



PUBLIC CONSULTATION 2005
QUESTIONS TO THE STAKEHOLDERS

European Commission
 Directorate General for Energy and Transport
 Unit B2 – Trans-European Network policies
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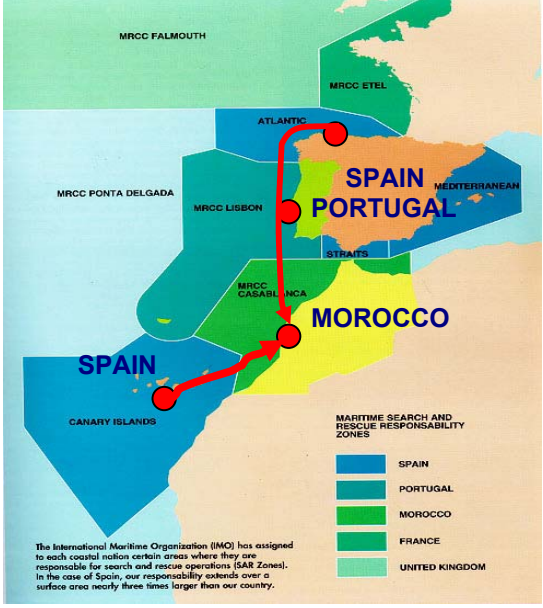


The Trans-European Transport Networks
"TEN-T"

COMMENTS FROM THE PORT AUTHORITY OF GIJON

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1	Which are the major axes?
1.1	<p>What are the main transport axes, including motorways of the sea, connecting the European Union to the neighbouring countries or broader regions today?</p> <p>PAG Proposes 1 Axis and 1 Corridor within the Western Europe MOS in the Atlantic Arc Area</p> <ul style="list-style-type: none"> • SPIR Axis : Spain – Ireland : Dublin – Cork – Gijon – Madrid • SPOM Corridor : Spain – Portugal - Morocco : Gijon – Setubal – Casablanca – Las Palmas
	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>SPIR Axis</p> </div> <div style="text-align: center;">  <p>SPOM Corridor</p> </div> </div>
1.2	<p>What will these axes be with a time horizon of 2020?</p> <p>SPIR Axis : IRELAND most probably will continue their economic growth of the actual years, being one of the blooming areas in EU. It is also probably to become a commercial platform between EU and US. But their peripheral island situation will remain, so the maritime and intermodal links with continental Europe will play a crucial role.</p> <p>SPOM Corridor : MOROCCO will become a European trade partner in Africa, as well as a buffer retaining or preventing illegal immigration flows, provided that they can improve their economic level. SPOM Axis may help to reach these goals. Asturias has currently increasing industrial and commercial relationship with Morocco and in 2020 they should be largely enlarged, mainly due to the EU-Morocco Partnership Agreement signed in March 2000, will enter into force in 2012, allowing free trade of industrial goods. Currently Spain is the 2nd Investor in Morocco, after France. Another key vector is the EUROMED Partnership started in 1995 in Barcelona, with the aim to establish by 2010 a Free Trade Zone in the Mediterranean sea between the EU and the Magreb countries, through the MEDA-II Programme since 2000.</p> <p>See at http://europa.eu.int/comm/external_relations/morocco/csp/index.htm</p>

	<p>Besides, Morocco is participating in the Agadir Process in order to create a free trade area with Egypt, Jordan, and Tunisia. Morocco also negotiated a Free Trade Agreement with the United States, which concluded in 2003.</p> <p>In summary a SPOM Corridor would support the development of the European Neighbouring Policy, which aims at establishing closer political and economic relations with the countries at the Southern and Eastern borders of the EU.</p>
1.3	<p>What is the balance between the different transport modes?</p> <p>SPIR Axis : IRELAND is an island, so the maritime transport is the only option to link it both with Europe and neighbour countries. The scenario is different if the Irish cargo and passengers towards Spain can go directly or through UK and/or France. In the case of a direct maritime link connecting Ireland and Spain, there is a traffic avoidance over UK and French road networks.</p> <p>SPOM Corridor : MOROCCO is a neighbour country in Africa separated by seas. It is not feasible than in 2020 there be a bridge connecting the South of Spain with the North of Morocco, allowing road and rail connections, so the main transport link will remain maritime. Nevertheless the Spanish South ports like as Algeciras, are overcrowded, with an increasing cargo and passengers traffic. So there will be necessary to diversify or avoid the passing through the Iberian peninsula, offering maritime transport services in a more Northern advanced geographical position, such as the one proposed from Asturias.</p>
1.4	<p>What are the current traffic volumes, both passenger and freight, on the proposed axes?</p> <p>SPIR Axis :</p> <p>There is not a direct passengers service between Ireland and Spain, but a 2004 Survey from Port of Cork found that there are about 300,000 Irish people with business and-or summer homes in Spain, would be potential users of a direct service such as the one proposed.</p> <p>In relation to cargo, it can be deduced from the following figures. The external trade between Ireland and Spain in 2004. Imports from Spain to Ireland : € 650 millions. Exports from Ireland to Spain : € 2.430 millions.</p> <p>SPOM Corridor :</p> <p>The actual population of Spain and Morocco are 40 and 30 Millions aprox, but with the respective growth rates and migration flows , in 2020 the difference is expected to be less than 5 millions. There is foreseeable an increment on legal migrants from Magreb countries with EU passport. Moving back and forth to Morocco through Spain road network. Nowadays there are 4.5 millions persons passing the Gibraltar Strait every Summer and this figure surely will augment in 2020., depending on a future European Common Immigration Policy but most probably it might duplicate in 15 years, and the Spanish South ports infrastructures, can not be dimensioned to cope the demand of only 2 of the 12 months, hence an alternative transport service from the North of Spain may help to alleviate the concentration in the South of Spain, improving the road traffic .</p> <p>The total 2004 Export flow was roundly in US\$ 9.000 MM and the imports was US\$ 14.500 MM. (WTO Statistics). The export to EU are mainly minerals and agricultural products. The imports from EU are commercial and industrial products. There is a growing geographic movement from EU industries to Morocco and the Magreb, due to lower workforce costs so is quite probable the actual traffic be enlarged by 2020.</p>

	<p>Morocco is the access to 3 Magreb countries which are trade partners for Spain and EU: Tunisia and Algeria are the other two. These region moved 35 MT of cargo in 2004 , being transported 99% maritime. The 85% are imports from Magreb to Spain and 14% are Export from Spain to Magreb. The traffic share is 70% with Algeria, 25% with Morocco and 5% with Tunisia. More specific figures from UNCTAD statistics service : http://www.intracen.org/menus/countries-s.htm</p>																																						
1.5	<p>What is the amount and share of international traffic to/from the Union or between the neighbouring regions?</p> <p>SPIR Axis : Irish external trade figures accordingly CSO Central Statistics Office, Skehard Road, Cork, Ireland. The statistics are a combination of Customs-based non-EU trade statistics and estimates from the Intrastat Survey of Irish traders involved in trade with other EU member states. Details of non-EU trade for December 2004 have already been published in a separate Statistical Release. The external trade between Ireland and Spain in 2004 had the following figures :</p> <ul style="list-style-type: none"> • Imports from Spain to Ireland : € 650 millions Total EU : € 28.845 mm • Exports from Ireland to Spain : € 2.430 millions Total EU : € 52.446 mm <p>Annual External Trade (€ m)</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Imports</th> <th>Exports</th> <th>Trade Surplus</th> </tr> </thead> <tbody> <tr> <td>2000</td> <td>55,909</td> <td>83,889</td> <td>27,980</td> </tr> <tr> <td>2001</td> <td>57,384</td> <td>92,690</td> <td>35,306</td> </tr> <tr> <td>2002</td> <td>55,456</td> <td>93,626</td> <td>38,170</td> </tr> <tr> <td>2003</td> <td>47,525</td> <td>82,176</td> <td>34,651</td> </tr> </tbody> </table> <p>Main Geographic Areas – 2003 (€m)</p> <table border="1"> <thead> <tr> <th></th> <th>Imports</th> <th>Exports</th> </tr> </thead> <tbody> <tr> <td>Great Britain and Northern Ireland</td> <td>14,680.0</td> <td>14,870.2</td> </tr> <tr> <td>Other EU Countries</td> <td>11,822.6</td> <td>35,470.4</td> </tr> <tr> <td>USA</td> <td>7,390.0</td> <td>16,923.8</td> </tr> <tr> <td>Rest of World</td> <td>13,632.4</td> <td>14,911.1</td> </tr> <tr> <td>Total</td> <td>47,525.0</td> <td>82,175.5</td> </tr> </tbody> </table> <p>Source: CSO</p> <p>SPOM Corridor :</p> <p>Trade between the EU and Morocco has flourished in the last decade. EU imports from Morocco almost doubled between 1993 and 2002 (growing from €3394 million to €6265 million). EU exports to Morocco rose from €4237 million in 1993 to €7624 million in 2002). Total trade reached €14.000 million in 2002. The EU is Morocco's biggest trading partner and the balance of trade is still in the EU's favour. Morocco's main exports to the EU are foods (fishery products, fruit, early produce – particularly tomatoes and citrus fruit), flowers and finished consumer products (mainly textiles). Main imports are fabrics, various types of machinery and equipment, chemicals, plastics, and wheat. Industrial products already enter the EU duty-free.</p> <p>Agricultural products account for a fifth of the EU's total imports from Morocco, and 6% of its total</p>	Year	Imports	Exports	Trade Surplus	2000	55,909	83,889	27,980	2001	57,384	92,690	35,306	2002	55,456	93,626	38,170	2003	47,525	82,176	34,651		Imports	Exports	Great Britain and Northern Ireland	14,680.0	14,870.2	Other EU Countries	11,822.6	35,470.4	USA	7,390.0	16,923.8	Rest of World	13,632.4	14,911.1	Total	47,525.0	82,175.5
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exports. In 2002, the EU imported agricultural products from Morocco for a value of over € 1318 million and exported €428 million worth . Under the Association Agreement, the two sides granted each other trade concessions for certain agricultural products. Article 18 of the EU-Morocco [Association Agreement](#) provides for ongoing discussions with a view to the further reciprocal liberalisation of agricultural trade.

EU-Moroccan trade flows:

(in millions €)	2001	2002
Moroccan exports to the EU	5.783	6.265
Share of EU in total Moroccan exports	72%	67%
Moroccan imports from the EU	6.658	7.624
Share of EU in total Moroccan imports	54%	55%

(Source: EUROSTAT)

1.6 How will these traffic volumes develop by 2020?

SPIR Axis :

It is a difficult exercise to guess how might be the traffic volumes in Europe in the next 15 years. Even if we use EC backed documents such as “European Energy and Transport Trends to 2030” issued in 2003, there are projections based on sets of assumptions and the word “conditional” is everywhere. The population will increase a mere 3% from 2000 to 2020, and the economic growth forecast is a flat and steady 1% per year, so the traffic volumes in the Atlantic Area within the EU member states most probably will follow the same low profile pattern.

Other source of change in the expected traffic volumes may come from new Call Ports along the SPIR axis. There is a reasonable expectative of enlargement of the proposed route with potential calls in the ports of **SOUTHAMPTON** (UK) , and **BREST** or **CHERBOURG** (FR), all of them inside the WE-MOS. Nevertheless the timeframe is too long and many things may change in future commercial scenarios, hence new Ports might arise in the expected period to be taken into consideration.

SPOM Corridor

In this case the reasonable options for traffic volumes forecasting are different,. By one side, there are not long term predictions nor projections.. By other side, the economic evolution will depend but on the political evolution of the country, but due to the strategic position of Morocco in the Magreb region, together with Algeria and Tunisia, both Spain and the EU will have a strong interest to establish a buffer area in the Med South coast with better economic conditions , to prevent the illegal migration from Africa to Europe, so the traffic volumes will increase proportionally.

1.7	<p>Are there particularly environmentally sensitive areas that must be taken into account when identifying major axes?</p> <p>SPiR Axis : Atlantic Arc is a specially sensitive fishing and environmental protected area for oil spill, due to major accidents occurred in the past years such as Erika, Prestige, Braer, Urquiola., due to high oil traffic imported to Europe. . Chemicals carriers are also another important traffics in the same area, for the industries established in several Atlantic ports industrial areas. The proposed maritime Axis Gijon – Cork has currently not any special environmental restriction.</p> <p>SPOM Corridor The proposed corridor has its most part over the Western Europe MOS inside the Atlantic Area, but extending beyond to African Coast and then to Canary Island is the Atlantic Ocean. The part in front of Spain and Portugal is holding a heavy traffic of oil and chemical carriers until Gibraltar Straits. In the VTS – TSS of Finisterre in Galicia, in 2004 was controlled around 120.000 vessels, while in the Tarifa VTS-TSS, there was counted up to 100,000 vessels. Some part of the Galicia coast has been declared of Environment Special Protection, and the Moroccan coast has a controlled fishing area.</p>
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2	Which investments and how?
2.1	<p data-bbox="308 353 1409 416">Which are the most pressing congestion, traffic safety or geographical bottlenecks on the major axes that could justify investments?</p> <p data-bbox="308 454 451 481">SPIR Axis :</p> <p data-bbox="308 488 1417 645">The geographical barrier in the case of SPIR Axis are 2; first the island condition of Ireland, and second the Pyrenees splitting Spain from mainland Europe. There is an increasing commercial traffic between Ireland and Spain currently supported by trucks travelling by road networks in UK and France, so a maritime link connecting Ireland and Spain would avoid this traffic and improve the overall safety and road congestion.</p> <p data-bbox="308 683 512 710">SPOM Corridor</p> <p data-bbox="308 716 1409 940">The geographical barrier in the case of SPOM Corridor is the Gibraltar Strait. The closest connection point between Spain and Morocco is through Gibraltar, starting from Algeciras port, which is supporting an increasing flow of passengers and cargo, specially in the beginning and the end of Summer, where millions of vehicles and people converge on the Algeciras area and also other neighbour ports, collapsing the road traffic and augmenting the accidents risk. A maritime link in the North of Spain to channel the travellers going to Southbound of Morocco would improve the distribution of the transport and diminish the risk of accidents.</p>
2.2	<p data-bbox="308 1008 1377 1070">What kind of improvements (rehabilitation, new construction) to the infrastructure would be needed to remove the bottlenecks?</p> <p data-bbox="308 1108 451 1135">SPIR Axis :</p> <p data-bbox="308 1142 395 1169">SPAIN</p> <ul style="list-style-type: none"> <li data-bbox="308 1176 890 1202">1- New : Mobile Ro-Ro Ramp in the Port of Gijón <li data-bbox="308 1209 1169 1236">2- Improvement : Port road link : Highways AP-8 and AS-1 in Gijón City <li data-bbox="308 1243 1241 1270">3- New : Building in the ZALI– Asturias Logistic and Industrial Zone near Gijón <li data-bbox="308 1276 1289 1303">4- Inland Ports : Castilla-León : Improvement : Ventastur. New : Toral and La Robla <li data-bbox="308 1310 858 1337">5- Improvement : ZAL-road link in Benavente <li data-bbox="308 1344 850 1370">6- Improvement : Railway node in Valladolid <li data-bbox="308 1377 1010 1404">7- Improvement : PORTEL Port Digital Platform in Madrid <p data-bbox="308 1442 443 1469">IRELAND</p> <ul style="list-style-type: none"> <li data-bbox="308 1476 762 1503">1- Improvement : North Exit to Belfast <li data-bbox="308 1509 778 1536">2- New: Dublin Logistic Activities Zone <li data-bbox="308 1543 986 1570">3- Improvement : Road junction improvement to Limerick <li data-bbox="308 1576 994 1603">4- Improvement : Road junction improvement to Waterford <li data-bbox="308 1610 938 1637">5- Improvement : North Ring Road to the Port of Cork <p data-bbox="308 1733 528 1760">SPOM Corridor :</p> <p data-bbox="308 1767 411 1794">SPAIN :</p> <ul style="list-style-type: none"> <li data-bbox="308 1800 906 1827">1. New : Mobile Ro-Ro Ramp in the Port of Gijón <li data-bbox="308 1834 730 1861">2. Improvement : Portos de Galicia <li data-bbox="308 1868 699 1895">3. Improvement : Flota Suardiaz <li data-bbox="308 1901 986 1928">4. Improvement : Ro-Ro Ramp in the Port of Las Palmas <li data-bbox="308 1935 946 1962">5. Improvement : Ro-Ro Ramp in the Port of Tenerife

	<p>PORTUGAL</p> <ul style="list-style-type: none"> • Improvement : Ro-Ro Ramp in the Port of Setubal <p>MOROCCO</p> <ul style="list-style-type: none"> • Improvement : Ro-Ro Ramp in the Port of Casablanca
2.3	<p>What is the time horizon for the realisation of such a project?</p> <p>SPIR Axis : 2010-2012</p> <p>SPOM Corridor : 2008-2010</p>
2.4	<p>What would the economic, environmental and safety benefits of such project be?</p> <p>SPIR Axis :</p> <ul style="list-style-type: none"> • Economic : it's hard to quantify, but the economic impact of a direct link between Ireland and Spain within the West Europe MOS would produce a profitable intermodal transport service connecting both markets • Environmental : It is quite clear than the traffic avoidance in UK, and French road networks would improve the environmental performance and the fulfilment of Kyoto emissions limits • Safety: Is the same argument that for Environmental focus: less trucks in the EU highways means less risk of accidents <p>SPOM Corridor :</p> <ul style="list-style-type: none"> • Economic : The commercial exchanges between EU and Magreb area will increase in the targeted period, so there will be an increase in the actual trade flows of 67% share of EU in total Moroccan export and 55% of share of EU in total Moroccan imports. • Environmental : the trade and financial links with the EU will produce in Morocco a better understanding of the environmental issues, so there will be common protection policies in the Mediterranean and Atlantic areas • Safety : the safety in maritime navigation in EU neighbour waters is of utmost importance, due to the range of oil or chemicals spills. The distance from Morocco to EU coasts is negligible in case of accidents. So we will be able to establish our own safety standards alongside the complete Corridor.
2.5	<p>Are there alternative technical or modal options to remove or alleviate the bottleneck?</p> <p>SPIR Axis : No</p> <p>SPOM Corridor : No</p>

2.6	<p>How can the project best be financed? What could be the role for private sector involvement and user charges?</p> <p>SPIR Axis The following funding sources will be considered: 1- STUDIES AND PROJECT : TEN-T , PEIT-2020 ** , 2.- INFRASTRUCTURES :TEN-T , NEW FUNDS 2007-2013 : COOPERATION, CONVERGENCE 3.- SERVICES : MARCO POLO-II , NEW FUNDS 2007-2013 : COMPETITIVITY</p> <p>SPOM Corridor The following funding sources will be considered: 1- STUDIES AND PROJECT : TEN-T , PEIT-2020 ** , 2.- INFRASTRUCTURES :TEN-T , NEW FUNDS 2007-2013 : COOPERATION, CONVERGENCE 3.- SERVICES : MARCO POLO-II , NEW FUNDS 2007-2013 : COMPETITIVITY</p> <p>(PEIT-2020 : Spanish State Aid.)</p> <p>The development of policies on User Charging will be implemented to increase the ability of the engaged countries / regions to finance the identified transport axis and corridor.</p> <p>The role for the private sector would be as member of the Public-Private Partnership, in the areas where they are more efficient, where no public service is available, or where there is not other supplier..</p>
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3	How to ensure seamless and efficient use of the axes?
3.1	<p data-bbox="308 353 1214 387">What are the main technical and administrative bottlenecks on the axes?</p> <p data-bbox="308 421 459 450">SPIR Axis :</p> <p data-bbox="308 454 580 483">Technical bottlenecks :</p> <ul data-bbox="355 488 1422 651" style="list-style-type: none"> <li data-bbox="355 488 1422 584">• In the case of accompanied trucks, the difference between Irish/ UK and Continental EU driving wheel, which is placed at right and left side respectively. It may be solved with training to drivers of the companies, to enable driving both systems. <li data-bbox="355 589 1422 651">• Language : Different working languages English and Spanish in some case might become a problem, but again Training to improve language skills is the right approach. <p data-bbox="308 689 647 719">Administrative bottlenecks :</p> <ul data-bbox="355 723 1398 920" style="list-style-type: none"> <li data-bbox="355 723 1398 786">• One of the aims of MOS is just to homogenise the Administrative procedures, so it should be not become a problem. <li data-bbox="355 790 1398 920">• The difference between juridical status in Ports : Spanish ports are Public Authorities mixing National and Regional Administrations, while Irish ones are Private entities. It may give different focus on financial and management approaches to solve common problems. <p data-bbox="308 981 528 1010">SPOM Corridor :</p> <p data-bbox="308 1014 580 1043">Technical bottlenecks :</p> <ul data-bbox="355 1048 1422 1346" style="list-style-type: none"> <li data-bbox="355 1048 1422 1111">• There are not problems in the case of Spain and Portugal, but Morocco has less developed ICT services to give e-services supporting transport. <li data-bbox="355 1115 1422 1211">• Language : In the case of Spain and Portugal the differences are minor, but with Morocco, the French should be used as working language instead the Arabic or Berber languages <li data-bbox="355 1216 1422 1346">• VTMS Interconnectivity : The VTS Casablanca in Morocco should have an appropriate information and communication service with neighbour VTS services of Lisbon in Portugal, and Tarifa & Canary Islands in Spain, in order to assure the maritime safety in the whole SPOM Corridor. <p data-bbox="308 1384 632 1413">Administrative bottlenecks</p> <ul data-bbox="355 1417 1378 1581" style="list-style-type: none"> <li data-bbox="355 1417 1378 1581">• The difference among juridical status in Ports : Spanish ports are Public Authorities mixing National and Regional Administrations, while Portuguese are Public Administrations with competences different than public authorities and Moroccan ports are National Public entities . Surely it will give different focus on financial and management approaches to solve common problems.
3.2	<p data-bbox="308 1619 1342 1653">Are there problems of interoperability when crossing borders or changing modes?</p> <p data-bbox="308 1686 459 1715">SPIR Axis :</p> <p data-bbox="308 1720 1417 1749">The above mentioned of different driving systems in Irish / UK trucks and EU continental ones.</p> <p data-bbox="308 1787 528 1816">SPOM Corridor :</p> <p data-bbox="308 1821 695 1850">Not major problems are foreseen.</p>
3.3	<p data-bbox="308 1854 959 1888">Is safety or security a major concern along an axis?</p> <p data-bbox="308 1921 459 1951">SPIR Axis :</p>

	<ul style="list-style-type: none"> • Safety of Atlantic maritime navigation in winter may become a problem during weather hardest days, but are the same than in other maritime regions, so vessels are prepared to face it. • Security seems not to show any special difficulty <p>SPOM Corridor :</p> <ul style="list-style-type: none"> • Safety of Atlantic maritime navigation in winter may become a problem during weather hardest days, but are the same than in other maritime regions, so vessels are prepared to face it. • Security will be a problem due to illegal migration pressure both from Morocco and generally speaking African people trying to reach EU states. The strict application of ISPS Code at every Call port will be a must.
3.4	<p style="background-color: #e0e0e0;">What could be done to solve the bottlenecks today and with a time horizon of 2020?</p> <p>SPIR Axis :</p> <p>Technical bottlenecks :</p> <ul style="list-style-type: none"> • Training : Today is to identify and recognize which are and where are the problems, locating individual and common ones. Then to start an education and training Programme aimed to minimize or to solve it. <p>Administrative bottlenecks :</p> <ul style="list-style-type: none"> • The Administrative scenario at WE-MOS should be approached from a larger platform than only one Spain-Ireland MOS project and surely the EU and the 5 MS will have something to do. • In relation to the juridical status of Port entities, little can be done. <p>SPOM Corridor :</p> <p>Technical bottlenecks :</p> <ul style="list-style-type: none"> • ICT gap should be approached through technical assistance programmes framed in the EURO-MED initiative in order to identify the different improving areas • Language may be focused to Education and Training schemas. • VTMISS Interconnectivity might be focused through EMSA services
3.5	<p style="background-color: #e0e0e0;">How can intermodal transport be facilitated?</p> <p>SPIR Axis :</p> <ul style="list-style-type: none"> • IRELAND : improving the railway connection between Cork and Dublin, as well as the Inland Clearance depots or Logistics Activity Zones in the Hinterland of both cities • SPAIN :Improving the road connection from the Port of Gijón with the 2 highways connecting the city with the port hinterland AP-8 and AS-1. Improving the railway connection between Gijon and Madrid, (the so called (Variante de Pajares) as well as the ZALI or Asturias Logistics Activity Zones in the outskirts of Gijon, as well as the Inland Clearance depot near Benavente.

	<p>SPOM Corridor :</p> <ul style="list-style-type: none"> Improving the Port accesses alongside the whole maritime transport corridor in Gijon, Vigo, Setubal, Casablanca , Tenerife and Las Palmas
3.6	<p>What common market rules should be implemented to facilitate and speed up transport along an axis?</p> <p>SPIR Axis : Normally, true market rules are identified and implemented through normal market development. Driven by offer & demand forces. It can be hardly imposed by the Administrations.</p> <p>SPOM Corridor : Same as above.</p>
3.7	<p>Which policies or administrative procedures should be better integrated?</p> <p>SPIR Axis : Policies : all EU safety and security maritime transport policy Procedures : it should be developed a common administrative space in the WE-MOS regarding customs, environment, safety and security requirements in order to speed up transport operations along the axis.</p> <p>SPOM Corridor : Same as above.</p>
3.8	<p>What could be the role of the private sector?</p> <p>SPIR Axis : PPP – Public-Private Partnership are the basic consortia recommended to promote the MOS projects, hence private sector will participate, most probably in the Service sector than in the Infrastructure, which is close to Public Authorities. Besides, Private sector should participate provided that they can apply for MARCO POLO and STATE AID programmes.</p> <p>SPOM Corridor : PPP – Public-Private Partnership are the basic consortia recommended to promote the MOS projects, hence private sector will participate, most probably in the Service sector than in the Infrastructure, which is close to Public Authorities. In this case a special focus will be put on Moroccan SME's companies, to help creation of local job as a concrete measure to prevent illegal migration to EU. Besides, Private sector should participate provided that they can apply for MARCO POLO and STATE AID programmes.</p>