

**European Transport Research Area International
Cooperation Activities
“EUTRAIN Project”
Athens, July, 16th, 2012**

Euro – Med Transport cooperation

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Evaluation of Euro – Med Cooperation

Morocco – EU cooperation : main figures

Morocco has chosen EU as a strategic and privileged partner :

- **EU is the first client with 59,8% of exports et 49,2% of imports in 2010**
- **EU is the first foreign investor in Morocco with 11,6 billion € between 2003 and 2008, representing approximately 62% of FDI in Morocco ;**
- **EU contributes to the financing of multitude of reforms undertaken by Morocco, either directly, with 1,6 billion € between 1995 and 2006 and 650 millions € between 2007 and 2010, or by EIB, with 1,31 billion € between 1996 and 2003 and 1,32 billion between 2004 and 2009 ;**
- **A Moroccan community of 2.87 million is living in Europe**

Legal framework of the EU – Morocco cooperation

- **1969: Trade agreement**
- **1996: Association agreement, came into force on March the 1st, 2000. The main objectives of which are :**
 - **To set up a regular political dialogue ;**
 - **To set up gradually a free trade area on the horizon 2012 ;**
 - **To strengthen financial and economic cooperation ;**
 - **To develop cultural and social cooperation ;**

The AA (Article 47) mentions the cooperation in the field of technology and science as presenting a particular potential interest and planes the setting of permanent links between scientific committees of both parts

Legal framework of the EU – Morocco cooperation

- **2003: Agreement of technologic and scientific cooperation allowing Moroccan researchers « to take part in European programs of research, under the principals of mutual advantage and reciprocal possibilities and to get involved in programs and activities led by each of both parts ».**
- **2006: New generation of air Agreement : « open sky »**
- **2006: Agreement for the financing of the national project of strengthening of administrative capacities of technological R&D and innovation**
- **2008: Granting of advanced status that allow to consolidate relations :**
 - **From a political point of view with the organisation of regular summit EU-Morocco and Morocco's participation in the European activities of management of crisis.**
 - **From an economic point of view with “the implementation of a common economic space, being inspired by rules managing the European economic area”**
 - **The status allows to Morocco to take part in some European agencies such as: Eurojust, Europol, ASEA, European observatory of drugs.**

Exchange of freight between UE-UMA

(tonnes, 2005)

Pays		Espagne	France	Italie	Portugal	Total	Total Europe	%/ Europe
Algérie	Import	967 548	4 472 278	1 524 003	67 867	6 064 148	8 879 805	68,2
	Export	9 232 868	12 669 614	7 247 995	2 889 823	32 040 300	48 118 665	66,6
Maroc	Import	1 654 000	3 353 000	687 000	197 000	5 891 000	7 958 000	74
	Export	3 756 000	1 936 000	634 000	303 000	6 629 000	8 470 000	78,3
Tunisie	Import	850 786	846 321	3 091 272	36 791	4 825 170	5 833 279	82,7
	Export	1 048 127	1 468 322	1 840 496	80 068	4 437 013	5 543 568	80
Mauritanie	Import	58 213	199 696	14 248	1 224	273 381	631 700	43
	Export	381 411	2 639 123	2 532 440	1 242	5 554 216	10 389 272	53
Libye	Import	166 363	251 115	1 850 996	11 844	2 280 318	4 327 868	53
	Export	5 823	0	31 493 792	980 416	32 480 031	50 083 831	80
Total		18 121 139	27 835 469	50 916 242	4 569 257	100 474 577	150 235 988	67

Exchange of passengers UE-UMA

2005	Maroc	Algérie	Tunisie	Mauritanie	Total
Espagne	1 559 718	303 538	280 947	7 539	4 851 772
France	4 816 472	2 613 758	3 361 074	115 556	10 917 123
Italie	730 024	116 419	1 182 955	0	2 031 217
Portugal	55 025	0	0	0	92 075
Total	7 178 152	3 033 715	4 824 976	123 095	17 917 267
Total échange Europe	9 374 856	3 259 463	5 642 275	123 095	21 162 450
% par rapport Europe	76	93	85,5	100	84,6

According to the Blue Paper, « In 2025, the trend scenario announces a multiplication by 2,6 of land freight traffics, by 3,7 of maritime freight traffics (560 M T) and by 2 of passengers traffic (43 M). This exceptional progress will have heavy impacts in terms of congestion, resounding nuisances, and emission of greenhouse gases and local pollution ».

Evaluation of Euro-Med cooperation

- The euro - Mediterranean cooperation, lanced by Barcelona's Conference in 1995, has not yet reached the expected targets
 - The European assistant budget to Mediterranean countries remains low : 15 billion € for 2007-2013 (half of Poland's budget).
 - Europe invests less then 2% of its FDI in Mediterranean countries, (USA 18-20% in Mexico and South America; Japan 25% in China, Vietnam, Indonesia and Malaysia).
 - The gap of development between Mediterranean both sides is getting deeper. From 1 to 12, it is considered as one of the most significant in the world.
 - Employment's needs in the south area of the Mediterranean sea are more than 40 millions for the next years to maintain the current unemployment rate, according to OECD's report.
- The freezing of UMA is one of the major constraint for a regular partnership and cause a loss of 2 points by year of the GDP to state members.
- The integration of Mediterranean partners in the NEP and the set up of a new financial instrument like NVEI and the initiative of UPM are consolidating the cooperation.

Evaluation of Euro-Med cooperation

- Neighbourhood and cultural and historical dimensions of EU – Med relations count for a main factor in their cooperation and their exchanges. They offer important prospects to fight, together, the underlying causes of underdevelopment in south countries and its aftermaths ;
- The cooperation in the field of transport is based on bilateral and multilateral legal instruments and aims for facilities and tariff and financial and preferential trade arrangement ;
- There are substantial trade exchanges between EU – Meda and there are prospects of development. The major part of these exchanges are transported on maritime routes with a heavy dependence of south countries to foreign boats and also a strong implication of their administration in harbour operations ;
- Regulation and the institutional organization in the field of transport are not harmonized and the PPP needs to be develop in South countries ;
- Costs of transport are likely to be improved by using harbour hubs and by harmonizing custom and administrative procedures and by the strengthening of human resources and professionalizing forwarding agents ;
- Schengen system and the prospect of an Euro-Med free trade area should encourage countries to conclude multilateral agreements in transports of freight and passengers such as the “Open Sky” agreement.

What are the expectations from an EU policy in international cooperation in the field of transport ?

Implementation of recommendations and the process workbenches by the meeting of Ministers of Transport of the Mediterranean countries, held in Marrakesh on December 15th, 2005:

- To strengthen the regional cooperation;
- To make a commitment for the implementation of an integrated and multimodal transport network Euro-Med;
- To grant priority to the realization of missing links along the transnational axes and the priority projects and the activities defined in TRAP 2007-2013;
- To develop the multimodal / intermodal sea transport and to make it more competitive;
- To develop the air transport including the extension of the “open sky” and the promotion of the role of the AESA;
- To continue and intensify the mobilization of various European and international financial instruments of intervention in favor of :
 - the priority projects of a multimodal network of infrastructure
 - activities related to a coordinated planning of the transport policy
 - regulations and facilitations of the exchanges;
- To contribute to the development of national companies, successful and competitive, in the South countries, to take up the challenge of the opening in the world economy and in their staff training ;
- To contribute to the development of studies of transport projects and the scientific and technical research in the sector;
- To define and implement a common policy for the conservation of the Mediterranean Sea against pollution bound to the transport

**Scientific
cooperation in the
field of transport**

Evaluation of the scientific research in Morocco

- Morocco has a scientific and technical human quality potential. In 2010: 10.467 teachers of the higher education among whom 46 % are researchers and there are 103 institutions, distributed in 15 universities, 6 institutes of scientific research, besides 196 private institutions. These means classify Morocco in the 3rd rank of Africa;
- Nevertheless, research in Morocco remains a marginal activity, compared with developed or emerging countries, in spite of the deployed effort to increase the financing of the R&D from 0,3 % of the GDP in 1999 to 0,79 % in 2005;
- The sector of transport stays marginalized by scientific research. Few institutions treat themes of research in this field;
- The financing of the R&D in Morocco, is characterized by a public origin contribution essentially (75% to 80 %), the rest being distributed between private sector, the partnership and the international cooperation;
- The number of deposited certificates represents approximately 28 % of Moroccan origin (92 % from physical persons), the rest is shared between European (71,2 %) and Americans companies 0.3%) implanted in Morocco;

Scientific cooperation with European countries

Morocco has signed agreements of cooperation regarding higher education, the executives training and scientific research with the following European countries:

- Italy in 2005, for the implementation of 19 projects in the field of health (4), industrial research (4), agriculture (2), town planning (4), sc. and techno. of the sea (2), the energy (1) and sc. and technology information (1);
- Spain in 2005 for the implementation of 5 projects concerning the environment;
- France in 2004 for the reform of high education (governance, educational engineering, research valuation) ;
- Belgium in 2003 concerning the implementation of a fund intended to favor the applied research and the exchanges between institutions;
- During 2012-2014, Germany, in the domains of the environment; agriculture; biotechnologies; health; information technology; management of the water; social and human sciences; technology transfer, innovation, companies competitiveness ;
- In 2004, within the framework of the program TEMPUS - MEDA, the EHTP has created the specialized Master's degree MaGEST: " Master's degree Management and exploitation of the systems of transport ", developed with partnership of the ENPC, the ENTPE and the polytechnic University of Catalonia, with the participation of Moroccan professionals of transport;

National strategy for the development of the scientific research on the horizon 2025

While reaffirming the reform commission orientations for the educational system in 1999, the Ministry in charge of the sector established a new national strategy on the horizon 2025. Among the taken measures:

- Make attractive the job research, elaborate a forward-looking recruitment policy and institute a strong interaction between researchers and the business world;**
- Provide necessary resources and make procedures of financial management more flexible, encourage the grouping of means and create technological platforms including heavy equipment;**
- Plan an increase of the part of the GDP, dedicated to the research and the innovation which will have to reach 3 %;**
- Systematize the evaluations, intensify and facilitate the scientific exchanges and develop the culture of the communication;**
- Intensify the international cooperation by the joint research, the transfer of the know-how, the exchange of teachers and students and the joint organization of scientific demonstrations.**

National priorities on the research for 2009-2012

During its last two meetings in 2006 and 2007, the interministerial Standing committee of the scientific research and the technological development, defined the official list of the priority national programs of containing research:

- Program 1: agriculture in difficult conditions ;**
- Program 2: improvement of the quality of life ;**
- Program 3: knowledge, conservation and valuation of natural resources ;**
- Program 4: environment and sustainable development ;**
- Program 5: biotechnology ;**
- Program 6: risk management ;**
- Program 7: innovation and competitiveness of companies ;**
- Program 8: socioeconomic and cultural development.**

Evaluation of scientific cooperation Morocco – EU

- **In general, the scientific and technical cooperation, is based on fundamental sciences like the academic style;**
- **The main part of projects was developed by the institutions of higher education;**
- **In Morocco, the cooperation contributes to the financing of the activities of R&D only at the level of 3 % of the total budget dedicated to the research;**
- **Difficulties of implementation are bound to the editing of proposals and to the interest of the researchers;**
- **The Moroccan researchers participation in the 7th RDFP is at the maximum from 1 to 2 researchers by project;**
- **In the sector of transport, the Moroccan participation is weak, even non-existent and the common priorities are not identified.**

How to develop the scientific cooperation in the field of transport ?

The link of problems and common challenges and the interdependency in transport, justify more and more the continuation of the existing scientific cooperation and its consolidation by:

- **An effective participation in the framework programs of Research and development and in the other already current programs " TEMPUS " and "ERASMUS MENDUS", which will be set up in 2014, by the European Commission in favor of third countries;**
- **The research of shape of organization and method of extension of the current space of cooperation in the transport sector by the identification of priority projects of common interest by integrating the operational research and by associating the maximum of researchers and professionals and by an even more important financial contribution ;**
- **The implementation of conventions or association contracts with research institutions for the development of projects on the basis of a multicriterion evaluation;**
- **The consolidation of the human relations of cooperation and the implication of the skills from Maghreban people living abroad.**

Main priorities as regards the themes of research in the field of transport

- **Modeling supply and demand of transport for an optimization of the use of interurban networks of transport and consideration of a synergy between competitive modes;**
- **Setting of a scientific and objective basis of the forecasts of traffic passengers and freight by an adequate modeling of flows of exchanges EU-UMA, taking a count their contrasted development, with a GDP from 1 to 12, a massive population from Maghreb living in Europe, goods consisted with majority of finished products in N-S direction and bulk products (raw materials, energetic and others) in S-N direction. This contributes to the define of priorities of projects by programming their implementation, and by planning their financing, according to the evolution of needs of the traffic:**
- **Study on the road insecurity which constitutes a plague in Mediterranean South countries by costing to the State 2,5 points of the GDP, the homogenization of regulations of road transport and road marking between States MEDA and EU-MEDA and optimization of the use of the public transportation;**
- **Study on the improvement of logistics of transport to reduce costs of approach, in favor of a better competitiveness of production companies (total costs are estimated at 20 % of the GDP in Morocco , while they are from 10 to 15 % in the EU and 15 in 17 % in emerging countries);**

Main priorities as regards the themes of research in the field of transport

- **Study of the impacts of the opening of the sky of Maghreb to the European and Mediterranean companies,**
- **Study on the link of legislations and regulations in transport and optimization of the exploitation of the harbour system;**
- **Study on the improvement and the modernization of agreements governing road transports of people and goods, between EU and South countries, following the example of the “Open Sky” agreement ;**
- **Study on the increase of the efficiency of each mode of transport involved in costs and multimodal / intermodal routes ;**
- **Study on the rationalization of modalities of passage on borders, through the simplification and the harmonization of administrative and custom procedures, the implementation of measures of relevant international agreements, the development of standards for the profession of forwarders, the introduction of the system EED, the restructuring of public companies, a more important priority in the MOS. The objective is more fluidity of the traffic, in particular the RIT traffic;**
- **Analysis of various international agreements and conventions of transport to update them and make them easier to apply.**

**Thank you for your
attention**