SEVENTH FRAMEWORK PROGRAMME
CALL PART IDENTIFIER: FP7-SST-2007-RTD-1

Project acronym: ESTEEM
Project full title: Enhancing Safety and security aspects in Transport reSearch in the EuroMediterranean region
Grant agreement no.: 218584

COORDINATION AND SUPPORT ACTION
A project funded by the EUROPEAN COMMISSION
Directorate-General for RESEARCH

Final Event Proceedings – Sousse, 24th November 2009

<table>
<thead>
<tr>
<th>Deliverable no.</th>
<th>4.3</th>
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<tr>
<td>Dissemination level</td>
<td>Public</td>
</tr>
<tr>
<td>Document Identification Code (DIC)</td>
<td>ESTEEM/WP4/D4.3/V0.0</td>
</tr>
<tr>
<td>Document Type (D: Deliverable, WD: Working Document)</td>
<td>D</td>
</tr>
<tr>
<td>Work Package</td>
<td>WP4</td>
</tr>
<tr>
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<tr>
<td>Status (F: final, D: draft, RE: Ready for Evaluation)</td>
<td>F</td>
</tr>
<tr>
<td>Project Start Date</td>
<td>01/04/2008</td>
</tr>
<tr>
<td>Project Duration</td>
<td>20 months</td>
</tr>
<tr>
<td>Version Control</td>
<td></td>
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<tr>
<td>Version No.</td>
<td>0.0</td>
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Executive summary

The general objective of ESTEEM is to enhance and strengthen the links between the Maghreb and EU transport related research systems, focusing on the specific theme of transport safety and security. This report provides an overview of the final event organized in the framework of the project where results achieved and future research ideas were presented.

This deliverable relates with the organization of the final event of the project aiming to bring stakeholders, technical experts, researchers, institutions and companies from France, Italy, Spain, Morocco, Algeria and Tunisia fostering the coordination of research activities in the Mediterranean Partners Countries (MPCs).

Both European and Mediterranean institutions and companies have been invited to actively participate to the workshop and to join the network to be created by the project.

The final event, called “Safety and Security in Transport Systems in Maghreb and in Europe”, hold on 24th November 2009 in Sousse (Tunisia), was organized by the University of Sousse and the Institute of Transport and Logistic of Sousse and was opened to the participation of local and regional stakeholders, which was invited to present their remarks about the topics treated.

The workshop focused on current advancements of safety and security aspects of transport systems in Maghreb countries and the identification of priority strategies and issues for development possibilities as well as for high quality research within Safety and Security in Transport Systems.

The workshop was also an occasion to foster and enhance the debate through the sharing of European and Maghreb partners' experiences.

The workshop was organized in a unique section dealing with security and safety in Transport Systems in Europe and with the situation in Maghreb countries.

This deliverable reports the presentations held by European and Maghreb stakeholders and the subsequent discussions and debates. Cooperation between university and professional stakeholders appeared to be vital to improving safety and security of transport systems through research, higher education and professional training.
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive summary</td>
<td>2</td>
</tr>
<tr>
<td>1 Introduction</td>
<td>4</td>
</tr>
<tr>
<td>2 Workshop programme</td>
<td>4</td>
</tr>
<tr>
<td>2.1 Programme</td>
<td>4</td>
</tr>
<tr>
<td>2.2 Participants</td>
<td>5</td>
</tr>
<tr>
<td>2.3 Opening session</td>
<td>6</td>
</tr>
<tr>
<td>2.4 Synthesis of presentations</td>
<td>6</td>
</tr>
<tr>
<td>2.4.1 Security and safety of road and rail transport in Tunisia</td>
<td>6</td>
</tr>
<tr>
<td>2.4.2 European research programmes on transport security and safety</td>
<td>7</td>
</tr>
<tr>
<td>2.4.3 Transport safety and security in Algeria</td>
<td>7</td>
</tr>
<tr>
<td>2.4.4 Road safety and security in Morocco</td>
<td>8</td>
</tr>
<tr>
<td>2.4.5 Rail Transport Safety and Security in Europe</td>
<td>9</td>
</tr>
<tr>
<td>2.4.6 Maritime Transport Safety and Security in Europe</td>
<td>10</td>
</tr>
<tr>
<td>2.4.7 Safety and Security in maritime transport in Tunisia</td>
<td>10</td>
</tr>
<tr>
<td>3 Dissemination aspects</td>
<td>11</td>
</tr>
<tr>
<td>4 Networking</td>
<td>11</td>
</tr>
</tbody>
</table>
1 Introduction

This document is prepared for the Directorate-General for Research of the European Commission as deliverable of the project ESTEEM (Enhancing Safety and security aspects in Transport rEsearch in the EuroMediterranean region).

The general objective of ESTEEM is to enhance and strengthen the links between the Maghreb transport related research system and three Mediterranean neighbouring EU countries (namely France, Italy and Spain), focusing on the specific theme of safety and security of transport systems and infrastructures.

In order to do this, it is deemed necessary to implement a strong coordination action among the relevant actors in the two regions, ensuring that their future research policies on transport are defined at regional level and not only at the level of the individual countries.

The specific objective of the project is to bring the partners to share the identification of priority common research themes, responding to identified needs, which should be investigated in future research actions to be carried out at the regional level. Thus, the project will contribute both to the definition of the future research roadmaps for both the FP7 Transport programme and the Mediterranean Partners Countries (MPCs) governments and to the coordination of high quality research and policies on transport in the countries involved in the project in the area of safety.

The strategy implemented to achieve these objectives foresees four main Work Packages, as follow:

1. identification and selection of thematic sub-areas to be investigated (WP1);
2. analysis of the above mentioned sub-areas in the form of structured surveys (WP2);
3. exchange of results and sharing of the knowledge acquired, in the form of workshops and production of roadmaps for future research actions (WP3);
4. creation of a Network among stakeholders and the project participants and a series of Dissemination Activities (WP4).

This deliverable relates with the activities of the Work Package 4 (Networking and Dissemination). The main issues presented and discussed in Sousse workshop were the general situation of Transport Safety and Security in Algeria, Morocco and Tunisia in comparison with the situations and standards in Europe. During the event all the transport modes analyzed during the project (road, rail and maritime) have been discussed.

The goal was to exchange views and to evaluate development possibilities and the improvement of safety and security transport systems in Maghreb countries, as well as present possible future research as final result of ESTEEM.

2 Workshop programme

2.1 Programme

The workshop was organized in a unique section, (detailed workshop programme is given in Annex I). The main topics of the section are the following:

1. European research programmes on transport security and safety
2. Situation of safety and security of road and rail transport in Tunisia;
3. Safety and security in maritime transport in Tunisia;
4. Transport safety and security in Algeria;
5. Road safety and security in Morocco;
6. Rail Transport Safety and Security in Europe;
7. Maritime Transport Safety and Security in Europe

2.2 Participants

Invitations were sent to ESTEEM partners, to stakeholders at central and local levels in Tunisia, and to researchers from several universities and institutions.

In the following, one can find a summary list of guests:

- **Foreign guests:**
  - CTL – Research Centre for Transport and Logistics, “Sapienza” University of Rome, **Italy**
  - INRIA – Institut National de Recherche en Informatique et Automatique, **France**
  - Université El Hadj Lakhdar de Batna, **Algeria**
  - INRETS – Institut National de Recherche sur les Transports et leurs Sécurité, **France**
  - EMI – Ecole Mohammadia d’Ingénieurs, **Morocco**
  - National Comity for Prevention of Accidents of Circulation (CNPAC), **Morocco**
  - Gharrine University, **Libya**
  - University of Alfateh, **Libya**

- **Tunisian guests (public administrations):**
  - Ministry of Transport
  - Direction Régionale du Transport, Ministry of Transport
  - Direction Régionale du Transport, Sousse
  - CETINE, Ministry of Industry
  - ATTT, Agence Technique des Transports Tunisiens
  - JSTLS
  - ENISO
  - SEDS
  - Prévention Routière
  - ONC, Observatoire National de la Circulation
  - ENIM
  - STS
  - SORETRAS
  - SNCFT
  - RATP

- **Tunisian guests : representative of Universities:**
  - ISTLS, Université de Sousse
The workshop was chaired and opened officially by the welcome speech of Professor Ahmed Noureddine Hellal, President of Sousse University.

Then, a presentation about ESTEEM was carried out by Antonino Tripodi, Project Manager for CTL, in order to introduce the project, the partner institutions, the general objectives, the overall strategy, the research sub-areas analyzed during the project and the main achieved results. Finally, a description of network and dissemination activities as well as an introduction of ESTEEM website and invitation to join it has followed.

2.4 Synthesis of presentations

Below a synthesis of the presentations held during the final event is reported. The complete slides of the presentations are instead reported in the Annex II.

2.4.1 Security and safety of road and rail transport in Tunisia

Prof. Mabrouk, Doctor in Engineering of Transports and Infrastructures and Professor at the Institute of Transport and Logistics of Sousse, presented the situation of security and safety of road and rail transport in Tunisia.

After a deep description of road network in Tunisia, he analysed the evolution and the increase of the number of vehicles from 2002 to 2007 as well as the number of licences delivered in comparison with the decrease of the number of accidents (-8.23%) and consequently of dead (-1.64%) and injured (-8.85%) people. Then, he made a comparison of accidents in 2006 in Tunisia and the other countries involved in ESTEEM considering the number of dead people with reference to the number of inhabitants and vehicles. Moreover, he analysed the features of rail network in Tunisia and the safety and security in rail transport considering the types of accidents in relation with the number of dead (e.g. from 2006 to 2008, 173 people died) and injured people (e.g. from 2006 to 2008, 539 people were injured). Finally, he examined all the successful interventions, actions and regulations that improved the safety and security in rail and road transport in Tunisia:

- the implementation of the road code and its application and stricter rules;
- the establishment of a security council in 1997 chaired by the prime Minister in order to regulate the policy and strategies in transport safety;
- the establishment of a national observatory to analyse the data and information related to accident and to suggest preventive and corrective actions;
- the creation of a national fund for the activities related to safety road;
- the establishment of the Technical Agency of Road Transports;
- the creation in 2001 of the Transport and Logistic Institute of Sousse for a training about Transport issues;
- the creation of a Tunisian road safety prevention association.
2.4.2 European research programmes on transport security and safety
Prof. Filippi, Director of CTL - Research Centre for Transport and Logistics of “Sapienza” University of Rome (Italy), coordinator of ESTEEM, presented a synthesis of the European Research Programmes on Transport Security and Safety.

He presented and summarized the European research objectives and the main aspects of the last VII Framework Programme for research and development:

- common reports and orientations;
- evaluation;
- transport operations;
- transport infrastructures and vehicles;
- safety of drivers, passengers and non-users;
- qualification and behaviours;
- working conditions;
- security.

Each aspect was then compared with the results of ESTEEM concerning the priority research to be develop in Maghreb countries. This allowed to evaluate if the possible research topics meet the objectives of the European Commission.

2.4.3 Transport safety and security in Algeria
Prof. Farès Boubakour, Professor at University Hadj Lakhdar of Batna, presented the situation of security and safety of transport in Algeria.

His presentation focused on the analysis of the number of accidents related to the number of dead and injured people in a three phases period. From 1985 to 1994 there was a decrease in the number of accidents and accordingly of injured people as consequence of the Algerian security situation of that period that caused difficulties in people mobility and displacements. From 1995 to 2000 there was an improvement in political situation in Algeria and a return to normality with a consequent increase in the number of accidents. From 2001 to 2006 there was a decrease again of accidents as result of a regulation (i.e. law 16-04 about disqualification from driving). From his analysis, the result is that the safety level is the same than 1985 (as number of accidents, death and injured), but the conditions are different at the present time as the mobility has highly raised for urban extension, for longer distances, for an increase of population (50%), number of vehicles tripled.

The presentation then focused on measures implemented in order to reduce the number of road accidents: from 1987 a regulation on circulation was established (law No. 87-09, 10th February 1987) but it became effective only in 200; from 1996 an action on transport planning was launched as consequence of a saturation of urban road networks; in 1998 a National Vehicles Technique Control was established but it became operational only in 2003; in 2001 thanks a new law the human factor (and therefore the education in road security and safety) became a key element; in 2004 a stricter regulation system was established so that in case of traffic offence or accident the immediate disqualification of licence.

A solution to reduce the number of vehicles could be to create a new way of using cars according the reason of displacement: for work travels (home-office) the use of collective transports (tram, underground) should be preferred and suggested, for long distance travels rail and bus service transport should be developed and improved. In this way, the use of cars will be reserved to only some reason of displacement (shopping, holiday, in an emergency) and consequently the number of vehicles circulating will decrease and as well the number of accidents.
With reference to rail safety and security, the network does not exceed 4200 km and 200 stations so that transports take places mainly on the road than by train, and also the volume of freight traffic by rail decreased of 26% from 1990 to 1999. For passengers the situation is worst as the use of rail decreased of 63% in the same period. The result of the weakness of rail transport is that it has a direct impact and consequence on road insecurity. With regards to rail accidents, data are not encouraging as in the first semester of 2006, 250 rail derailment occurred causing 15 dead and 60 injured. National Rail Transport Society started a big and ambitious programme for the modernization of rail network supported by a budget of 18 milliards $ from Algerian government. Another action took in order to improve safety and security in rail transport system was the carry out of a safety and security system assessment and a training of National Rail Transport Society staff from International Rail Transport Society (France) and consequently the spread out of acquired knowledge to 400 people of Rail Training Institute of Rouiba.

With reference to maritime transport, several projects were planned in five-year plan (2005-2009) in order to develop and modernize harbours, such as carrying out of an integrated management system of maritime safety and security through the reinforcement of intervention skills. Moreover, in cooperation with Japan as well as France, Canada, South Corea and European Union, there is a project aiming at the improvement and update of ships' security and inspection framework.

2.4.4 Road safety and security in Morocco

Mr. Boulaajoul, Engineer Chef of Research Division and Information System at the National Comity for Prevention of Accidents of Circulation (CNPAC) presented the general overview of road safety and security situation in Morocco.

He explained the Ten-year National Integrated Strategy in Road Safety and Security that has the purpose of invert the increasing trend of dead and injured people going from a constant yearly increase of 4%-5% to a stabilization and steady decrease of number of dead and injured people. A the same time, a three years Integrated emergency Strategic Plan of Road Safety and Security was established, whose strategic axis are the coordination and management of road safety and security, legislation, controls and sanctions, training of drivers and reform of license examination system, improvement of road infrastructure and urban road, rail and waterways network, rescue to circulation accident victims, communication and education.

The main achieved results have been a management at a high level through institutionalization by decrees, approval in 2005 of a decree foreseeing the duty of seat belts, ban to sit in front seats for under 10 years children, ban of mobile without headphone while driving, safety and security equipments for freight and passengers transport vehicles (ABS, speed bump, cruise control and limit). A new road code has been established that foresees the introduction of professional driver figure for public transports, duty of continue education and professionalization of driver training field, the introduction of point licence, the institution of inquiry process and accident reconstruction, punishment for driving under use of drugs and alcohol effects, gradual sanctions system, improvement of speed control systems through modern and technological equipments ( 520 portable radars, 79 radars equipped with photo systems and electronic data processing, 150 radars with doppler technology), construction of 3 stations for automatic overload control of heavy transport. The improvement within Strategic Plan of Road Safety and Security foresees the development of 40 blackheads for year, construction of more than 10 thousands miles of security walls for year, yearly development of 40 km of cycle tracks for two-wheeled users, enlargement of 30 km for year of side street for carts, improvement of road signs. Moreover, the Plan forecasts a support to big yards for road safety and security through the construction of 160 km of highway(planning to reach 1800 km in 2015), programme of road maintenance in order to enlarger of 2000 km of roads for year, implementation of second National Programme of Rural Roads through the construction of 2200 km of new roads for year and the institution of
a national day on road safety and security (18 February). In addition, a campaign of by law crash-helmets' distribution.

With reference to training, a great attention is given to awareness and communication campaigns for students and users as well for a larger public investing in communication 10 millions Euros (from 4.5 millions Euros in 2003); then, there was the automation of driving test since 2004 (consequently with low rates of success, from 94% to 70%) and the realization of training user manuals for driving schools and examiners; as regards to emergency measures it has been forecasted the implementation of a “Système d’Assistance Médicale d’Urgence” (SAMU) on 11 sites (2 operational sites in Rabat and Casablanca and 9 teams, the establishment in 2005 of a training centre for ambulance drivers and technicians on car pool, first aid and reassuring driving.

Finally, a great attention has been done to the study phases such as studies related to identification of areas with high rate of accidents in Casablanca, Fès, Marrakech and Oujda, to the adjustment of vertical road signs linked to speed in relation with road environment, to the assessment of communications and road education plans and actions (advertisement, TV and radio information).

2.4.5 Rail Transport Safety and Security in Europe

Dr. Sastre, Civil Engineer, presented an overview of the rail transport safety and security situation in Europe.

In the case of Spain, the major spheres of interest are related to passenger transports and to good transport and the keys aspects are the information and quality of service, safety and security, intermodality, service provision and train control; he highlighted that tele-matic systems help the integration of the railway into an intermodal transport structure system within the field of integral logistics. He stressed the fact that many trains nowadays are equipped with different types of navigation systems, creating difficulties and increasing operational costs when these travel from one country to another. He explained that rail interoperability demands that a service is provided beyond national boundaries, expect when there are technical, physical, geographical, legislative, organisational or economic barriers. In case of Europe, thanks to cooperation and agreements between railway administrations and European signalling industries the specification and development of an entire family of common tools, with testing interfaces between components produced by different manufacturers, took place. The main research in this field is related to the ERTMS (European Rail Traffic Management System), a system under development which is made up of three elements: signalling, telecommunications and traffic management. This systems achieves traffic management of the existing infrastructure capacity, as they allow for the elimination of a considerable numbers of bottleneck situations, avoiding changing engines and thus the corresponding loss of time. ERTMS is the system common to Europe, this is currently under development, and deals with the development of traffic management for trans-European rail lines. The European Union supports the development and implementation of ERTMS with the purpose of increasing the inter-operability of the rail transport, made difficult in Europe for the existence of 4 main track widths, 5 electrification, systems, and 20 signalling and traffic control systems. The main ERTMS objectives are to improve the inter-operability of the rolling stock defining a technical standard for signalling and safety, to increase the capacity of lines reducing the waiting time between trains, to increase safety levels, and finally to reduce costs by changing from ownership systems to another more open and competitive system.

Then he focused the attention on the security in transport systems, particularly regarding case of terrorism acts, considering that design and constructive solutions have to fulfil two requirements devoted to structural response of a transport terminal infrastructure in the event of an explosion:
• building structures must be strengthened in order to avoid the immediate collapse of the structure and to keep standing up enough time to allow users evacuation and rescue management;

• evacuation plans are focused on reaching a quick exit of users so the damaged building should keep standing up at least the maximum evacuation time.

Finally, he synthesized all the main actions in three main phases: prediction of a damage caused by explosive events, protection and mitigation of critical events effects. Finally, with regards to metropolitan traffic management, he explained that the most recent focus in this field has been the optimisation of the behaviour of one or more independent lines, whose main functions are control, passengers information, dialogue with the operator, report production.

2.4.6 Maritime Transport Safety and Security in Europe

Mr. Degré, from INRETS – Institut National de Recherche sur les Transports et leurs Sécurité, introduced an overview of maritime transport in Europe.

He highlighted that 90% of transport take place throughout the sea and 30% through Mediterranean sea, the first product transported is crude oil and 28% transits through Mediterranean. Then, he considered safety aspects and outlined that 7,000/8,000 accidents occur per year and 1/3 accidents per day in the world, between 150/200 accidents with ships, there were about 800 dead people per year from 1989 to 1999. Then he considered the cases of the accidents that caused also pollution damages such as the case of Erika, Exxon Valdez, Amoco Cadiz, Torrey Canyon, Prestige. Then, he considered the main security measures in Europe such as the disposition of traffic division in Pas de Calais after Amoco Cadiz accident, surveillance and information tools and devices for navigation, radar systems, European Directives (Erika I, Erika II, Erika III, 2002/59/EC). Then he made an overview of European and French research projects, especially a research carried out within Western Mediterranean in 2002-2003 by SCOT with the support of INRETS, Mediasim and Europhar, aiming at improving the knowledge of maritime traffic in western Mediterranean and investigate risks taking considering security levels of that area and some examples of risk evaluation model (SAMSON, MARCS, MSD) in order to define a regional surveillance strategy.

Finally, he presented some main programmes for Mediterranean area: Euromed 1995 (MEDA I and MEDA II), Union for Mediterranean 2008, a partnership among 27 European countries and 16 Mediterranean countries.

2.4.7 Safety and Security in maritime transport in Tunisia

Mr. Rachdi, belonging to Tunisian Ministry of Transport, presented an overview of safety and security of maritime transport in Tunisia.

He outlined some keys points regarding construction (sampling, buoyancy, stability, propulsion), commission (help to navigation, rescue), exploitation (cargo, landing, dangerous goods), rules of cross out and beaconing, cartography, research and rescue, pollution fight, and communication, on board ship rules and organization, role, training and qualification of ship crew. Then, he remembered the commitment of Tunisia regarding maritime international laws as the ratification of SOLAS in 1974 and its protocol in 1978, of load lines in 1966, ship gauge in 1969, COLREG 72, STCW in 1978 and its code in 1995, SAR in 1979; he remembered also the font of maritime law, as codes and other legislative texts. He explained also the appropriate Tunisian authorities concerning maritime laws and issues: Ministry of Defence (with reference to national service of coast guard, topographic service, beacon and way mark service), Ministry of the Interior (Maritime National Guard), Ministry of Transport, Ministry of environment and sustainable development. Then, he focused the attention on ship boarding, highlighting that in Tunisia there are 47 inspectors in 7 regional maritime security centres, on navigation security (mainly on traffic separation device), on coast surveillance,
outlining that an AIS station of Navy in Bizerte assures ship signals reception, 8 radar stations belong to Ministry of Interior and of Local Development, 23 stations are equipped with VHF and radars, and on research and rescue services. Moreover, he presented the idea of the establishment of an maritime integrated control system as well as a qualification and security system for navy and an electronic identification system for people found out in the sea.

3 Dissemination aspects

In terms of coverage, all appropriate measures have been taken to make an as large coverage as possible of the event. Many contacts and exchanges have been taken with the participants before the event. These efforts were successful because all partners were present.

A large number of researchers and other interested participants were invited in order to exchange scientific knowledge on different topics in the domain of transport system in the Mediterranean region. The event was oriented towards the discussion of problems and criteria for the coordination, dissemination and exploitation of EU-research outcomes relevant to the implementation of safety and security transport system in the Mediterranean region.

As in all previous workshops, a newsletter concerning ESTEEM project and announcing and promoting the final event in Sousse was sent to all project partners and all partners contact list in order to involve and inform the largest number of users about the workshop and its contents. Moreover, a final leaflet concerning project results achieved has been spread out both during the workshop than among all partners.

Moreover, all project partners were informed and solicited to advertise on their own website the news, the agenda and the brochure of the event. Particularly, all workshop information and related documents were upload on ESTEEM website in order to make them friable to all users and to spread out much more as possible.

4 Networking

The workshop has been a very important moment for the networking activities planned in ESTEEM providing an opportunity for open discussion. The workshop was a further occurrence to launch to workshop participants ESTEEM project and ESTEEM website and to invite them to visit the website and to log in as well as to participate in forum section and discussions.

As in previous workshop, all contacts of participants were collected in order to insert them in the existing ESTEEM contact list that since the beginning of the project has been increasing. In this way, they will be joined to ESTEEM network and will be updated on next steps, on ESTEEM final project results as well as in possible future researches and new projects idea and proposals.

The workshop has been the occasion for transport specialists to meet each other, to share ideas and lessons learnt, knowledge and expertise from different countries and fields concerning different aspects of transport system and to exchange project ideas and concrete cooperation proposals.

The final objective of networking activities has been achieved as the partnership among all project partners has been improved and strengthened. Moreover, networking activities facilitate communication and promote operational collaboration opportunities, building a good degree of trust and establishing an effective level of communication and cooperation among project partners. Then, new contacts have been involved and reached by the project, and new relationships have been established order to develop research efforts and promote new researches, ideas and projects as well as new future collaborations.
In terms of establishing collaboration with other projects, there is great potential for reaching critical mass through the exploitation of complementarities among project and potential opportunities for synergies, making the best use of opportunities to meet face-to-face and establish strong links.
### Annex I - Workshop program

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<th>Time</th>
<th>Session</th>
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<tr>
<td>8.30 - 9.00</td>
<td>Registration</td>
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<td>9.00 - 9.20</td>
<td>Formal opening - Welcome speech of Professor Ahmed Noureddine Hellal, President of University of Sousse</td>
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<td>9.20 - 9.40</td>
<td>Presentation of Esteem Project - Antonino Tripodi, CTL – “Sapienza” University of Rome</td>
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<td>9.40 - 10.00</td>
<td>Security and Safety of Road and Rail Transport in Tunisia - Hachemi Mabrouk, ISTL, Tunisia</td>
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<td>10.00 - 10.20</td>
<td>European Research Programmes on Transport Security and Safety - Professor Francesco Filippi, Director of CTL – “Sapienza” University of Rome</td>
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<td>10.20 - 10.40</td>
<td>Coffee Break</td>
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<td>10.40 - 11.00</td>
<td>Transport Safety and Security in Algeria - Farès Boubakour, University of Batna, Algeria</td>
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<td>11.00 - 11.20</td>
<td>Road Safety in Morocco - Benacer Boulaajoul – CNPAC, Morocco</td>
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<td>11.20 - 11.40</td>
<td>Rail Transport Safety and Security in Europe - Julian Sastre, Spain</td>
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<tr>
<td>11.40 - 12.00</td>
<td>Maritime Transport Safety and Security in Europe - Thomans Degrés, France</td>
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<td>13.00 - 13.30</td>
<td>Closing Session - Rapporteurs:</td>
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<td>Professor S. Ghanouchi, in charge of Urgence CHU Farhat Hached, Sousse</td>
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<td>Professor Habib Haj Salem, INRETS Research Director, France</td>
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