in 2005 in Marrakech, the Ministers responsible for Transport of the Union for the Mediterranean (UfM), meeting in conference in Brussels on 14 November 2013, adopted a Declaration reaffirming the importance of Euro-Mediterranean transport cooperation founded on the two complementary pillars: (i) regulatory reform and convergence in all relevant different transport sectors (maritime, civil aviation, road, railway and urban transport); and (ii) establishment of the future Trans-Mediterranean Transport Network (TMN-T), to be connected with the Trans-European Transport Network (TEN-T).

Having approved the results of the implementation of the Regional Transport Action Plan for the Mediterranean Region (RTAP) 2007-2013¹, the Transport Ministerial Conference reaffirmed the complementarity between the principles of the TMN-T and the regulatory reforms as basis for the future integrated multimodal Euro-Mediterranean transport network.

The UfM Transport Ministers expressed their wish to pursue this approach given the guidelines (in annex) which are the basis of the present RTAP 2014-2020 elaborated by the Euro-Mediterranean Transport Forum.

¹ Evaluation Report of the RTAP 2007-2013, at http://ec.europa.eu/transport/themes/international/doc/euromed/evaluation-report_en.pdf

I. General principles

Main objective of the RTAP 2014-2020

Pursue, through concrete actions, both the regulatory reform and convergence in all relevant different transport sectors (maritime, civil aviation, road, railway and urban transport) and the establishment of an integrated multimodal Euro-Mediterranean transport network, which is a condition for economic growth and integration in the Mediterranean region by facilitating trade and connecting people between EU and the Mediterranean Partners and between Mediterranean Partners themselves.

The RTAP is elaborated with and for the Mediterranean Partners from the southern neighbourhood². The experience of Turkey which is associated to the EuroMed Dialogue was taken into consideration in the elaboration of this RTAP.

The RTAP is designed to propose a reference framework for ensuring a complementarity and coherence between the bilateral, sub-regional, regional and international initiatives in the field of transport in the Mediterranean.

Underlying principles

The RTAP shall be consistent with Mediterranean Partners' national Transport Policy.

The coherence between national and regional transport policies is ensured through the complementarity of the bilateral Action Plans issued, within the European Neighbourhood Policy (ENP), of the Association Agreement of the Partner Countries of the EU and the RTAP 2014-2020.

A synergy should be ensured between EuroMed transport cooperation and other initiatives conducted by the EU, including in particular within the Integrated Maritime Policy and the Enlargement Policy, the protection of the environment and in the field of research.

The effective implementation of the RTAP 2014-2020 entails the strengthening of human resources - through the development of knowledge, competence and training- and the promotion of good governance, institutional and organizational capacity.

Implementation process, EU tools, Evaluation

The implementation of the RTAP will be coordinated and monitored by the EuroMed dialogue structure set up under the Barcelona process and pursued by the Union for the Mediterranean (UfM). This dialogue structure, conducted by the European Commission with the support of the UfM Secretariat, gathers as members the representatives of the transport Ministries of the Mediterranean Partners and the EU Member States.

The dialogue is conducted at 3 levels

- The Transport Ministerial Conference adopts political decisions and strategic orientations;
- The EuroMed Transport Forum endorses the technical activities conducted through its thematic Working Groups. The Forum also prepares the technical deliverables to be submitted to the Transport Ministerial Conference through the UfM Senior Official Meeting (SOM/UfM);
- Thematic Working Groups dealing with technical issues in the field of Network & Land transport, Maritime transport, and Aviation.

² Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Syria, and Tunisia

Different stakeholders such as GTMO 5+5/CETMO, AMU, ESCWA³, and the IFIs (EIB, WB, EBRD, etc.)⁴ will be closely associated to this technical dialogue.

In agreement with its members, this dialogue structure could open up to other relevant stakeholders, taking into account the topics addressed.

The support of the EU towards the implementation of the RTAP will be pursued through the relevant mobilisation of European Neighbourhood Instrument (ENI), in particular the Neighbourhood Investment Facility-NIF (possibly combined with the Connecting Europe Facility-CEF⁵), as well as with bilateral and regional instruments (e.g.TAIEX⁶, Twinning, and Technical Assistance projects). This support will be strengthened by the involvement of European transport agencies, where appropriate, and the European Investment Bank.

The coordinated mobilisation of all stakeholders on the basis of a common strategic framework adopted at the Ministerial level, including the support of the EU Member States and the involvement of the private and public sector, will contribute to the effective implementation of the RTAP. Moreover, exchanges of experience amongst Southern Mediterranean Partners (South-South) will be encouraged in order to complement the Euro-Mediterranean dialogue (North-South).

The Progress Report on the implementation of the RTAP, to be submitted at the next UfM Transport Ministerial Conference will be prepared by the EuroMed Transport Forum and transmitted through the SOM/UfM.

³ GTMO - Transport Ministers Group of the Western Mediterranean; CETMO: Study Centre for Transport in the Western Mediterranean; AMU: Arab Maghreb Union; ESCWA: United Nations Economic and Social Commission for Western Asia.

⁴ IFI - International financial institutions; EIB – European Investment Bank; WB – World Bank; EBRD – European Bank for Reconstruction and Development.

⁵ Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) nNo 67/2010 (JO L 348/129 of 20 Decembre 2013)

⁶ TAIEX - Technical Assistance And Information Exchange

II. Maritime Transport actions

Action 1: The efficiency and transparency of ports

Both regulatory reforms and simplification of procedures should be pursued with a view to improve the efficiency of ports and the transparency of the use of public funds.

- National reforms must be pursued to reinforce the national and regional (Network) strategic planning of port infrastructures and of connections of ports with their hinterlands to foster non-discriminatory market access, fair competition, and legal certainty and to foresee adequate measures for reducing environmental impacts of port development projects.
- Those reforms should foresee the separation of commercial functions and port regulatory tasks, including, where necessary, the setting up of autonomous bodies within maritime administrations including assessing the compatibility of public funding (state aid) and charging policy with a fair competition.
- Simplification of procedures must be improved by:
 - i) Continuing the implementation of the concept of National Single Window for the collection of all port call related formalities looking after the compatibility and/or interoperability of systems and the compliance with international/or EU standards;
 - ii) Continuing with the simplification of customs controls and other border-crossings and reporting procedures, in particular in TMN-T (Trans-Mediterranean Transport Network) ports, taking into consideration the recommendations of the FAL⁷ convention for standardizing basic reporting formalities of ships when arriving and/or departing from ports;
 - iii) Establishing service level agreements in container terminals aiming to reduce the dwell times and improving general efficiency of port services;
 - iv) Enhancing the efficiency of logistics and establish new ones whenever required, as well as strengthening the communication system between the stakeholders (ports, shipping lines, export and import industries, customs) by means, for example, of single logistics windows;
 - v) Establishment and standardization of EDI (Electronic Data Interchange) applications in order to provide strength links between the EDI platforms of the involved ports in the Mediterranean Region. The prospect to move towards an Integrated Information and Communication Technologies (ICT) and Electronic Data Interchange (EDI) solutions to be implemented across transport modes (i.e. modal transfers) should be also envisaged as such as functional and technical design for EDI application in Inland Waterway Transport (IWT), integrated with sea port EDI/ICT systems.
 - vi) Clarifying and facilitating the conditions to access the market of port services, notably towage, pilotage, mooring, waste management and bunkering.
- Mediterranean Partners are also encouraged to leverage the current and future EuroMed GNSS activities for assessing impact of satellite navigation services provided by EGNOS on multimodal logistics and customs efficiency;
- Mediterranean Partners are encouraged to cooperate through joint training and twinning actions covering the above;

⁷ FAL: Convention on Facilitation of International Maritime Traffic, 1965 as amended.

- Mediterranean partners are encouraged to establish national maritime clusters (framework of exchange of information and best practices between private and public stakeholders) with a view to enhance the port performance, as well as to explore the options for promoting networking of maritime clusters with the EU Member States and between themselves;
- Mediterranean Partners are encouraged to effectively implement the ILO/WHO⁸ recommendations pertaining to Safety and Health requirements in accordance with "*Guidelines on Occupational Safety and Health Management Systems*" to protect Safety, Health and Welfare of people engaged in work and employment at their ports;
- Collaboration in Research and Innovation (R&I) activities should be envisaged in order to achieve innovative solutions for enhancement of port efficiency.

Action 2: Maritime safety

Mediterranean Partners are invited to further improve their capacities to receive, share and analyse traffic monitoring information. These individual and regional efforts shall also take into account current and future technical developments such as the use of Sat-AIS⁹.

Mediterranean Partners are also encouraged to implement and/or enhance the VTMS¹⁰ systems along their coasts for properly monitoring, overviewing and recording all maritime activities, while at the same time facilitating ship movements and avoiding collisions and accidents. Information is to be also communicated with the Search and Rescue centre for timely involvement when necessary.

Accession to, and effective implementation of all relevant international maritime conventions and organisations, in particular IMO¹¹, should be encouraged. Mediterranean Partners' representation in a number of international fora, such as the IMO, should be enhanced in order to speak with one voice on issues of common concern. To this end, preparatory discussions should be held, when possible, within the EuroMed Maritime Working Group.

Mediterranean Partners should pursue technical cooperation relating to the transport of dangerous goods in order to ensure effective implementation of the relevant international maritime conventions, including through training.

Action 3: Maritime security

Mediterranean Partners should effectively implement the mandatory SOLAS¹² maritime security requirements in accordance with the ISPS¹³ Code, taking into account also the international guidelines (notably those set up in the IMO framework in relation with the prevention and the fight against piracy and armed robbery at sea). This should be achieved through:

- National regulatory framework aimed to identify roles and responsibilities at both the flag and port State levels;
- The development of a higher level of awareness of the strategic value of the security in the maritime sector;
- The knowledge of the maritime security domain by administrations' personnel in connection with their capability to perform the assigned tasks;

⁸ ILO/WHO - International Labour Organisation / World Health Organisation

⁹ SAT-AIS - European Satellite-Automatic Identification System.

¹⁰ VTMS - Vessel Traffic Management and Information System

¹¹ IMO - International Maritime Organisation

¹² SOLAS Safety of Life at Sea Convention

¹³ ISPS - International Ships and Port Facility Security Code

- The setting up of coherent and consistent control and supervision systems manned with competent and well trained personnel;
- Dissemination of internationally endorsed best practices amongst national authorities and operators in terms of prevention and fight against piracy and armed robbery at sea on board commercial ships;
- Taking into account the relevant European legislations and guidelines pertaining to this domain, which are regularly disseminated, notably through the European Maritime Safety Agency (EMSA).

Action 4: Marine environment

Mediterranean Partners should effectively implement MARPOL¹⁴ convention, special attention to be given to establishing port reception facilities, and setting up of Port Waste Management and Emergency Response Plans.

In specific cases, Mediterranean Partners are invited to fully implement the environmental related instruments e.g. the MARPOL-Annex VI¹⁵, including by developing interoperable refuelling installations for Liquefied Natural Gas (LNG) and a regulatory approach to the use of scrubbers.

Mediterranean Partners are advised to use, where appropriate, EMSA operational preparedness, detection and response services with respect to pollution caused by ships and marine pollution by oil and gas installations. In this concern, Mediterranean Partners are invited to consider the CleanSeaNet¹⁶ Agreement with EMSA.

In their strategic vision for the future development of their ports, Mediterranean Partners are encouraged to include the necessary measures towards a gradual transformation into Green Ports according to the applicable criteria and definition. R&I cooperation in this field should be considered.

Mediterranean Partners are encouraged first to ratify the BWM¹⁷ convention in order to enforce and effectively implement it. Special consideration should be given to Mobile Offshore Units and Offshore Supply Vessels. It is crucial to have well trained Port State Control officers in this domain.

Action 5: Training, Certification and Promotion of Seafarers

Mediterranean Partners are encouraged to pursue the creation of maritime training institutes as one of the key factors for developing the maritime sector and promoting job opportunities. Furthermore the establishment of networks between the maritime training institutes could be beneficial in terms of boosting skills and employability and supporting the competitiveness of the maritime industry in the Mediterranean Sea basin.

Mediterranean Partners are invited to give priority to becoming members of the ILO¹⁸ Maritime Labour Convention entered into force in 2013 at the international level, and to effectively implement its requirements.

Following a request by the EU Member States to recognise certificates of seafarers issued by a Mediterranean Partner, the European Commission is invited to find an appropriate timing to conduct the necessary inspection for the Mediterranean countries not yet recognised at EU level. Until such inspection is conducted, the Mediterranean Partner concerned is urged to prepare itself for the

¹⁴ MARPOL - International Convention for the Prevention of Pollution from Ships

¹⁵ MARPOL - International Convention for the Prevention of Pollution from Ships -Annex VI Prevention of Air Pollution from Ships

¹⁶ CleanSeaNet - European Satellite-based Oil Spill and Vessel Detection Service

¹⁷ IMO/BWM - International Convention for the Control and Management of Ship's Ballast Water and Sediments (Ballast Water Management)

¹⁸ ILO - International Labour Organization

inspection by verifying that it complies with the requirements of the STCW Convention¹⁹. In addition, the EU Member States are invited to offer opportunities to seafarers of the Mediterranean Partners for training and working on board ships flying the European flag.

Mediterranean Partners are encouraged to promote greater awareness and knowledge to attract new entrants, especially among young people, of the opportunities offered by a career at sea. This should be achieved through:

- Improving the quality of life at sea, and providing seafarers with similar privileges to that available ashore;
- Providing adequate accommodation for trainees, and encouraging all officers to actively participate in the training on board ships;
- Highlighting the role of women in the seafaring profession and promote their greater participation in maritime training.

Action 6: Motorways of the Sea (MoS)

The development of Motorways of the Sea will continue to play a key role in connecting the Euro-Mediterranean region as well as its hinterlands. Mediterranean Partners are encouraged to develop integrated multimodal services and interoperable equipment and processes across the region addressing in particular (i) environment; (ii) integration of maritime transport in the logistics chain, and (iii) maritime safety, traffic management, human element and training.

Motorways of the Sea can aid in the development of connections between the Trans-European Transport Network and the future Trans-Mediterranean Transport Network. Under the provisions of the new TEN-T Guidelines,²⁰ MoS projects may be of common interest and eligible for EU financial support. Such projects are already being developed and the Mediterranean Partners are encouraged to continue to further develop them.

The Transport work package included in the P.R.I.M.A. (Partnership in Research and Innovation in the Med Area)²¹ could be a framework for R&I cooperation in this sector.

Action 7: Passenger rights in the maritime transport

The passenger rights in the field of maritime transport should be recognised by the national legislation, as regards information, assistance and compensation in case of delay or cancellation of services, and the specific measures for passengers with reduced mobility and disabled passengers.

¹⁹ STCW Convention - The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers

²⁰ Regulation (EU) No 1315/2013.

²¹ P.R.I.M.A partnership should cover the whole chain from research to innovation, mobilizing universities, public and private research institutions, industry, research and innovation-driven enterprises and SMEs, extending to organizations providing support services such as financial institutions and investors.

III. Land (road, rail and urban) Transport actions

Action 8: Efficient land transport systems

Regulatory reform and convergence promoting cross-border transport and international haulage in the region will focus on operational and professional requirements between the EU and the Mediterranean Partners. The overall regulatory approach should be defined in the National Strategies, aimed at improving the whole of the land transport, in particular by:

- Ensuring the application of harmonized transport rules and standards based on best international practices;
- Looking into the deployment of harmonized and interoperable Intelligent Transport Systems (ITS) as they are instrumental for achieving goals of transport policy, in terms of reducing congestion and GHG emissions, improving network and system efficiency and road safety. The ITS should be developed through a “Strategic ITS Plan” that outlines the vision, applications, policy developments, benefits and approach needed to deploy ITS-based technologies.
- Enhancing capacity building for authorities responsible for land transport, notably with respect to data-collection, models, and systems that can enhance operations and management of transport systems on the whole.
- Pursuing efforts to improve efficiency of the road transport sector, passenger and haulage, and addressing the professionalism of drivers, of operators, the technical state of the vehicle fleet and road safety;
- Addressing the organisation, safety and interoperability in the railway sector in particular by:
 - i) implementing European norms and good practices, in quality management for rail passenger transport;
 - ii) developing strategies for attracting freight to rail transport from other transport modes.
- Collaboration in R&I activities should be envisaged in order to achieve innovative solutions for enhanced system efficiency.

Action 9: International land transport haulage

Accession to and effective implementation of main United Nations road transport agreements and conventions should be encouraged, notably in relation to road transport and road traffic safety, border crossing facilitation, transport of dangerous goods and perishable foodstuffs and vehicle regulations mentioned below. By becoming parties to these legal instruments and effectively implementing them, Mediterranean Partners could benefit of widely harmonized frameworks.

These are the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), the European Agreement concerning the International Carriage of Dangerous Goods (ADR), the Agreement on the International Carriage of Perishable Foodstuffs (ATP), the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), the International Convention on the harmonization of Frontier Controls of Goods (Harmonization Convention), the Agreement concerning the Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts of 1958 (The 1958 Agreement) and the Agreement concerning the Adoption of Uniform Conditions for periodical Technical inspections of Wheeled Vehicles.

In the railway sector it includes the accession to international rail conventions (in particular COTIF-Convention concerning International Carriage by Rail).

Participation in the work of main international transport (road and rail) organisations, such as UNECE (Economic Commission for Europe), UIC (International Union of Railways), OTIF (Intergovernmental organisation for International Carriage by Rail) and CIT (the International Rail Transport Committee), should be pursued and encouraged amongst all Partner Countries. Mediterranean Partners' representation in such international fora should be enhanced in order to speak with one voice on issues of common concern. To this end, preparatory discussions should be held within the Land Transport Working Group of the Forum.

The Land Transport Working Group of the EuroMed Forum will promote dialogue and exchange of best practices with a view to support the Mediterranean Partners to identify measures to effectively implement these agreements.

Action 10: Road safety

Mediterranean Partners should continue to put in place road safety plans and strategies, which should include national target setting. All Partners will thus contribute to meet, jointly, a regional target linked to the percentage reduction of the number of road fatalities. This could be complemented by national targets for reducing serious road traffic injuries in Europe.

Sensitive areas to be addressed by a comprehensive regulatory planning include, as a minimum: *(i)* road signs and road signals, road traffic rules and the criminal code on dangerous road traffic offences including the effective enforcement of these traffic rules; *(ii)* education of road users and training and examination of drivers; *(iii)* driving licences and other requirements for heavy goods and passenger vehicles; *(iv)* registration of vehicles as well as technical inspections of certain types of vehicles and the minimum standards towards which the vehicles are to be tested; *(v)* minimum mandatory safety equipment in vehicles and for powered two-wheelers; *(vi)* safety management principles to be applied for construction, development and maintenance of the main road infrastructure.

The promotion and the strengthening of the organisational structure, in particular via an organisational structure that can ensure coordination among various agencies and entities through a national safety program.

This institutional framework shall ensure an effective improvement of the road safety by:

- Conducting regular and transparent monitoring and elaborating a report on all relevant measures as well as on the progress towards national target(s);
- Stepping-up efforts for the education and information of all road users, including vulnerable road users, combined with efforts for the enforcement of safety-related road traffic rules;
- Setting-up a reliable data collection system on road fatalities and serious road accidents including where possible on their causes to facilitate data comparison;
- Exchange of experiences and good practices in the area of road safety management at the level of passenger public transport (from mass transit systems to collective taxis).

The Mediterranean countries are encouraged to share their national data at regional level, similarly to the practice of the European Road Safety Observatory and the Community Road Accident Database (CARE). These two platforms are relevant for the strengthening of knowledge and collecting and publishing data and information on road safety.

Action 11: Urban transport

Maximise the accessibility and the quality of life of urban areas and assure high-quality and sustainable mobility for passenger and trade, through and within the urban area based particularly on the development of public transport through:

- National regulation and guidelines as well as organizational structures (e.g. urban transport authorities to coordinate effectively with local stakeholders in particular) and administrative processes should be defined for developing sustainable mobility plans which will take in account population needs in the mobility field and full recognition of the urban logistics contribution to the economic development.
- Development of sustainable financial models and mechanisms for the urban public transport.
- A framework for the collection and monitoring of relevant and reliable data on urban mobility and its impact (ex.: air quality, road accidents) at national and local level will constitute the necessary basis to identify and deal effectively with urban mobility problems.
- The exchange of good practices with European cities and participation to the EU programme "CIVITAS"²².

Action 12: Safety and interoperability in the railway sector

Safety Management System for rail transport (passengers and trade) should be implemented by the Mediterranean Partners, including through the set-up of a relevant separate body for incident investigation, the collection and reporting on rail accidents data, the adaptation and the convergence with European and international safety standards and regulation.

Exchange of experience on management and improvement of level crossings should be encouraged.

Effective railway organisation, in terms of security and infrastructure management and operations, should continue to be enhanced and markets should be open to third party operators.

Exchange of experiences between the EU and the Mediterranean Partners will help implement these actions in the railway sector and in particular, where appropriate, with the support of the European Railway Agency.

Action 13: Passenger rights in land transport

The passenger rights in the railway and road transport sectors should be recognised by the national legislation, as regards information, assistance and compensation in case of delay or cancellation of services, and the specific measures for passengers with reduced mobility and disabled passengers.

²² The European Program CIVITAS (City VITALity Sustainability) aims at supporting cities in introducing ambitious policies and measures in regards to transport for promoting a sustainable urban mobility.

IV. Air Transport actions

Action 14: Civil aviation: Open the air transport market

The EU is actively pursuing its policy of promoting the Euro-Mediterranean Common Aviation Area (EMCAA) through concluding aviation agreements with the Mediterranean Partners that are based on the principle of a gradual market opening and regulatory convergence. Implementing structural reforms in the field of air transport, in particular the opening of the air transport market to competition at national and international level is a long-term process. In several countries this process takes place in parallel with the reform of the national public airlines with exclusive traffic rights on international routes.

The long-term goal is to develop the EMCAA gradually into a truly integrated and open area not only between the EU and each Mediterranean Partner but also among Mediterranean Partners themselves.

Mediterranean Partners are invited to:

- i) Pursue their reform of national legislation in the field of air transport to facilitate the opening up of the markets (ownership and control, of air carriers, ground handling services, economic regulation of airports, etc.).
- ii) Ensure regulatory convergence between their legislation and the EU in what concerns consumer protection in the field of air transport, as regards price transparency rules, assistance and compensation in case of delay, cancellation or denied boarding, and the specific measures for passengers with reduced mobility and disabled passengers.
- iii) Conclude air transport agreements among themselves in order to allow the development of their air transport market.

Action 15: A safer and more secure air transport

Considering the expected growth of the air transport market, it is important to ensure compliance with the international standards for safety, security and environmental protection. Sustainability of the air transport sector in the region requires compliance of air transport legislation with rules and ICAO²³ standards.

In the aviation safety area, Mediterranean Partners are invited to:

- i) Pursue harmonisation of their legislation with EU regulations.
- ii) Explore the possibilities for an enhanced cooperation with the European Aviation Safety Agency (EASA), possibly through the signing of Working Arrangements with the Agency. EASA will continue to work with all Mediterranean Partners in the development and implementation of specific co-operation activities.
- iii) Improve their aviation safety oversight capabilities establish/improve data bases on aircraft safety and to consider participation in the EU SAFA²⁴ program.
- iv) Introduce cross-border agreements regarding the investigation of accidents and incidents in civil aviation and establish databases in this area. In addition, to enhance collaboration through the use of the European Coordination Centre for Accidents and Incidents Reporting System (ECCAIRS).

²³ ICAO - International Civil Aviation Organization.

²⁴ SAFA - Safety Assessment of Foreign Aircraft

Concerning civil aviation security, Mediterranean Partners are invited to:

- i) Align regulatory provisions and supervisory mechanisms on security to the EU acquis.
- ii) Ensure implementation of these provisions and mechanisms by the relevant operators and the appropriate authority, or independent aviation security validator.
- iii) Enhance the security of cargo and air mail, including the full implementation of international standards (amendments 13 and 14 of ICAO Annex 17 - Security), and through implementation of the general basic security regime for transporting cargo and mail into the EU in order to achieve - through independent validation - ACC 3 designation (Air Cargo or Mail Carrier operating into the EU from a Third Country Airport).

Action 16: Air traffic management

The reform of the European ATM system has taken place in the context of the Single European Sky (SES) and research initiatives on air traffic management (SESAR); this implies introducing and applying new provisions and harmonised procedures as well as introducing new concepts, technologies and tools.

Given the international nature of the Air Traffic Management (ATM) domain, and due to efficiency and effectiveness reasons, it is recommended to develop and implement specific actions to establish the proper interface between the EU ATM system and the ATM systems in the Mediterranean basin. These specific actions could rely on the existing sub-regional ATM initiatives, such as: *Europe-Middle East air traffic management coordination agreement (EAMEC)* and the plan on the harmonisation of the control systems for the management of air traffic (*AEFMP*).

The EU encourages the Mediterranean Partners to join the relevant EU *functional airspace block (FAB)* initiatives.

In order to improve the safety and efficiency of the ATM area, Mediterranean Partners are encouraged to:

- i) Establish appropriate cooperation between their National Supervisory Authorities (NSAs) and the EU NSAs with a view to overseeing compliance of their respective Air Navigation Service Providers (ANSP) with the SES regulations on air traffic management.
- ii) Establish or designate, in accordance with the Single Sky Regulation where relevant, the NSA functionally independent of the ANSP which will ensure the monitoring and continuous supervision of ANSP compliance.
- iii) Improve the interfaces between their national and European ATM networks, in particular through the cooperation arrangement with the EU Network Manager appointed by the European Commission.
- iv) Participate where appropriate in the EU SESAR programme, both in the development phase managed by the Joint Undertaking, as well as in the deployment process, through the common projects.

Action 17: Passenger rights in air transport

The passenger rights in the sector of air transport should be recognised by the national legislation, as regards information, assistance and compensation in case of delay, cancellation of services, denied boarding or downgrading, and the specific measures for passengers with reduced mobility and disabled passengers.

Action 18: Implementation of GNSS Aviation

The collaboration with Mediterranean Partners in the GNSS (Global Navigation Satellite System) projects should materialise through:

- Extension of the EGNOS²⁵ Safety of Life signal via infrastructure deployment to achieve coverage of the Mediterranean Partners airspace. Active support from Mediterranean Partners in achieving rapid installation of EGNOS RIMS²⁶ in their territories will be key, as well as enabling their smooth operations.
- Signature of International Agreement: non-EU countries can enter in such agreements to participate to EGNOS programme. A 'Horizontal International Agreement', could be envisaged, similar to air transport models. This agreement will define among other, governance, liability, funding. The definition of the role of EASA will be also part of such agreement.
- Signature of EGNOS Working Agreement (non-EU EWA): will have to be established between the local ANSP and the European EGNOS Service Provider (currently ESSP) to provide for all operational needs required for actual service provision.
- Adoption of ICAO provisions in relation to GNSS.
- Elaboration and implementation of the identified GNSS National Strategy: for civil aviation and other transport domains.

²⁵ EGNOS - European Geostationary Navigation Overlay System

²⁶ RIMS - Ranging and Integrating monitoring stations

V. Towards an integrated multimodal Euro-Mediterranean Transport Network

Action 19: The Trans-Mediterranean Transport Network (TMN-T) and its connection to the Trans-European Transport Network (TEN-T)

The UfM Transport Ministerial Conference of November 2013 endorsed the principle of developing the Trans-Mediterranean Transport Network (TMN-T). This Network connecting the Mediterranean Partners amongst themselves will contribute to their economic growth and regional integration through a safe, secure, sustainable and efficient multimodal transport system for the movement of people and trade.

The development of logistics platforms situated in particular close to ports will reinforce the system's interoperability, allowing integrated multimodal services thanks to the connection between the lines of rail, land, maritime and airports constituting TMN-T.

In view of the development of the TMN-T, the EuroMed Transport Forum will finalise its discussions and work through its relevant thematic working groups. More specifically, it will focus on: the establishment of a mutually agreed TMN-T indicative map, including potential multimodal and interoperable connections within the TMN-T and with the TEN-T through Motorways of the Sea, logistic platforms, airports, ports and land links; the identification of the TMN-T priority projects and the relevant supporting actions. These expected results will be endorsed by the UfM Transport Ministerial Conference.

The indicative TMN-T map shall be endorsed by the UfM Transport Ministerial Conference. This map will be proposed for inclusion as the indicative extension of the TEN-T to the EU's Mediterranean Partners in the Regulation on Union guidelines for the development of the TEN-T²⁷. The inclusion of the TMN-T map as the indicative extension of the TEN-T will formalise, from the EU side, the vision of the connection between the two networks, as reaffirmed by the UfM Transport Ministerial Conference of 2013, as well as confirm the coherence of approach to the development of transport connections not only within the EU but also with its neighbours.

The European Commission with the support of the UfM Secretariat, the representatives of the transport Ministries of the Mediterranean Partners and the EU Member States will pursue the technical dialogue within the thematic EuroMed Working Group "Network (TMN-T) / Land Transport".

In this prospect, the relevant stakeholders, including GTMO 5+5/CETMO, UMA, ESCWA and the IFI's (EIB, WB, EBRD, etc.), will continue to be closely involved.

Action 20: Financing

To support the implementation and management of the entire life-cycle (*identification, assessment, labelling, financing, implementation, monitoring*) of the priority projects of the TMN-T, it is important to strengthen the search of all potentially interested promoters and to mobilise, in a coordinated manner, all of the available funds, including EU instruments and support provided by the European Investment Bank and other European and international financial institutions.

The Union for the Mediterranean will assure its role of catalyzer of funding, together with all the European and International Financial Institutions, in order to propose the most relevant financing strategies in relation to the TMN-T projects. This could include the assessment of the projects through a multi-criteria analysis and their presentation to the SOM for labeling.

²⁷ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU, Article 49.6.

The connections between the TMN-T and the TEN-T, will be highlighted in particular by the promotion of Motorways of the Sea projects and the possible mobilisation of the TEN-T instrument, namely the Connecting Europe Facility, in addition to and in complementarity with the other available funds.

According to its mandate in search of financial partners and promoters, the UfMS will set up a network of the relevant stakeholders involved in the implementation of the future TMN-T projects including the connection to the TEN-T.

The South-South and South-North Memoranda of Understanding, similar to those concluded between Tunisia/France and Jordan/Italy, should be also encouraged to support the implementation of projects of Motorways of the sea.

As requested by the UfM Transport Ministers in November 2013, a Conference took place in December 2014 in Italy (Ports of Rome/Civitavecchia) in order to involve all potential financial partners. It constituted a first step in the process of dialogue leading to the identification of concrete actions in the field of financing transport projects.

Action 21: Technical instruments

At the TMN-T level, the description and the follow-up of the transport system must be supported by a common database, a Geographical Information System as well as forecasting models and definition of scenarios for the future. If relevant for the Mediterranean Partners, the experience of TEN-T through the TENtec tool may also be made available.

The work of the group of Euro-Mediterranean experts established within the previous RTAP 2007-2013 (known as "action 18 Group") will be pursued in accordance with the line defined by the EuroMed Transport Forum.

Action 22: Development of logistics

In order to set up an integrated multimodal Euro-Mediterranean transport network, the logistics performance in the region must be improved through:

- Strengthening the Euro-Mediterranean network of logistics platforms priority by the techno-economic studies of the new regional platforms.
- Support to the identification of global logistics solutions for an optimal control of the North-South and South-South flows.
- The implementation of a programme for upgrading logistics providers of the Mediterranean partners countries on the southern shore of the Mediterranean and promoting partnership between the North-South and South-South actors.

Action 23: Extension of the TMN-T

The EuroMed Transport Forum will explore the extension of the TMN-T towards Africa (as link to Europe) the Arabian Peninsula as well as Asia. The results of this work will be submitted to the UfM Transport Ministerial Conference.

Annex 1: Declaration of the 2013 UfM Transport Ministerial Conference

Union for the Mediterranean Ministerial Conference on Transport

Brussels, 14 November 2013

MINISTERIAL DECLARATION

The Ministers responsible for Transport of the Union for the Mediterranean, meeting in conference in Brussels on 14 November 2013, under the Co-presidency of the European Union (EU) and of the Hashemite Kingdom of Jordan

Recalling:

1. The Conclusions of the Euro-Mediterranean Ministerial Conference on Transport of 2005 (Marrakech) affirming Ministers' commitments to achieving the main objectives of the Barcelona Process and in particular, in the field of transport, the setting-up of an integrated multimodal Euro-Mediterranean transport network contributing to the strengthening of exchanges between the EU and the Mediterranean Partners, and among the Mediterranean Partners themselves;
2. The High Level Conference of 2007 (Lisbon) on the Extension of the Major Trans-European Transport Axes to the Mediterranean Region;
3. The Joint Declaration of the Paris Summit for the Mediterranean of 2008, launching the Union for the Mediterranean, a reinforced partnership built on the results of the Barcelona Process, stressing the need to increase cooperation in areas such as transport;
4. The Conclusions of the European Conference of 2009 (Naples) on "*The future of Trans-European Transport Networks: Bringing Europe closer to its neighbours*" encouraging the connection between the Trans-European Transport Network (TEN-T) and the non-European networks, especially the Trans-Mediterranean one (TMN-T);
5. The Conclusions of the Council of the EU of 6 October 2011 on "*Transport cooperation with the EU's neighbouring regions*" where it, in the context of the European Neighbourhood Policy, "recognises the importance of working together with neighbouring regions across all transport modes, including multimodal operations, to improve their safety, security, environmental and social performance", and it "encourages the EU to continue its cooperation in the Euromed transport framework under the auspices of the Union for the Mediterranean, with the aim of promoting concrete priority projects already identified within the Trans-Mediterranean Transport Network and therefore looks forward to a second Conference of the Transport Ministers of the Euro-Mediterranean region".

Reaffirming:

6. The need for a safe, secure, sustainable and efficient transport system based on harmonised transport standards as a condition for economic growth and integration in the Mediterranean region by facilitating trade and connecting people;

7. That, in this context, an integrated multimodal Euro-Mediterranean transport network has a key role to play for the strengthening of exchanges between the EU and the Mediterranean Partners and among the Mediterranean Partners themselves;
8. The importance of Euro-Mediterranean transport cooperation founded on the two complementary pillars of regulatory reform and convergence in all relevant different transport sectors (maritime, road, railways, civil aviation and urban transport) and of the establishment of the future Trans-Mediterranean Transport Network (TMN-T), to be connected with the Trans-European Transport Network (TEN-T);
9. The vision of this connection, as reflected in the EU Regulation on Union guidelines for the development of the trans-European transport network as well as in the EU Regulation establishing the Connecting Europe Facility, and as also endorsed by the Mediterranean Partners of the EU through their relevant national regulations and bilateral, regional and international commitments.

Welcome:

10. The work carried out within Euro-Mediterranean transport cooperation, notably through the Transport Forum and its thematic working groups in the field of aviation, land and maritime transport, as well as infrastructure, that served as an efficient framework of dialogue and exchange of expertise;
11. The progress achieved in implementing the Regional Transport Action Plan for the Mediterranean Region (RTAP) 2007-2013 as regards the design of the TMN-T and the regulatory field;
12. The supporting actions that were carried out through EU instruments, the Mediterranean Partners' strategies as well as the cooperation with AMU, GTMO 5+5 /CETMO and ESCWA²⁸, which were aimed at implementing the TMN-T.

Endorse:

13. The Evaluation Report of the RTAP 2007-2013 for the Mediterranean Region;
14. The priority guidelines for the establishment of the new RTAP 2014-2020 by the Euro-Mediterranean Transport Forum, which will lay down concrete actions on regulatory reform and convergence as well as TMN-T development; these actions should focus on the development of Motorways of the Sea and facilitation of maritime operations, as well as with the hinterland, the efficient use of rail and road networks, the establishment of a Euro-Mediterranean Common Aviation Area, transport safety and efficiency through inter-modality, and the development of relevant innovative solutions, including through continued cooperation on GNSS (Global Navigation Satellite Systems);
15. The principle of developing the Trans-Mediterranean Transport Network (TMN-T) and its connection with the Trans-European Transport Network (TEN-T).
16. **Agree** to mandate the Euro-Mediterranean Transport Forum to closely follow the establishment of a mutually agreed indicative map of the Trans-Mediterranean transport network (TMN-T), and to identify the list of priority projects located in the TMN-T as well as the relevant supporting actions. In doing so, scenarios of potential connections within the

²⁸ AMU: Arab Maghreb Union;GTMO 5+5 : Transport Ministers Group of the Western Mediterranean (5- France, Italy, Malta, Portugal, Spain /5- Algeria, Libya, Mauritania,Morocco, Tunisia); CETMO: Study Centre for Transport in the Western Mediterranean; ESCWA: United Nations Economic and Social Commission for Western Asia.

TMN-T as well as with the TEN-T will be explored, including possible links between the Mediterranean and the Atlantic shores through the Motorways of the Sea.

17. **Encourage** the inclusion of the indicative map of the TMN-T into the Regulation on Union guidelines for the development of the Trans-European Transport Network.
18. **Stress** the importance of the mobilisation of all the available funds, including EU instruments and supports by the European Investment Bank as well as other European and international financial institutions, in a coordinated manner to support the implementation of the TMN-T and its priority projects. To this aim, **support** the holding at the earliest convenience of a conference involving all potential financial partners to be organised by the Secretariat of the Union for the Mediterranean before the end of 2015.
19. **Entrust** the Euro-Mediterranean Transport Forum to enhance cooperation of the Euro-Mediterranean Partners in the relevant international fora, as well as promote the exchange of experiences and best practices amongst all participating countries, and reinforce the dialogue and exchange of views with the stakeholders.
20. **Recommend** the full involvement of relevant European Agencies for the implementation of the RTAP 2014-2020, in accordance with their founding regulations.
21. **Underline** the importance of ensuring, within the Secretariat of the Union for Mediterranean, a permanent technical support to the operation of the Euro-Mediterranean Transport Forum.
22. **Agree** to hold the next Union for the Mediterranean Ministerial Transport Conference at the latest in 2016, and **request**, in this prospect, the Euro-Mediterranean Transport Forum to submit to the UfM Senior Official Meeting a progress report on the Euro-Mediterranean transport cooperation, including the development of the TMN-T and of the implementation of the new RTAP 2014-2020.

Annex 2: Guidelines for the Regional Transport Action Plan (2014-2020)

(Document adopted by the UfM Transport Ministerial Conference of 2013)

REGIONAL TRANSPORT ACTION PLAN FOR THE MEDITERRANEAN REGION

(2014-2020)

PRIORITY GUIDELINES

Ministers of the Union for the Mediterranean (UfM) responsible for Transport meeting in Conference in Brussels on 14th November 2013 have identified the priority guidelines which should translate into concrete actions in the future Regional Transport Action Plan for the Mediterranean Region for the period 2014-2020.

In continuity with the partnership launched by the Marrakech Ministerial Conference in 2005 and taking into account initiatives completed or underway at the different levels (national, sub-regional, regional and international), the Euro-Mediterranean regional cooperation in the transport field should focus on the following priorities:

General guidelines

- The main objective of the regional Euro-Mediterranean Partnership is to promote close cooperation between the two shores of the Mediterranean and among the Mediterranean Partners themselves in terms of regulatory framework and infrastructure in the field of transport in view of achieving tangible results.
- The future action plan (2014-2020) will be based on the principles of coherence and complementarity between national and regional transport policies as well as on a coordinated mobilisation of all partners on common strategic objectives.
- The implementation of the action plan will be coordinated and monitored by the Euro-Mediterranean dialogue structures under the auspices of the UfM, namely the Transport Forum and three thematic working groups: Maritime, Aviation, Trans-Mediterranean Transport Network (TMN-T)/Land Transport. Technical assistance projects will continue their support to Mediterranean Partners. The involvement of the European transport agencies and the European Investment Bank will be enhanced.
- The implementation of the action plan will take into account the results of the international conference involving all potential financial partners to be held in accordance with the 2013 Ministerial Declaration.

Priority guidelines for maritime transport

- i) Improve the efficiency of ports, and strengthen the links between the EDI platforms (Electronic Data Interchange) of the Mediterranean Region;
- ii) Complete the deployment of VTS/VTMIS;²⁹

²⁹ VTS: Vessel traffic services. VTMIS: Vessel traffic monitoring and information system.

- iii) Enhance maritime safety, including search and rescue activities, and the conditions of seafarers' training and certification, environmental protection, as well as security and the fight against piracy and armed robbery at sea.

Priority guidelines for land transport (road, rail and urban)

- i) Pursue the process of liberalisation of land transport;
- ii) Support the harmonisation of the international road haulage;
- iii) Support strengthening actions in road safety, urban transport, as well as safety and interoperability in the railway sector.

Priority guidelines for air transport

- i) Promote the Euro-Mediterranean Common Aviation Area through, in particular, air transport agreements;
- ii) Implement a homogeneous regulatory framework for the operation of air transport services;
- iii) Promote the participation of Mediterranean Partners in relevant EU projects in the field of air transport.

Priority guidelines for "the network"

- i) Implement a mutually agreed Trans-Mediterranean Transport Network (TMT-N) and its priority projects;
- ii) Pursue the development of methodologies, a database and a Geographical Information System for the description and the follow-up of the transport system in the Mediterranean Region;
- iii) Strengthen its connections with the Trans-European Transport Network (TEN-T), through actions on motorways of the sea, logistics, airports and land links.

Priority guidelines common to all areas of transport

- i) Facilitate South-South exchanges of experience to complement North-South exchanges, and simplify procedures aimed at mobilising relevant bilateral and regional tools;
- ii) Strengthen human resources through the development of knowledge, competence and training, and promote good governance as well as institutional and organizational capacity in all areas covered by the future action plan;
- iii) Support socio-economic assessments in the development of transport planning and strategies, including through appropriate initiatives in the field of research;
- iv) Give specific attention to passenger rights, protection of environment and intermodality;
- v) Promote the development of relevant innovative solutions, including through continued cooperation on GNSS (Global Navigation Satellite Systems);
- vi) Encourage ratification of international Conventions on transport and their implementation and enhance Euro-Mediterranean cooperation in the relevant international fora.

Annex 3: List of acronyms and abbreviations

ADR	European Agreement concerning the International Carriage of Dangerous Goods
AEFMP	Algeria, Spain, France, Morocco, Portugal
AETR	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport
AMU	Arab Maghreb Union
ATP	Agreement on the International Carriage of Perishable Foodstuffs
BWM	Ballast Water and Management
CEF	Connecting Europe Facility
CETMO	Centre d'Études des Transports pour la Méditerranée Occidentale
CleanSeaNet	European Satellite-based Oil Spill and Vessel Detection Service
CIT	International Rail Transport Committee
COTIF	Convention concerning International Carriage by Rail
EASA	European Aviation Security Agency
EBRD	European Bank for Reconstruction and Development
EC	European Commission
ECCAIRS	European Coordination Centre for Accidents and Incidents Reporting System
EDI	Electronic Data Interchange
EIB	European Investment Bank
EGNOS	European Geostationary Navigation Overlay Service
EMCAA	Euro-Mediterranean Common Aviation Area
EMSA	European Maritime Safety Agency
ENI	European Neighbourhood Instrument
ENP	European Neighbourhood Policy
ESCWA	United Nations Economic and Social Commission for Western Asia
EU	European Union
FAL	Convention on Facilitation of International Maritime Traffic
GNSS	Global Navigation Satellite System
GTMO	Transport Ministers Group for Western Mediterranean
ICAO	International Civil Aviation Organisation
ILO	International Labour Organisation
IFI	International Financial Institutions
IMO	International Maritime Organisation
ITS	Intelligent Transport Systems
ISPS	International Ship and Port Facility Security Code
LNG	Liquefied Natural Gas
MARPOL	International Convention for the Prevention of Pollution from Ships
Med Partners -RTAP	Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Syria and Tunisia
NIF	Neighbourhood Investment Facility
OTIF	Intergovernmental organisation for International Carriage by Rail
RIMS	Ranging and Integrating monitoring stations
RTAP	<u>Regional Transport Action Plan</u>
SAT-AIS	<u>European Satellite-Automatic Identification System</u>
SOLAS	<u>Safety of Life at Sea Convention</u>
SOM	<u>Senior Official Meeting</u>
STCW Convention	The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
TMN-T	Trans-Mediterranean Transport Network
TEN-T	Trans-European Transport Network
UfM	Union for the Mediterranean
UIC	International Union of Railways
UNECE	United Nations Economic Commission for Europe
TAIEX	Technical Assistance Information Exchange Unit
TIR convention	Customs Convention on International Transport of Goods under Cover of TIR Carnets
VTMIS	Vessel Traffic Management and Information System
VTS	Vessel Traffic System
WB	World Bank
WHO	World Health Organisation

