



6th Working Group on Integrated Maritime Policy

Brussels, 30 October 2013

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- ❖ European Union's long-term lending bank set up in 1958 by the Treaty of Rome.
- ❖ Shareholders: The only Public Bank exclusively owned by the 28 EU Member States.
- ❖ Governance
 - ❖ Board of Governors – EU Finance Ministers
 - ❖ EIB President : Werner HOYER

EIB - 2012 key figures



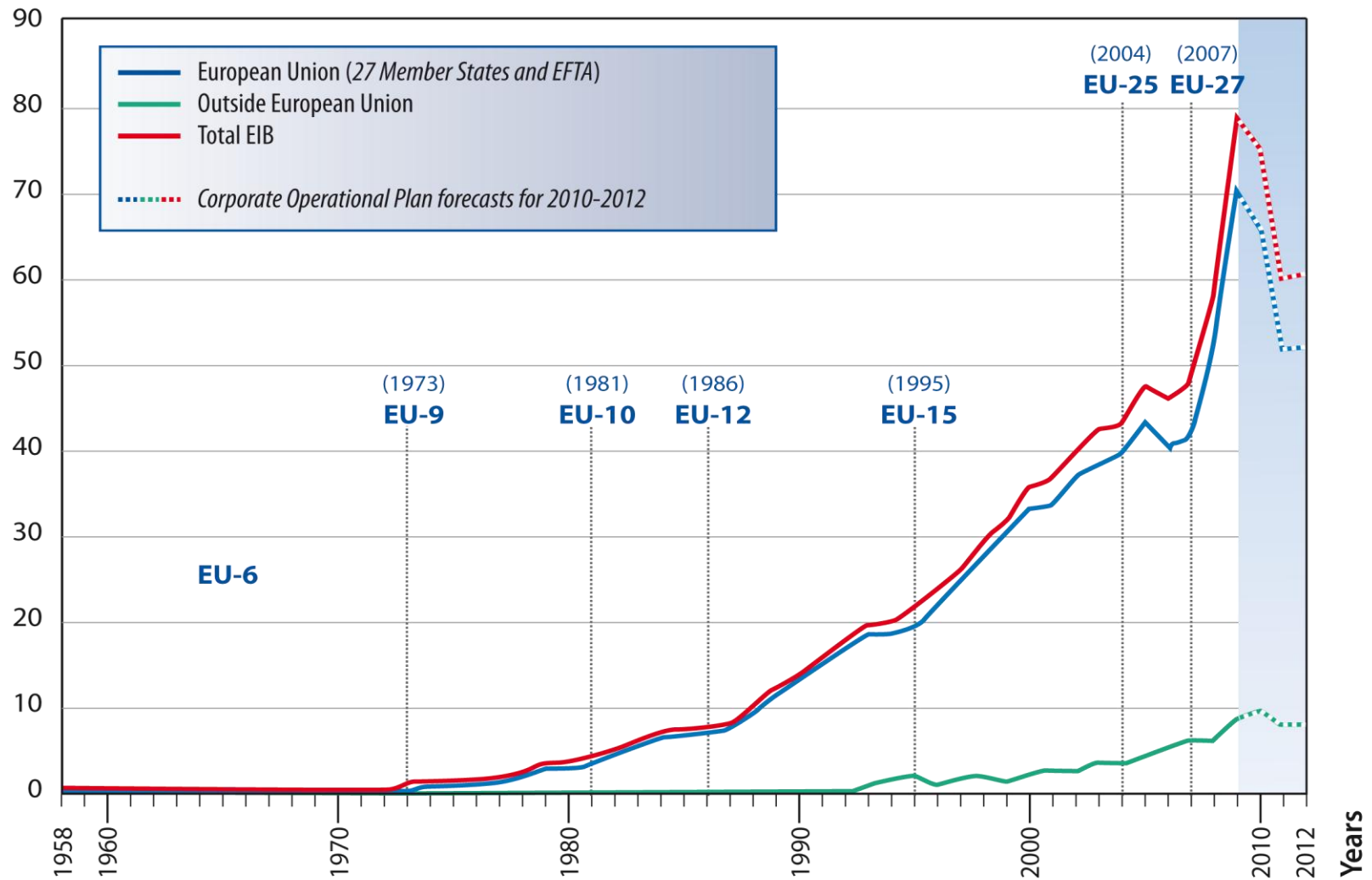
❖ European Union:	EUR	44.7bn
❖ Partner countries:	EUR	<u>7.4bn</u>
❖ Total lending:	EUR	52.1bn
❖ Borrowings:	EUR	71.3bn
<i>(EIB Rating: AAA)</i>		
❖ Subscribed capital:	EUR	242.4bn
<i>(EUR 10 bn increase)</i>		



EIB lending: 1958-2009 and beyond



EUR bn





Focusing on the Mediterranean



EIB operates under a “European Neighbourhood” Mandate, which covers both:

- Mediterranean Partner Countries (*Middle East and North Africa*)
- Russia and Eastern Neighbours

The primary financing instrument for the MPC is:

FEMIP - “Facility for Euro-Mediterranean Investment and Partnership”



EIB Priorities for Transport in the Mediterranean:

- ❖ **Developing the TEN-Ts, and beyond the EU the major transport corridors in the MPC** (often referred to as the Extended TEN-Ts). The intention is to help **boost trade** both with the EU and within the Mediterranean, a prerequisite for the region's long-term socioeconomic development.
- ❖ **Combating climate change** as a top priority of the Bank's future activity. This includes support to sustainable transport projects such as public transport, short sea shipping and development of multimodal solutions and logistic platforms.
- ❖ **Promoting safety along transport networks.** Particular attention should also be paid to cooperation in the field of security and safety for both maritime and land transport modes and air traffic management systems.



Impact of the Arab Spring ?

- ❖ EIBs current pipeline of transport projects in the MPC exceeds EUR 500m.
- ❖ EIB was requested to reinforce support to MPC through the provision of **targeted lending and TA** to enhance absorption capacity and project preparation. The Bank was also formally requested to enhance its capacity to transfer knowledge and know-how to the partner countries.
- ❖ In is in this spirit that we have developed an innovative **transport initiative** aiming to provide **targeted TA** for the partner countries.
- ❖ This includes strategic planning, feasibility studies, **preparation** of detailed designs and strengthening of transport project implementation. Tunisia, Morocco and Jordan benefit from this preparatory work (e.g. Highway Master Plan for Jordan, the logistic platform in Jbel Oust, Tunisia). Similar activities are foreseen to be developed (e.g. West Bank-Gaza) during 2013/14. This assistance should progressively result in strategic, bankable transport projects with positive consequences for Mediterranean trade. A future focus could be demand and traffic management

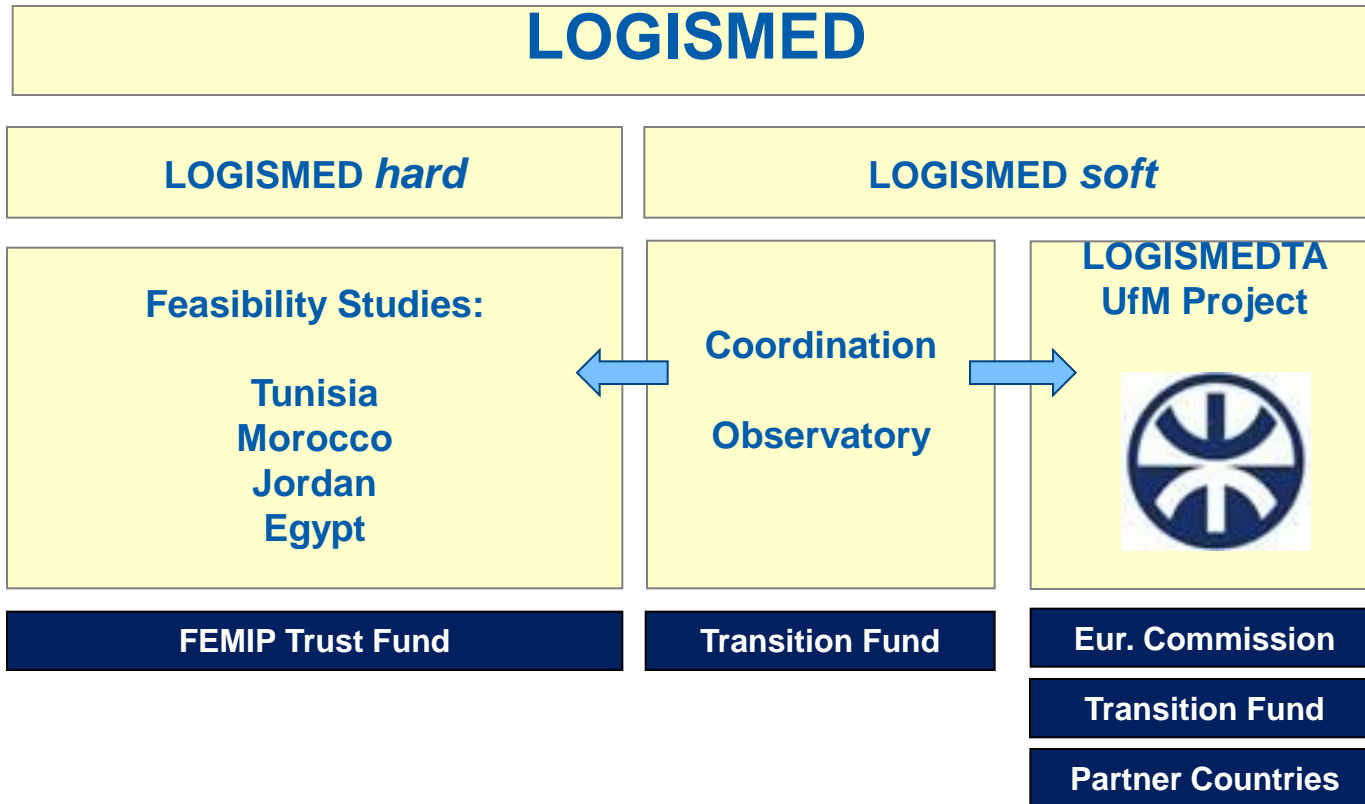


LOGISMED - In Support of Mediterranean Transport Logistics

- ❖ **LOGISMED hard: Feasibility studies for the infrastructure:**
 - ❖ Jordan
 - ❖ Morocco
 - ❖ Tunis
 - ❖ Egypt

- ❖ **LOGISMED soft :**
 - ❖ LOGISMEDTA (Providing training in the logistic sector in the FEMIP countries – EIB lead)

 - ❖ LOGISMED Coordination and Observatory





LOGISMED

Feasibility Studies

Expected results



- The **Preliminary Design** and a Master Plan for the development of the logistic platform.
- The Baseline **Environmental Impact Assessment**.
- The **Economic and Financial Assessment** of the proposed solution.
- The definition of the **Institutional Framework** for the implementation of the logistic platform.



- 2 contracts (500,000 EUR each)
 - **Tunis and Morocco**: under implementation. First study in Tunis finalised in June 2013. Second study in Morocco starting in July 2013;
 - **Syria and Egypt**: consultant selected, but process **cancelled** by political reasons. New tender to be launched in 2013 covering Egypt and Jordan.

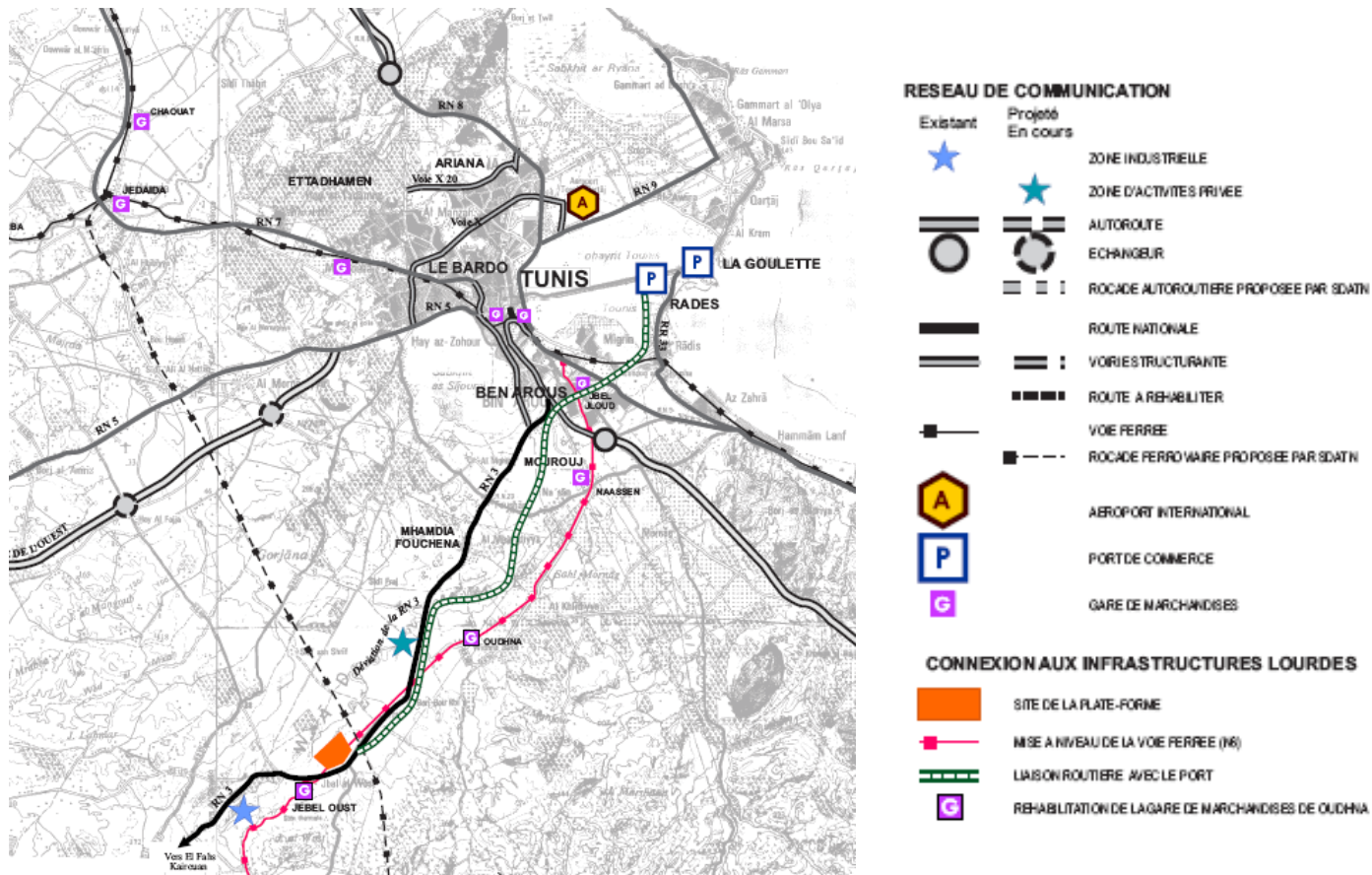


LOGISMED Feasibility Studies

Tunis Platform in Jbel el Oust



Located 25 km of the Tunis city centre and 25 km west of port Goulette-Tunis, the area of the site has 214 ha with a possibility of being extended to the North.



LOGISMED

Feasibility Studies

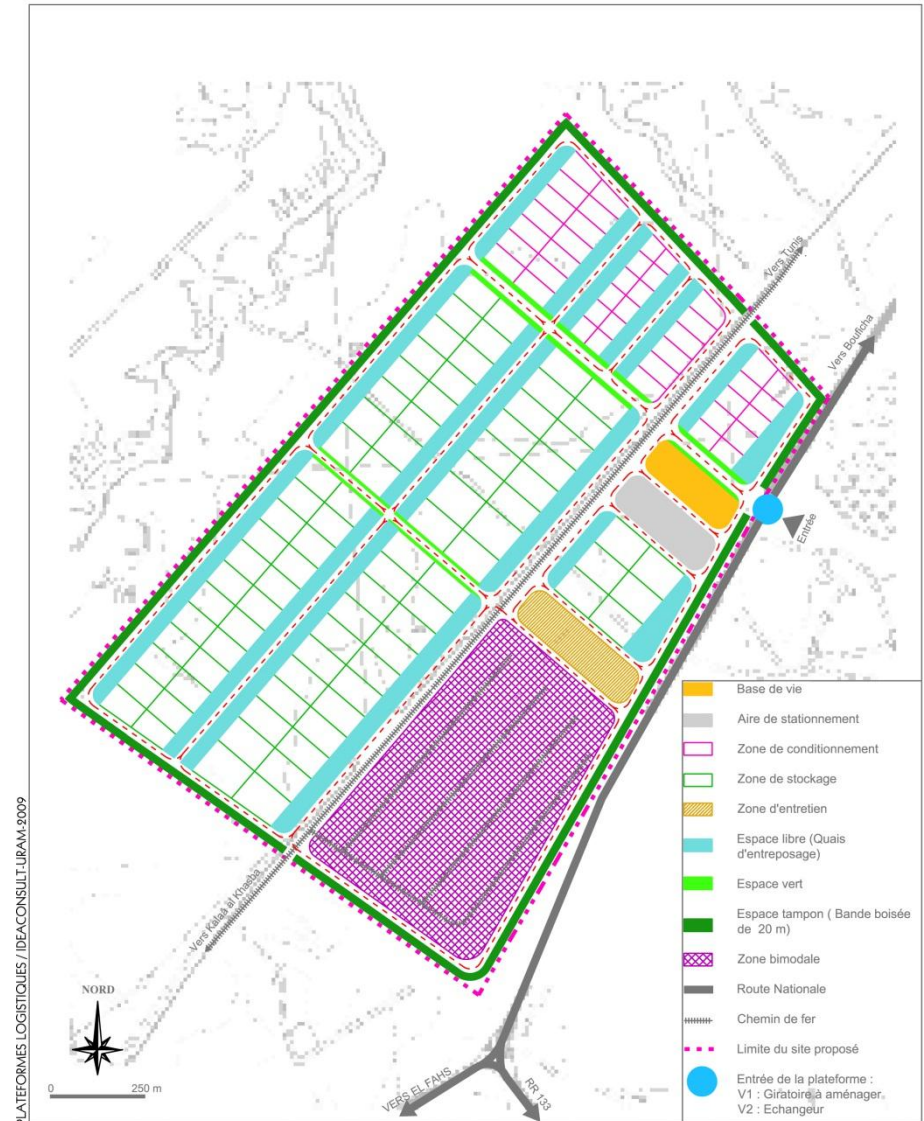
Tunis Platform in Jbel el Oust



PROPOSITION D'AMENAGEMENT DE LA PLATE-FORME DE JBEL EL OUST

Désignation	Surface (ha)
Base vie	2,33
Aire de stationnement	2,80
Zone de conditionnement	17,00
Zone de stockage	63,00
Zone d'entretien	2,80
Espace libre (quais d'entreposage)	31,84
Zone bimodale	34,88
Espace vert	15,00

(Extra 50 ha for the creation of a dry port to extend the activities of the Port of Rades)



PLATEFORMES LOGISTIQUES / IDEACONSULT/URAM-2009



Thank you. For more information...

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