



FEMIP Conference

PRINCIPALITY OF MONACO – 09-10 NOVEMBER 2006



Finance for transport networks:
meeting the challenge of Euro-Mediterranean economic integration



Welcome to the FEMIP Conference



Philippe de Fontaine Vive
Vice-President

The “Finance for transport networks: meeting the challenge of Euro-Mediterranean economic integration” Conference – jointly organised by the Government of Monaco and the EIB – will offer an outstanding opportunity for a productive exchange of views and experiences on the economic and financial aspects of transport and logistic networks in the Mediterranean, focused on regional integration.

Regional economic integration in the Euro-Mediterranean area is indeed vital to provide the partner countries on the southern and eastern rims of the Mediterranean with the resources to reach the sustainable growth that they need to curb unemployment, finance structural reforms and participate successfully in the globalised economy.

The Euro-Mediterranean Conference of Transport Ministers – held in Marrakech in December 2005 – highlighted that the success of the Euro-Mediterranean Free Trade Area depends on the establishment of a sustainable and efficient multimodal transport system, able to cater for both increasing trade flows between the EU and the Mediterranean partner countries, as well as for the “South-South” integration. The successful estab-

lishment of such a transport system requires the opening of the market for international transport services and regional coordination between the different modes of transport for both passengers and freight.

Fifty percent of the overall external trade of the Mediterranean partner countries takes place with the EU. However, the capacity and quality of the present North-South links are still inadequate, severely affecting logistic and transport costs accounting for more than 20% of the final value of goods. The situation is worse for international East-West trade. As a consequence of the implementation of the Euro-Mediterranean Free Trade Area, transport flows in the region are forecast to grow well above overall international traffic. The creation of an efficient transport system is therefore critical to support growing transport demand and reduce trading costs.

Studies proposed by the Euro-Mediterranean Transport Forum – which is the main technical coordination body in the region – are underway to define regional transport and logistic networks able to respond to the challenge. In addition, the recent joint planning exercise carried out by the neighbouring countries and the EU on the extension of major trans-European axis

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has identified those projects where investment efforts should be concentrated. As sea transport represents some 80% of the trade (by weight), with more than 50 ports that could serve the proposed “Motorways of the Sea”, maritime links improvement and intermodal coordination are essential for a successful economic integration of the Euro-Mediterranean.

As for air traffic, some 100 million passengers use the Mediterranean Partner countries’ airports, with nearly half of the traffic concentrated on the corridors linking them with the EU. The development of tourism, of joint business and the expected migration growth will certainly maintain present demand expansion. Therefore, the institutional reform processes that are taking place in the region, together with the incorporation of several Mediterranean countries to the European Single Sky policy, represent an excellent opportunity for the improvement of the region’s competitiveness in a globalised economy.

The construction of the envisaged transport and logistic system in the region will require substantial investments. EU direct aid and EIB’s financial support – through its dedicated FEMIP facility – play a major role in

contributing resources: with already more than EUR 5 billion invested in transport and energy regional infrastructure, FEMIP has improved the efficiency of investment through adequate project selection and the provision of technical assistance. But FEMIP also aims at enhancing the role of the private sector in the supply of infrastructure and services, using the feature of its “special FEMIP envelope” (SFE) for addressing the constraints met by private sector borrowers to support heavy commercial risks.

As you can see from the programme in the following pages, the Conference will gather a selected group of high-level experts reflecting a wide range of interests from all the 35 countries of the Euro-Mediterranean Partnership to discuss with some twenty leading speakers: policy makers, experts and practitioners.

A handwritten signature in blue ink, appearing to be 'Philippe de Fontaine Vive', written over a light blue background.

I hope you will find the Conference both fruitful and enjoyable,
Philippe de Fontaine Vive



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The Grimaldi Forum – Principality of Monaco 09-10 November 2006



Thursday 9 November 2006

- 15:00 Participants' reception at the 'Monte Carlo Bay Hotel' and registration to the Conference
- 20:00 Gala dinner at the 'Hôtel de Paris', hosted by the Principality of Monaco under the high patronage of HSH The Prince Sovereign

Friday 10 November 2006

- 09:00 Reception of participants and coffee
- 09:30 – 10:00 **Inaugural session**
- **Jean-Paul Proust**, Minister of State of the Principality of Monaco
 - **Jacques Barrot**, Vice-President of the European Commission, Commissioner for Transport

10:00 – 11:30 **SESSION 1: Integration through transport networks: economical and financial conditions for success**

Introduction: **Mohamed Mansour**, Minister of Transport of the Arab Republic of Egypt

- **Christian Reynaud**, Director of Nestear, INRETS (French National Institute for Transport Safety and Research)
- **Dimitrios Samolis**, President of Piraeus Port Authority S.A.
- **Jacques Ritt**, Chairman of the Board, SOGET Informatique et Logistique
- **Bashar Rihani**, Director, Dar Al Handasah Consultants

In the light of the objectives of the European Neighbourhood Policy with respect to Euro-Mediterranean transport, this session will look at the interaction between, on the one hand, the political decision-making for achieving sector-specific structural reforms, trade liberalisation and the opening-up of borders and, on the other, the strategic choices for setting up a transport infrastructure network and the speed of its implementation.

11:30 – 12:00 **Coffee break**



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12:00 – 13:30 **SESSION 2: Mediterranean Sea and Sky: prospects for development**

Introduction: **Jacques-Rodolphe Saadé**, *Chairman of CMA CGM Group*

- **Mohamed Hassad**, *Wali of Tangiers*
- **Yves-Thibault de Silguy**, *Chairman of Vinci*
- **Silvia Cairo**, *Senior Vice-President International Sales – IBERIA*
- **Jorgen Olesen**, *Vice-President, Mazda Motors Europe and Managing Director, Mazda Motor Logistics Europe*
- **Giovanni Onorato**, *President, Costa Crociere SpA*

Provided that the entire logistics chain of trade operates smoothly, air and maritime transport makes a vital contribution to the capacity of the partner countries' economies to exploit successful Euro-Mediterranean integration. Policy in these sectors must therefore be comprehensive and cover several aspects: technical and administrative interoperability, organisation of routes providing access to hubs of activity, intermodal connection of ports and airports with their hinterland.

13:30 – 14:45 **Lunch**

15:00 – 17:00 **SESSION 3: Financing: from all-public to partnership contracts?**

Introduction: **Karim Ghellab**, *Minister of Equipment and Transports of the Kingdom of Morocco*

- **Antonio Savini Nicci**, *Chief Executive Officer, Treno Alta Velocita – TAV, Group Ferrovie dello Stato*
- **Bruno Deletré**, *Director General – Public and Project Finance, Dexia Group*
- **Orhan Beskök**, *Deputy Chief Executive Officer, TSKB – Turkey*
- **Chekib Nouira**, *Chief Executive Officer, Banque Internationale Arabe de Tunisie – BIAT*
- **Ami Landau**, *Senior Deputy General Accountant, Ministry of Finance – Israel*

In view of their scarcity, public development aid resources must be reserved for projects and types of use that have the best leverage, in terms of either fostering sector reforms or mobilising private sources of financing. This session will examine sector-specific investment priorities as well as structural reforms and methods of devising schemes that offer the most potential for attracting private sector involvement in the implementation of priority projects.

17:00 – 17:30 **Closing session**
Philippe de Fontaine Vive, *Vice-President of the EIB*

Conference format

The conference will be **interactive**: after the inaugural session, which will set out the terms of the debate, each of the three sessions will comprise an introductory speaker and four to five panel members who will comment briefly on the theme, launching a fruitful discussion between the speakers and the session participants.

In preparation for these talks, the speakers will have submitted their “discussion papers” allowing them to elaborate their field of expertise. These papers will be made available to the public, both before and after the event, on the Conference website (www.eib.org/femip/conference), hosted on EIB’s website and linked with reference websites, of which those of the Monegasque Authorities.



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