



# Ports in the Euro-Mediterranean Transport Cooperation

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# Outline

Political context

Technical assistance projects

Funding instruments



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# POLITICAL CONTEXT

# European Neighbourhood Policy

- European Neighbourhood Policy was revised in 2015, focused on migration and safety
- **ENI South** - Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Syria, Tunisia
- **ENI East** - Armenia, Azerbaijan, Belarus, Georgia, Moldova, Ukraine
- European Neighbourhood Instrument (ENI) worth over €15 billion from 2014-2020.
- Cooperation can be bilateral, regional or cross-border



# Euro-Mediterranean transport cooperation

## Union for the Mediterranean Ministerial Declaration on Transport of November 2013:

*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);*

# Regional Transport Action Plan 2014-2020

- [http://ec.europa.eu/transport/themes/international/european\\_neighbourhood\\_policy/mediterranean\\_partnership/docs/rtap2014\\_2020\\_en.pdf](http://ec.europa.eu/transport/themes/international/european_neighbourhood_policy/mediterranean_partnership/docs/rtap2014_2020_en.pdf)
- *Objectives*
- *Means*
- *Monitoring*



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### **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 fair competition.
- Simplification of procedures must be improved by:
  - i)* Continuing the implementation of the concept of a 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 strengthen links between the EDI platforms of the involved ports in the Mediterranean Region. The prospect to move towards 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 well 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 the 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;





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- 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.

# External dimension of the TEN-T

TEN-T extended to the following neighbouring regions:

European Economic Area – Iceland, Norway

Liechtenstein, Switzerland (inclusion in TEN-T Guidelines in 2013)

Western Balkans (inclusion in TEN-T Guidelines in 2013, extension in 2015)

Turkey (inclusion into TEN-T Guidelines in 2014, extension in 2016)

Eastern Partnership (inclusion in TEN-T Guidelines in 2014, extension in 2016)

**Mediterranean region (TMN-T)** (inclusion in TEN-T Guidelines planned for end of 2016, work at technical level ongoing)



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**EU FUNDED PROJECTS**

# SAFEMED III and IV

## Key components

***Component 1: Flag State implementation***

***Component 2: Port State Control in the Mediterranean Sea region***

***Component 3: Vessel Traffic Monitoring (VTS) and Information Systems (VTMIS) in the Mediterranean Sea region***

***Component 4: Protection of the marine environment of the Mediterranean Sea***

***Component 5: Human Element***

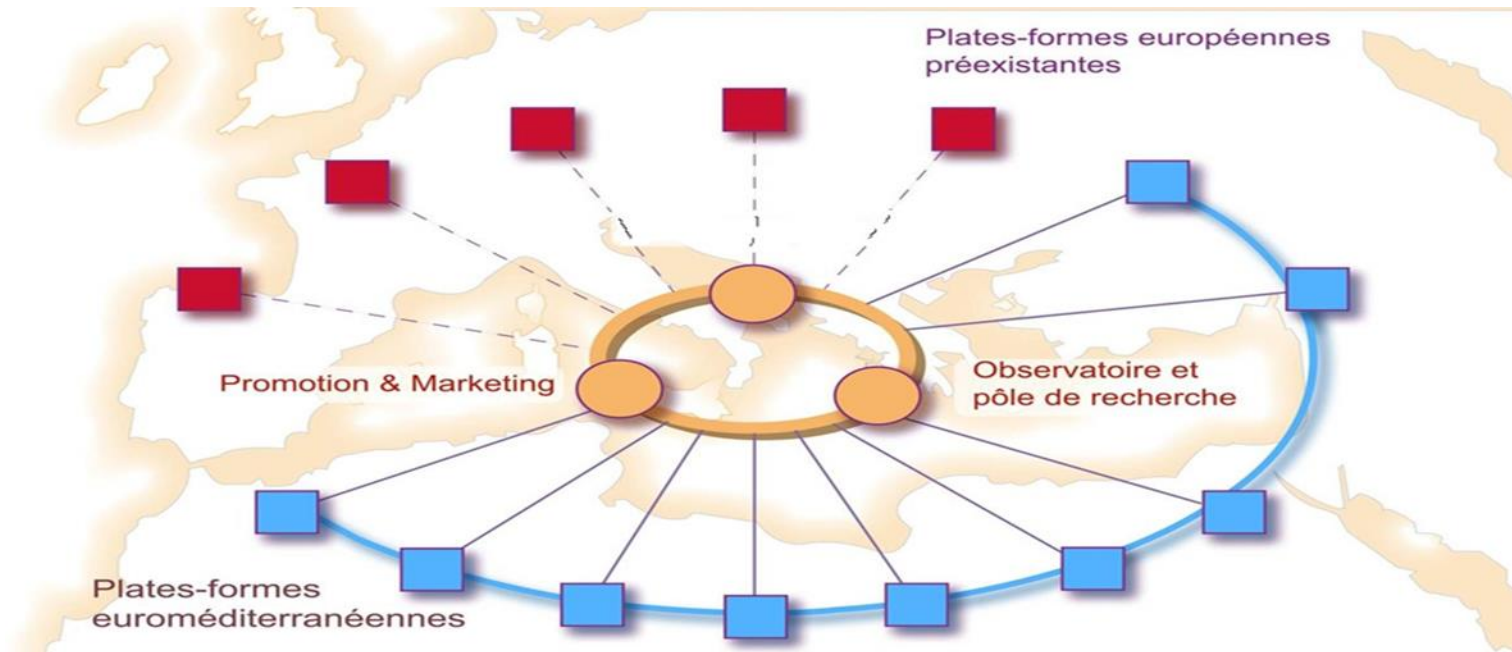
***Component 6: Security of ships and port facilities***

***Component 7: Mediterranean Coast Guard Functions Forum***

***Component 8: Bilateral activities***

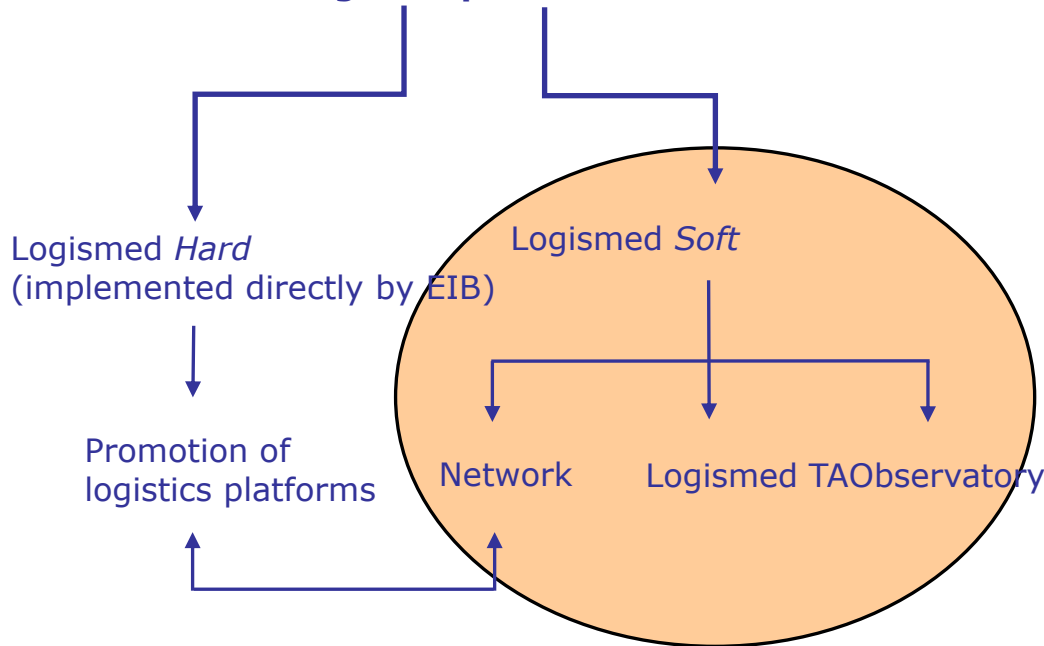
*Running until 2020 through EMSA*

# LOGISMED Training Activities



- The development of logistics platforms in Mediterranean Countries is a RTAP priority.
- Training activity in the Logistics sector (Logismed TA) labelled essential by the UfM.

**LOGISMED  
Euro-Mediterranean Network  
of logistics platforms**



**Network:**

Definition of the common characteristics, services and implementation / management of the EMNLP and of its logistics platforms.

**Training (Logismed TA):**

**Improve training offer in the country.  
Reference Action Plan defined by a technical assistance in 2012.**

**Observatory:**

Creation of a regional observatory for the production and analysis of logistics performance indicators.

## Other projects

- **EuroMed Transport Support Project starting 2017**
- **EuroMed Rail Project starting 2017**
- **EGNOS extension to the South region**
- **Southern Neighbourhood Advisory Programme for the Transport Sector (SNAP-T) Project pipeline co-funded with the EIB**
- **Twinnings**



# FUNDING INSTRUMENTS



- **From the Neighbourhood Investment Facility (NIF) to the External Investment Plan**
- **Connecting Europe Facility (CEF) and its external dimension**
- **Coordination with EU financial institutions**
  
- **ENI Cross-Border Cooperation (CBC) MED SEA programme**



# Thank you for your attention!

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# Fresh Food Corridors project

Connecting Europe Facility 2014 calls for proposals:

Participants: **Slovenia, France, Italy, Cyprus, Israel**

Total cost: **21.4 million EUR**

EU contribution: **10.7 million EUR**

Complemented by a **pilot on the Cyprus-Egypt corridor**  
focused on IT and process integration

## Fresh Food Corridors





# **ENI CBC Med Sea programme**

- **ADOPTED in December 2015**
- **209 MEUR EU allocation, Region of Sardinia acting as Managing Authority**
- **Organised according to two overarching objectives:**
  - (1) Promote economic and social development**
  - (2) address common challenges in environment**

# Geographical eligibility

