

Transport

equipment and flows in the Mediterranean Countries, 2000-2007



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Special attention is paid to the coherence of data, to their harmonisation and dissemination in nine statistical sectors: trade in goods and services, transport, migration, tourism, the environment, national accounts, social statistics, energy and agriculture.

The programme currently involves 10 partners: Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, the occupied Palestinian territory, Syria, Tunisia, and Turkey.

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Transport Equipment and Flows in the Mediterranean Countries, 2000-2007

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INTRODUCTION

The purpose of this publication is to analyse the development of transport equipment and flows in Mediterranean countries between 2000 and 2007. It is the result of two specific data gathering exercises conducted under the MEDSTAT II programme in the group of partner countries participating in this programme: Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, the occupied Palestinian territory, Syria and Tunisia. All the data presented and analysed here have been taken from these data gathering exercises and, therefore, originate direct from the national statistics institutes and transport ministries of the Mediterranean partner countries.

The equipment data cover the four principal modes of transport: air, sea, road, and rail. As for the production of data on transport traffic and flows, this has proved to be a far more delicate and complex task, particularly in the case of road transport, while far too few partner countries were in a position to produce sufficiently complete data on rail transport traffic and flows. This part of the analysis will, therefore, concentrate on air and sea transport traffic and flows, the two major components of the transport systems of the Mediterranean countries.

Examination of these data reveals highly unequal development of the transport equipment in the Mediterranean countries according to the mode of transport - air passenger transport equipment and, even more so, road passenger transport and haulage equipment have increased considerable in most of the countries during the early 2000s, diverging sharply from the development of rail transport equipment, while the merchant fleet was generally in decline during the same period.

Analysis of traffic shows a sharp increase in air and maritime transport flows to and from the Mediterranean countries between 2000 and 2007. In particular, a heavy increase can be seen in the air traffic to and from airports in the region (+33% over all the countries for which data are available). It should be noted that Egypt is the only country in the region for which national traffic represents a significant proportion of the total number of passengers carried. The volume of air freight and mail transport also increased in the region between 2000 and 2007 although this rise is much less sharp than that of air traffic or the number of passengers, the differences from country to country being likewise much more marked.

The growth of maritime traffic to and from the ports in the region between 2000 and 2007 also differed from one Mediterranean country to another. The data available in Tunisia show the very important role of maritime relations with the European Union (52% of the total number of arrivals and departures). The volume of incoming and outgoing freight handled in the Mediterranean country ports rose by 30% between 2000 and 2007, that is a rise similar to that of the ship traffic. It should be noted that the volume of unloaded cargo was almost always considerably greater than the volume of loaded cargo.

1. HIGHLY UNEQUAL DEVELOPMENT OF TRANSPORT EQUIPMENT

Air passenger transport equipment and, more so, road passenger transport and haulage equipment have seen an appreciable increase in most Mediterranean countries during the early 2000s, diverging sharply from the development of rail transport equipment. As for the merchant fleet, it was generally in decline over the period.

In terms of equipment for the transport of passengers by air, considerable differences exist among the Mediterranean countries, although the structure of this fleet is relatively similar, generally being dominated by medium/large carriers, for example, aircraft with a capacity of between 51 and 250 seats, the reason for which probably lies in the relative similitude of the zones served by the national companies.

The equipment for the transport of goods by sea showed the tendency to decrease in the Mediterranean countries during the period under consideration, which is probably due to the market share losses by national companies in freight transport to and from the ports in the region. The vessel-based composition of national fleets varies greatly from one Mediterranean country to another, a reflection of quite different trading structures.

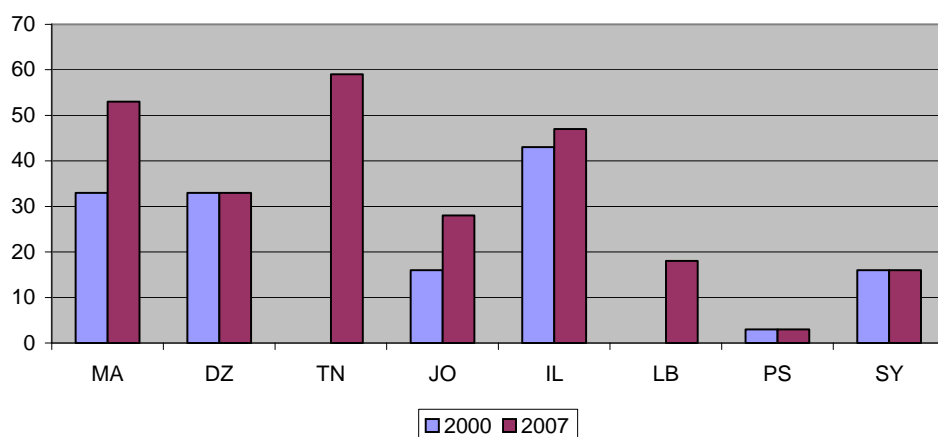
The road vehicle fleet increased very noticeably in all Mediterranean countries during the first half of the 2000s, both in terms of road haulage and passenger cars. The rise in the number of vehicles for the transport of goods by road is greater in the case of road tractors (+35% on average) and lorries (+32%) which shows quite clearly that the road remains the preferred mode for the domestic goods transport. The lorry fleet is dominated by low capacity vehicles, reflecting the highly fragmented structure of the road haulage sector in the Mediterranean countries. The clearly growing obsolescence of this vehicle fleet is also noticeable. A big increase in the number of passenger cars and the rate of motorisation can be observed in all Mediterranean countries, with the exception of the occupied Palestinian territory. Petrol-driven vehicles constitute the clear majority of this fleet, diesel vehicles only representing a significant proportion in Morocco, Syria, and Tunisia. The actual obsolescence of the private vehicle fleet is, however, less pronounced than that of lorries. Public road transport also appears to be booming, given the big increase in the number of buses and coaches.

Two Mediterranean countries, Lebanon and the occupied Palestinian territory, do not have any railway network in service. In the others, the increase in rail equipment is very uneven. Almost all the locomotives in service in the Mediterranean countries are the diesel locomotives; only Morocco has a large fleet of electric locomotives. The second class coaches represent the majority of the total vehicle fleet for the transport of passengers by rail, although railcar trailers also represent a large proportion of this fleet in Israel, which doubtless points to the importance of work-related commuting in the total transport of travelers. As for the number of wagons for the transport of goods by rail, this is decreasing in all the Mediterranean partner countries suggesting that the rail transport has lost ground against the road transport in the domestic road haulage sector.

1.1. A highly variable level of equipment for the transport of passengers by air in the various Mediterranean countries

The number of civilian aircraft for passenger transport in service varies considerably from one Mediterranean country to another (Graph 1). This diversity does not seem to be correlated to either population or square country area but rather more to the importance of tourism in the country and the standard of living enjoyed there. Thus, in Tunisia, Morocco, and Israel, the fleets were the biggest in 2007. Major disparities can likewise be observed in terms of the development of the total commercial fleet in the Mediterranean countries during the first half of the 2000s. This fleet also expanded considerably in Morocco and Jordan while being stable in Algeria, occupied Palestinian territory, and Syria while hardly increasing in Israel.

Graph 1: Number of civilian passenger aircraft in service



Algeria, Palestinian territory, Syria: 2006 data instead of 2007.

The analysis of the composition of this fleet by size category (Table 1) shows that in most Mediterranean countries the dominant categories are those of the medium/large carriers, that is aircraft with a capacity of between 51 and 250 seats. The category of 151 to 250-seater aircraft alone accounted for 42% of the total Mediterranean country fleet in 2007. It would account for almost 50% if Israel, where the large carrier category, aircraft with a seating capacity of more than 250, category is clearly predominant, were to be excluded. It is likely that this relative homogeneity in the fleet composition is partially linked to the relative similitude of the zones served by the national companies, and particularly to the importance of intra-regional relations and relations with the European Union.

The amount of equipment increased most notably in this medium/large carrier category that between 2000 and 2007, from 43 to more than 100 aircraft, although to some extent this equipment development involves all aircraft categories.

Table 1: Number of civilian passenger aircraft in service according to size

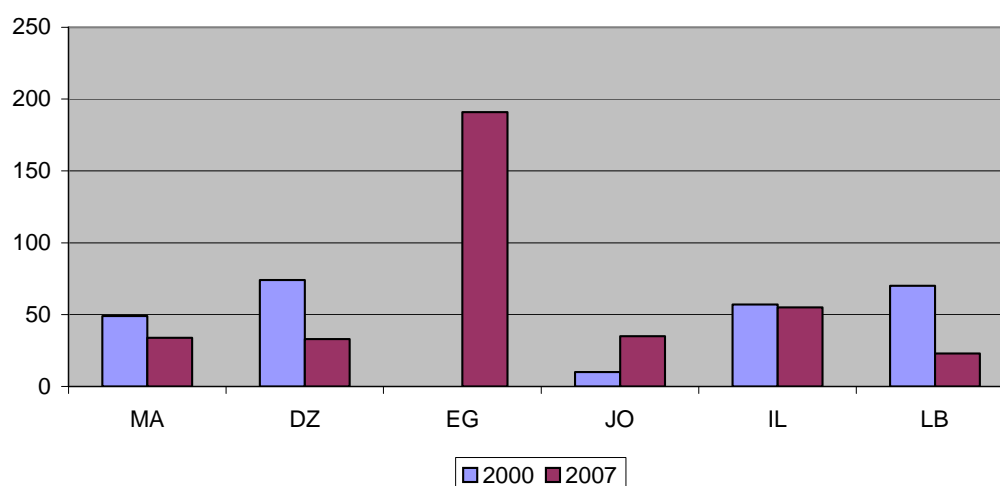
	50 seats and under		51-150 seats		151-250 seats		251 seats and above		Total	
	2000	2007	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	2	6	10	10	19	36	2	1	33	53
Algeria	3	3	15	12	12	10	3	8	33	33
Tunisia	:	7	:	32	:	17	:	3	:	59
Egypt	:	:	:	:	:	:	:	:	:	:
Jordan	2	-	5	10	9	18	-	-	16	28
Israel	11	6	9	8	2	6	21	27	43	47
Lebanon	:	1	:	4	:	13	:	-	:	18
Occupied Palestinian territory	2	2	-	-	1	1	-	-	3	3
Syria	:	:	14	14	:	:	2	2	16	16

Algeria, the occupied Palestinian territory, Syria: 2006 instead of 2007 data

1.2. A globally declining merchant fleet

Contrary to the case of air passenger transport, the equipment for the transport of goods by sea was in a decline in nearly all Mediterranean partner countries between 2000 and 2007 (Graph 2). This observation applies to all countries for which data on the total surveyed fleet of cargo vessels with a gross tonnage of 1000 tonnes and above, are available, with the exception of Jordan where, in contrast, the number of cargo vessels more than tripled, from 10 to 35, during the period. It should be noted that Egypt, for which no 2000 data are available, has the largest fleet in the region, accounting for more than 50% of the total fleet of the six Mediterranean countries for which data were available in 2006. The overall reduction of the merchant fleet in Mediterranean countries may be explained by the market share losses suffered by the national companies to the benefit of large international groups in terms of maritime links to and from ports in the region.

Graph 2: Number of cargo vessels with a gross tonnage of 1000 tonnes and above



Total fleet surveyed
Algeria, Egypt, Syria : 2006 data instead of 2007

Regarding the total surveyed fleet of cargo vessels with a gross tonnage of 300 tonnes and above according to the type of vessel (Table 2), the structure of national fleets differs greatly from one Mediterranean country to another, a reflection of quite disparate trading structures. Thus, the national fleet of merchant vessels is clearly dominated by general cargo ships in the case of Egypt and Lebanon, even though their number is being greatly reduced by liquid gas tankers in the case of Algeria, container ships in Israel, and RO-RO passenger ships in Morocco.

Table 2: Number of cargo vessels with a gross tonnage of 300 tonnes and above according to type

	Oil tankers		Chemical tankers		Liquid gas tankers		Bulk carriers		Bulk/oil carriers	
	2000	2007	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	3	3	6	4	-	-	-	-	-	-
Algeria	7	2	:	1	11	10	9	6	3	-
Tunisia	:	:	:	:	:	:	:	:	:	:
Egypt	14	19	-	-	-	-	10	12	-	2
Jordan	:	:	:	:	:	:	:	:	:	:
Israel	2	3	2	1	-	-	6	-	2	4
Lebanon	2	-	-	-	-	-	9	3	-	-
Occupied Palestinian territory	:	:	:	:	:	:	:	:	:	:
Syria	:	:	:	:	:	:	:	:	:	:
	General Cargo ships		Container ships		RO-RO Cargo ships		RO-RO Passenger ships			
Morocco	11	1	13	9	8	4	9	14		
Algeria	:	:	:	:	:	:	5	3		
Tunisia	:	:	:	:	:	:	:	:		
Egypt	46	49	3	5	2	4	:	7		
Jordan	:	:	:	:	:	:	:	:		
Israel	8	4	36	42	1	1	-	-		
Lebanon	78	22	2	-	5	5	-	-		
Occupied Palestinian territory	:	:	:	:	:	:	:	:		
Syria	:	:	:	:	:	:	:	:		

Algeria, Egypt, Syria: 2006 instead of 2007 data

1.3. Very large increase in all components of the road vehicle fleet

There has been a very noticeable increase in the road vehicle fleet in all Mediterranean partner countries during the first half of the 2000s, involving just as many road haulage as passenger cars.

The increase in the total number of vehicles for the transport of goods by road is evident in the Mediterranean countries between 2000 and 2007 (Table 3). It was noticeably greater than 22% in Tunisia between 2002 and 2006 and close on 18% between 2000 and 2007 in Israel. This increase is most marked in the case of road tractors (+35% on average) and lorries (+32%). It is much less so in the case of trailers (+13%) and semi-trailers (+4%), which might seem controversial and, in certain cases, may raise questions about the accuracy and reliability of the vehicle records. Whatever the case may be, the very sharp rise in the number of lorries and road tractors shows quite clearly that road transport remains the preferred mode of transport for the internal transportation of goods, which, as in the other regions of the world, is interconnected with the problems of congestion, pollution, and road safety. The increase in the number of lorries has been the greatest in Lebanon (+79% between 2000 and 2007), Jordan (+48% between 2000 and 2007), and Syria (+45% between 2000 and 2006).

Table 3: Number of road haulage vehicles per category

	Lorries		Tractors		Trailers		Articulated trucks	
	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	315 546	356 727	:	:	:	:	:	:
Algeria	:	322 698	:	:	:	:	:	:
Tunisia	264 108	322 368	9 552	11 613	2 409	2 486	16 076	20 433
Egypt	546 591	705 521	9 984	12 158	49 255	54 856	:	19 249
Jordan	81 300	120 200	7 380	15 277	:	392	:	17 200
Israel	309 938	357 772	4 042	4 392	27 696	40 341	7 065	7 362
Lebanon	63 763	114 402	-	-	-	-	-	-
Occupied Palestinian territory	21 810	22 801	313	376	217	195	342	272
Syria	126 442	183 484	:	:	:	:	:	:

Algeria, Tunisia, Egypt, the occupied Palestinian territory, Syria: 2006 instead of 2007 data

Morocco: 2004 instead of 2007 data

Tunisia: 2002 instead of 2000 data

In all the countries for which data are available, the total lorry fleet is clearly dominated by the low capacity vehicles that is lorries with a load capacity of less than 3.5 tonnes (Table 4). This category represents more than 90% of the fleet in Tunisia and Israel and more than 80% in Algeria and Egypt. This fleet composition should obviously be set against the highly fragmented road haulage sector in the Mediterranean countries which is essentially based on a host of, often unofficial, private companies.

Table 4: Number of lorries per useful load category

	less than 3.5 tonnes		between 3.5 and 15 tonnes		15 tonnes and above		Total	
	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	:	:	:	:	:	:	315 546	356 727
Algeria	:	278 606	:	36 637	:	7 455	:	322 698
Tunisia	:	300 106	:	21 815	:	447	264 108	322 368
Egypt	445 241	585 384	95 580	111 932	5 770	8 205	546 591	705 521
Jordan	61 100	92 600	17 000	21 700	3 200	5 900	81 300	120 200
Israel	307 751	326 906	22 597	23 642	7 275	7 224	337 623	357 772
Lebanon	:	:	:	:	:	:	63 763	114 402
Occupied Palestinian territory	:	:	:	:	:	:	21 810	22 801
Syria	:	:	:	:	:	:	126 442	183 484

Israel: 2003 instead of 2000 data

Tunisia: 2002 instead of 2000 data

Algeria, Egypt: 2006 instead of 2007 data

Morocco: 2004 instead of 2007 data

Lorries more than 10 years old are clearly predominant in all Mediterranean partner countries, with the exception of Israel where the lorries between 5 and 10 years old dominate the sector (Table 5). Lorries more than 10 years old make up more than 80% in Jordan and more than 90% in Algeria. A noticeable obsolescence of the fleet can be observed during the 2000-2007 period in all the countries concerned, including Israel, suggesting the well-known detrimental impact that such a development has on the environment.

Table 5: Number of lorries per age band

	less than 2 yrs. old		between 2 and 5		between 5 and 10		10 years and above		Total	
	2000	2007	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	9 422	:	31 638	:	24 189	:	234 734	:	315 546	356 727
Algeria	:	:	:	:	:	:	269 537	294 627	:	322 698
Tunisia	18 418	18 126	37 536	29 884	43 495	68 465	164 659	205 893	264 108	322 368
Egypt	77 253	47 511	86 749	38 772	66 833	161 593	315 756	457 645	546 591	705 521
Jordan	600	2 400	4 700	6 100	15 300	13 100	60 700	98 600	81 300	120 200
Israel	64 169	61 742	85 951	70 133	123 659	119 421	63 844	106 476	337 623	357 772
Lebanon	:	:	:	:	:	:	:	:	63 763	114 402
oPt	:	:	:	:	:	:	:	:	21 810	22 801
Syria	:	:	:	:	:	:	:	:	126 442	183 484

Israel: 2003 instead of 2000 data

Tunisia: 2002 instead of 2000 data

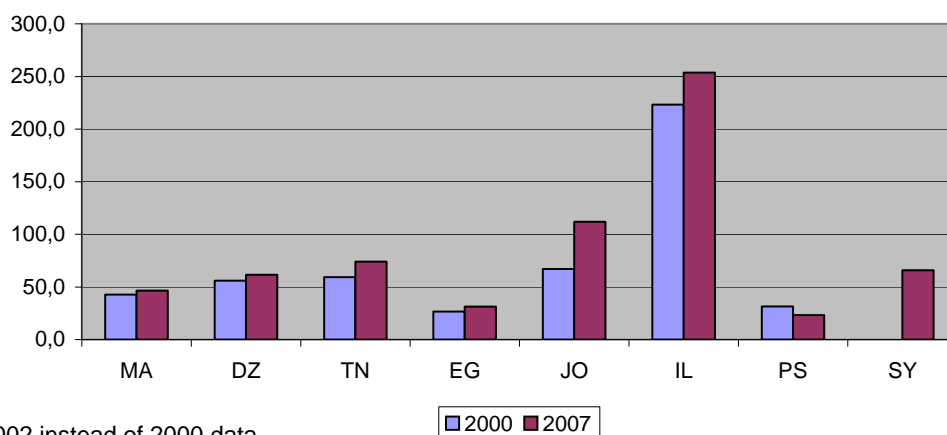
Algeria, Tunisia, Egypt: 2006 instead of 2007 data

Morocco: the age of 15 563 lorries was unknown in 2000. 2005 instead of 2007 data.

Regarding to the number of passenger cars, the number of vehicles in the Mediterranean countries can be seen to have increased considerably, the sole exception being the occupied Palestinian territory where the fleet can be seen to have noticeably declined between 2000 and 2006 (Table 6). This increase is particularly marked in the case of Jordan where the passenger car fleet practically doubled between 2000 and 2007.

The rate of motorisation, that is, the number of passenger cars per 1000 inhabitants, is likewise clearly increasing in all the countries for which data are available, with the exception of the occupied Palestinian territory (Graph 3). The rate is quite different from one Mediterranean country to another and is particularly marked in the case of Israel where it reached more than 250 vehicles per inhabitant in 2007 as against an average of 60 vehicles per inhabitant in other Mediterranean countries.

Graph 3: Number of passenger cars per 1000 inhabitants



Tunisia : 2002 instead of 2000 data

Algeria, Tunisia, Egypt, the occupied Palestinian territory, Syria : 2006 instead of 2007 data

Morocco : 2004 instead of 2007 data

Israel and Syria : 2001 instead of 2000 population data

The petrol-driven vehicles are very clearly predominant in this fleet (Table 6). They represent the majority of vehicles in all the partner countries: 100% in Lebanon, 96% in Israel, more than 80% in Algeria, Jordan, and the occupied Palestinian territory. Diesel vehicles, however, continue to comprise a significant proportion of the fleet in Morocco (44%), Syria (32%), and Tunisia (26%). The other types of motive energy (electric vehicles, hybrids, LPG etc.) are not a significant component of the fleet in the region.

Although the petrol-driven vehicles are dominating, the slight reconstitution of the fleet between 2000 and 2007 should be stressed: the proportion of petrol-driven vehicles being either stable or slightly declining in the region, whereas the proportion of diesel vehicles is increasing quite noticeably, particularly in Morocco, Algeria, and the occupied Palestinian territory. It is possible that this development could be a partial reflection of the corresponding development of the vehicle fleet within the European Union, inasmuch as second-hand vehicle imports from the Union could, in the case of certain countries, represent a significant proportion of new registrations.

Table 6: Number of private cars by motive energy (in thousands)

	Petrol		Diesel		Others		Total	
	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	724	770	487	609	-	-	1 211	1 380
Algeria	1 531	1 730	161	313	-	-	1 692	2 043
Tunisia	429	553	146	192	0	2	576	747
Egypt	:	:	:	:	:	:	1 685	2 237
Jordan	278	543	40	84	-	-	318	627
Israel	1 376	1 727	46	75	-	3	1 422	1 805
Lebanon	769	1 029	-	-	-	-	769	1 029
oPt	88	77	8	11	1	1	97	89
Syria	:	821	:	392	:	-	:	1 213

Tunisia: 2002 instead of 2000 data

Algeria, Tunisia, Egypt, the occupied Palestinian territory, Syria: 2006 instead of 2007 data

Morocco: 2004 instead of 2007 data

As in the case of lorries, the passenger car fleet is quite clearly dominated by 10 or more year old vehicles (Table 7). This age band represents more than 70% of the fleet in Jordan and more than 80% in Algeria. Israel is the only country in the region where, while constituting a relative majority of the total fleet, this age band does not account for the absolute majority.

The obsolescence of the passenger car fleet is, however, less pronounced than that of the lorries. While the proportion of 10 or more year old vehicles increased appreciably in Israel and Jordan, it is stable in Algeria and Tunisia. This observation should be set against the very sharp increase in the passenger car fleet over the period under consideration.

Table 7: Number of passenger cars by age band (in thousands)

	under 2 yrs. old		2 – 5 years		5 – 10 years		10 years and over		Total	
	2000	2007	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	19	:	71	:	77	:	931	:	1 211	1 380
Algeria	:	:	147	253	166	129	1 379	1 660	1 692	2 042
Tunisia	62	63	94	93	99	165	321	426	576	747
Egypt	:	:	:	:	:	:	:	:	1 685	2 237
Jordan	6	20	43	66	85	101	185	439	318	627
Israel	291	392	325	295	461	517	345	602	1 422	1 805
Lebanon	:	:	:	:	:	:	:	:	769	1 029
oPt	:	:	:	:	:	:	:	:	97	89
Syria	:	:	:	:	:	:	:	:	:	1 213

Tunisia: 2002 instead of 2000 data

Algeria, Tunisia: 2006 instead of 2007 data

Morocco: the age of 113,330 vehicles was unknown in 2000. 2004 instead of 2007 data.

Alongside the very sharp rise in the use of passenger cars, the public road transport likewise appears to have boomed the Mediterranean partner countries during the first half of the 2000s, as witnessed by the sharp increase in the number of road passenger transport vehicles, coaches and buses, reaching, on average, 32% between 2000 and 2006 or 2007 (Table 8). It stood at less than 10% only in Morocco and Syria and exceeded 50% in Egypt (+50% between 2000 and 2006), Jordan (+60% between 2000 and 2007) and Lebanon (+79% between 2000 and 2007). It is entirely logical in the case of Egypt and Algeria that this fleet should be the largest in terms of absolute value.

Table 8: Number of road vehicles for passenger transport (coaches and buses)

	2000	2007
Morocco	15 019	16 117
Algeria	42 791	54 769
Tunisia	7 657	9 616
Egypt	52 753	79 163
Jordan	11 300	18 100
Israel	18 046	21 309
Lebanon	6 212	11 115
Occupied Palestinian territory	1 042	1 153
Syria	4 757	5 179

Tunisia: 2002 instead of 2000 data

Algeria, Tunisia, Egypt, the occupied Palestinian territory, Syria: 2006 instead of 2007 data

Morocco: 2004 instead of 2007 data

1.4. Highly unequal development of rail transport equipment

Two Mediterranean countries, Lebanon and the occupied Palestinian territory, do not have any rail network in service while there are no rail transport equipment figures available for Algeria. In most of other Mediterranean partner countries, the development of rail transport equipment does not seem to have received the same amount of attention as the other modes of transport.

The number of locomotives in service increased slightly over the period in the case of all Mediterranean partner countries (+9%), although the trend differs greatly from one country to another (Table 9). The number is slightly lower in Morocco and Tunisia, and slightly up in Egypt (+6% between 2000 and 2006) and Jordan (+14% between 2000 and 2007), the increase being most marked in Syria (+39% between 2000 and 2006) and Israel (+45% between 2000 and 2007).

Almost all the locomotives in service in the Mediterranean partner countries are diesel,. Only Morocco has large fleet of electric locomotives, representing nearly the total electric locomotive fleet for the region in 2007. In 2007, Syria and Jordan still had a stock of steam locomotives representing a quite significant component of their total rolling stock, more than 10% in the case of Syria and almost 20% in that of Jordan, albeit out of a much smaller total.

Table 9: Number of locomotives by motive energy

	Electricity		Diesel		Steam		Total	
	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	94	100	131	124	-	-	225	224
Algeria	:	:	:	:	:	:	:	:
Tunisia	6	6	193	172	-	-	199	178
Egypt	-	-	664	701	-	-	664	701
Jordan	-	-	23	27	6	6	29	33
Israel	-	-	53	77	-	-	53	77
Lebanon	-	-	-	-	-	-	-	-
oPt	-	-	-	-	-	-	-	-
Syria	-	-	168	244	29	29	197	273

Tunisia, Egypt, Syria: 2006 instead of 2007 data

Judging by the development of the vehicle rolling stock, rail passenger transport has seen a sharp increase or benefitted from strong support between 2000 and 2007 in Jordan, where this stock increased by 60% over the period, and above all in Israel where it more than doubled (Table 10). These two countries stand out as exceptions, the rail passenger transport vehicle fleet having been strictly stable in Egypt, very slightly declining in Syria and, more decidedly so, in Morocco (-26% between 2000 and 2007). This does not contradict any qualitative trends in the fleet which could be associated, in particular, with the increased electrification of the network and locomotives in the case of Morocco.

The second class carriages represent the majority of the total rolling stock of rail passenger transport vehicles, first class carriages only constituting an important component in Syria (25%) and other vehicles, particularly railcar trailers, only in Israel (39%), the differences in the composition of this rolling stock illustrating a diversity in the types of journey undertaken and, particularly, in the proportion of work-related commuting journeys overall.

Table 10: Number of passenger transport vehicles by category

	1 st class carriages		2 nd class carriages		Others (1)		Total	
	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	48	37	313	182	53	89	414	308
Algeria	:	:	:	:	:	:	:	:
Tunisia	:	63	:	203	:	20	:	286
Egypt	205	205	2 706	2 706	121	121	3 032	3 032
Jordan	-	6	9	9	1	1	10	16
Israel	-	-	108	220	72	141	180	361
Lebanon	-	-	-	-	-	-	-	-
Occupied Palestinian territory	-	-	-	-	-	-	-	-
Syria	129	126	284	284	101	101	514	511

(1) including railcar trailers
Tunisia, Egypt, Syria: 2006 instead of 2007 data

The comments made on the development of the number of rail passenger transport vehicles likewise apply, almost in the same terms, to the development of the total capacity of these vehicles (Table 11). This capacity increased 2.7 times between 2000 and 2007; however, it has been even in the case of Israel.

The proportion of the second class carriages in the total rail passenger transport capacity is even greater than the proportion of corresponding vehicles in the total rolling stock, although first class carriages still represent almost 20% of the total rail passenger transport capacity in Tunisia and Syria.

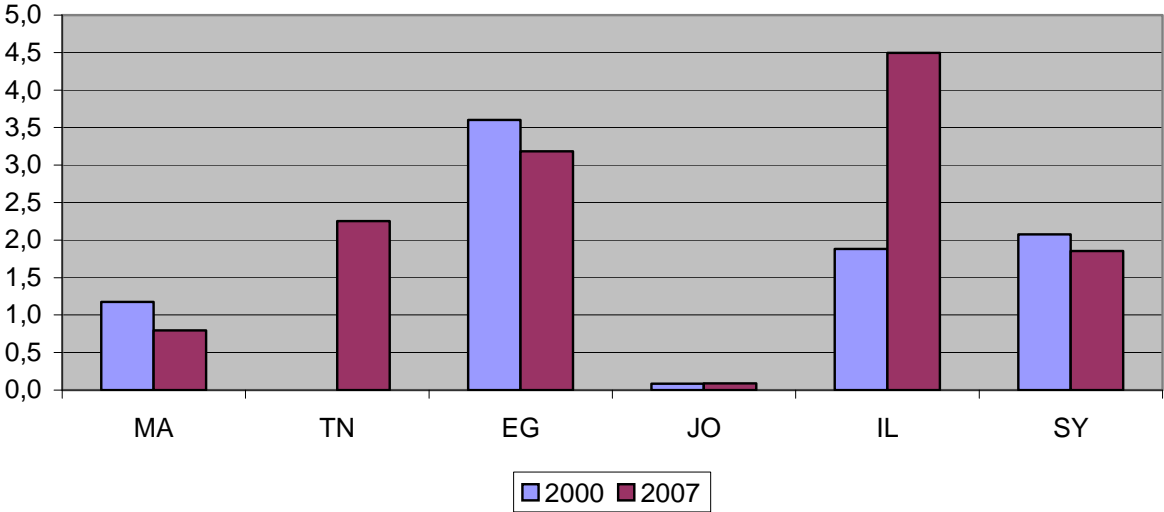
Table 11: Rail passenger transport capacity by category (thousands of seats)

	1 st class carriages		2 nd class carriages		Other carriages		Total	
	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	3.2	2.8	28.0	21.0	2.3	0.8	33.0	24.0
Algeria	:	:	:	:	:	:	:	:
Tunisia	:	4.5	:	17.0	:	1.1	:	23.0
Egypt	9.3	9.3	216.0	216.0	2.2	2.2	228.0	228.0
Jordan	-	0.2	0.4	0.4	-	-	0.4	0.5
Israel	-	-	12.0	32.0	-	-	12.0	32.0
Lebanon	-	-	-	-	-	-	-	-
oPt	-	-	-	-	-	-	-	-
Syria	6.3	6.3	26.0	26.0	2.4	2.4	34.0	34.0

Tunisia, Egypt, Syria: 2006 instead of 2007 data

The rate of equipment for rail passenger transport, that is the number of available seats per 1000 inhabitants (Graph 4), varies greatly from one Mediterranean country to another, which is also the case with its development during the first half of the decade. This equipment rate is higher in Israel (4.5 seats per 1000 inhabitants in 2007) and Egypt (3.2), the lowest rates being in Jordan (0.1) and Morocco (0.8). It is likely that these differences are also related to the diversity in the types of journeys undertaken and, particularly, the proportion of work-related commuting journeys in the overall total. It is worth noting that this rate of equipment has increased considerably in Israel but has decreased or remained unchanged in the other Mediterranean partner countries. Thus, over the period, in nearly all Mediterranean partner countries the rate drops from 1.7 to 1.5 on average, except Israel and Tunisia, which suggests the low priority given to the development of rail transport resources between 2000 and 2007 in the countries concerned.

Graph 4: Number of rail passenger seats available per 1000 inhabitants



Tunisia, Egypt and Syria: 2006 instead of 2007 data
 Israel and Syria: 2001 instead of 2000 population data

The above observation concerning the development of the number of rail passenger transport vehicles likewise applies, even more clearly, to that of the number of goods transport wagons (Table 12) in the region which has declined between 2000 and 2006 or 2007, most noticeably in Tunisia (-25% between 2000 and 2006), Israel, and Jordan (-13% and -11% respectively between 2000 and 2007). Together with the very strong development of the road haulage vehicle fleet these figures show that rail transport has lost some ground compared to the road transport in the internal transport of goods over the last few years. It would seem, however, that a number of strategies have been implemented more recently in several Mediterranean partner countries to reverse this trend.

The composition of this rolling stock, based on the different types of wagons, is quite heterogeneous in the region, which, quite obviously, reflects the nature of the goods transported and the industrial specialisations of the different countries. Thus, the stock consists essentially of covered wagons in the case of Jordan (up to 78%), open goods wagons in Tunisia (45%), flat wagons in Israel (60%) and other types of wagons in Morocco (67%), Egypt (57%), and Syria (41%).

Table 12: Number of goods transport wagons by type

	covered wagons		high-sided wagons		flat wagons		other wagons		Total	
	2000	2007	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	1 218	837	354	294	1 052	924	4 270	4 158	6 894	6 213
Algeria	:	:	:	:	:	:	:	:	:	:
Tunisia	:	365	:	1 773	:	1 274	:	504	5 192	3 916
Egypt	2 178	2 116	582	593	2 001	2 276	7 260	6 666	12 021	11 651
Jordan	330	284	32	32	42	42	8	8	412	366
Israel	-	-	159	49	371	427	285	236	815	712
Lebanon	-	-	-	-	-	-	-	-	-	-
oPt	-	-	-	-	-	-	-	-	-	-
Syria	825	654	1 104	1 104	1 300	1 300	2 159	2 158	5 388	5 216

Tunisia, Egypt, Syria: 2006 instead of 2007 data

The decline in the number of goods transport wagons impacts the development of the total load capacity of these vehicles (Table 13). The reduction of goods transport wagon capacity is even more noticeable than that of the overall number in the case of Israel (-38% between 2000 and 2007) while being, in contrast, relatively stable 2000 and 2006 in Egypt and Syria. The distribution of load capacity between the various types of wagons is fully comparable to that of the relevant rolling stock.

Table 13: Wagon load capacity (thousands of tonnes)

	Covered wagons		High-sided wagons		Flat wagons		Other wagons		Total	
	2000	2007	2000	2007	2000	2007	2000	2007	2000	2007
Morocco	48.4	37.7	19.5	17.5	53.0	48.1	227.8	227.9	348.7	331.2
Algeria	:	:	:	:	:	:	:	:	:	:
Tunisia	:	12.3	:	56.9	:	50.2	:	29.7	:	149.1
Egypt	97.2	94.6	29.1	29.5	66.2	86.8	316.2	287.9	508.7	498.8
Jordan	12.4	10.4	1.0	1.0	2.3	2.3	0.2	0.2	15.9	14.0
Israel	-	-	3.6	2.1	26.5	30.0	44.7	14.6	74.8	46.6
Lebanon	-	-	-	-	-	-	-	-	-	-
oPt	-	-	-	-	-	-	-	-	-	-
Syria	16.4	12.8	60.7	60.7	75.6	75.6	115.9	115.9	268.5	264.9

Tunisia, Egypt, Syria: 2006 instead of 2007 data

2. A SHARP INCREASE IN AIR AND MARITIME TRAFFIC TO AND FROM MEDITERRANEAN COUNTRIES BETWEEN 2000 AND 2007

A sharp increase in the volume of air traffic to and from airports in the region can be observed between 2000 and 2007 (+33% over all countries for which data are available). The proportion of scheduled and charter flights in this total is differs considerably between one country and another, while everywhere, except in Israel, the national companies account for the majority of movements recorded, a distribution pattern which can be linked to the international efforts by the countries of the Mediterranean with regard to the opening up of their air transport market.

The growth in the number of inbound, outbound, and transit passengers using the airports in the region is even greater than that of air traffic, reaching 45% between 2000 and 2007. The number of departures is generally greater than the number of arrivals whereas transit represents only 2% of the number of passengers using the airports in the region. In the case of the Mediterranean partner countries, with the exception of Tunisia, more passengers were carried on regular flights than on charter flights and, once again, with the exception of Israel, national companies handled over 50% of this transport. Egypt is the only country in the region where the domestic traffic represents a large proportion of the total number of passengers carried.

The volume of air transport of freight and mail also increased throughout the region between 2000 and 2007 although this increase is far less marked than that of air traffic or the number of passengers and also varies much more between one Mediterranean country and another. The opening up of air freight and mail transport to international competition also seems to differ considerably from one Mediterranean country and another.

The growth in maritime traffic to and from ports in the region between 2000 and 2007 was differed from one Mediterranean country to another. The data available for Tunisia reveal a very large proportion of maritime links with the European Union (52% of the total number of arrivals and departures). Arrivals and departures to and from other Mediterranean partner countries represent 41% and 42% respectively of this total, while arrivals and departures to and from the rest of the world represent less than 10% of the total.

The volume of freight handled to and from Mediterranean partner country ports rose by 30% between 2000 and 2007, a rise more or less equivalent to that of shipping traffic, the volume of unloaded freight being almost always much greater than that of loaded freight.

2.1. Sharp growth of air transport traffic and flows to and from Mediterranean countries between 2000 and 2007

The figures available for five Mediterranean countries show a very sharp growth in air traffic to and from the region (Table 14). Between 2000 and 2007, the number of take-offs and landings increased, overall, by 33% in the five countries concerned, the most marked increases having been recorded in Jordan (+71%) and Morocco (+41%). Tunisia is the only partner country where the increase in the volume of traffic is considerably lower than that in the region as a whole (+13%). In 2000, Egypt, for which 2007 data are not available, accounted for 42% of take-offs and landings in the region (except for Algeria and Israel) while, in 2007, Morocco accounted for 32% of this total (except for Algeria and Egypt).

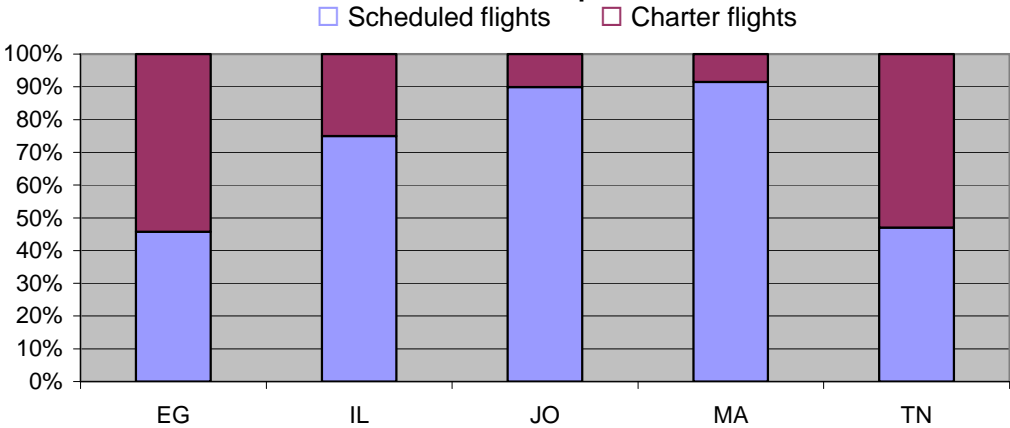
Table 14 : Total number of aircraft movements at airports – All domestic airports

	Take-offs		Landings		Total	
	2000	2007	2000	2007	2000	2007
Algeria	:	:	:	:	:	:
Egypt	114 388		114 391		228 779	
Israel	:	:	33 363	:	:	69 154
Jordan	:	:	:	:	34 181	58 416
Lebanon	14 855	19 525	14 852	19 535	29 707	39 060
Morocco	49 871	70 248	49 870	70 250	99 741	140 498
oPt	-	-	-	-	-	-
Syria	:	20 350	:	20 376	31 575	40 726
Tunisia	:	51 517	:	51 485	91 219	103 002

Lebanon: main airport (Rafia Hariri – Beirut)

The distribution of these flights between scheduled and charter flight shows a clear dichotomy between the five countries in the region for which this information is available (Graph 5). Thus, scheduled flights are highly predominant in the traffic to and from Morocco and Jordan, where they represent 92% and 90% respectively of the total number of aircraft movements. Scheduled flights are likewise clearly predominant in the aircraft movements to and from Israel, where they account for 75% of the total. On the other hand, the charter flights represent the majority of aircraft movements in Egypt and Tunisia, where they account for 54% and 53% respectively of the total, even though the distribution between scheduled and charter flights is much more balanced in these two cases. It should be noted that this distribution does not seem to have any direct correlation with the development of tourism in the countries since there are highly tourist-orientated countries in both configurations.

Graph 5: Proportion of scheduled and charter flights in the total number of aircraft movements – All domestic airports – 2007



Egypt : 2000

The national companies represent a significant proportion of the total traffic in the country concerned (Graph 6) although their market share varies from country to country. Thus, the proportion of national companies in the total traffic to and from the country stands at almost 70% in the case of Morocco and Tunisia, remains in the majority in Jordan (56%), while Israel is the only country in this group where the proportion of national companies in the total number of aircraft movements is in the minority (42%). These significant differences could relate to the efforts of these countries to open up of their air transport market under various regional or international business agreements.

Graph 6: Proportion of national and foreign companies in the total number of aircraft movements All national airports – 2007



The growth in the number of inbound, outbound and transit passengers using the airports in the region is even more marked than that of air traffic and reached 45% between 2000 and 2007 in all the five countries for which data are available (Table 15). The growth is the highest in Syria (+89%) and Morocco (+69%). It also exceeds 60% in Jordan and only in Tunisia it is significantly lower than that of the region (+14%).

In 2007, Morocco, Tunisia, and Israel (recorded the largest number of inbound, outbound and transit passengers in the region, the total number of passengers in their airports constituting 27%, 25%, and 23% respectively of the region's total.

Although, in general, there is little difference between the number of arrivals and departures, the number of departures generally is greater than the number of arrivals, in Tunisia the difference being more than 75 000 passengers in 2000, while, on the other hand, in Egypt the number of arrivals was more than 80 000 greater than that of departures for the same year. This difference could be explained by the use of different modes of transport when arriving or leaving certain countries. Direct transit represents only 2% of the total number of passengers using the domestic airports of the three countries for which this information was available in 2007 and exceeded 5% only in the case of Syria in 2000.

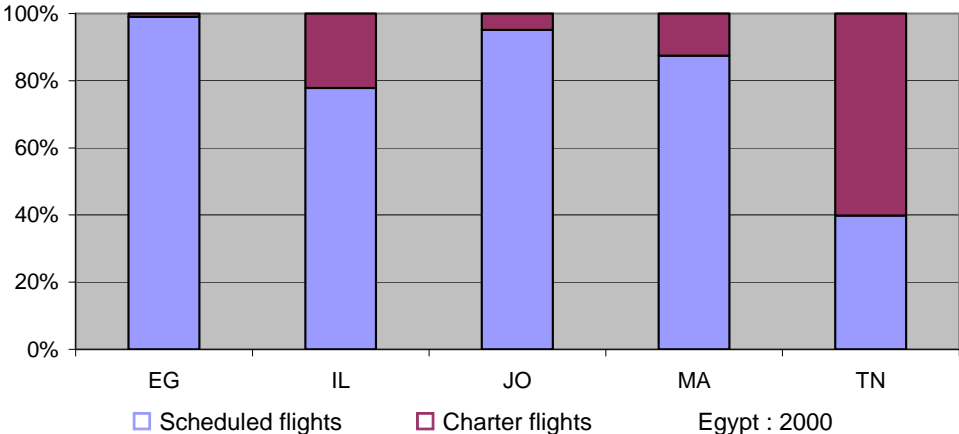
Table 15 – Total number of passengers – All domestic airports

	Arrivals		Departures		Direct transit		Total	
	2000	2007	2000	2007	2000	2007	2000	2007
Algeria	:	:	:	:	:	:	:	:
Egypt	9 498 975	:	9 418 555	:	:	:	:	:
Israel	:	5 063 394	:	5 087 805	:	:	:	10 151 200
Jordan	1 260 193	2 055 002	1 302 949	2 083 260	-	-	2 563 142	4 138 262
Lebanon	1 120 164	1 677 322	1 124 624	1 649 232	98 599	82 460	2 343 387	3 409 014
Morocco	3 499 033	5 917 438	3 526 105	5 973 530	145 446	235 613	7 170 584	12 126 581
oPt	-	-	-	-	-	-	-	-
Syria	968 372	1 922 824	960 971	1 951 835	116 556	-	2 045 899	3 874 659
Tunisia	4 719 822	5 381 514	4 795 260	5 438 013	136 030	177 200	9 651 112	10 996 727

Lebanon: R. Hariri Airport

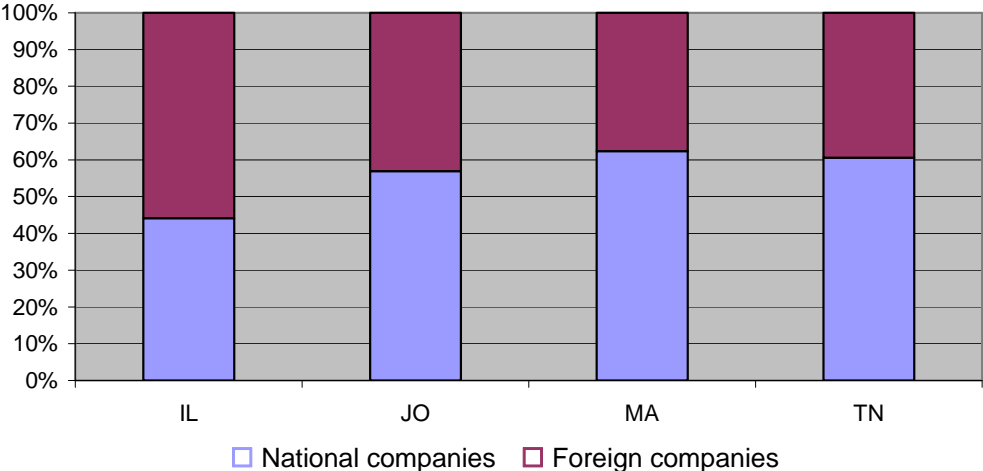
With the exception of Tunisia and Morocco, the proportion of scheduled flights in passenger transport to and from domestic airports is still much greater than in the aircraft movements (Graph 7): in 2000 it was nearly 100% in Egypt and, in 2007, over 95% in Jordan, around 90% in Morocco, and around 80% in Israel. Tunisia proved to be the exception in this regard with the proportion of scheduled flights in passenger transport to and from its airports in 2007 being less than 40%. Once again, this configuration does not appear to have any direct correlation with the overall volume of tourism in the country but seems to be more related to the type of tourism and, in particular, the importance of package holidays.

Graph 7: Proportion of scheduled and charter flights in the total number of passengers carried All domestic airports – 2007



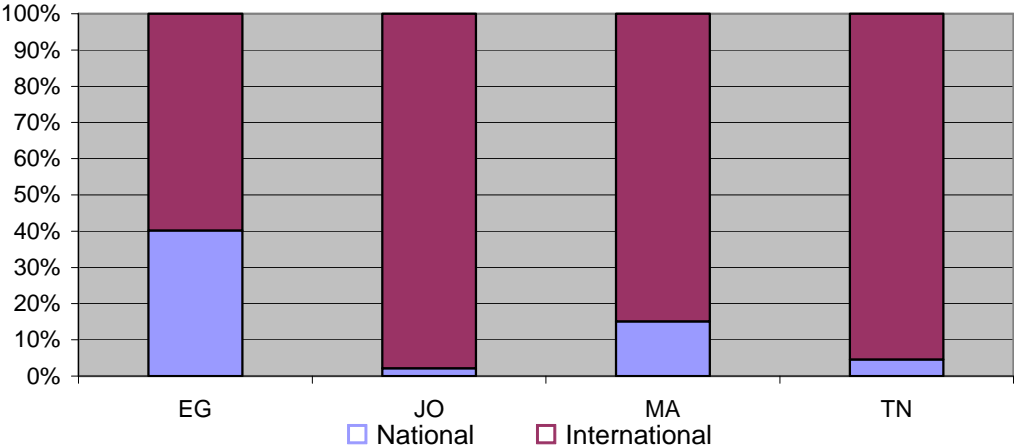
A greater degree of homogeneity can be seen in the proportion of national and foreign companies in the total number of passengers carried in 2007 in the various countries in the region (Graph 8). The proportion of national companies is slightly over 60% in the case of Morocco and Tunisia, close on 57% in Jordan, Israel once again being the exception since it is the only country in the group where the proportion of national companies was the minority in the total number of passengers carried to and from the domestic airports. This observation should, once again, be seen in the context of country efforts to open up the air transport market at the regional or international level.

Graph 8: Proportion of national and foreign companies in the total number of passengers carried All domestic airports – 2007



Egypt is the only country in the region where domestic traffic represents a large proportion of the total number of passengers carried (40% in 2000), this proportion being likewise significant (15%) in Morocco in 2007 (Graph 9). In contrast, it is less than 5% in Tunisia and Jordan. The development of a domestic air passenger transport network is mainly related to the total square area and the greatest distances to be covered within a particular country.

Graph 9: Proportion of domestic and international traffic in the total number of passengers carried All domestic airports – 2007



Egypt : 2000

Although the volume of air transport of freight and mail increased slightly throughout the region (except in Algeria and Egypt) between 2000 and 2007 (Table 16), this increase is, nonetheless, much lower than that in air traffic or on the number of passengers. Also it is much more variable among the Mediterranean partner countries. Thus, while it did not exceed 4% for the entire region, it reached 27% in the exceptional case of Morocco. As far as the other countries are concerned, this increase exceeded 10% only in Jordan (13%) while the volume was either stable or slightly rising in Israel, Lebanon, and Syria. Tunisia also represents a particular case since the volume of freight and mail air transport declined there by 36% between 2000 and 2007. It is worth mentioning that Israel accounted for more than half (55%) of the total volume of freight and mail air transport in the region in 2007.

In Israel, the volume of loaded freight was far greater than the volume of unloaded freight which is an exception among the countries in the region since. In 2007, these volumes were very similar in the case of Jordan, Syria, and Tunisia while, on the other hand, the volume of unloaded freight was much greater than that of loaded freight in the case of Lebanon. These differences reflect the nature of the products imported and exported by each country and hence of the disparities between their import/export structures.

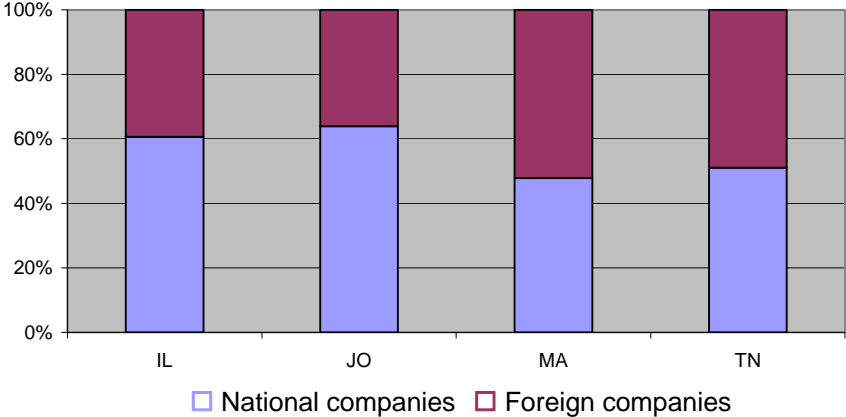
Table 16: Volume of freight and mail (1000 T) – All domestic airports

	Loaded freight and mail		Unloaded freight and mail		Total	
	2000	2007	2000	2007	2000	2007
Algeria	:	:	:	:	:	:
Egypt	108.0	:	81.0	:	:	:
Israel	176.8	199.6	159.4	140.6	336.2	340.2
Jordan	46.6	48.4	37.3	46.9	84.0	95.3
Lebanon	23.7	27.6	36.3	33.9	60.0	61.5
Morocco	28.7	:	24.7	:	53.4	68.0
oPt	-	-	-	-	-	-
Syria	17.7	15.9	13.0	15.9	30.7	31.8
Tunisia	13.8	8.4	14.0	9.4	27.8	17.8

Lebanon: R. Hariri Airport

The process of opening up freight and mail air transport to international competition seems to differ greatly from one Mediterranean country to (Graph 10). The proportion of foreign companies in freight and mail air transport thus reaches 42% average for all countries in the region where data were available in 2007. It is somewhat lower in Jordan (36%) and, paradoxically, Israel (39%), while being close on a half in Morocco (52%) and Tunisia (49%).

Graph 10: Proportion of domestic and foreign companies in freight and mail transport - All domestic airports – 2007



2.2. Major albeit unequal increase in maritime traffic and freight transport to and from Mediterranean countries between 2000 and 2007

The growth of maritime traffic to and from ports in the region was quite unequal between one Mediterranean country and another between 2000 and 2007 (Table 17). It grew by 27% between the two years for all ports in the region (excluding Algeria, Egypt, and Israel where data was not available), that is slightly below the growth in air traffic in the same countries. The growth has reached 51% in Syria and exceeded 30% in Morocco. Conversely, the maritime traffic to and from Lebanon fell by 12% over the entire period. In 2007, Morocco alone accounted for more than 55% of maritime traffic to and from the countries in this group.

Consequently, the number of inbound and outbound vessels is often identical or almost identical in the countries of the region, with the exception of Syria where the number of inbound vessels was clearly higher than that of outbound vessels in 2000, as well as in 2007 when the difference has reached 113. The number of inbound vessels was also 41 higher than that of outbound vessels in Tunisia in 2007.

Table 17 – Total number of shipping movements in the ports – All domestic ports

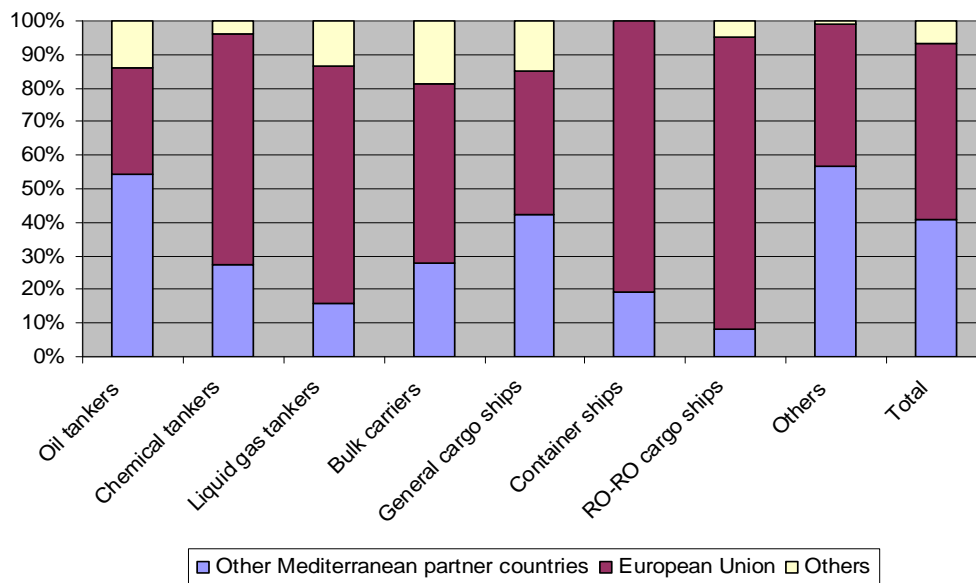
	Inbound vessels		Outbound vessels		Total	
	2000	2007	2000	2007	2000	2007
Algeria	:	:	:	:	:	:
Egypt	:	:	:	:	:	:
Israel	:	:	:	:	:	:
Jordan	1 253	1 471	1 252	1 470	2 505	2 941
Lebanon	3 025	2 665	3 025	2 659	6 050	5 324
Morocco	15 078	19 799	15 078	19 799	30 156	39 598
oPt	-	-	-	-	-	-
Syria	2 798	4 225	2 696	4 112	5 494	8 337
Tunisia	6 184	7 898	6 178	7 857	12 362	15 755

In the case of freight transport, information as to the origin of inbound and the destination of outbound shipping according to the type of vessel is only available for Tunisia. Although this type of information which is specific to the particular country should be interpreted with caution on a regional scale, it reveals the very large proportion of maritime links with the European Union in terms of both inbound and outbound sailings in the case of almost all vessel categories.

Incoming vessels from the European Union thus represented 52% of all inbound cargo ships in Tunisia in 2007 (Graph 11), more than 80% of inbound container ships and RO-RO cargo ships, around 70% of inbound chemical tankers and liquid gas tankers and more than 50% of inbound bulk carriers.

The vessels originating from the other Mediterranean partner countries represented 41% of all inbound sailings. Their proportion of the total only exceeded that of vessels originating from the European Union in the case of oil tankers which accounted for only 3% of inbound cargo vessels and that of the other types of vessels (41% of total arrivals). It was on par with that of vessels originating from the European Union in the case of general cargo ships (27% of the total). Arrivals originating from the rest of the world accounted for less than 10% of the total number of arrivals and only approached the 20% threshold in the case of bulk carriers (19%).

**Graph 11: Origin of arrivals according to type of cargo ship
All Tunisian ports – 2007**

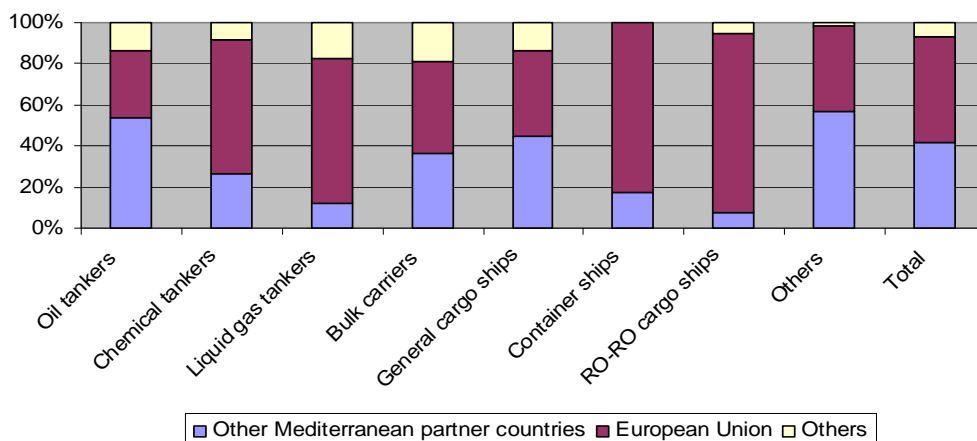


Very similar observations may be made concerning departures. Outgoing vessels bound for the European Union represented 52% of all cargo ship departures from Tunisia during 2007 (Graph 12), more than 80% of container ship and RO-RO cargo ship departures, 65% of chemical tanker departures, around 70% of liquid gas tanker departures, and between 40% and 45% of bulk carrier, general cargo ship, and other vessel category departures.

As for vessels bound for the other Mediterranean partner countries, these represented 42% of all departures and their proportion of the total only exceeded that of vessels bound for the European Union in the case of oil tankers, which only accounted for 3% of cargo ship departures, general cargo ships (26% of departures), and other types of vessels (41% of the total number of departures). Departures bound for the rest of the world accounted for less than 10% of the total number of departures and only approached the 20% threshold in the case of bulk carriers (19%) and liquid gas tankers (18%).

Whether pertaining to arrivals or departures, these data clearly reveal Tunisia's international trade structure according to products and geographical zones.

**Graph 12: Destination of departures
according to type of cargo ship
All Tunisian ports - 2007**



The volume of incoming and outgoing freight handled in the Mediterranean partner country ports increased by 30% between 2000 and 2007 which represents an increase more or less equivalent to that of the shipping traffic (Table 18). Once again this rise was quite different from one country to another, reaching 46% in Jordan and 36% in Morocco while the total volume of loaded and unloaded cargo declined slightly in Lebanon over the same period. It is worth noting that Morocco alone represented 60% of the freight handled in the countries in this group.

The volume of unloaded cargo was almost always much greater than that of loaded cargo which reflects the balance of trade flows in the Mediterranean partner countries. The sole exception in this regard is Jordan where the volume of loaded cargo exceeded that of unloaded cargo by 20% in 2000. In all other countries with available data, in 2000 and 2007, the volume of unloaded cargo was greater. In 2007, the volume of unloaded cargo was around one third greater than the volume of loaded cargo in Jordan and Morocco, two times greater than the latter in Tunisia and more than four times greater in Lebanon.

Table 18 – Total volume of maritime freight (1000 T) – All domestic ports

	Loaded cargo		Unloaded cargo		Total	
	2000	2007	2000	2007	2000	2007
Algeria	:	:	:	:	:	:
Egypt	:	:	:	:	:	:
Israel	:	:	:	:	:	:
Jordan	6 793	7 495	5 360	10 297	12 153	17 792
Lebanon	349	1 120	5 786	4 971	6 135	6 091
Morocco	23 884	31 136	29 560	41 581	53 444	72 717
Occupied Palestinian territory	-	-	-	-	-	-
Syria	:	:	:	:	:	:
Tunisia	6 365	7 985	14 426	16 121	20 791	24 106

METHODOLOGY AND SOURCES

All the data have been collected directly from the national statistics institutes and Ministries of Transport of the Mediterranean partner countries.

Partner countries and NSIs: Morocco: Direction de la Statistique [*Statistics Directorate*]; Algeria: Office National des Statistiques [*National Statistics Bureau*]; Tunisia: Institut National de la Statistique [*National Statistics Institute*]; Egypt: Central Agency for Public Mobilization and Statistics; Jordan: Department of Statistics; the occupied Palestinian territory: Palestinian Central Bureau of Statistics; Israel: Israeli Central Bureau of Statistics; Lebanon: Administration Centrale des Statistiques [*Central Statistics Administration*]; Syria: Central Bureau of Statistics.

Definitions

The definitions adopted in this document conform to the international standards (3rd edition of the UNECE, Eurostat, CEMT Glossary on Air Transport Statistics and the Eurostat Reference Manual on Air Transport Statistics).

Definitions relating to air transport equipment

All the definitions have been taken from the Glossary on Air Transport Statistics, Annex 5 of the Reference Manual on Air Transport Statistics (Eurostat) (only available in English).

Passenger aircraft: an aircraft configured for the transport of passengers, their baggage and freight, including mail.

Cargo aircraft: an aircraft configured solely for the carriage of freight and/or mail.

Quick change aircraft: an aircraft designed to allow a quick change of configuration from passenger to cargo and vice versa.

Definitions relating to maritime transport equipment

All the definitions have been taken from the Glossary of Transport Statistics (GTS), 3rd (exceptionally 2nd) edition (UNECE, Eurostat, CEMT).

Merchant ship: a ship designed for the carriage of goods, transport of passengers or specially fitted out for a specific duty.

Tanker: a ship designed with a single-deck and an arrangement of integral or independent tanks specifically for the bulk carriage of liquid cargo (GTS, 2nd ed.).

Bulk carrier: a ship designed with a single deck and holds the bulk carriage of loose dry cargo of a homogenous nature (GTS, 2nd ed.).

Bulk/oil carrier: a bulk carrier arranged for the carriage of either dry cargoes or liquid cargoes, in the same cargo spaces but not simultaneously (GTS, 2nd ed.).

General cargo non-specialised: a ship specially designed to carry a wide range of goods. This category includes reefer, ro-ro passenger, ro-ro containers, any other roll-on/roll-off cargo [*literally: vesse/s*], combination carriers general cargo/passengers and combination carriers general cargo / container.

Container ship: a ship fitted throughout with fixed or portable cell guides for the exclusive carriage of containers.

RO-RO cargo ship: a RO-RO ship fitted out for the carriage of goods alone (GTS, 2nd ed.).

Passenger ship: a ship designed specifically to carry more than 12 fare-paying passengers, whether berthed or unberthed.

RO-RO passenger ship: a ro-ro ship fitted out for the carriage of passengers and goods (GTS, 2nd ed.).

Cruise ship: a passenger ship intended to provide passengers with a complete tourist experience. All passengers have a cabin. Facilities for entertainment aboard are included.

Deadweight: maximum permissible weight, expressed in tonnes, which a ship may carry according to the ship's documents.

Definitions relating to road transport equipment

All the definitions have been taken from the Glossary for Transport Statistics (GTS), 3rd edition (UNECE, Eurostat, CEMT).

Lorry: a rigid road motor vehicle designed, exclusively or primarily, to carry goods.

Road tractor: a rigid road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers).

Trailer: a goods road vehicle designed to be hauled by a road motor vehicle.

Semi-trailer: a goods road vehicle with no front axle, designed in such a way that part of the vehicle and a substantial part of its loaded weight rest on the road tractor.

Load capacity of goods road vehicles: the maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.

Passenger car: a road motor vehicle other than a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver).

Motor-coach or bus: a passenger road motor vehicle designed to seat more than nine persons (including the driver).

Trolleybus: a passenger road motor vehicle designed to seat more than nine persons (including the driver), which is connected to "an electric conductor"/electric conductors and which is not rail-borne.

Definitions relating to rail transport equipment

All the definitions have been taken from the Glossary for Transport Statistics (GTS), 3rd edition (UNECE, Eurostat, CEMT).

Locomotive: a tractive railway vehicle with a power of 110 kW and above at the draw hook, equipped with prime mover and motor or with motor only, used for hauling railway vehicles.

Passenger railway vehicle: a railway vehicle for the conveyance of passengers, even if it comprises one or more compartments or spaces specially reserved for luggage, parcels, mail, etc.

Coach: a passenger railway vehicle other than a railcar or a railcar trailer.

Railcar trailer: a non-tractive passenger railway vehicle, coupled to one or more railcars.

[Goods] Wagon: a railway vehicle normally intended for the transport of goods.

Covered wagon: a wagon characterised by its closed construction (solids sides all the way up and roof) and by the safety it provides for the goods conveyed in it (possibility of padlocking and sealing).

High-sided wagon: a wagon with no roof and with rigid sides higher than 60 centimetres.

Flat wagon: a wagon without roof or sides, or a wagon without roof but with sides not higher than 60 centimetres, or a swing-bolster wagon, of ordinary or special type.

Carrying capacity of wagon: the carrying capacity of wagon is the maximum authorised weight it can carry.

Definitions relating to air transport flows

Air traffic: Any movement of goods and/or passengers using an aircraft landing or taking off at/from an airport. Commercial and general aviation flights are included. State flights, landings and touch and goes, unsuccessful approaches or overshoots are excluded.

Total number of aircraft movements through airports: An aircraft movement consists of a take-off or landing.

Total number of inbound passengers: An inbound passenger is one terminating his journey by arriving by air at the airport concerned or an inbound passenger transferring or in indirect transit at that airport.

Total number of outbound passengers: An outbound passenger is one commencing his journey by leaving by air from the airport concerned or one transferring or in indirect transit outbound from that airport.

Total number of direct transit passengers: Passengers who, after a short stop, continue their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive. Passengers who change aircraft because of technical problems but continue on a flight with the same flight number are counted as direct transit passengers.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between a domestic destination and an international destination. Where passengers for an intermediate destination continue their journey on the same aircraft, in such circumstances, they should be counted as direct transit passengers.

Volume of inbound freight and mail: Volume of freight and mail unloaded from an aircraft. Express service freight and mail and diplomatic bags are included but passenger luggage and direct transit freight and mail are excluded.

Volume of outbound freight and mail: Volume of freight and mail loaded onto an aircraft. Express service freight and mail and diplomatic bags are included but passenger luggage and direct transit freight and mail are excluded.

Definitions relating to maritime transport flows

Number of ship arrivals: number of arrivals of merchant ships stopping over at a port of the reporting country.

Number of ship departures: number of departures of merchant ships stopping over at a port of the reporting country.

Volume of inbound cargo: The volume of cargo unloaded from a merchant ship. Transshipment from one ship to another is counted as unloading before reloading. Unloaded cargo includes national cargo, transhipped cargo (national or foreign cargo leaving a port by sea) and cargo in overland transit (foreign cargo leaving a port by road, rail, air or navigable waterway).

Volume of outbound cargo: The volume of cargo loaded on a merchant ship to be transported by sea. Transshipment from one ship to another is counted as unloading before reloading. Unloaded cargo includes national cargo, transhipped cargo (national or foreign cargo leaving a port by sea) and cargo in overland transit (foreign cargo arriving at a port by road, rail, air or navigable waterway).

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