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Sector Strategic Paper



The transport
and logistics sector in the
Euro-Mediterranean region :

Position, challenges
and steps towards
achieving an integrated
multimodal transport network



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Sector Strategic Paper

**The transport and logistics sector in the
Euro-Mediterranean region:**

**Position, challenges and steps towards achieving an
integrated multimodal transport network**

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Abstract

This study seeks to provide a detailed analysis of the logistics and transport sector in the Euro-Mediterranean region by outlining the current position and main challenges faced by each mode of transport. The report also tackles the economic importance of the Euro-Mediterranean trade and investment relations and ways of enhancing these relations through deep and comprehensive free trade areas (DCFTAs). This study aims at providing a framework for establishing an integrated multimodal and more competitive Euro-Mediterranean logistics and transport sector and prescribes the prerequisites, guidelines and prospective actions that need to be done in order to achieve this goal and to reach the ultimate objective: a common Euro-Mediterranean transport space.

Key words: transport and logistics, Euro-Mediterranean, multimodal transport, transport modes, FDI, trade, FTA, DCFTA, common Euro-Mediterranean transport space.

List of acronyms

ARC	Aqaba Railway Company
ATM	Air Traffic Management
BSOs	Business Support Organisations
CCIA-BML	Chamber of Commerce, Industry and Agriculture of Beirut and Mount Lebanon
D-ATIS	Digital Automatic Terminal Information Service
DCFTAs	Deep and Comprehensive Free Trade Areas
DFIs	Development and Finance Institutions
EBSOMED	Enhancing Business Support Organizations and Business Networks in the Southern Neighbourhood (Project)
EC	European Commission
FDI	Foreign Direct Investment
FTA	Free Trade Area
GDP	Gross Domestic Product
ICT	Information and Communications Technology
IDAL	Investment Development Authority of Lebanon
LPI	Logistics Performance Index
MoS	Motorways of the Sea
RTAP	Regional Transport Action Plan
SAC	Sector Alliance Committee
SES	Single European Sky
SESAR	Single European Sky ATM Research
SM	Southern Mediterranean
TEN-T	Trans-European Transport Network
TMN-T	Trans-Mediterranean Transport Network
UfM	Union for the Mediterranean
VCSS	Voice Communication and Control Systems

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Sector Strategic Paper

The transport and logistics sector in the Euro-Mediterranean region: position, challenges and steps towards achieving an integrated multimodal transport network

1. Introduction

The logistics sector is one of the main conduits of international trade and a major pillar of the industrial sector. This sector is also a catalyst of economic activity and growth and contributes extensively to job creation. The transport industry directly employs around 10 million people and accounts for about 5% of gross domestic product (GDP)¹.

“Logistics is understood as a network of services that support the physical movement of goods, trade across borders, and commerce within borders. It comprises an array of activities beyond transportation, including warehousing, brokerage, express delivery, terminal operations, and related data and information management.”²

1.1 Objectives

The present research study was commissioned to the Chamber of Commerce, Industry and Agriculture of Beirut and Mount Lebanon (CCIA-BML) as affiliated partner of the EBSOMED project (Enhancing Business Support Organizations and Business Networks in the Southern Neighbourhood) project.

a) EBSOMED project

PROJECT BRIEF DESCRIPTION

¹ *Transport sector economic analysis*, European Commission

² *Connecting to Compete 2018, Trade Logistics in the Global Economy*, The Logistics Performance Index and Its Indicators.

EBSOMED is a four-year project with an overall budget of €6.25 million, co-financed by the European Union, which aims at boosting the Mediterranean business ecosystem by promoting inclusive economic growth and job creation and by enhancing the private sector environment, more specifically, the Business Support Organisations (BSOs) in the Southern Neighbourhood countries.

Countries covered are: Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Syria and Tunisia.

PROJECT OBJECTIVES

- Improve the management capacity, performance and competitiveness of Mediterranean Business Support Organizations (BSOs) through enhanced services in compliance with quality standards;
- Empower Mediterranean private sector stakeholders by developing business linkages and networks between Southern Neighbourhood BSOs and their EU counterparts and supporting them in seizing the financing services offered by Development and Finance Institutions (DFIs);
- Stimulate trade and investment flows by supporting the internationalization of MED SMEs;
- Increase Economic Regional Integration and boost the MED business community by creating a sustainable hub for developing business partnerships and coordinating strategies in key sectors of common interest in the Euro-Med region.

b) Objectives of the study

This study aims at providing a detailed analysis of the logistics and transport sector in the Euro-Mediterranean region by outlining the current position and main challenges faced by each mode of transport. The report also tackles the economic importance of the Euro-Mediterranean trade and investment relations and ways of enhancing these relations through deep and comprehensive free trade areas (DCFTAs). This study seeks to provide a framework for establishing an integrated multimodal and more competitive

Euro-Mediterranean logistics and transport sector and prescribes the guidelines and prospective actions that need to be done in order to achieve this goal and to reach the ultimate objective: a common Euro-Mediterranean transport space. The study also identifies the pre-requisites of a closer market integration North-South and ways of maximizing its benefits.

1.2 Methodology

The study aims at consolidating all available data and information pertaining to the transport and logistics sector in the Euro-Mediterranean region through a thorough literature review and after extracting the views of main stakeholders and experts in the field, which participated in the Sector Alliance Committee (SAC) held in Barcelona in June 2019. Another tool used in the study is a questionnaire of four Chambers of Commerce in the South Mediterranean countries, which seeks to obtain information on the current position, challenges and main developments in the different modes of transport and logistics in each of the four surveyed countries. The integral questionnaire is provided in Annex I of the study. Finally, the policy guidelines and steps towards achieving common Euro-Mediterranean transport space were inspired by the European Commission's strategies and policy communication papers pertaining to the different modes of transport.

2. Transport and logistics in the Euro-Mediterranean region

Transport logistics and multimodal transport systems underwent dramatic technical innovations and changes over the past decade, which has entirely shaped all aspects of the world logistics and transport industry. Coping with this transformation has become a matter of high priority for all countries especially those that wish to remain on the map of key players and top performers in this field.

The transport and logistics sector touches upon the basic fundamentals of companies' ability to compete in the world economy. For instance, this sector

accounts for nearly 15 percent of the cost of a finished product for a typical European company.³

These changes in the “world transport order” have put increasingly more pressure on developing countries and have made it very hard for them to be integrated in the international economy and thus take place in the international trade and supply chains.

Disparities between the Southern Mediterranean (SM) countries and their European counterparts in terms of the development and the level of sophistication of their transport systems are growing bigger.

SM countries are finding it increasingly more difficult to be integrated in international supply chains and adapting their transport systems to the changes in global goods and transport markets. This is mainly due to:

- their poor logistics infrastructure as most ports, airports, and roads transport systems are deficient and lack the adequate modernization and technology level,
- the absence of regulatory framework for reforms and restructuring of the logistics sector,
- border-related controls bottlenecks and bureaucratic red tape customs clearance procedures.

In order to maximize the economic impact of the Euro-Mediterranean integration, an enabling policy environment to undergo national structural reforms in SM countries is required.

³ *Transport sector economic analysis*, European Commission

2.1 Analysis of the logistics and transport modes in the Euro-Mediterranean region: sector position and main challenges

a) Air transport

At the core of the EU's strategy pertaining to air transport is putting in place a Single European Sky (SES) which relies on five main pillars: establishing a performance-based regulatory framework, the safety pillar, the technological contribution, the human factor and the optimization of airport infrastructure.

SESAR (*Single European Sky ATM Research*) is the technological arm of the SES, which role is to enhance Air Traffic Management (ATM) performance through the modernization and the standardization of systems by implementing innovative technologies to intermodal transport systems and services.

The adoption of the SES will have spillover effects on the EU neighbouring countries notably those located in the South Mediterranean region, which will provide room for further integration of the SM countries within the EU markets.

A great disparity characterizes air transport both between the South-North and the South-South Mediterranean countries in terms of the infrastructure development level, innovation, modernization and liberalization. Most SM countries seem to lack the adequate infrastructure and high technology levels required to raise competitiveness and capacity of airports and improve connectivity.

In Lebanon, The Beirut Rafic Hariri International Airport has been working at full capacity during the past years putting substantial pressure on its existing facilities. There are currently plans to expand the Beirut airport to accommodate 10 million passengers a year. Moreover, there are other plans to activate the Rene Mouawad Airport to accommodate commercial planes mainly low cost airlines and general cargo unlocking demand from Lebanon's northern areas and Syria's southern areas.

The planned projects are expected to contribute to the increase in competitiveness of Lebanon's transport infrastructure and help businesses access markets faster and easier (IDAL).

Jordan seeks to implement EU aviation safety regulations and replace the old air transport systems with modern ones that meet the requirements of international standards such as: IP-voice communication system (VCSS), Digital ATIS system (D-ATIS), MODE-S RADAR system and Global Navigation Satellite Systems (GNSS).

In the EU's strategy for the aviation sector, the Commission stated, among other priorities, the following key priority:

- "Tapping into growth markets by improving services, market access and investment opportunities with third countries, whilst guaranteeing a level playing field";⁴ which entails that it is within the priority of the EU to integrate its SM partner countries in order to achieve a global presence and maintain leadership in international aviation and expand its air transport network.

Shaping a common Euro-Mediterranean space requires a harmonized air transport system among different SM countries embodying the following objectives:

- upgrading airports facilities infrastructure
- reducing bottlenecks related to capacity in order to meet the increase in air traffic growth and improving efficiency and connectivity;
- ensuring compliance to aviation safety and security international standards,
- improving performance of air transport services and implementing innovative digital technologies

⁴ *An Aviation Strategy for Europe*, European Commission Communication, 2015

b) Road transport

Within the EU, the road transport sector has been fully liberalized as border controls almost disappeared. The sector handles more passengers and carries more freight than all other modes of transport and employs over 10 million workers. The EU seeks to implement harmonized safety and environmentally friendly technical standards and maintain efficient freight and passenger transport services.⁵

For most SM countries, road transport is a mode that necessitates great improvements as most countries are undertaking or plan to undertake rehabilitation projects of main roads and public transport infrastructure.

Jordan is executing a public transport master plan, which includes an urban bus reform in order to introduce new buses of better quality, with higher reliability, more accessibility, greater efficiency and improved safety. The country also aims at implementing road safety and international standards and increasing the operational efficiency of public transport services and improving the quality of services provided.

For Lebanon, the main developments in the land transport area relate mainly to roads rehabilitation and expansion. According to the Investment Development Authority of Lebanon (IDAL), the Lebanese Government announced a \$510 million investment program in road infrastructure for the next five years (2018-2022). The country's priorities are improving the quality of roads and setting a national plan to decrease high traffic congestion on main roads and highways as well as putting in place an efficient public transport system.

⁵ *Road Transport Strategy*, European Commission

c) Rail transport

The EU has been attributing much importance to developing the rail transport market in order to further expand the rail transport industry through:

- liberalizing the rail transport market and opening it to competition
- improving the interoperability and safety of national networks
- developing rail transport infrastructure

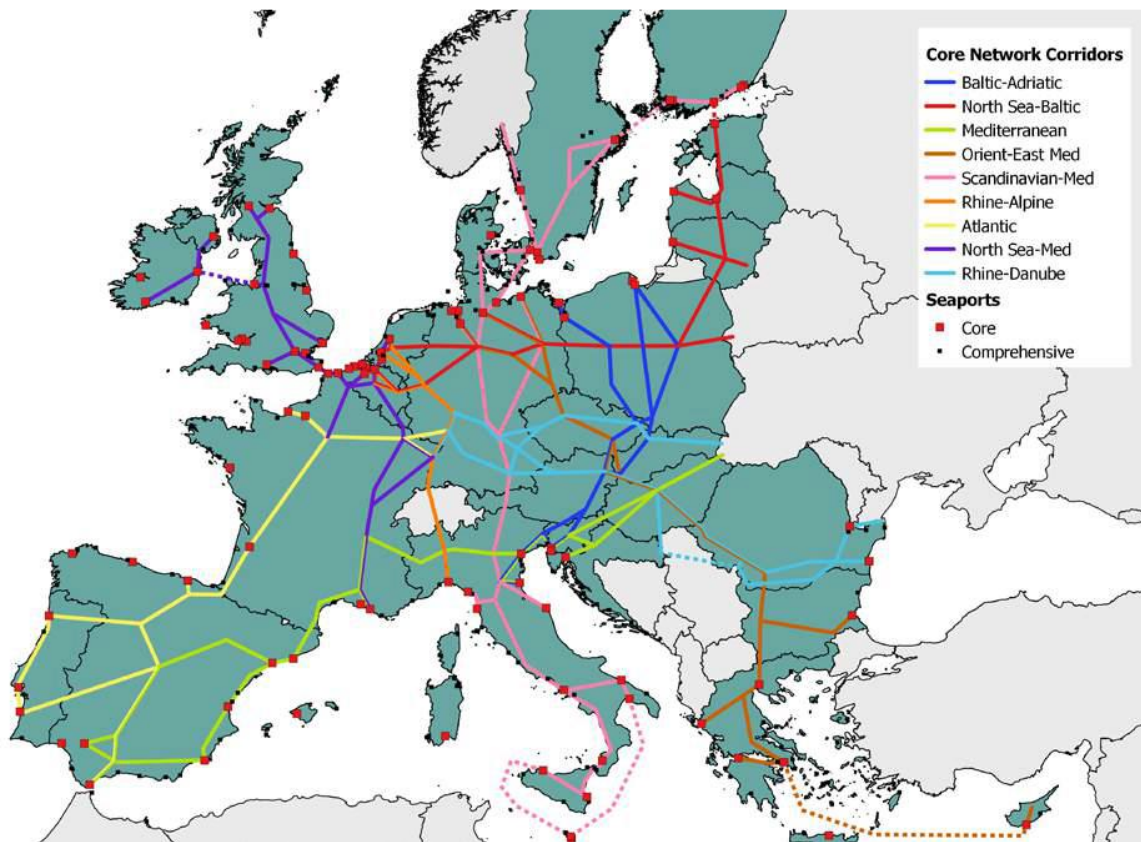
Cross-border rail projects have been implemented in order to support the EU's TEN-T program aiming at improving the interconnection and interoperability of national transport networks and better managing the rail freight traffic.

Rail transport seems to be deficient in many SM countries, in Lebanon for instance, no railroads exist and in Jordan the Aqaba Railway Company (ARC) was established for the sole role of transporting phosphate material from the phosphate mines to the export port in Aqaba. In Tunisia, very few investments were made in renewal of railway infrastructures.

d) Maritime transport

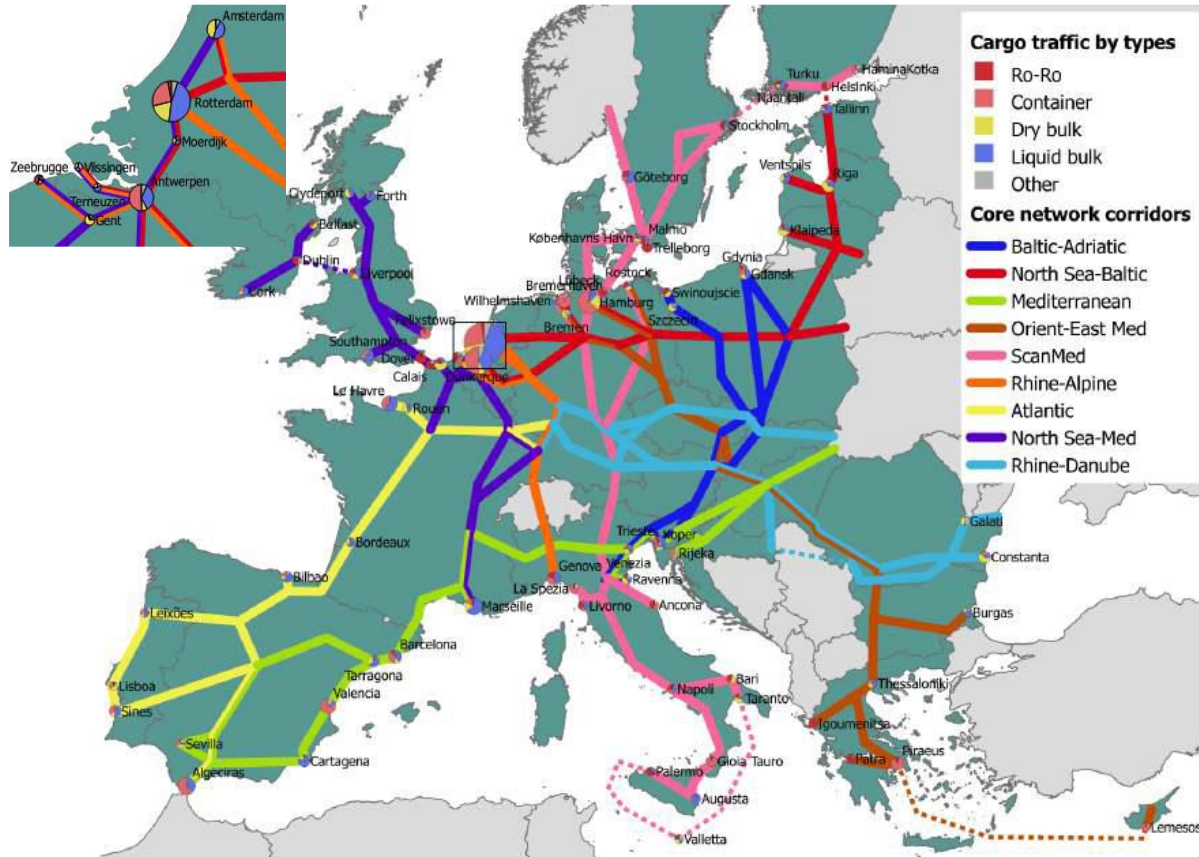
For the EU, maritime transport has been one of the major modes of transport as it carries nearly 90 percent of EU's external freight and over 400 million passengers per year. The EU maritime transport strategy for 2009-2018 focused mainly on safety and security standards, simplifying and computerizing administrative procedures, environmental sustainability and de-carbonization and developing maritime human resources.

Figure 1: Core Network Corridor ports and Comprehensive Network ports in 2016



Source: ISL based on EUROSTAT

Figure 2: Core Network Corridors and CNC ports' cargo traffic by type in 2016



Source: ISL based on EUROSTAT

Most ports in the SM countries are monopolized by public authorities which increases the risks of mismanagement and bureaucracy of transfer and clearance procedures. Operations and systems are atomized and red tape and tedious customs clearance are predominant.

Tunisia plans on renovating its ports infrastructure in order to optimize the capacity of each port, to create training centers for logistics and transport and to implement innovative information systems to increase efficiency and transparency.

Increasing capacity of the Aqaba port system and reducing the cost of transporting goods and containers is a matter of high priority for Jordan. Other plans include ensuring compliance with international standards of maritime safety and security and the development and modernization of maritime communications equipment.

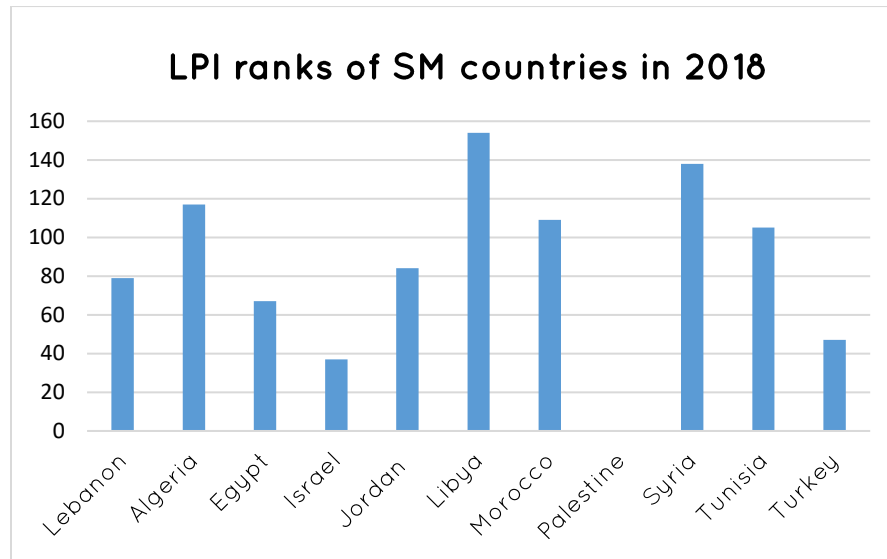
It is clear that the maritime transport sector in the SM countries requires structural reforms to improve the efficiency of port systems and decrease administrative bottlenecks, especially with the new developments and structural changes in the maritime industry, which requires innovative systems to ensure just-in-time delivery and containerization. Public-Private partnerships are an essential tool to achieve these reforms and to improve ports' operational efficiency and accountability, a pre-requisite for enhancing their integration within the EU.

2.2 Performance of the logistics sector in the Euro-Mediterranean region

According to the Logistics Performance Indicator (LPI) results for 2018, most SM countries are poor performers in terms of logistics infrastructure as 50 percent rank above 100 out of 160 countries.

LPI ranks of SM countries in 2018	
Country	LPI rank
Lebanon	79
Algeria	117
Egypt	67
Israel	37
Jordan	84
Libya	154
Morocco	109
Palestine	-
Syria	138
Tunisia	105
Turkey	47

Source: Connecting to Compete 2018



The logistics sector is still underdeveloped or needs further development in the SM region and local operators are lacking in terms of capacity, modernization and know-how. Most of them are small in size and unable to take part of international logistics chains, which are mainly controlled by European companies. They offer a very limited diversity of services as opposed to their European counterparts that offer a wide diversity: industry, retail, reverse logistics, etc. Conversely, European operators are specialized, possess large-scale plants and use innovative automation and data interchange systems.

3. Economic importance of the Euro-Mediterranean trade and investment relations

3.1 Euro-Mediterranean trade relations

The share of SM countries in EU total trade represents around 9.4 percent, EU imports amounted to €163.2 billion in 2018 which forms 8.2 percent of total EU imports and EU exports add up to €187.2 billion, almost 9.6 percent of total EU exports.

For Tunisia and Morocco, the EU represents the main trading partner as these countries export 77 percent and 69 percent of their total exports, respectively, to the EU while the share of their imports from the EU in their total imports forms 60 percent and 54 percent, respectively. Other SM countries have

smaller trade ties with their EU counterparts; for instance, Lebanon’s exports to the EU represent 16 percent of its total exports and imports from the EU form 42 percent of total Lebanese imports. The share of EU trade is even less significant for Egypt and Jordan and constitutes 34 percent and 17 percent, respectively.

Euro-Mediterranean trade <i>(in billion €)</i>			
Year	EU imports	EU exports	Balance
2016	131.8	186.4	54.6
2017	148.3	194.2	45.9
2018	163.2	187.2	24

Source: European Commission

The trade data clearly highlights an untapped potential for substantially increasing trade between the two blocks as suggested by the €24 billion trade deficit of the SM region with the EU. While for many SM countries the EU represents an important trade partner and hence the economic importance of the EU for these countries is substantial, the opposite is not true. So far, EU countries were the largest beneficiaries from the bilateral trade as suggested by the large trade surplus of EU traded goods and services.

SM countries have had limited trade relations with the EU due to many inherent and structural bottlenecks in their economies primarily related to the poor logistics infrastructure, lack of modernization of merely all transport systems (airports, ports, rail and roads), high cost of transport services in addition to the bureaucratic red tape and tedious customs clearance procedures and lack of compliance to international standards.

Much needs to be done in order to increase the integration of the SM countries in the EU trade. Perhaps the most impactful measure would be removing tariff-related barriers and instating trade liberalization between the two blocks in order to maximize the economic benefits of the Free Trade Area (FTA), a central pillar of the Euro-Mediterranean partnership.

In terms of agreements, nearly all SM countries have concluded Association Agreements with the EU, a step further to accomplish the main objective of the Union for the Mediterranean which seeks to establish a common Euro-Mediterranean space and integrate all partner countries and help them achieve a sustainable economic growth.

The below table shows the status of the Association Agreements that most SM countries have already concluded with the EU. The next steps in this regard involve negotiation pertaining primarily:

- to further open up trade specifically in agricultural,
- liberalize trade in services and investment,
- to negotiate agreements on accreditation and acceptance of industrial products,
- to establish deep and comprehensive free trade areas.⁶

Status of SM countries Association Agreements with the EU			
Country	Status	Date signed	Entry into Force
Algeria	Signed	Apr-02	Sep-05
Egypt	Signed	Jun-01	Jun-04
Israel	Signed	Nov-95	Jun-00
Jordan	Signed	Nov-97	May-02
Lebanon	Signed	Jun-02	Apr-06
Morocco	Signed	Feb-96	Mar-00
Palestine	Signed	Feb-97	Interim Agreement July 1997
Syria	Initialed (December 2008)		
Tunisia	Signed	Jul-95	Mar-98
Turkey	Customs Union January 1996	Customs Union	Dec-95

Source: European Commission

3.2 Euro-Mediterranean investment relations

EU Foreign Direct Investment inward stock originating from SM countries stood at €89.2 billion in 2017, representing only 1.1 percent of total EU FDI inward stock

⁶ Euro-Mediterranean Partnership, EC

while the outward stock of EU FDI to the SM countries amounted to nearly €185 billion, merely 1.9 percent of total EU outward stock.

Once again, the figures point out to the relatively insignificant economic importance of the SM countries for the EU region, nonetheless, increasing FDI in the Southern Mediterranean remains contingent to political and economic stability in this region.

SM countries have a substantial potential benefit from reducing non-tariff barriers and trade liberalization with the EU, which will be materialized if bilateral Deep and Comprehensive Free Trade Areas (DCFTAs) were to be concluded with the SM countries. Such agreements will contribute to job creation, especially in the exporting industries, and raise overall economic growth in the Southern Mediterranean countries.⁷

EU FDI with SM countries in 2017 (in billion €)		
	EU FDI inward stock	EU FDI outward stock
Lebanon	4.6	2
Algeria	1.9	14.9
Egypt	0.9	39.3
Israel	58.3	30.1
Jordan	1	3.3
Libya	1.6	3.3
Morocco	0.9	18.5
Palestine	0	0
Syria	0.1	0.7
Tunisia	0.4	4
Turkey	19.5	68.7
Total	89.2	184.8
Share in EU total	1.1%	1.9%
EU total	8,357	9,739

Source: UCTAD, World Investment Report 2018

⁷ Trade and investment in the Mediterranean: country and regional perspectives, Evolution and impact of EU-Med trade integration in the South-Med, EMNES studies, 2017

4. Towards a more competitive and integrated Euro-Mediterranean logistics and transport sector

4.1 Guidelines and prospective actions for establishing a common Euro-Mediterranean transport space

A great deal of national and cross-border reforms of all transport modes are the pre-requisites of establishing an integrated multimodal transport network in the Euro-Mediterranean region in line with the main objectives of the Free Trade Area and with the ambitious goal of creating a “common Euro-Mediterranean transport space”.

The Euro-Mediterranean Regional Transport Action Plan (RTAP) 2014-2020⁸, drafted within the context of the Union for the Mediterranean (UfM), stated detailed guidelines and actions to be performed for each mode of transport in order to facilitate the establishment of the integrated multimodal Euro-Mediterranean transport network and improve connections between different Euro-Mediterranean partners in terms of trade and mobility of people.

a) Guidelines for maritime transport

1- Improving the efficiency and transparency of ports: by implementing regulatory reforms aiming at modernizing ports infrastructure, improving ports efficiency, simplifying procedures, ensuring interoperability of systems and integrated ICT solutions. Other pressing concerns call for increasing connections between ports and giving concessions to private operators to enhance accountability.

2- Ensuring compliance with EU maritime safety and security standards.

3- Preserving the maritime environment: by adopting waste management and de-carbonization systems.

4- Increasing the capacity of human resources: through training and certification of seafarers.

⁸ Regional Transport Action Plan for the Mediterranean Region (RTAP), 2014 – 2020. EUROMED Transport Project, EC

5- *Developing Motorways of the Sea (MoS).*

6- *Implementing national legislative reforms to preserve passenger rights in maritime transport.*

b) Guidelines for land transport

1- *improving the efficiency of land transport systems:* by implementing harmonized standards to reduce congestion and ensure road safety and the rehabilitation and good maintenance of vehicle fleets especially in the public transport area.

2- *Applying international land transport haulage agreements*

3- *Safety and interoperability in the railway mode of transport*

4- *implementing national legislation for the safeguard of passenger rights in land transport*

c) Guidelines for air transport

1- *Liberalization of the air transport market:* to improve integration among Euro-Mediterranean partners and create an open-air transport market and learn from the best practices of the EU Single European Sky (SES).

2- *Compliance with international aviation safety and security standards:* harmonizing legislation and working on cross-border agreements.

3- *Establish Air Traffic Management (ATM) systems:* to further integrate partner countries and increase cooperation between them.

4- *Ensuring passenger rights in air transport:* in accordance with international regulations and standards.

5- *Putting in place (Global Navigation Satellite System) GNSS*

4.2 Closer market integration for faster and cheaper connections in the Euro-Mediterranean region

Closer integration between the Euro-Mediterranean transport and logistics networks also entails the development of the Trans-Mediterranean Transport

Network (TMN-T) and forging its connections to the Trans-European Transport Network (TEN-T).

This will in turn liberalize markets and strengthen the cooperation North-South and will render transport connections between partner countries faster, cheaper and more efficient and reduce the time and resources spent on transportation of goods and passengers.

Closer market integration can also help to open up new market opportunities for businesses both in the EU and its SM neighbours and will contribute to the promotion of trade between them.

BSOs can also play an influential role in facilitating North-South integration by improving the operations and the efficiency of the South Mediterranean transport system. This can be done through: lobbying and dialogue with the decision makers to establish and reinforce regulatory reforms, providing the necessary training and raising awareness on EU and international transport and logistics legislation and standards and facilitating technical assistance by bringing together national operators and SMEs and European and international experts.

An enabling policy environment to undergo the transport and logistics sector reforms in the SM countries is a main requirement for maximizing the economic impact of the Euro-Mediterranean market integration.

It goes without saying that these reforms and modernization need to be originated from the local authorities of SM countries, nonetheless, a cross-border Euro-Mediterranean cooperation is much needed if SM countries were to be given a proper place in international supply chains and modernize their logistics sector. Working on policies and agreements is a crucial tool to reinforce the cooperation and integration between North-South countries.

5. Main events related to the transport and logistics sector in the Euro-Mediterranean region

Country	Event Name	Upcoming/Last Date
Lebanon	TRANS MIDDLE EAST Trans Middle East is the largest annual ports, shipping and logistics exhibition and conference in the Middle East	Jul-19
	Shipping & Logistics Expo Lebanon 2019	Oct-19
	Project Lebanon 2019	Jun-19
Morocco	LOGISMED International Logistics trade Show in Morocco	Apr-19
	MEDITERRANEAN PORTS & SHIPPING Ports, Shipping and Logistics Exhibition and Conference	Sep-19
Algeria	ALGERIA INFRASTRUCTURE International Exhibition of Transports, Logistics & Mobility	Jun-19
Egypt	UFM CONFERENCE ON MARITIME TRANSPORT AND LOGISTICS conference on Success Stories fostering Intermodality and Connectivity in the Euro-Mediterranean Region	Mar-19
France	Transport and Logistics Innovation Week	Mar-2020
	World Class Logistics Paris	Nov-19
Italy	Urban Transit and Sustainable Networks	Oct-2019
	Global Logistic And Manufacturing Summit	Nov-19
Greece	Supply Chain & Logistics	Nov-19
	International Conference on Transportation	Jun-19
	IEEE International Conference on Intelligent Transportation System	Sep-20
Spain	Logistics & Distribution- IFEMA	Nov-19
	SIL BARCELONA Expo & Congres	Jun-20

6. Main projects and initiatives related to the transport and logistics sector in the Euro-Mediterranean region

Name	Date	Budget	Location	Plan	Objective
Regional Transport Action Plan for the Mediterranean Region (RTAP)	2014-2020		South Mediterranean region	1) Regulatory reform and convergence in all relevant different transport sectors (maritime, civil aviation, road, railway and urban transport) 2) Establishment of the future Trans-Mediterranean, to be connected with the Trans-European T&L network	1) Enhance safety in transport operations; 2) lower costs of transport operations; 3) Lower environmental impact of transport operations
LogisMed TA	2015-2019	€5 million	Algeria, Egypt, Jordan, Morocco, Tunisia	Support the implementation of the Regional Transport Action Plan 2014-2020 actions related logistics. Contribute to the improvement of training activities in the domain of logistics.	1) Build or strengthen national logistics associations (NLAs) 2) Confirm training plans with the relevant stakeholders; 3) Develop and promote standard curricula for undergraduates 4) Facilitate the certification of at least 300 professionals through recognised organisations. 5) Develop a "Train the Trainers" program and train at least 50 professionals. 6) Develop an initial pool of skilled at least 500 "blue collar" workers in the region.
TransLogMED	2017-2022	€1.5 million	Algeria, Egypt, Jordan, Morocco, Tunisia	Foster regional integration in the Mediterranean. Enhance professional performance. As well as promote employment and gender equality in the transport and logistics sector.	It is envisaged that over 30 networking seminars and certified courses will be held, benefiting almost 1,000 professionals in the transport and logistics sector from Algeria, Egypt, Jordan, Italy, Morocco, Spain, and Tunisia.

Name	Date	Budget	Location	Plan	Objective
Euro-Med Transport Rail Project (EU-Med Rail)	2017-2020		Algeria, Egypt, Israel, Jordan, Libya, Lebanon, Morocco, Palestine, and Tunisia.	<p>Improve the operations and the efficiency of the Mediterranean transport system by concentrating its efforts on regulatory reforms, training, and dialogue with the decision makers.</p> <p>Creation of network of railway experts.</p> <p>Enhanced knowledge on EU and international railway legislation and standards</p>	<p>The main project's objective is to support the implementation of the Regional Transport Action Plan 2014-2020 actions related to rail transport, by:</p> <ol style="list-style-type: none"> 1-Promoting convergence with EU and international standards 2-Facilitating interoperability 3-Increasing beneficiaries' participation in the activities of ERA.
Euro-Med Transport Support Project (Euro-Med TSP)	2017-2020	€3 million	Algeria, Egypt, Israel, Jordan, Libya, Lebanon, Morocco, Palestine, Syria, Tunisia	<p>Aimed at contributing in the creation of an integrated transport system in the Mediterranean. It will provide Technical Assistance (TA) to Euro-Med Partner countries in support of the implementation of the Southern Mediterranean Regional Transport Action Plan (RTAP) 2014-2020.</p>	<p>Support the Southern Mediterranean Partner Countries in the implementation of the regulatory aspects of the Regional Transport Action Plan 2014-2020 specifically in the field of road and urban transport;</p> <p>Contribute to the creation of an integrated transport system in the Mediterranean.</p>



Name	Date	Budget	Location	Plan	Objective
Euro-Med Transport Maritime Project (SAFEMED IV)	2017-2021	€4 million	Algeria, Egypt, Israel, Jordan, Libya, Lebanon, Morocco, Palestine, and Tunisia	EMSA is implementing a project for technical assistance bringing together national, European and international stakeholders with the aim to raise the safety, security and protection of marine environment standards.	1)Improved maritime safety; 2)Improved security of ships and port facilities; 3)Reduced pollution to the marine environment; 4)Improved level of maritime training and qualification of seafarers; 5)Improved living and working conditions on board ships; 6)Improved cooperation between institutions and agencies with related competencies in coast guard functions in the Mediterranean to facilitate multilateral cooperation on a wide range of issues such as maritime safety, security and environmental protection activities.



Name	Date	Budget	Location	Plan	Objective
WestMED Blue Economy Initiative	Since 2017		<p>Focuses on the western Mediterranean region and the 10 countries that constitute the 5+5 Dialogue (France, Italy, Portugal, Spain, Malta and five Southern partner countries – Algeria, Libya, Mauritania, Morocco and Tunisia), its scope of action and potential benefits could easily extend beyond this sub-basin.</p>	<p>The WestMED Initiative has been created to help public institutions, academia, local communities, small and medium-sized enterprises and entrepreneurs from both sides of the Western Mediterranean develop local and regional maritime projects together.</p> <p>The initiative focuses on local and regional challenges, provides knowledge on the blue economy, shares opportunities in the region with the WestMED Community, helps match stakeholders with the right partners, and supports them in developing successful projects.</p>	<ol style="list-style-type: none"> 1. a safer and more secure maritime space; 2. a smart and resilient blue economy; 3. improved maritime governance.

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Annex I: Transport and logistic questionnaire

Looking at the Regional Transport Action Plan for The Mediterranean Region (2014-2020) and in relation to your country and immediate region, please describe in few lines (about 10 lines each / if applicable):

- 1) In what way is the Logistics sector strategic for your country/immediate region?
- 2) To the best of your knowledge, which have been the main developments on the Maritime Transport actions in your country and immediate region on the last years? Focus on: the efficiency and transparency of ports; Maritime safety; Maritime security; Marine environment; Training, Certification and Promotion of Seafarers; Motorways of the Sea (MoS); Passenger rights in maritime transport. (Refer to RTAP Section II. Maritime Transport actions).
- 3) Related to question 2. Which matters still have room for improvement?
- 4) What are your views on last years' developments on the Land (road, rail and urban) Transport actions in your country and immediate region? Focus on: Efficient land transport systems; International land transport haulage; Road safety; Urban transport; Safety and interoperability in the railway sector; Passenger rights in land transport (Refer to RTAP Section III. Land (road, rail and urban) Transport actions).
- 5) Related to question 4. Which matters still have room for improvement?
- 6) What are your views on last years' developments on the modernisation of transport infrastructure. Level of adoption of adoption and generalisation of multimodal logistics platforms. (Refer to RTAP Section V).
- 7) What are your views on last years' developments on the adoption of the Motorways of the Sea? (Refer to RTAP Section V).
- 8) To the best of your knowledge, which have been the main developments on the IV. Air Transport actions in your country and immediate region on the last years? Focus on: Civil aviation: Open the air transport market; A safer and more secure air transport; Air traffic management; Passenger rights in air transport; Implementation of GNSS Aviation.
- 9) What are the main commercial barriers for the MED business companies in the EU Logistics market?
- 10) What are the main regulatory barriers for the MED business companies in the EU Logistics market?
- 11) Do you know any EU or other International Organisation programme to support and develop the Logistics sector in your country/immediate region?
- 12) Which are the main clusters and business communities operating on the Logistics sector or its niches in your country/immediate region?
- 13) Which are the main exhibition fairs or annual business events dedicated to the Logistics sector or to its niches that you know are taking place in your immediate region?

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