

ANNEX 3

Action Fiche for ENPI South – Transport

1. IDENTIFICATION

Title/Number	ENPI – Mediterranean Motorways of the Seas II (ENPI MoS) and Integrated Maritime Policy for the Mediterranean – 2008/020-538		
Total cost	<i>EUR 7 500 000 (EC contribution)</i>		
Aid method/ Method of implementation	Aid method: project approach Management method: direct centralised management		
DAC code	21040	Sector	Water transport services

2. RATIONALE

2.1. Sector context

The project is intended to promote integrated, effective and efficient intermodal freight transport and maritime transport links between the EU and the Mediterranean partner countries (and between the Mediterranean countries themselves) to enhance overall trade between the EU and the Mediterranean partner countries. To achieve this, the project will build on the process initiated under the previous Mediterranean Motorways of the Seas (MEDA MoS) contract.

Another aim of the project is to take the first steps towards an integrated approach to all sea-related human activities in the Mediterranean region, in order to maximise the benefits from such activities. Such an Integrated Maritime Policy (IMP) has been clearly defined at EU level and is starting to be implemented in the EU countries. This project therefore aims to promote a similar approach to maritime affairs with the EU's Mediterranean neighbours which will allow coherent implementation throughout the Mediterranean Sea basin.

The beneficiaries of the programme are the ENPI South partner countries and territories: Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, the Occupied Palestinian Territory, Syria and Tunisia.

As members of the Union for the Mediterranean, Turkey, Albania, Bosnia and Herzegovina, Croatia and Montenegro will be invited to participate in the programme.³

³ These countries may not receive ENPI funding and their participation in this programme would be subject to the availability of the corresponding IPA funds.

Maritime transport is the most important mode of transporting goods between the EU and the Mediterranean partners. Nevertheless, maritime transport is being hampered by bottlenecks (e.g. long waiting times in ports due to lengthy administrative procedures, insufficient/irregular calls by shipping lines, inappropriate lay-out of port areas which cannot accommodate large numbers of trucks and/or containers, the absence of well-functioning logistics platforms to serve the hinterland efficiently, etc.). An inventory of the state of play with maritime transport and connected port and logistical operations in each beneficiary country (carried out under the MEDA MoS I project) indicated that such bottlenecks are mainly the result of inadequate sectoral policies and/or administrative procedures, rather than a lack of major physical infrastructure in ports. Therefore the proposed project should help the beneficiary countries to overcome such logistical bottlenecks with the objective of enhancing trade between the EU and the beneficiary countries.

Although the main focus of the project will remain on maritime and port operations, attention will also be paid to optimising the road and rail connections serving the hinterland and enabling an efficient modal shift. As for the maritime transport part, the overall objective of the proposed project is to address logistics bottlenecks along the whole transport chain with the overall aim of optimising and increasing the volume of trade and improving efficiency.

These objectives are in line with the Regional Strategy Paper (2007-2013) and Regional Indicative Programme for the Euro-Mediterranean Partnership under the European Neighbourhood and Partnership Instrument (ENPI) which states that cooperation in the field of transport is essential in order to contribute to the sustainable economic and social development of an increasingly integrated Euro-Mediterranean region and to the development and stability of the region and growth of intra-regional trade. One of the priorities set for the transport sector in particular in the Regional Strategy Paper (2007-2013) and Regional Indicative Programme was implementation of the recommendations made by the Marrakech Transport Ministerial Conference in December 2005 and of the action adopted by the partner countries thereafter in the Regional Transport Action Plan (RTAP) for the Mediterranean (2007-2013).

The recommendations adopted at the Marrakech Ministerial Conference in December 2005, based on the Blue Paper on transport in the Mediterranean region and the final report of the High-Level Group on extension of the Trans-European Transport Network (TEN-T) to neighbouring countries and regions, focus on opening up transport markets, development of infrastructure, in particular interconnections, the safety and security of transport systems and the smooth functioning of the multimodal freight transport chain.

The Regional Transport Action Plan (RTAP) for the Mediterranean, approved by representatives of all the beneficiary countries at the Euromed Transport Forum in Brussels on 29-30 May 2007, proposes 34 measures relating to the different modes of transport (including maritime transport) and transport infrastructure. In this context, the following overarching specific objectives must be pursued: (a) continuing the reform of the transport sector in the region; (b) developing the Mediterranean regional transport infrastructure and its links to the Trans-European Transport Network (TEN-T); (c) promoting intermodality; (d) improving the safety

and security of transport modes, especially maritime and air transport; and (e) supporting sub-regional cooperation.

The RTAP also includes a number of measures on establishment of Motorways of the Seas connections across the whole Mediterranean basin.⁴

The Motorways of the Seas project is based on the concept within the European Union, where Motorways of the Seas were identified as a competitive alternative to land transport in the Transport White Paper of September 2001. During spring 2004, the Council and the European Parliament adopted a revision of the Trans-European Transport Networks (TEN-T) in which the Motorways of the Seas concept was outlined as the means of establishing new intermodal maritime-based logistics chains in Europe, which should bring about a structural change in the way transport is organised in Europe. To help these lines develop, the Transport White Paper stated that European funds should be made available. The new Article 12a of the TEN-T Regulation provides a legal basis for this.

The Commission Communication on the Trans-European Transport Networks to the neighbouring countries identified the Motorways of the Seas as a priority for improving transport between the EU and these neighbouring regions. This objective was the reason why partners from neighbouring non-EU countries were encouraged to participate in the 2008 EU call for Motorways of the Seas projects in the Eastern Mediterranean area. Therefore the previous and proposed Mediterranean Motorways of the Seas projects also aim at further introducing the concept in the Mediterranean and should also prepare the neighbouring countries to participate in future EU calls for proposals. This is particularly relevant in view of the emerging Motorways of the Seas network between EU Member States in the Mediterranean region, to which these projects can plug in.

However, as the freight between the EU and the Mediterranean partner countries is mainly carried by maritime transport, the proposed project will focus on improving these connections rather than shifting transport from road to sea. Nevertheless, the project will focus on stimulating use of rail rather than road as the preferred mode for serving the hinterland.

The priorities of this project have been approved by the Mediterranean partners, in general terms, by jointly adopting the RTAP setting out the mid-term roadmap (2007-2013) for significant progress in the field of transport, including the action on Motorways of the Seas and maritime transport. Implementation of the RTAP is facilitated by the EuroMediterranean Transport Forum which ensures overall coordination and the follow-up of the different thematic working groups.

The main objective of the Integrated Maritime Policy is to maximise use of the sea whilst maintaining a viable sustainable environment. This goal can only be achieved if account is taken of the impact of the different policies deployed on the seas, be it environment, transport, energy, research, security policy, etc. This requires cross-

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Action 2 on decentralised port management and port communities, Action 3 on simplification of customs procedures, Action 4 on the reduction of dwell times in ports, Action 5 on implementation of the IMO-FAL Convention, Action 6 on competition-related reforms in the national shipping sector, Action 17 on logistics platforms, Action 21 on Motorways of the Seas pilot projects and Action 22 on environmental impact assessments.

border and cross-sectoral work. The 2007 Action Plan accompanying the Communication on an Integrated Maritime Policy for the EU (“the Blue Paper”)⁵ sets out the main elements, principles and objectives of this new approach, lists a first set of measures that the Commission should take and also promotes inclusion of maritime policy objectives in the dialogue with non-EU countries sharing regional seas. The aim therefore is to promote shared responsibility and closer cooperation on managing shared seas and ensuring coherence between action taken at EU level and by the EU’s neighbours sharing the same sea. Given the wider EuroMed context, promotion of such shared responsibility and cooperation is particularly relevant for this specific sea basin.

2.2. Lessons learned

This project builds tangibly on the previous Mediterranean Motorways of the Seas project which put in motion an intensive process of promoting efficient maritime transport and increasing use thereof in the region. In each beneficiary country consortia of public- and private-sector partners were formed which together put forward, in collaboration with partners in the EU, a proposal for a Mediterranean Motorways of the Seas project. The previous project selected four pilot schemes which obtained targeted assistance. The proposed project should disseminate the experience from these four pilot projects and highlight the practical lessons learned regarding the importance of maritime transport in the region, but also give the other beneficiary countries the opportunity to put forward new proposals which could be selected as mature pilot projects. The positive results from the previous MEDA Motorways of the Seas project also led to the proposal for a Motorways of the Seas project in the Black Sea and the Caspian Sea which was to be launched by the end of 2008.

The external monitoring of the previous contract found a large sense of “ownership” among the beneficiary countries in relation to their proposed projects as the different parties had been working together intensively to bring forward such proposals. The involvement of the private sector further increased this feeling of ownership. The report further indicated that the project is clearly embedded in the national transport policy of the partner countries. Moreover, it stated that improving maritime transport procedures (including port transport and border crossing) in the various countries will not only be beneficial for links with the EU but also actually improve access to world trade as a whole. Finally, the monitoring highlighted the importance of the technical assistance part of the proposed project which would result in greater exposure to international practices for government officials.

The launch of the Integrated Maritime Policy in 2007 generated significant interest among many Mediterranean officials and stakeholders, inside and outside the EU. Since then, this interest has been echoed at political level in several bilateral contacts between the Commissioner and ministers and also at a conference organised by the Slovenian presidency of the EU and the Commission in Piran (Slovenia) in June 2008, where more than a third of the over 100 participants were from non-EU Mediterranean countries.

⁵ COM(2007) 575 final and SEC(2007) 1278.

During this conference it became clear that there was a call for a Mediterranean dialogue on ways and means of establishing more efficient, national, cooperative and cross-sectoral governance and data collection mechanisms. This dialogue should involve not only governments and institutions, but also stakeholders in particular, since without their experience and commitment no viable solutions to maritime governance problems could be found or implemented.

2.3. Complementary action

The project is linked to the EuroMed Transport Framework Contract (the ongoing one until mid-2009 worth EUR 9.7 million and the follow-up contract due to start by the end of 2009 worth EUR 6 million) specifically to follow up the relevant action identified in the RTAP on maritime transport and short-sea shipping.

Other complementary action is focusing on further development of the EU Motorways of the Seas activities and the EU Motorways of the Seas corridors. Within the EU four corridors have been designated for Motorways of the Seas projects of European interest. In relation to the proposed project the developments relating to the corridors in the Mediterranean area are highly interesting.⁶ The experience from the projects selected under the EU Motorways of the Seas programme should therefore be monitored closely with a view to potential future inclusion of the beneficiary countries in the EU programme.

Other related complementary action is linked to the overall revision of the Trans-European Transport network (TEN-T) which also implies selection of certain Motorways of the Seas ports in the EU. A similar exercise focusing on establishing a transport network in the Mediterranean region (partly as an extension of the Trans-European Transport Network to the neighbouring countries) is being carried out within the EuroMed Transport Forum Working Group on Infrastructure and Regulatory Affairs. This Working Group, financed under the EuroMed Transport Framework Contract, is broadly discussing a method to establish such a network. This method, including a clear reference to Motorways of the Seas ports⁷ and their hinterland connections, was discussed at the 9th EuroMed Transport Forum in Brussels on 12 December 2008. The outcome was submitted for further adoption by the EuroMed Transport ministerial meeting which should take place in 2009.

Additional complementary action includes the future work of the (Secretariat of the) Union for the Mediterranean. The declaration following the Paris summit in July 2008 and the Marseille ministerial meeting in November 2008 identified the Motorways of the Seas as a priority requiring the full attention of the Secretariat in order to raise appropriate funding for specific projects. During the proposed project a close link with the future structures of the Union for the Mediterranean should be envisaged.

⁶ Motorway of the Sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean, including Cyprus) (by 2010); Motorway of the Sea of south-west Europe (western Mediterranean, connecting Spain, France, Italy and including Malta and linking with the Motorway of the Sea of south-east Europe and including links to the Black Sea) (by 2010).

⁷ Not the major hub ports focusing on transshipment of deep-sea traffic, but smaller import/export ports which could enhance trade between the EU and neighbouring countries.

A number of measures under the Integrated Maritime Policy (IMP) have been taken in line with the 2007 Action Plan/Blue Paper, some sectoral, i.e. pertaining to specific sectors but with particular maritime relevance, others “holistic”. In addition, the Commission launched a number of initiatives (guidelines for the Member States to enhance joined-up maritime governance, roadmap on maritime spatial planning, maritime surveillance, Communication on the creation of a European Border Surveillance System, etc.) to complement this project.

2.4. Donor coordination

In accordance with the Paris Declaration and the EC Backbone Strategy on Reforming Technical Cooperation and Project Implementation Units for External Aid, this programme has taken into account beneficiaries’ needs and existing structures. As outlined above, coordination with the beneficiary countries was ensured within the framework of the EuroMed Transport Forum and its working groups throughout implementation of the previous Motorways of the Seas contract. In addition, regular bilateral meetings were held between the EU (DGs TREN, RELEX and AIDCO) and the beneficiary countries to discuss the overall follow-up to the action under the RTAP.

The principle of ownership is observed, as the programme is specifically designed to be demand-driven by letting public-private partnerships consortia put forward specific and realistic proposals.

During the identification and formulation phases, coordination was ensured by means of the 9th EuroMed Transport Forum which took place on 12 December 2008 and which discussed the project proposed after circulating details in writing beforehand. The proposed project was also discussed by the dedicated EuroMed Transport Working Groups on 17 July and 17 October 2008. Both the EuroMed Transport Forum and its Sub-group on Motorways of the Seas are also attended by EU Member States. Furthermore, DG TREN, DG MARE and the contractor of the previous Motorways of the Seas project were consulted for their comments on the proposed project. The EC Delegations also received a written outline of the proposed project and some of them returned a number of valuable comments.

Moreover, the meetings of the EuroMed Transport Forum and its working groups were attended by representatives of the European Investment Bank (EIB) and the World Bank. Other international organisations active in the region, such as the Union du Maghreb Arabe (UMA), were represented at these meetings as well.

A recent overview of the projects financed by the FEMIP (Facility for Euro-Mediterranean Investment and Partnership) of the EIB during the last five years showed increased interest in port-related infrastructure. The project will therefore aim at aligning the identified development needs with EIB funding. Moreover, the EIB carried out an indepth study on the potential financing of logistics platforms in the Mediterranean region. This study included a number of pre-feasibility studies for such platforms. Further development of such logistics platforms is closely linked to the activities planned under the proposed project which aim at improving logistics processes all along the transport chain. Therefore the close links established with the EIB during the previous project will be maintained during the proposed project.

In addition, specifically for the part on an Integrated Maritime Policy, the beneficiary countries expressed a clear interest in this matter at a conference on IMP in the Mediterranean organised in Piran (Slovenia) in June 2008 by the Slovenian presidency. The proposed project is therefore a tangible response by the Commission to the interest expressed during this conference by the beneficiary countries to cooperate in defining an IMP in the Mediterranean region. Similarly to the Motorways of the Seas part of the project, an indepth presentation was given by DG MARE during the EuroMed Transport Forum on 12 December 2008 at which the beneficiary countries reconfirmed their interest. Specific contacts will be established with active regional organisations such as MARPOL, UNEP, REMPEC, etc.

3. DESCRIPTION

3.1. Objectives

The objective of the project is to contribute to establishing efficient and sustainable integrated transport chains underpinned by the Motorways of the Seas concept that foster trade relations between the countries involved and to put these activities in the framework of an integrated, cross-sectoral approach to maritime transport activities. Another objective is to promote an integrated approach to maritime affairs in the EuroMed partner countries.

More specifically, the project will:

- draw on the experience from the pilot projects on mature maritime links established under the previous project and disseminate their results among the other beneficiary countries;
- provide an opportunity for the beneficiary countries to put forward new Motorways of the Seas pilot projects which would be eligible for further assistance;
- provide technical assistance in response to the large number of requests during the previous MEDA MoS project, with greater emphasis on certain regulatory reforms and on improving port operations and logistics;
- provide assistance to finance infrastructure and technical equipment;
- start up a governance framework that applies the integrated approach at every level.

Overall, the proposed project should guarantee the continuity of the cooperation established under the previous Motorways of the Seas project and start cooperation on an Integrated Maritime Policy throughout the whole Mediterranean basin.

3.2. Expected results and main activities

The main results expected from the project will include:

(i) Increased awareness of the Motorways of the Seas concept and building of new and/or stronger partnerships between public and private entities (the pilot project consortium) which propose pilot projects – EUR 1 million

The main activities will focus on:

- Disseminating the results and experience from the pilot projects selected under the previous MEDA Motorways of the Seas project by means of a good practice booklet and regional workshops involving the partners in these pilot projects;
- Providing assistance with building new public-private partnerships which could together propose new pilot projects of high quality which could set an example of an efficient maritime link in the Mediterranean region with efficient hinterland connections. Such assistance will be offered by a local expert in a good position to bring together the appropriate public and private parties. Interested national and local parties will be invited to a national workshop with the aim of identifying partnerships;
- Determining, with the aid of experts, the potential in each country for setting up Motorways of the Seas/short-sea shipping promotion centres similar to such centres in the EU;
- Organising regional workshops addressing the elements of the Motorways of the Seas concept along with some success stories within the EU also with a view to offering further assistance for participation in a future EU call for Motorways of the Seas proposals drawing on EU funds;
- Where relevant, exploring the potential and conditions for participation of some projects in EU Marco Polo calls and providing assistance to mature projects for preparing for participation in the Marco Polo programme.

(ii) Progress on establishing efficient maritime transport links and sea and dry port logistics processes (the operational side) and clearing operational bottlenecks to ensure an overall safe and secure Mediterranean transport system – EUR 2m

The main activities will focus on:

- As under the previous Motorways of the Seas project, inviting, in the course of the proposed project, each beneficiary country to send a proposal for a pilot project to the contractor and the Commission. After consideration by the Commission, a number of projects (the most mature projects and the projects which could serve as regional best practice) will be selected as pilot projects and will receive a relatively larger amount of dedicated technical assistance (assistance with preparation of pilot project proposals and specific assistance for selected pilot projects will be part of the overall work under the services contract, whereas selection of the pilot projects will be carried out by the Commission);
- Providing detailed and dedicated technical expertise and on-the-job training on the selected pilot projects in the field of maritime transport, sea and dry port operations and logistics processes, depending on their specific needs and the existing logistical bottlenecks, after identifying their needs together with the

consortia. Such assistance could be offered by experts specialising in certain transport operations.

- Providing more (regional-based) horizontal assistance to all beneficiaries on improvement of operational processes related to maritime transport, sea and dry port operations and the relevant logistical processes by means of (regional) workshops;
- Where possible, offering technical assistance in the field of electronic completion of customs requirements by means of increased use of a one-stop shop process;
- Carrying out action to concentrate cargo in the hinterland on intermodal sea-rail links.

(iii) Stimulating regulatory reform and better governance in the field of port and terminal operations and connected logistical operations– EUR 2 million

The main activities will focus on:

- Conducting legal, institutional and organisational assessments of the port and logistical sector background (e.g. concession policy and port management) in the beneficiary countries⁸ followed by specific action, depending on the outcome of these assessments and where applicable;
- Supporting rule-making in the field of port and logistical operations, including strategic planning and environmental impact assessment for port and logistics development plans;⁹ The relevant results of other recent and/or ongoing projects such as Safemed I and Safemed II should be taken into account and coordination with these programmes should be sought.
- Providing technical assistance in the form of vertical (country-specific) assistance for the selected pilot projects and a horizontal package for all beneficiary countries;
- Raising awareness and building capacity in the field of customs.

(iv) Improved applications for financial support from the IFIs for additional relevant (port) and terminal infrastructure and technical equipment needs, including a number of pre-feasibility studies – EUR 1 million

The main activities will focus on:

- Assisting projects which have shown a high level of maturity but need some financial support from IFIs to guarantee funding (IFIs, public/private participation) for identified port and terminal infrastructure needs and for additional technical equipment (e.g. IT solutions) and maintenance;

⁸ In accordance with Action 2 (port and terminal management should be decentralised and the concept of a port community introduced within each port) and Action 6 (competition-related reforms of the national shipping sector).

⁹ In accordance with Action 22 of the RTAP.

- Ensuring that expert teams work with the consortia for the most mature projects to identify their specific infrastructure and/or technical equipment needs and prepare proposals to obtain financing. The contract could also provide for a number of pre-feasibility studies for the required infrastructure.

(v) Promoting an Integrated Maritime Policy for the Mediterranean – EUR 1.5 million

The main activities will focus on:

- Providing technical assistance, with the aid of experts able to present and discuss the added value of the integrated approach to maritime affairs before public administrations in interested countries;
- Organising training/information sessions on the main themes of an integrated approach, in particular on administrative set-ups which can allow an effective overview and management of the various sectoral policies and on cross-sectoral policy-making;
- Providing assistance for setting up an informal working group within the EuroMed dialogue that will debate maritime affairs and implementation of an integrated approach.

3.3. Risks and assumptions

Continued strong political commitment to regional cooperation and support from the partner institutions is a necessary condition for effective implementation of the project. Partner governments and authorities should be ready to take the measures required in terms of legal, technical and institutional reforms and adequate resource allocation. In addition, successful public-private partnerships should be maintained. Long-term stability in the region is required (especially in the Middle East).

These risks are minimised by the jointly adopted Regional Transport Action Plan (2007-2013) which lays down the principles for cooperation in this field. In turn, the Union for the Mediterranean gave additional impetus to the objectives of this contract. Developments related to the EU Motorways of the Seas programme will continue to play a role, as the principles of this project are largely, but not solely, based on this concept.

In relation to the IMP, the risks are minimised by the continuing dialogue on the IMP with non-EU countries in the context of bilateral agreements/arrangements and via DG MARE's bilateral contacts with Mediterranean partners.

3.4. Cross-cutting issues

Closer cooperation on transport and an efficient flow of freight all along the logistics chain remain important with a view to establishing a Mediterranean free-trade area. The project will guarantee the continuity of the work set in train under the previous contract but with a greater emphasis on regulatory aspects. To this end, the project will have a clearly operational component (clearing operational logistical bottlenecks) alongside a more regulatory aspect aimed at good governance. This implies a sharper focus on application of international EC rules and standards in the

field of the environment (nature protection, integrated coastal zone management, waste management, noise and emissions), safety and security. The part on IMP is, by nature, cross-cutting and cross-sectoral. Gender policy principles will be applied in the selection procedures for the staff to be trained.

3.5. Stakeholders

The beneficiaries are the countries in the ENPI South region. The main stakeholders in the project are the Ministries of (Maritime) Transport. At the same time, public authorities at local level, such as port authorities, will be addressed. In addition, the private sector/transport operators (shipping companies, road transport companies – hauliers – and rail companies) will also be involved in the project. Considerable attention will be paid to forming public-private consortia which should together put forward a proposal for a MEDA Motorways of the Seas pilot project.

As in the previous project, the parties directly involved will be the EuroMed Transport National Coordinators in each beneficiary country, a Motorways of the Seas contact point (institutional) and a representative of the consortium (operators). The proposed project was discussed with these interested parties during the meetings of the EuroMed Transport Forum Sub-groups on Motorways of the Seas in July and October 2008. After a written procedure, the national coordinators in turn approved the proposed activities during the EuroMed Transport Forum in Brussels on 12 December 2008.

Throughout implementation, the project will be discussed in the future EuroMed Transport Forum and in the Motorways of the Seas Sub-group of the Maritime Transport, Ports and Short-Sea Shipping Working Group.

On the European Commission side, EuropeAid will be the project manager but all the action will be followed up with DG TREN. In addition to these two DGs, DG TAXUD, DG MARE and DG ENV could be involved in some relevant action.

Beyond that, the contractors will liaise with institutions active in the Mediterranean region such as the Facility for EuroMediterranean Investment and Partnership (FEMIP), the European Investment Bank (EIB) and the World Bank.

4. IMPLEMENTATION ISSUES

4.1. Method of implementation

The project will be implemented by the European Commission under centralised management.

4.2. Procurement and grant award procedures [*programme estimates*]

All contracts implementing the action must be awarded and implemented in accordance with the procedures and standard documents laid down and published by the Commission for the implementation of external operations, in force at the time of the launch of the procedure in question. The procedure for award of contracts for this action will be open to all natural and legal persons covered by the ENPI Financing Regulation (Regulation No 1638/2006).

4.3. Budget and calendar

The total budget of EUR 7.5 million is to be granted in the form of at least two service contracts (the terms of reference for this contract will be prepared in due course internally together with DG TREN, largely based on the terms of the previous MEDA Motorways of the Seas project and of the Black Sea and Caspian Sea Motorways of the Seas project – ENPI East and with DG MARE for the part on IMP). These are primarily technical assistance projects.¹⁰ The plan is to allocate approximately EUR 1 million to the component to raise awareness of the Motorways of the Seas concept, disseminate the results of the previous project and support the formation of new consortia. A further EUR 2 million will be allocated to the technical assistance related to operational issues and to clearing logistical bottlenecks mainly linked to the requests identified in the pilot project proposals and EUR 2 million more to technical assistance on regulatory issues and good governance in the fields of environmental, safety and security standards related to maritime transport and port operations. Approximately EUR 1 million will be allocated to assistance for applications related to infrastructure needs, technical equipment and some pre-feasibility studies. Finally, EUR 1.5 million will be allocated to the activities related to an Integrated Maritime Policy. The contribution of the beneficiaries will take the form of provision of counterpart staff, data and information. The project is expected to last 36 months from the date of signature of the contract.

4.4. Performance monitoring

There are limited relevant “standard indicators” in this domain. Some attention will be paid to shifting transport from road to sea. However, the vast majority of transport between the EU and its Mediterranean neighbours is already by sea. Nevertheless, the project will pay attention to stimulating rail rather than road as the preferred mode for hinterland connections from an environmental point of view. The project itself is not directly linked to increasing the number of cargo movements per year by sea. However, in the long term this is one of the main objectives of establishing a Mediterranean free-trade area. Moreover, although not a direct objective of this project, reducing operational bottlenecks and introducing regulatory reforms should make transport cheaper overall in the long run.

The main performance indicator will be the number of mature pilot projects selected. Selection will be based on a clear list of indicators of the maturity achieved under the previous project and which will be largely used for the proposed project as well.¹¹ ENPI monitoring teams will ensure external follow-up. The EC and the project coordinator will pay particular attention to the recommendations made by the external experts.

¹⁰ Non-ENPI countries participating in the Union for the Mediterranean may not receive ENPI funding and their participation in this programme would be subject to the availability of the corresponding IPA funds.

¹¹ Indicators of the maturity of the proposal relate to the potential for mass freight transport flows, quality of port infrastructure and port services (existing or potential), potential improvement of administrative procedures and coordination of inspections, quality of maritime services and hinterland connections (existing or potential), quality of the consortium (public/private partnership), performance of the proposal and presence of a clear time-frame to achieve certain objectives of the pilot project proposed.

The IMP performance of the beneficiary country will be monitored by the bilateral country progress reports within the scope of the overall European Neighbourhood Policy.

4.5. Evaluation and audit

A mid-term progress/monitoring report on the whole RTAP 2007-2013 is planned in 2009. Within this framework, the action relevant to Motorways of the Seas and short-sea shipping will also be reviewed. The proposed project is supposed to deliver input to this overall progress/monitoring exercise for the RTAP.

For the contracts, expenditure incurred will have to be certified, as part of the obligations of the parties contracted to implement this project. Mid-term and final evaluations of the results achieved will be entrusted to independent consultants, along with external audits if necessary.

Evaluations and audits will be funded from sources other than the project budget, since no commitment will be possible once the validity of this Decision has expired (the “n+1” rule will apply).

4.6. Communication and visibility

A specific communication strategy and specific communication and visibility activities will be developed.

Relevant communication tools will be developed for the different components of the project (website, best practices booklet, training material for the technical assistance components, etc.) in order to keep the stakeholders informed and maintain the visibility of the programme. Visibility and communication campaigns in the partner countries will also be conducted in collaboration with the Delegations, in line with the Communication and Visibility Manual for EU External Actions.

Visibility should furthermore be guaranteed by means of the close link to the Union for the Mediterranean which may place the project in the centre of further attention.

Among other sources of information, the EuroMed Info Centre web portal and EuropeAid’s ENPI Newsletter will also be used regularly and press releases will be prepared when appropriate. The EU visibility guidelines must be followed for all components of the project.

