

Regulation and Harmonisation of International Rail Transport

❑ Sub(regional) initiatives for harmonisation exist:

- ✓ (ESCWA Agreement on International Rail
- ✓ AMU Agreement on Rail Transport)
- ✓ not fully adopted by the member countries or not actually implemented.

- ❑ the UNECE rail conventions and the recommendations of the International Union of Railways (UIC) have been adopted by few countries such as Syria and Morocco.

Regional Rail Network

- ❑ no regional rail corridor that connects the region together from east to west.
- ❑ further efforts must be focused on strengthening the Regional rail links.



Land Transport



Land Transport

- ❖ **Approximately 750 000 kilometres of roads stretch across the MEDA region.**
- ❖ **A continuous highway system connecting all the region currently exists, with even a further link to the EU through Turkey.**

Access to the Road Freight Transport Market

- **Access to the market has been greatly liberalised in all countries.**
- **The majority of trucking services in all countries is provided by the private sector.**

Licensing mechanisms

- Existing licensing mechanisms in most countries are sub-optimal .
- This results in low quality of companies, drivers and trucks, which threatens the economic dimension of transport, as well as safety & environmental aspects

Market structure

- The market is fragmented with numerous owner-drivers in the market who are not able to benefit from economies of scale.
- This results in high operation costs and reduced profit margins, which promotes the deterioration of this industry (e.g. maintenance of vehicles is neglected)

Regulation & Harmonisation of International Road Freight Industry

- **There are some (sub) regional initiatives aimed at harmonising road freight transport**
 - **Arab Transit Agreement promoted by the Arab Union of Land Transport**
 - **ESCWA Agreement on the International Roads in the Arab Mashreq**
 - **Agreement between Jordan, Syria and Lebanon on Vehicle Circulation Booklet**
 - **Road Transport Agreement of the Arab Maghreb Union (AMU)**
- **PPPs, Motorway tolls, Road Fund and provision of efficient road safety standards are not common practices in the region.**
- **The majority of countries manage their road networks based on funds from the General Government Budget.**

Transport Logistics

- **Container share of maritime traffic in MEDA countries is significantly lower than the international and EU average rates (except for Cyprus, Malta and Israel) .**
- **MEDA Container share reaches 50 %-60 % of all maritime traffic (not to mention the 80 % share observed in the large ports of highly industrialised countries).**
- **Transshipment practices and the use of hub ports are still low**
- **A standard legal framework for liability & insurance of multimodal carriers does not exist**
- **Logistics platforms (freight distribution centres, storage and warehousing areas, container consolidation and breaking centres, etc.)**

Border-Crossing Issues

Customs Procedures

- **Approximately all MEDA countries are members of WCO and UNCTAD.**
- **The actual implementation of best practices of these organisations varies highly across countries.**
- **Almost none of the countries adopts the Single Administrative Document (SAD)**

Customs automation

Customs computer systems exists in most countries However:

- **Customs computer systems allow limited data sharing with other authorities**
- **Customs computer system in many countries (Morocco, Tunisia and Egypt) do not support risk analysis/management techniques**
- **Customs computer systems in many countries do not support EDI technology**

Application of risk management concepts

- **Cyprus, Malta and Turkey are successful in these applications.**
- **Lebanon & Jordan are progressing to achieve better implementation for these applications.**
- **In other countries, these applications are not supported by the computer system.**

❑ **Transit agreements**

- Egypt and Palestine are not members of TIR, and Algeria does not implement TIR
- The Arab Manifest is used instead of TIR.
- This Manifest, however, does not propose financial guarantee throughout the trip

❑ **The freight forwarding industry in the region is relatively underdeveloped.**

❑ **Infrastructure/equipment at border points, particularly land borders, are often insufficient**

Satellite Navigation

- **Satellite navigation is very useful in enhancing the efficiency, safety, security and environment protection of the transport sector, in all its modes.**
- **The EU is in the process of developing its own satellite system (GALILEO), which will be operational from 2008 onwards.**
- **All countries share the interest to implement GNSS but at different levels.**

Major Findings and Core Problems

- Cooperation on policies/regulations affecting international transport is insufficient.**
- National policies impacting transport are not well adapted to the needs of the system.**
- Liberalisation in transport is progressing at a slow and uneven pace.**
- The mechanisms for financing transport investments are insufficient and vulnerable.**
- Ports do not fulfil enough their role as focal nodes in multimodal transport chains**

Major Findings and Core Problems

- Air transport sector is organised under the traditional restrictive bilateral agreements
- International road land transport sector suffers from fragmentation and low professionalism
- The rail sector is subject to strong government controls and needs to be reformed
- Border-crossing & customs procedures are still cumbersome and time consuming
- Intermodal connections not enough developed .
- Logistics & freight forwarding sectors have not yet evolved into fully-fledged industries.

First Euro-Mediterranean Ministerial Conference on Transport



Thank you for your Attention

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