

***ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE
Working Party on Transport Trends and Economics
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***Definition of a Trans-Mediterranean
Network of Transport (TMN-T)***

***Methodological summary
First proposal
Next steps***

Definition of a Trans-Mediterranean Transport Network

Reference exercises:

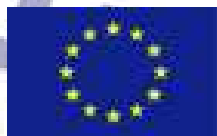
- Decision 1962/96 and modifications: EU guidelines for the development of a trans-European transport network (TEN-T).
- Definition and evaluation of the main Turkish network (Final TINA Report on Turkey).
- The Agreements on international railways and on international roads in the Arab Mashreq
- Definition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

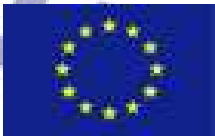
The guidelines set out in Decision 1962/96 were the frame of reference for the 2 subsequent exercises, i.e., the TINA and DESTIN.

Definition of a Trans-Mediterranean Transport Network

Reference exercises:

	<i>Objectives</i>	<i>Infrastructures</i>	<i>Geographical limits</i>
Network Definition Exercises			
<i>Destin</i>	<i>Strategic Network Definition</i>	<i>All transport modes</i>	<i>Maghreb</i>
<i>Escwa</i>	<i>International Network Definition</i>	<i>Road and Railway</i>	<i>Arab Mashreq</i>
<i>TINA Turkey</i>	<i>Strategic Network Definition Extension TEN-T (Pre Accession)</i>	<i>All transport modes</i>	<i>Turkey</i>
Axis / Corridors Definition Exercises			
<i>Major Transport Axes Extension (HLGII)</i>	<i>Axis and Priority projects definition</i>	<i>All transport modes</i>	<i>EU Neighbour countries and regions</i>
<i>ESCWA-ECE-ESCAP-ECA Linkages</i>	<i>Interregional Linkages Definition</i>	<i>Roads, Railways and Ports</i>	<i>Arab Mashreq– Europe – Africa – Asia</i>
<i>Mediterranean Transport Infrastructure Project</i>	<i>Corridors Definition</i>	<i>All transport modes</i>	<i>Mediterranean Basin</i>





Definition of a Trans-Mediterranean Transport Network

Objectives of the TEN-T (1/2):

- To ensure (...) sustainable mobility of people and goods, in the best possible social conditions and security, (...) and to contribute to reinforcing economic and social cohesion.
- To provide users with high quality infrastructure at acceptable prices.
- To include all modes of transport, taking into consideration their comparative advantages.
- To allow for optimum use of existing capacity.

Definition of a Trans-Mediterranean Transport Network

Objectives of the TEN-T (2/2):

- To be, as far as possible, interoperable within modes of transport and to favour intermodality between the different modes of transport.
- To be, as far as possible, economically viable.
- To cover the territory of the Member States (...) in order to facilitate access in general, to connect islands, peripheral and landlocked regions to central regions, and to link major urban areas and regions of the EU without bottlenecks.
- To allow for connection between the networks of the countries of the European Free Trade Association (EFTA), the countries of Central and Eastern Europe and the Mediterranean countries, while promoting interoperability and access to these networks insofar as this corresponds to the interests of the EU.

Definition of a Trans-Mediterranean Transport Network

The trans-European road network is made up of motorways and high-quality roads, existing, newly constructed or to be developed.

The rail network is made up of the high-speed rail network and the traditional rail network.

The trans-European port and airport network consists of:

- international port/airports
- European port/airports
- regional and accessibility port/airports

These designations are applied in accordance with the level and type of traffic the ports/airports handle and according to the functions they carry out within the network.

Definition of a Trans-Mediterranean Transport Network

Main aspects considered in the definition of the **TINA** network:

- Ground rules based on the TEN-T guidelines and on the TINA documents and amendments.
- The main network includes the national multimodal strategic network, consisting of hubs and links that will enable Turkey to form part of the TEN-T.

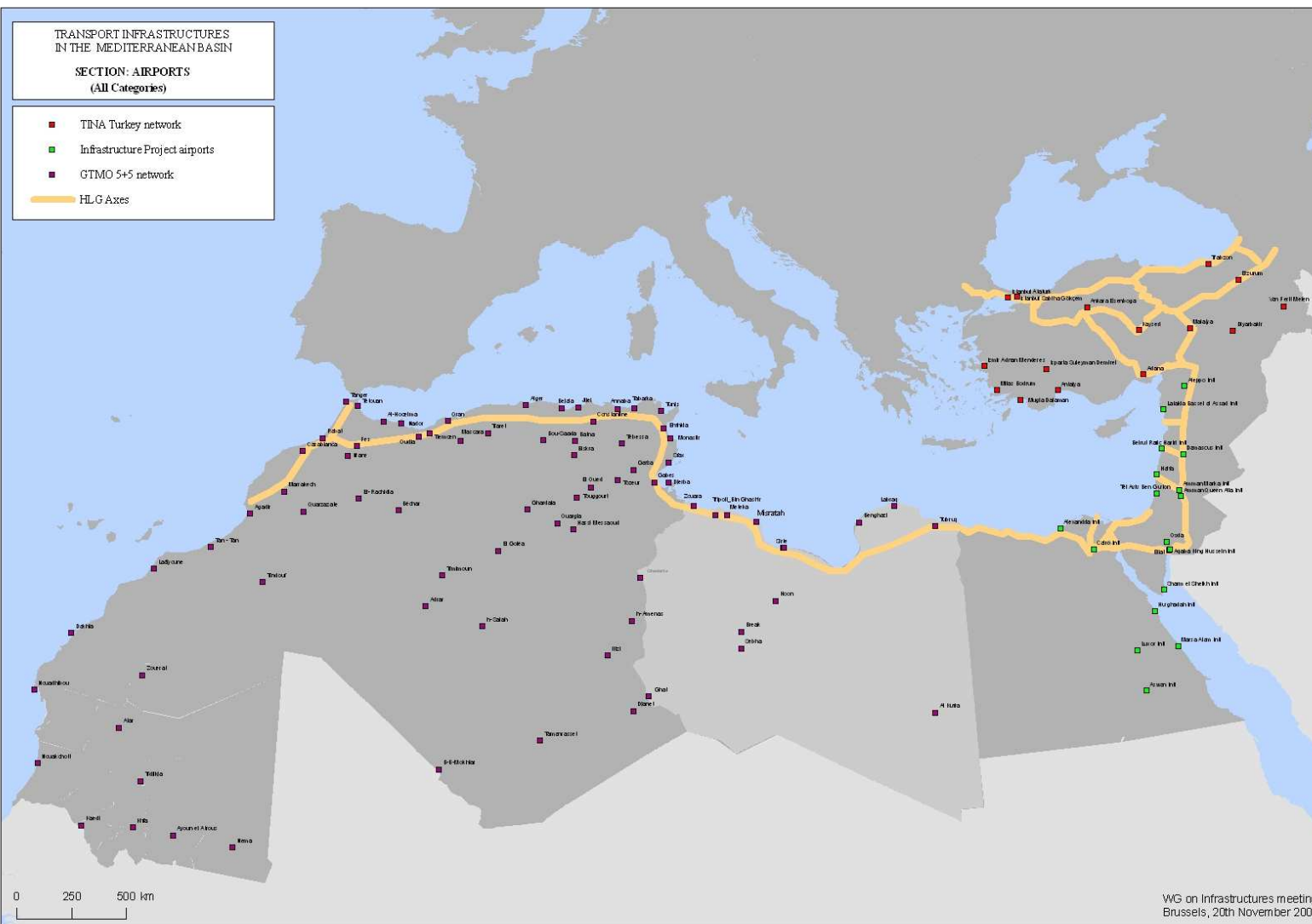
The DESTIN network for the Maghreb looked at the identification of a network of Euro-Mediterranean interest to be developed as a priority in the Maghreb, mainly based on:

- trade and international passenger flows between the Maghreb and the EU
- paying particular attention to traffic with South-Western Europe
- taking inter-Maghreb traffic into account
- and territorial accessibility in the Maghreb

The ESCWA network is a plan for the construction and development of international road and rail networks that satisfy both future traffic needs and environmental requirements in the region.

GTMO 5+5 multimodal network and the Mediterranean Transport infrastructure project will be the basis of the network.

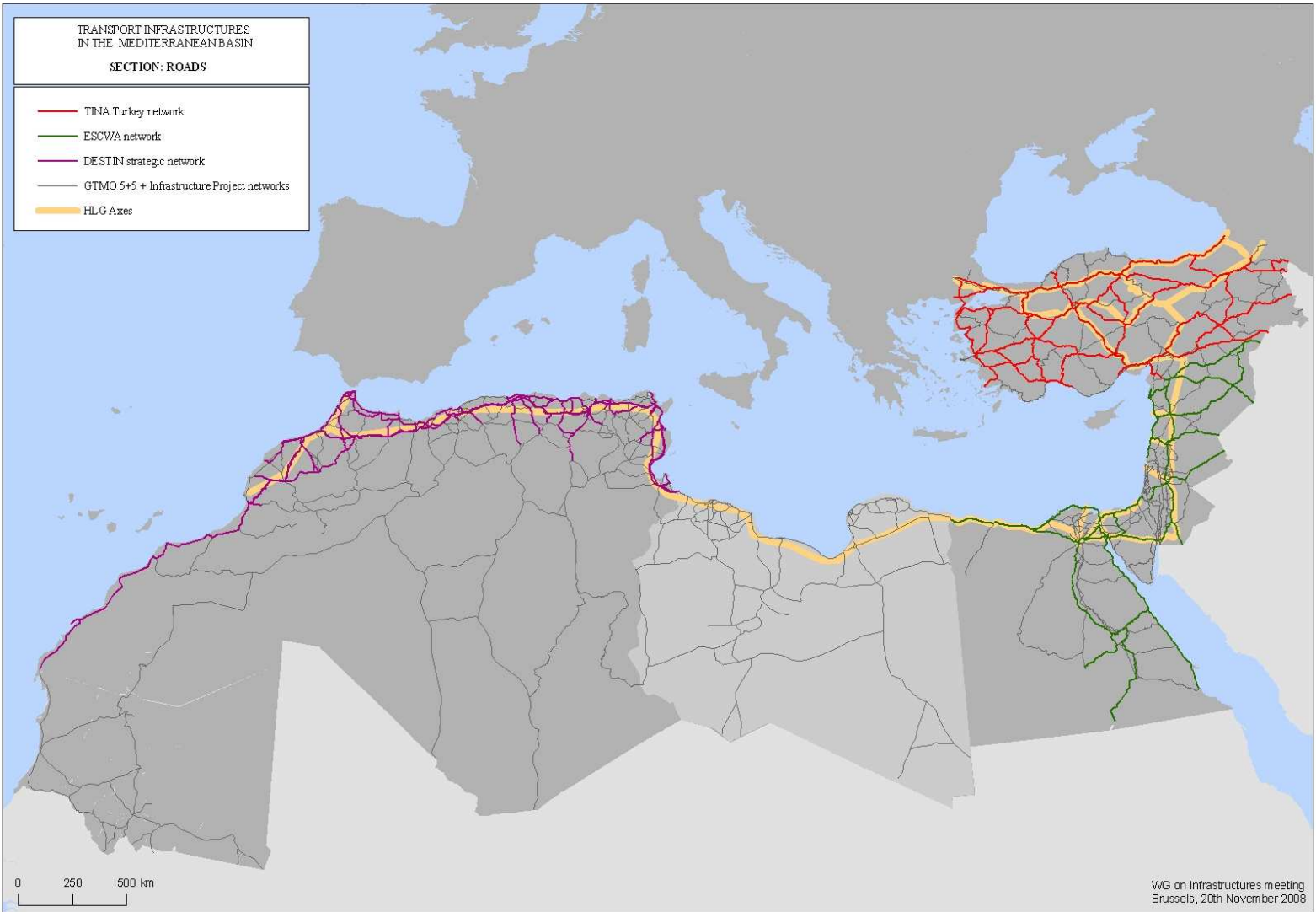
Definition of a Trans-Mediterranean Transport Network



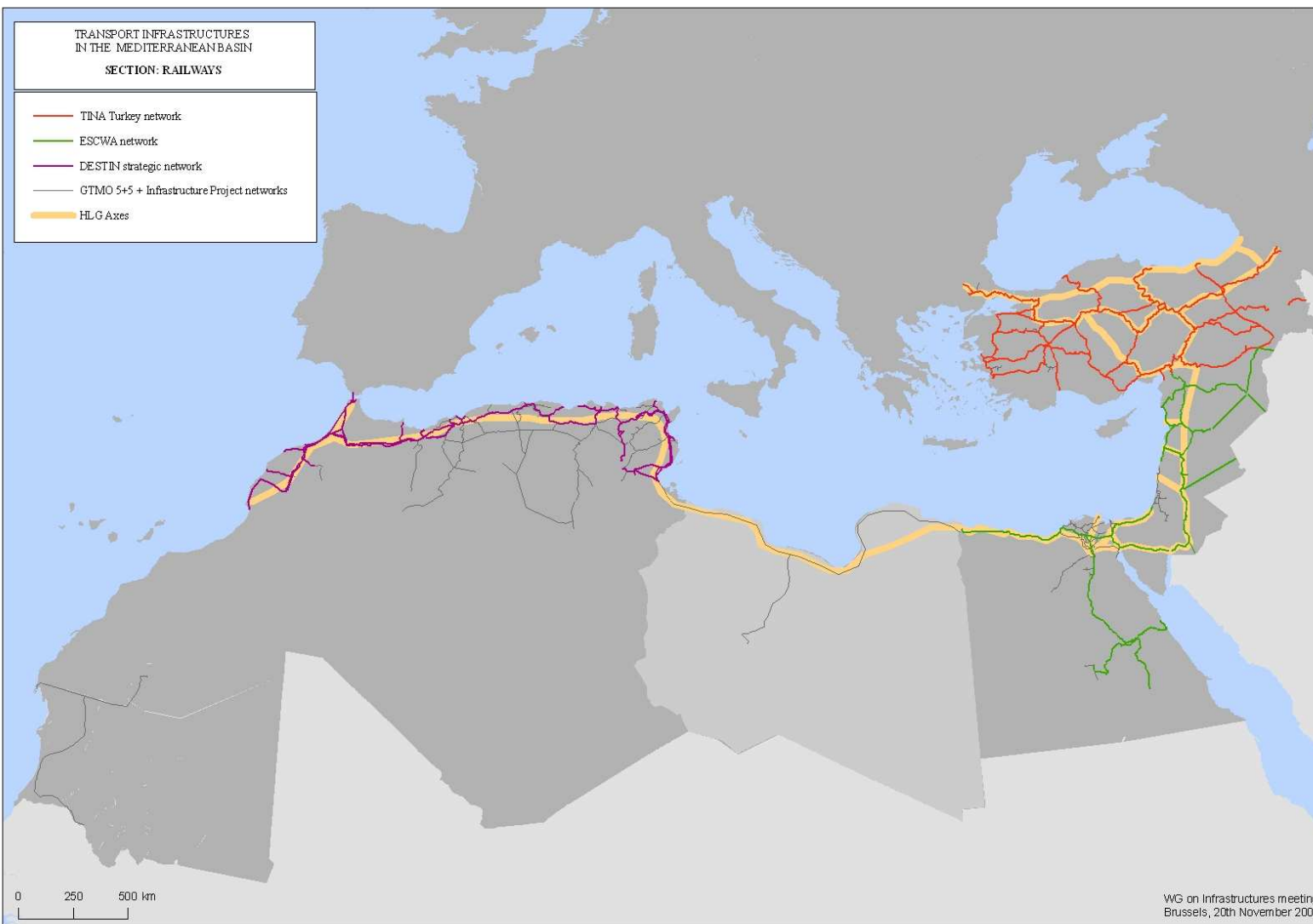
Definition of a Trans-Mediterranean Transport Network



Definition of a Trans-Mediterranean Transport Network



Definition of a Trans-Mediterranean Transport Network



TMN-T Definition: methodological summary

The methodology used for the definition of the TMN-T:

- aims to release a strategic transport infrastructure network for the entire Mediterranean basin,
- is based on standardized criteria,
- use the existing exercises in the region and the guidelines of the TEN-T as a reference.

The criteria used to define the TMN-T have been elaborated on the basis of the development policy of TEN-T, as well as taking in consideration the given reality of the Mediterranean region.

These approach has been submitted to the countries, in the form of a methodological document for the elaboration of TMN-T, in the course of the last meeting of the working group on infrastructures and during the last Euro-Mediterranean Transport Forum.

TMN-T Definition: methodological summary

In order to define the first proposal of the TMN-T, the network identified in the existing exercises has been completed with the necessary links and/or nodes in accordance with the criteria mentioned.

These links and nodes come from the reference networks:

- for Western Med countries, the **multimodal network of GTMO 5+5**
- for Eastern Med countries, the **basic network of the infrastructure project**.

This task has been done in different ways, depending on the mode, in order to obtain the different sections of the first proposal of the TMN-T:

- roads section
- railways section
- ports section
- airports section

TMN-T first proposal (roads section)

Roads section of the TMN-T:

- The links included in this section of the TMN-T meet some of the following situations :
 - The cities of approximately 100.000 citizens and the main export and import nodes of the country must be linked by road,
 - The road links of the main ports and airports of the Mediterranean region must be included in TMN-T,
 - The road links must give the necessary connectivity to peripheral regions,
 - The road link must give to the network the necessary continuity, mainly those that guarantee the absence of missing links, and especially the border connections assuring regional continuity and density,
 - The roads links must guarantee a equivalent density/structure of the Roads section of the TMN-T to the one of the TEN-T.

TMN-T first proposal (railways section)

Railways section of the TMN-T:

- Considering:
 - the low density of the existing rail network in most of the Mediterranean countries in comparison with the European countries,
 - the importance of the railways for:
 - the promotion of the intermodality and
 - the sustainability of transport,
- the totality of the railways existing has been taken into account, as well as the whole of the projects or axes planned by the countries.

TMN-T first proposal (ports and airports sections)

Ports and airports sections of TMN-T:

- All the ports and airports considered in the multimodal network of GTMO 5+5, the Infrastructure Project and TINA-Turkey have been introduced in TMN-T.
- They have been classified quantitatively (in conformity with TEN-T classification) in the following categories:
 - Port/ airport of international interest
 - Port/airport of Mediterranean interest
 - Port/airport of regional and/or accessibility interest
- Final classification will force to do a mandatory update of the statistical data.
- The lower density of airports for the Eastern Mediterranean in the Infrastructure project network will force to review the airport list and eventually to add airports, in accordance with the concerned countries.

TMN-T Definition: next steps

Nowadays:

- Elaboration of the first proposal of TMN-T
- First comments of the countries

Next steps:

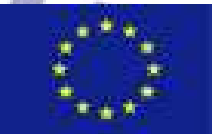
- Comments of the countries on the first proposal:
- Elaboration of the second proposal of TMN-T:
- Elaboration of the pre-definitive version of TMN-T:
- Elaboration and presentation of the definitive version of TMN-T for approval.



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Thank you for your attention

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