

European Commission

*Regulatory approximation
in the transport sector*

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**Euro-Mediterranean
economic transition conference
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European Neighbourhood Policy

- Works on the basis of Action Plans, jointly agreed with partner countries,
- Priorities are identified for action in a broad range of areas, including transport and customs.
- Most of the measures identified under the EU-Mediterranean regional co-operation for transport above are already reflected in the Action Plans covering the period 2007-2013.

European Neighbourhood Policy

- For transport, the Action Plans are focusing on :
 - ◆ improving the efficiency as well as the security and safety of transport operations, in particular in the maritime and aviation fields;
 - ◆ Promoting the conclusion of horizontal and/or global aviation agreements and implementation of Galileo cooperation agreements;
 - ◆ Promoting structural policy changes for making transport more efficient, such (for example introducing competition in air transport, developing modern regulatory frameworks, and promoting interoperability of transport systems);

European Neighbourhood Policy

- The EU also encourages partner countries to promote best regulatory practice for operations such as ports and airports, railways and freight.

Recent developments under the Euro-Mediterranean co-operation for transport

- ❖ First Euro-Mediterranean Transport Ministerial Conference was held in Marrakech (Morocco) 15th December 2005**
- ❖ The Transport Ministers reviewed the progress made thus far in the EU-MEDA transport cooperation, and agreed on the future vision and goals.**
- ❖ Welcomed the ‘Blue Paper on Transport Policy in the Mediterranean Region’ and the ‘High Level Group Report on the Extension of Trans-European Transport Priority Axes to Neighbouring Countries and Regions’ as significant milestones in the cooperation process.**
- ❖ Requested the Euro-Mediterranean Transport Forum to come up by the end of 2006 with a Regional Transport Action Plan (RTAP) for next five years, to implement the recommendations of BP and HLG.**

BP PART I

Overview & Diagnosis of
MEDA Transport System

Blue Paper

1	General Data and Statistics
2	Institutional Structures and Human Resources
3	Maritime Shipping and Ports
4	Civil Aviation and Airports
5	Road Transport
6	Rail Transport
7	Multimodal / Intermodal Transport
8	Border-Crossing Issues
9	Global Navigation Satellite System (GNSS)

Blue Paper

BP

PART II

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Regional Transport
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Dimensions of Transport**

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**Towards a Smooth and Multimodal Freight
Transport Chain**

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**Exploiting the Full Potential of Air Transport and
Boosting Air Passenger Traffic**

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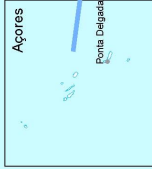
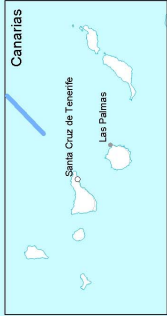
**Making Transport in the Mediterranean Safer and
Sustainable**

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Overcoming the Headache of Funding

High Level Group

Major trans-National axes and Motorways of the Sea ports



Multimodal axes *

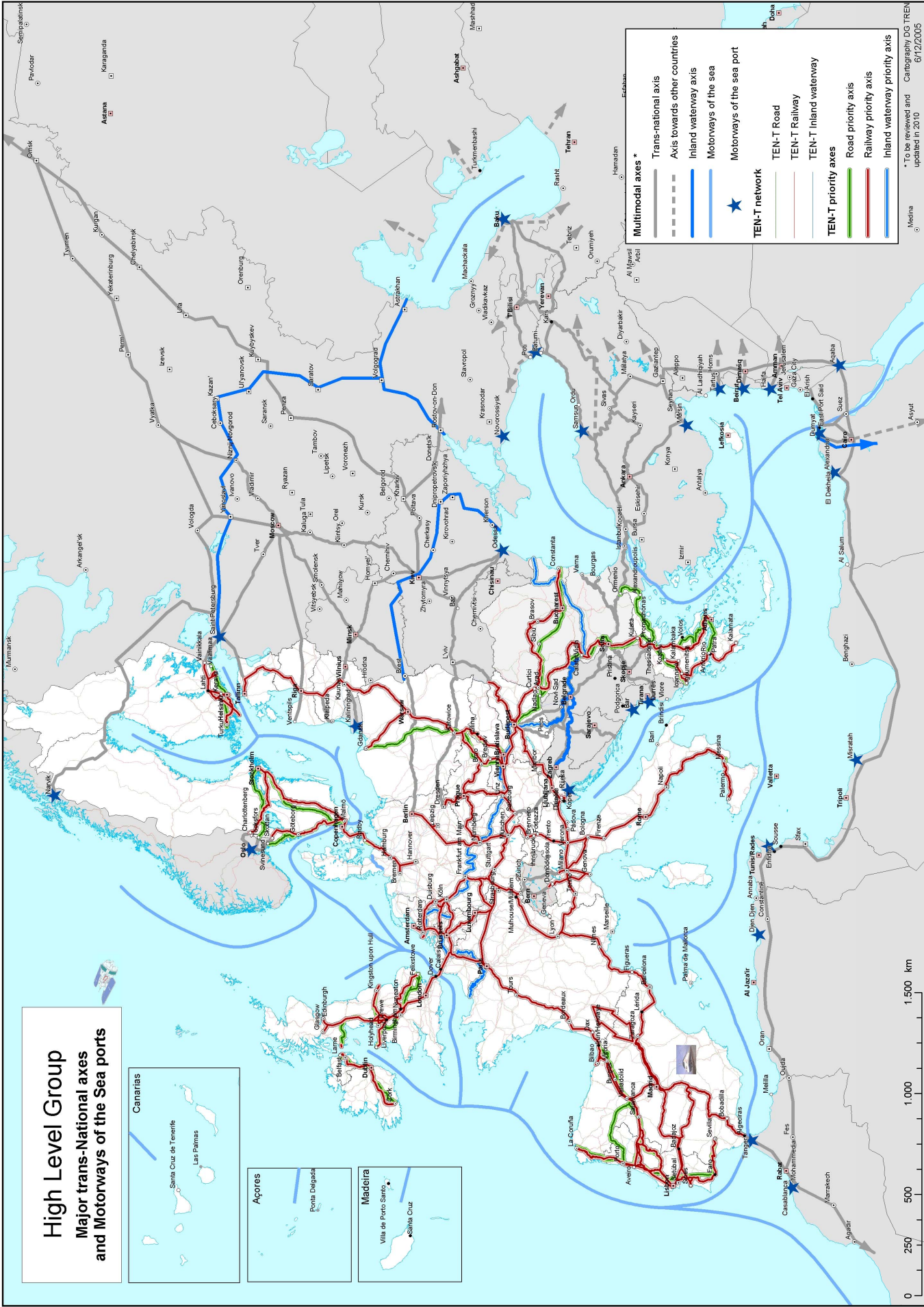
- Trans-national axis
- Axis towards other countries
- Inland waterway axis
- Motorways of the sea
- Motorways of the sea port

TEN-T network

- TEN-T Road
- TEN-T Railway
- TEN-T Inland waterway

TEN-T priority axes

- Road priority axis
- Railway priority axis
- Inland waterway priority axis



* To be reviewed and updated in 2010
 Medina
 Carography DG TREN
 6/12/2005

Policy Measures

3.1 Institutional Reform and Extension of Acquis Communautaire

- ❖ Approximate MEDA transport legislation with European Transport Community legislation
- ❖ Emphasis on institutional reform, in particular focusing central administrations on setting policies & regulations, and withdrawing from sector management & operation
- ❖ Reinforcement of human resources is another basic objective

3.2 Removal of Non-Physical Barriers

- ❖ Simplification and harmonisation of customs procedures (SAD, automation of customs procedures, implementation of risk management, EDI, etc)
- ❖ Install joint border posts and joint controls + cooperation between customs services
- ❖ Standards set by International Agreements or by EU will be complied with by 2008 (Convention on harmonisation of frontier controls for goods, Kyoto Convention, TIR convention, Customs Containers, Convention on Customs Pool Container, ADR, ATP)
- ❖ Fully implement before end of 2008 the five IMO FAL documents in use in the EU
- ❖ Enhance professional standards of customs brokering and freight forwarding industries

Policy Measures

3.3 Promotion of Interoperable Satellite Radio Navigation Systems

- ❖ Further conduct discussions among EU and MEDA Countries on GNSS
- ❖ The active participation of the MEDA Partners in the Euromed GNSS projects is instrumental to enable them to be in a position to provide GNSS services

3.4 Maritime Transport and the Motorways of the Seas

- ❖ Active participation of MEDA Partners in SAFEMED (i) implement IMO standards (ii) approximate with EU maritime regulations (iii) strengthen PSC & FSI capacities (iv) VTS
- ❖ Enhance role of EMSA in region
- ❖ Supporting mutual recognition by Paris and Mediterranean MoUs of ships blacklisted by either of them, and harmonisation at highest level of performance of their practices
- ❖ Active participation of the MEDA Partners in MoS project is instrumental to help them improve their existing maritime links or establish new maritime connections.
- ❖ Promote port reform, through decentralisation of management, commercialisation of services, introduction of private management in ports, Port Community Concept.

Policy Measures

3.5 Air Transport

- ❖ **Main objective: create a common Euro-Mediterranean aviation area**
- ❖ **Conclude Horizontal Agreements between the EU and MEDA partners**
- ❖ **As a second step, the EC with MEDA Partners may explore possibilities for Euro-Mediterranean aviation agreements**
- ❖ **Participation of the countries in Euromed Aviation project is essential to achieve above.**
- ❖ **Also separate airport regulation and management, enhancing commercialisation of services, and decentralising airport management, where feasible.**

3.6 Road Transport

- ❖ **Designing and implementing a comprehensive Regional Road Safety Master Plan (drivers training, vehicle safety, road infrastructure, safety audits, etc)**
- ❖ **Gradually upgrading the road network along major axes to facilitate international traffic.**
- ❖ **Revising licensing mechanisms based on the EU Directives for access to profession, and promoting the consolidation of owners-operators into companies**
- ❖ **Replacing the numerous existing bilateral agreements governing international road transport with few multilateral agreements, comprehensive in scope**

Policy Measures

3.7 Rail Transport and Interoperability

- ❖ Structural reform, mainly by separating rail infrastructure from operations and ensuring open and non-discriminatory access to infrastructure.
- ❖ Promote Organisational Interoperability: MEDA countries that are not yet Members of COTIF system (Egypt, Israel, Jordan and Palestine) to join it
- ❖ Pursue, at the appropriate locations and time, physical interoperability of rail links and also the gradual implementation of traffic management systems compatible with ERTMS.

3.8 Promotion of Safety, Security And Environment Protection

- ❖ For transport services, homogenous application of relevant international & EU standards
- ❖ For infrastructure, undertake audits & assessments in all stages of project development.
- ❖ At institutional level, ensure sufficient coordination between various involved authorities
- ❖ At the technological level, making increased use of GNSS (Galileo)