23rd MEETING OF GTMO 5+5 EXPERTS

Barcelona, 18th July 2017

Future Infrastructure in the Maghreb
Framework of the document

The *Future Infrastructure in the Maghreb* document represents another step on the work for the future implementation of the GTMO 5+5 multimodal network, following the example of the conducted works for the TEN-T.

Milestones for the implementation of the TEN-T:

- The original TEN-T
- New methodology: TEN-T policy
- TEN-T comprehensive
- TEN-T core
- TEN-T corridors
- Identification of projects
- Identification of costs
- Identification of calendar/scenarios

Milestones for the implementation of the GTMO 5+5 multimodal network:

- The GTMO 5+5 network (GTMON)
- Transposition of the TEN-T methodology
- GTMON comprehensive
- GTMON core
- GTMON corridors
- Identification of projects
- Identification of costs

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Document and activity objectives

The *Future Infrastructure in the Maghreb* document aims:

- To define the state of the GTMO 5+5 core network.
- To provide an estimate of the costs for completion of the core network.

Disseminating this information will help increase awareness of the **efforts and work required** to complete this core network to make it a reality. Among all the network projects, it is very important to identify those with a **strategic nature** for the region.

Considerations of the document

**Basic Information**
- Maps adopted during the group’s 8th Ministerial Conference.
- Information provided by the national experts to upgrade the state of the infrastructure.
- New information provided by the national experts relating to multimodal logistics platforms.

**Linear Infrastructures**
- Works to upgrade some segments of the road and rail networks are not covered.
- Road costs only reflect the direct cost of construction.
- Station construction costs are not included in railway costs.

**Nodal Infrastructures**
- Measures to improve existing ports, airports and multimodal logistics platforms have not been taken into account.
- Costs of these types of infrastructure are largely based on local conditions, which vary with each project.
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
- HIGH-SPEED LINE: To be upgraded 1,031 km
- CONVENTIONAL LINE: Planned 3,576 km
- Planned: 2,399 km
- To be upgraded: 2,602 km

Length of the Core Passenger Rail Network: 7,584 km
- HIGH-SPEED LINE: To be upgraded 1,031 km
- CONVENTIONAL LINE: Planned 816 km
- Planned: 4,723 km
- To be upgraded: 220 km

Almost 6,000 km of rail lines are shared

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Cost of Completing the GTMO 5+5 Core Network

Methodological approach:

**Planned Cost:** provided by the competent administrations.

**Estimated Cost:** based on the document “Financing Needs for the Implementation of the Trans-Mediterranean Transport Network (TMN-T)” → Definition of **Average Unit Costs.**

Calculation of costs:

The cost of completing the whole GTMO 5+5 core multimodal network is €95.8 billion

Investment of €4.8 billion per year to complete the GTMO 5+5 core network in 2035

- €18,933 billion for 8,165 Km of roads
- €65,915 billion for 10,106 Km of railways
- €7,905 billion for 5 ports
- €121 billion for 1 airport
- €2,880 billion for 17 logistics platforms
Future Infrastructure in the Maghreb

Implementation of the GTMO 5+5 core network

**Past**

- **Network Definition**
- **Follow-up Review Updating**
- **Analytical tools**
  - Model
  - GIS
  - DDBB

**Regional needs**

- **Hard**
- **Soft**

- **Regional connections**
- Multimodality
- GTMO 5+5 network and neighboring networks

**Present**

- **Network**
  - Follow-up / Review / Updating
- **Analytical tools**
  - DDBB
  - GIS
- **Studies (General Approach)**
  - **Future Infrastructure in the Maghreb**
  - Identification of financing needs

**Setting priorities**
Implementation of the GTMO 5+5 core network (next steps)

Future Infrastructure in the Maghreb

Network
- Follow-up
- Review
- Updating

Analytical tools
- DDBB
- GIS

Studies (Specific Approach)
- The need for connections of infrastructure nodes
- The behaviour of multimodal flows
- The importance of the trans-Maghreb corridor for the region
- Potential issues to be analysed
- The influence of neighbouring regions on trade in the region
- The possibilities presented for the rail as the driver of intraregional trade
- (Proposals of the countries)

Regional connections
- GTMO 5+5 network and neighboring networks

Multimodality

Regional needs
- Setting priorities
  - Hard
  - Soft

Awareness

Dissemination

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Future Infrastructure in the Maghreb

Implementation of the GTMO 5+5 core network

Past

Future

Network
Definition
Follow-up Review Updating

Analytical tools
Model GIS DDBB

Studies (General A.)
Future Infrastructure in the Maghreb
Identification of financing needs

Setting priorities

Present

Regional needs
Hard Soft

Awareness Dissemination

Network
Follow-up/Review/Updating

Analytical tools
DDBB GIS

Studies (Specific A.)
The need for connections of infrastructure nodes

The behaviour of multimodal flows

Potential issues to be analysed

The importance of the trans-Maghreb corridor for the region

The possibilities presented for the rail as the driver of intraregional trade

Network
Follow-up Review Updating

Analytical tools
DDBB GIS

Multimodality

An efficient, interoperable and multimodal network that offers services to the whole territory and all flows
Thanks for your attention

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