The Trans-Maghreb Multimodal Corridor.
The Backbone of the Maghreb Transport System

CORRIDORS FOR VITAL CONNECTIVITY IN THE ARAB REGION

Beirut, UN House, 23 April 2018
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1. About CETMO

Organization created in 1985 as the result of an agreement between Western Mediterranean countries (Algeria, France, Italy, Morocco, Portugal, Spain, Tunisia, Mauritania, Libya and Malta).

**Mission**

To develop regional cooperation at the institutional and technical levels with the aim of facilitating international transport conditions in the Mediterranean.

**Specific Objectives**

To study transport flows, infrastructure and legislation, and to develop initiatives that facilitate transport.

To study and provide information about the logistics and technological trends that influence the strategic position and competitiveness of the transport sector in Western Mediterranean countries.
2. About GTMO 5+5

The **GTMO** is a group of cooperation on transport at the highest level that initiates his trajectory in 1995 in Paris.

The members of GTMO 5+5 are Transport Ministers from the ten countries in the region (Algeria, France, Italy, Libya, Malta, Mauritania, Morocco, Portugal, Spain and Tunisia)

**Objective**

The GTMO 5+5 aims to promote cooperation on transport in the Western Mediterranean and to contribute to the Euro-Mediterranean Partnership.

**Operation**

- **GTMO 5+5 Presidency** is changed every two years during a Ministerial Conference.

- A **Group of Experts** make up by national representatives of the Transport Ministries is responsible of defining the work program and meets twice a year in order to monitor its implementation. The EC Directorate General for Mobility and Transport, the General Secretariat of the **Arab Maghreb Union (AMU)** and the Secretariat of the **Union for the Mediterranean (UfMS)** also participate at these meetings as observers.

- CETMO holds the position of **Technical Secretariat** of the GTMO 5+5.
3. The GTMO 5+5 Multimodal Transport Network

- The GTMO 5+5 multimodal network, defined for the first time in 2008, aims to provide a conceptual base for planning and analysing the development of the infrastructure of the member countries.

- In the five European countries belonging to the GTMO 5+5, the multimodal network is equivalent to the network of the TEN-T.

- For that reason, the redefinition in 2013 of the guidelines of TEN-T in EU entails the need to redefine, under the same terms, the network in the Maghreb countries that belong to the GTMO 5+5, especially the most strategically important network, i.e. the core network.

- In 2014, the GTMO 5+5 Ministers Summit adopted the definition of the GTMO 5+5 multimodal Network in accordance to the new guidelines of the TEN-T.
The methodology used for the definition of the TEN-T and its core network is based on the idea that the transport network must promote intermodal connectivity between the different nodes of economic activity, generation of passengers and goods flows.

Defining the GTMO 5+5 multimodal transport network in the Maghreb, would require transposition of the methodology used in the TEN-T and its adaptation to the specific characteristics of the Maghreb.

In the case of the Maghreb region, the main nodes considered are:

- main urban areas
- ports
- airports
- border crossing points
- natural resource areas
- multimodal logistics platforms
The results permit the definition of:

- Roads, expressways, motorways
- Railway for passengers
- Railway for freight
- Ports, airport and multimodal logistics platforms

In order to highlight the network with the highest strategic interest, the network is classified in two levels:

- Core Network
- Comprehensive Network
The results were first exposed in three maps presented in November 2014 during the GTMO 5+5 Summit of ministers in Lisbon.

1 - Comprehensive and Core Network: Roads, ports and airports in the Maghreb countries.

2 - Comprehensive Network: Railways and airports in the Maghreb countries; Core Network: Railways (passengers) and airports in the Maghreb countries.

3 - Comprehensive Network: Railways and ports in the Maghreb countries; Core Network: Railways (freight) and ports in the Maghreb countries.

A work of updating the maps is carried out by CETMO, as technical secretariat of the GTMO 5+5, with the collaboration of the national experts.
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GTMO 5+5 MULTIMODAL NETWORK OF TRANSPORT INFRASTRUCTURES IN THE WESTERN MEDITERRANEAN

Comprehensive Network: Railways and airports in the Maghreb countries
Core Network: Railways (freight), ports and multimodal logistics platforms in the Maghreb countries

Provisional version
May 2017
4. State of the GTMO 5+5 Core Network

Length of the Core Road Network: 21,880 km
- Completed 13,844 km
- Planned 2,688 km
- To be upgraded 5,348 km

Nodal Infrastructures:
- Ports: 28 in service + 5 planned
- Airports: 26 in service + 1 planned
- Logistics platforms: 3 in service + 17 planned

Length of the Core Freight Rail Network: 11,110 km
- Planned 3,576 km
- To be upgraded 1,502 km
- To be upgraded 1,031 km
- Completed 2,399 km

Almost 6,000 km of rail lines are shared

Length of the Core Passenger Rail Network: 7,584 km
- Planned 4,723 km
- To be upgraded 220 km
- Completed 794 km
- Planned 816 km
5. Cost of Completing the GTMO 5+5 Core Network

The cost of completing the whole GTMO 5+5 core multimodal network is about USD 118 billion.

Investment of USD 6.2 billion per year to complete the GTMO 5+5 core network in 2035.

Data source: Future Infrastructure Projects in the Maghreb region, CETMO, 2016

Main conclusion: Prioritization of investments is a necessity.
6. Identification of the Trans-Maghreb Multimodal Corridor

History

- The completion of the core network of transport infrastructure in the Maghreb requires a very high investment.
- The application of the criteria for the definition of corridors: Core network corridors are **based on modal integration, interoperability** and infrastructure development and management in a coordinated way to create efficient multimodal transport.

Definition

The application of these criteria in the Maghreb results in a corridor that extends along the coastal line from Mauritania to Libya. It is the Trans-Maghreb Multimodal Corridor. It represents the backbone of the Maghreb transport system, comprising:

- Trans-Maghreb motorway axis
- Trans-Maghreb railway axis
- Nodal infrastructure:
  - Ports
  - Airports
  - Multimodal logistics platforms
6. Identification of the Trans-Maghreb Multimodal Corridor
7. Strategic location of the Trans-Maghreb Multimodal Corridor

Maghreb

- Connect the major cities and capitals of the five Maghreb countries from Rosso to Amsaad (near Tobruk).
- The area around the Trans-Maghreb Multimodal Corridor concentrates most of the Maghreb population.
- The implementation of the Trans-Maghreb Multimodal Corridor should contribute to increase flows between Maghreb countries and contribute to countries development.

Beyond the Maghreb:

A major regional project throughout the Maghreb, it should also be considered as a corridor with a wider vocation:

- part of a continent-wide network,
- part of a Mediterranean network (Trans-Mediterranean transport network, RTM-T) – connection with Middle East countries.
- natural link between Europe and Maghreb through maritime services and a future fixed link with Europe.
Thank you for your kind attention

Òscar Oliver

CETMO

cetmo@cetmo.org

www.cetmo.org

Twitter : @f_CETMO