

PRESIDENCY
OF THE
FRENCH REPUBLIC



Sommet de PARIS

pour la
MEDITERRANEE

13 juillet 2008

PRESS KIT

Programme

14:15 to 15:15 French President Nicolas Sarkozy greets the heads of delegation (Grand Palais)

15:30 to 18:30 Plenary caucus

18:45 to 19:30 Joint press conference given by Nicolas Sarkozy, President of the French Republic and co-chair of the Summit, in the presence of Hosni Mubarak, President of the Arab Republic of Egypt and co-chair of the Summit, José Manuel Barroso, President of the European Commission, and Ban Ki-moon, Secretary-General of the United Nations.

20:30 Dinner in honour of the heads of delegation and ministers (Petit Palais)

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Barcelona Process: Union for the Mediterranean

Political objectives

The Union for the Mediterranean aims to bring the two shores of the Mediterranean closer together through the development of major regional projects meeting the populations' needs.

The northern and southern Mediterranean nations share interests but above all else they share a common destiny. Consequently, we are compelled to find the necessary means to take up our common challenges together. That is the ambition of the Union for the Mediterranean project.

The wealth divide between countries on the two shores of the Mediterranean is the largest of any two adjacent regions in the world with a GDP ratio per capita and per year of at least 1 to 10. This gap in development has continued to increase over the past 15 years and poses a serious threat to stability in both the northern and southern Mediterranean countries. According to OECD figures, 40 million jobs must be created over the next 15 years in order to simply maintain unemployment levels at current levels in the southern Mediterranean. The flow of European investment in this zone is unusually low: Europe targets only 2% of foreign direct investment in the Mediterranean, whereas the United States and Japan invest 20% and 25% respectively in the southern regions adjacent to them. The Mediterranean will, in the short term, be one of the regions in the world most seriously hit by the consequences of climate change, and particularly desertification.

Launched by Nicolas Sarkozy while a candidate in the 2007 presidential campaign, and recalled during a speech on 23 October 2007 in Tangiers, the Union for the Mediterranean project was clarified in the "Rome Call" issued by France, Italy and Spain on 20 December 2007. Its primary objective is to create de facto solidarity based on equality between the two shores through the realisation of concrete projects of mutual interest.

Franco-German agreement on 3 March 2008 paved the way for European agreement on the Union for the Mediterranean.

The European Council on 13 and 14 March 2008 approved the principle that the project could henceforth be known as the "Barcelona Process: Union for the Mediterranean".

The aim of the project is to overhaul the Barcelona Process so that it becomes a genuine partnership between the North and South.

From the Barcelona Process to the Union for the Mediterranean

All the Mediterranean and European partners agree that more and better action must be taken for the Mediterranean since only a small number of the objectives set by the Barcelona Process have been achieved.

The Union for the Mediterranean thus aims to begin a new phase in Mediterranean cooperation by giving the process that was launched in Barcelona in 1995 a new form.

Over and above existing cooperation, it aims to establish shared governance and create ever-closer cooperation through concrete regional projects.

This renewed political drive to further Mediterranean interests must be reflected in the establishment of a genuine and equal partnership between the northern and southern rims.

The Union for the Mediterranean offers three key benefits in comparison to the current Barcelona Process, namely:

- Strong and renewed political impetus at the highest level, based on the principle of biennial summits of the Heads of State and Government, the first of which is to be held in Paris on 13 July 2008;
- Shared governance for a balanced partnership in the spirit of co-decision between members, based on a co-presidency that is jointly held by an EU country and a non-EU country and assisted by a permanent secretariat with equal representation as well. This lean and operational management structure, composed of equal numbers of persons from the northern and southern Mediterranean, will give substance to the partnership;
- The launch of concrete major projects that reinforce regional unity. The projects will be open to all interested partners and implemented on the basis of variable geometry. They will involve the private sector, which has from the outset shown its interest in this initiative in all Mediterranean countries. The projects will use public and private funds and will not be limited to Community funds.

At the meeting on 19 and 20 June 2008, the European Council engaged in negotiations with all countries called on to be Union for the Mediterranean members to define rules for operation and for the remits of the new institutions.

The Projects

New momentum will be created based on concrete projects and de facto solidarity, which should help bring Mediterranean and European countries closer together.

These projects have variable geometry with states who want to participate according to national interest.

They are intended to be prepared and delivered with the help of all interested stakeholders, particularly local and regional authorities, private enterprise, associations and NGOs, universities, training and research centres, foundations, etc.

The Summit on 13 July will give priority to six major projects:

- The environment and sustainable development, centred on combating pollution of the Mediterranean. The Horizon 2020 project, whose launch will be made possible by Union for the Mediterranean involvement and new financing from the mechanisms associated to it. This action will also encompass the protection of coastal and marine areas;
- Transport and notably the maritime highways development plan linking eastern and western Mediterranean regions through the improved connection of ports and specific action to reinforce maritime security;
- A Mediterranean civil protection network enabling enhanced pooling of resources to combat and, more importantly, prevent natural disasters (e.g. fires, earthquakes, tsunamis);
- Alternative and, particularly, solar energy sources. The Union for the Mediterranean partners are also working to draw up a Mediterranean solar plan to limit greenhouse gas emissions, reduce the vulnerability of the energy system and to improve the access of isolated communities to energy;
- Higher education and research. Examples of projects are the creation of a Mediterranean university and research area through the development of networks among universities, research centres and academies of science.
- An initiative to encourage the development of micro, small and medium sized enterprises that will offer technical assistance programmes and support from financial instruments.

Moreover, in the coming years action could be taken in many other sectors within the framework of the Union for the Mediterranean:

- Water access and management, whether in relation to drinking water, irrigation or industrial wastewater. Some 70% of the water consumed in the Mediterranean is used for irrigation purposes. Desertification is increasing in the northern as well as

southern shores of the Mediterranean. We should implement a Mediterranean water strategy with efficient and sustainable management of water reserves and coordination of donors and affected countries;

- Professional training that promotes qualifications-feared options, by finding places for internships that factor in technological changes, by broadening successful experiences and creating tools for pooling and interactive dissemination of the most popular modules;
- Youth exchanges. The current number of youth exchanges in the Mediterranean region is extremely low. We should create a mechanism designed to generate synergies among various existing structures to which significant funds are earmarked in order to increase the current number of exchanges.
- In the field of health, and especially the modernisation of public health services in the Mediterranean, notably through the development of remote medical support.
- Agriculture, urban development and regional planning, ICTs, radio, television and film cooperation, cultural exchanges, tourism, law and justice issues are also concerned.

Each project must find its own financing. Community funds (European Neighbourhood and Partnership Instrument) may be drawn upon provided that the projects satisfy the associated objectives and conditions. Many other sources of finance, already existing in the Mediterranean area, will also be sought and used: international donors (European Investment Bank, World Bank, African Development Bank, etc.) and development agencies (French Development Agency, German KfW, Spanish Agency for International Cooperation, etc.), private sector, bilateral cooperation, etc.

Project: Combating pollution in the Mediterranean

Unofficial document for illustrative purposes only

1. Implementing and progressing the “Horizon 2020” initiative

Protecting the Mediterranean Sea against pollution is the main objective of the Barcelona Convention of 1975 setting out the collective approach of the countries bordering the Mediterranean to issues of the environment and sustainable development, under the aegis of the United Nations.

All the people in the Mediterranean countries should enjoy a clean environment. The average annual costs of damage associated with the degradation of the environment run to 2.5 to 5.5% of GDP, depending on the country (World Bank, 2004).

The implementation of the “Horizon 2020” initiative launched at the 10th Euro-Mediterranean Summit in 2005 has the ambitious goal of cleaning up the Mediterranean between now and 2020. A survey financed by the European Investment Bank (EIB) and commissioned by the European Commission, has identified 43 so-called “hot spot” projects for a total cost evaluated at €2 billion. Horizon 2020 is an incentive initiative. Horizon 2020 is not secured with funds, although it is one of the principal European environmental initiatives for the entire Mediterranean Region. Impetus from the Union for the Mediterranean could give this initiative strong political visibility and help channel various types of funds towards these projects or towards complementary projects, including Community funds, bank funds, and the private sector.

A collective list of priorities was drawn up on 16 June 2008 at the meeting of the Horizon 2020 contacts in Tunis, where the European and Mediterranean countries met on an equal footing.

Pollution “hot spots” on the Mediterranean coast



Source: PAM/MedPol, Plan Bleu

Moreover, in conjunction with the Mediterranean Action Plan (MAP), efforts will be made to align these projects with the new Mediterranean Water Strategy to be launched at the Euromed ministerial conference on water in Jordan in November 2008.

2. Protecting the Mediterranean coast and developing marine reserves and protected areas

With the significant risk of the Mediterranean becoming entirely built up, the coast - which is the interface between the land and the sea - is a coveted area for development, a necessary or preferred location for many activities, but also a fragile region of great ecological, social and cultural value. With its landscapes and traditions fashioned by man over thousands of years, it represents a unique cultural identity. The Mediterranean coast is also a source of biodiversity of world importance. As it is particularly fragile, it will be among the first to succumb to the effects of climate change and the social and economic costs that will ensue.

In the face of these challenges and the complexity created by these multiple uses, we need to think of new responses and to reform the methods of governance, by bringing institutional support and expertise to bear on the creation of organisations dedicated to the protection of the coastline and by linking together coastal conservation bodies. The Regional Activity Centre of the Priority Actions Programme (RAC/PAP), based in Split, could set itself up as a “Conservatoire du Littoral Méditerranéen” to put in place a network of national bodies, and could in time take over the governance of Mediterranean coastal protection policy. Its Coastal Area Management Programme (CAMP) will be strengthened. A new protocol to the Barcelona Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean on the “Integrated Coastal Zone Management” (ICZM) was signed in January 2008 by 14 countries around the perimeter. A conference under the French Presidency of the European Union will be held on this subject in Nice on 18 and 19 December 2008, and should allow the countries of the Mediterranean Basin to share in an initial exchange of experience and to draw up recommendations for implementing this protocol.

It is also important to develop marine reserves and sanctuaries within a coherent network spread throughout the region concerned. Particular attention will be given to the large marine mammals that live in the Mediterranean and which are seriously endangered. An example of this is the PELAGOS whale sanctuary created by France, Monaco and Italy. The REPCET project (Real-time Plotting of CETaceans) is building a geographical information system covering the region, with the aim of extending it to the whole of the ACCOBAMS area (the Agreement on the Conservation of Cetaceans in the Black Sea, Mediterranean Sea and contiguous Atlantic area) in the medium term. The marine conservation areas constitute a laboratory of knowledge on the different species and on the effects of global warming, as well as the impact of various human activities at sea. They are involved and are being consulted in the course of jointly implementing and managing shared economic activities in the Mediterranean, to enable them to become vehicles for sustainable development while preserving marine biodiversity. Finally, particular vigilance needs to be maintained with regard to the seabed and to invasive species. It is also desirable to reinforce the MedPAN network of protected areas.

The Mediterranean seabed could be designated as a protected area.

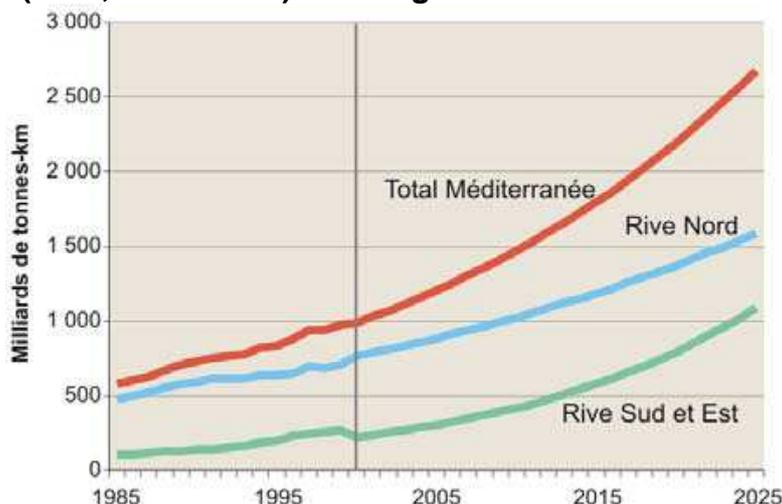
Project: Mediterranean sea and land motorways

Unofficial document for illustrative purposes

1. Growth in traffic way above demographic growth

Growth in Mediterranean traffic was way above demographic and economic growth from 1970 to 2000: 4.9% per year for passengers and 3.8% for goods (excluding sea freight). This increase in traffic was mainly in movements by road, representing 88% of land passenger transport and 82% of freight transport in 1999. Rail (9% of internal passenger traffic) plays a significant role in Egypt (47% of the total) and in the Eastern Adriatic countries (23%). The sharp upturn in air transport (7.3% per year) is due to growth in tourism. Maritime freight traffic has also posted sharp growth (4% per year), although the North-South Euro-Mediterranean transport channels are under-competitive. Supervision of the Mediterranean fleet is low for the most part and it transports hazardous materials. Transit flows by sea represent almost 40% of Mediterranean traffic.

Freight traffic (road, air and rail): Trend growth and scenario through to 2025



Source: ECMT (European Conference of Ministers of Transport), Ministers of Transport, national statistics institutes, Plan Bleu projections

By 2025, the pressure is expected to mount sharply with land freight traffic increasing by a factor of 2.6, maritime freight traffic by 3.7, and almost double the number of passengers. Mass car ownership is forecast to be the norm in the South by 2025. This exponential trend will have major impacts in terms of congestion, noise, greenhouse gas emissions and local pollution. The sharp growth in traffic puts the Mediterranean sea at risk of an ecological disaster whose costs could be much higher than those incurred in the Atlantic.

Maritime traffic in the Mediterranean is also vulnerable. The growing flows of vessels are raising the risks of accidents, pirates, terrorism and their fraudulent, if not criminal use in such areas as trafficking in drugs and persons, which could undermine major interests and render certain port infrastructures inoperative

We could therefore support projects that help to integrate the Mediterranean region, facilitate trade in an environmentally friendly manner, and make for secure trade

while satisfying the populations' immediate security needs. Such projects should have the following characteristics:

- Transnational projects calling for co-operation among countries for their success,
- A direct impact on the everyday lives of a large number of users;
- Estimated economic and social returns,
- Mobility and sustainable development factored in.

A number of projects were selected and presented by the High-Level Group (HLG) in 2005 and included in the Regional Transport Action Plan for the Mediterranean Region (RTAP, 2007 – 2013), produced by the EuroMed Forum¹. These include:

2. Developing the motorways of the sea

The motorways of the sea concept emerged in the early 2000s as a combination of integrated freight transport services on major routes including maritime transport. This set of modernised services is found all the way along the transport chain, on the land section, during port transit, at border crossings and on the maritime segment. It is designed to improve the fluidity of trans-Mediterranean trade.

In 2007, Spain and France relaunched a liaison project between their two countries, which is expected to come to fruition very soon. In the European Union, discussions are also underway between Italy, France and Spain, and between France and Portugal, to put forward initiatives for the Western Mediterranean corridor.

These motorways of the sea meet a number of objectives, including to reduce road congestion due to the surge in road freight traffic, and to enhance the efficiency of the export system. Operators throughout the Mediterranean have converging interests to move combined maritime shipments more smoothly and increase the share of trade by sea. For the two major general cargo transport solutions, by container and trailer, the Mediterranean motorways of the sea should be able to build on existing maritime services, combined with advances in the areas of transshipment, border crossings and land transport. This calls for a review of the port infrastructures to reinforce and improve the quality of existing services, and to integrate the maritime section into transport plans that combine the maritime and land modes more effectively. This project therefore addresses a dual objective of sustainable development and economic viability.

From the operational standpoint, the motorways of the sea should be granted state subsidies in order to:

- Operate in the ports out of specialised "motorway of the sea" terminals;
- Provide interfaces for containers and trailers between the maritime mode and all the available land modes (rail, road or navigable waterway, as the case may be);
- Set up partnership structures associating transporters, ports and the other parties involved in the transport chain in order to offer the markets integrated "motorway of the sea" services;
- Apply priority clearance procedures at ports and borders to provide optimum conditions for the transit of goods between sea, ports and land;

¹ This plan contains a series of actions covering all types of transport and proposes a reform of the regulation and planning of the infrastructure network for the emergence of a multimodal transport system.

- Bring on board customs services and other bodies responsible for controls and formalities to adopt “motorway of the sea” standards;
- Still on the issue of standards, elect the most advanced security, safety and environmental protection norms in order to create a “Mediterranean motorway of the sea” label.

The idea is for a broad-based partnership to draw up a list of interested ports, identify potential flows and set down good governance procedures and task sharing with the ultimate aim of establishing business plans. A conference of backers could eventually be convened.

The RTAP 2007 – 2013 also covers maritime routes and motorways of the sea. A call for projects is underway to elicit pilot projects; the results will be announced some time in July. The objective is to boost the identification of viable projects for the southern and eastern Mediterranean and to promote their implementation. The procedures adopted will be compatible with those defined at Community level for the European maritime segment. Another objective is to speed up the process initiated in Barcelona by encouraging the spread of initiatives in the different parts of the Mediterranean basin and facilitating the mobilisation of players and funding in order to consolidate action already being taken on the relevant axes, in terms of trade and logistics, and foster the development of other axes/links/ports/markets.

These new, concrete projects in the eastern and western Mediterranean corridors will require substantial investment in the land, port and maritime components, along with administrative modernisation at national and cross-border level. In addition to funding by economic players, the involvement of all the development aid agencies and the relevant Community funds where appropriate, particularly in the case of the European maritime segment, new structures may be needed wherein capital contributors could be associated with the entire value chain.

3. Modernising the “Trans-Maghreb” railway

In the interests of promoting trade, and also to reduce greenhouse gas emissions, the transport of passengers and goods by rail between the Southern shore countries could be developed. Most of the Southern shore countries have rail projects under study, and often pending funding. An ambitious goal could be set to create a real “railway belt” around the Mediterranean running from Casablanca all the way to Istanbul. In the shorter term, a more pragmatic approach could be to focus on cross-border sections considered to be priorities, some of which have already been identified by the RTAP, such as the Istanbul-Cerkezköy-Bulgaria border line, Oujda-Tlemcen line and Port Said-Haifa line. More targeted projects are already under study, including the modernisation of the “Trans-Maghreb” railway connecting Tunis to Algiers and Casablanca and the improvement of its services, and a feasibility study for a Maghreb high-speed train (TGVM) from Tripoli to Casablanca via Tunis and Algiers.

4. Mediterranean maritime security

The development of motorways of the sea is directly linked with the security of the entire maritime area. Improved security is a key lever for economic development, which can only be effective and lasting in this area if the partners are confident of

adequate security seen by all as a common good and a priority vehicle for co-operation.

The risks concern everyone and therefore call for solidarity between both shores of the Mediterranean. Three concrete actions are proposed initially.

Action to combat drugs trafficking

The Mediterranean basin is a magnet for all drugs and precursor chemical transit players. The activities of these traffickers are seen as blatant attacks by the Mediterranean countries concerned and all the countries of the European Union.

Cocaine trafficking to Africa has escalated in the last two years, as much in terms of quantities transported (several tonnes per operation) as Colombian traffickers setting up in certain West African countries. Some responses have already been developed: the Caribbean platform to combat narcotics (MAOC-N) in Lisbon and the project to set up a platform in West Africa. Some national naval operations have been effective, but action is as yet too dispersed and too short-range timewise to decisively impact on the trafficking organisations.

We need to urgently unite to find a more effective and suitable operational response by pooling human and material resources and appropriate technologies in an operational co-ordination structure without overlooking sea intervention.

France therefore proposes really scaling up operational co-operation in the Mediterranean in this area by creating a Mediterranean Sea anti-drug co-ordination centre (CECLAD-Med). This pilot European and Mediterranean project has already met with the approval of several Mediterranean rim countries and has been well received by the EU.

If such a centre were to improve the security of the Mediterranean maritime area, it would necessarily need to network the main intelligence sources in the Mediterranean.

Stepping up surveillance capacities and developing co-operation among Mediterranean maritime and port stakeholders

The ports have always been strategic trade and transit points both for people and goods. They have become sensitive points in an internationalised space increasingly open to all sorts of flows. The port zones are not just channels for illegal immigration, but also a theatre for all types of trafficking (stolen vehicles, narcotics, counterfeits, weapons, wanted persons, etc.).

Improving maritime security and safety in the Mediterranean calls for the common will of all the European and Mediterranean partners to pool all the means available to:

- Manage and co-ordinate sea rescue operations;
- Make transit routes secure;
- Prevent maritime accidents and environmental pollution;
- Combat illegal trafficking and threats (drugs, illegal immigration, etc.);
- Protect fishery resources;
- Improve the protection of ports of major interest.

This shared will should take the form of improving surveillance capacities and developing co-operation between the Mediterranean maritime and port players, both civil and military.

In this regard, the suggestion could be made to:

- Set up a network of national operational contacts in each partner country to improve associative action between surveillance systems;
- Create or improve a surveillance network (Vessel Traffic System, coastal radars, signal stations, etc.) linked to interconnected national operational centres to improve information sharing on threats to maritime traffic throughout the Mediterranean basin;
- Organise information exchanges and make use of mutual experiences and expertise to improve capacities for early warning, identification and consideration of risks;
- Promote the application in each country of the international recognised safety standard adopted by the IMO on 12 December 2002 (ISPS) and seek to develop port security plans.
- Optimise the use of vessel detection and identification systems and promote the technical control procedures and means implemented by the maritime security services.

These measures would respond to the populations' needs and would enhance the economic and environmental aspects for each of the partners. Moreover, they would boost the co-operation dynamic between the maritime players. This project should be based on information systems and procedures compatible with each party's international commitments.

Co-operation in this area in the western Mediterranean has already paved the way for improved knowledge and greater mutual trust to lead to information exchanges. These exchanges could contribute to the gradual harmonisation of the maritime and port facilities and will foster the adoption of modern technologies to improve maritime security and safety standards, in particular in the ports' areas of responsibility.

The creation of a Mediterranean fund for public-private financing of maritime security

Maritime transport and economic activities generate considerable wealth in the Mediterranean. A full 40% of the global volume of goods and 30% of oil traffic take the Mediterranean basin sea routes, ranked as the world's number three maritime zone after Asia and Northern Europe. A total of 13,000 seagoing vessels annually make 250,000 traffic stops in 500 trading ports and 10,000 vessels travel through the Mediterranean without stopping. Moreover, 250 million tonnes of hazardous products transported by sea are handled every year by the port industries while a further 200 million tonnes are transported along the coasts.

The Mediterranean sea is therefore exposed to all risks and, mainly due to a lack of financial resources, does not have a co-ordinated surveillance and prevention mechanism capable of meeting the traffic's needs.

The proposal is therefore to create a financial contribution, new for Gibraltar and the Bosphorus and additional for Suez, for the security of the Mediterranean maritime area. It would be collected on the basis of the weight of goods transported in the maritime area as delimited by the straits. These straits form the entrances to this closed sea and make it easier to measure maritime activity and statistically evaluate volumes of trade and transit.

For example, a levy of approximately one euro per tonne of merchandise transiting through Suez would generate a contribution of €1 million per day. Given the value of the goods transports and the cost of taking a detour around the Mediterranean, this levy is seen as painless by the transporters. This project hence opens up the pioneering, equitable and sustainable prospect of financing the shared effort to guarantee the security of the maritime space, involving all the Mediterranean rim countries.

Project: Civil Protection in the Mediterranean

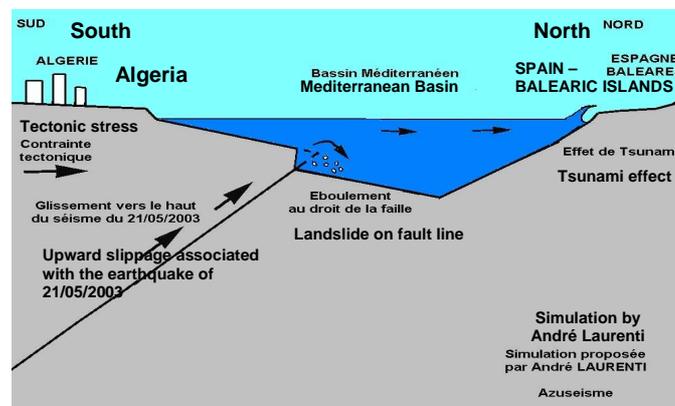
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1. Overview of natural and industrial risks

The countries of the Mediterranean are faced with risks of the same nature where civil protection is concerned. For several years now, we have witnessed a rapid rise in incidents linked to natural and industrial hazards. The increased risk of disaster due to natural causes or human activity makes it necessary to strengthen the action taken in the Mediterranean by increasing the capacity of States to respond rapidly to large-scale catastrophic events.

Natural hazards

There is a high level of **seismic risk** in the Mediterranean and throughout the geographical region. The most sensitive seismic area extends from Italy to Greece and from North Africa to the Near East. Algeria and Morocco are the two countries hardest hit in recent years by earthquakes. In Algeria, the Boumerdès earthquake on 21 May 2003 killed 2,278 people and left 10,147 injured. In Morocco, the El Hoceima earthquake on 24 February 2004 killed 628.



Floods, which are characteristic of Mediterranean countries, relate to exceptionally heavy rainfall. There are two categories of flood. The first, occurring in flood plains due to steady but continuous rain or the melting of snow, can be anticipated. The second type, flash floods caused by torrential rain, occurs suddenly and may in some cases be accompanied by other disasters: mudslides, burst dams, and so on. Algeria has been affected by this type of natural hazard (10 November 2001: the Bab El-Oued floods; 771 dead), along with Tunisia, in 2003 and 2007, causing major loss of life and damage to property.

Drought is the third category of natural hazard, the Mediterranean being one of the world's hottest regions. This is a well-understood phenomenon with potentially grave consequences: destruction of harvests and crops along with high levels of forest fire risk.

Forest fires are a major phenomenon frequently occurring throughout the Mediterranean. The consequences can be disastrous. With nearly one hundred dead and hundreds of hectares of destroyed vegetation, the fires in the summer of 2007 were particularly deadly in several countries around the Mediterranean, essentially Greece and Italy, as well as Turkey, Lebanon, Algeria and Morocco. In Greece, the human cost was high, with 63 deaths, and 13 in Italy.

Storms: this is a phenomenon travelling at high speed, but which may be anticipated by satellite monitoring combined with meteorological vigilance measures.

Volcanic eruptions: risks of volcanic eruption are more localised, being especially concentrated in Italy. The main region at risk includes Vesuvius (Naples), the Tyrrhenian Basin, Vulcano and Stromboli (Aeolian Islands) and Etna (Sicily). The latter was particularly active in February 2008, but caused no loss of life. This is a suddenly occurring hazard that can only be rarely foreseen.

Industrial hazards

Sea transport is a source of risk all the more severe for the fact that the Mediterranean is a semi-closed basin, which leaves it highly vulnerable to the effects of pollution. It is estimated that 50% of maritime traffic is carrying goods that are hazardous to varying degrees. Moreover, 28% of the world's oil tanker traffic travels via the Mediterranean. As a consequence, accidental marine pollution must be considered, where the Mediterranean basin is concerned, as a key source of danger.

In recent years, we have seen a sharp increase in accidental marine pollution. Examples are Egypt, affected by this in December 2004, southern Lebanon in July 2006 (due to acts of war), with spillage of over 15,000 tonnes of crude oil, and Syria (oil spill) in August 2006.

Chemical and industrial accidents have a high probability of occurrence and the scale of the disasters they cause is substantial. Industrial complexes are frequently located near residential areas. The result is a high risk of poisoning for the human and animal population, notably as a result of water and soil pollution. In addition, most major ports have chemical or petrochemical facilities that are highly vulnerable to fire, and this can have dramatic consequences (as seen most recently in Morocco, Algeria and Lebanon).

Transport and storage of chemicals: the likelihood of an accident occurring during the transportation or storage of chemicals is also considerable. The fact that this hazard is a mobile one is a source of danger on a multiplicity of fronts: ports, roads, internal and external waterways, for example. The risk for the human and animal population is critical, including dangers due to water and soil pollution.

Transport accidents: A majority of such accidents involve trains and aircraft. Their consequences are frequently dramatic in human and material terms. In addition, the rules governing the driving of vehicles are not obeyed to any great extent, aggravating this source of industrial accidents.

2. Existing instruments and actors

□ Within the framework of the European Union, Euromed civil protection programmes have strengthened actions for greater cooperation in the area of the

disaster prevention and public information. In 2001 it was decided to set up a Community Mechanism aimed at encouraging closer cooperation in the domain of emergency civil protection responses.

□ At the operational level, France, Italy, Portugal and Spain decided in the summer of 2006 to create a European emergency response force (FIRE). This has since been enlarged to include Greece. Slovenia is to join shortly.

□ Additionally, where marine pollution incidents are concerned, there is also a need to include the European Maritime Safety Agency which charters a number of emergency action assets, and REMPEC: (Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea). The latter is administered by the International Maritime Organisation, a specialised agency of the United Nations. In this context, REMPEC provided technical assistance to UNEP/OCHA for the management of the marine pollution caused in 2006 by the bombing of the storage facilities of the Jieh power station in Lebanon.

3. Requirements not yet met

Where actions developed at European level are concerned, much remains to be done. It is necessary to undertake new initiatives to supplement what has been done to date. This is so because it is possible to take more effectively into account the operational activity of the Mediterranean countries, and especially the development of programmes for mutual assistance and the creation of a body for coordination and assistance in the event of an incident or disaster occurring in the Southern Mediterranean area.

With regard to the financing of civil protection measures, it should be observed firstly that European funding is linked to programmes that are limited in time. While such finance can play a “facilitation” role at the start up of the project, it is not designed to form the basis of a project intended for development over the long term. It is for this reason essential to define arrangements for contributions and governance capable of meeting this goal.

Concerning the coverage of risks throughout the Mediterranean basin, only the “marine pollution” domain is covered on a basis of equality between States by a single regional body (REMPEC). The “terrestrial” domain is partly covered in this way by the Community Civil Protection Mechanism. As for early warning of a tsunami risk, coverage of the Mediterranean area is currently being looked into under the auspices of UNESCO.

4. The “Civil Protection” project

It is suggested that the bilateral links between the Community Civil Protection Mechanism (CCPM) and the civil protection services of the countries of the Southern Mediterranean be reinforced, along with development of technical assistance programmes devoted to training and dedicated to the countries of the southern Mediterranean rim.

At the 5+5 meeting of Interior Ministers in Nouakchott on 22 May 2008, France proposed an additional scheme focused on the creation of a Mediterranean civil protection college. This would make possible the definition of training courses that

are common and not simply specific in nature, the networking of such courses, the creation of a system for coordination and assistance in the event of an incident or a disaster in the Mediterranean, along with the pooling, on a voluntary basis, of the information, resources and civil protection capacities of Mediterranean countries. In the long run, the goal would be to provide common emergency responses for all categories of hazard. This college would be intended to be relevant to all the countries bordering on the Mediterranean. In the same spirit, taking FIRE² as an example, the creation might be proposed of a Mediterranean emergency response force (FIR-Med) for the countries of the South and those countries of the European Union wishing to be part of it.

² The European emergency response force (*Force d'Intervention Rapide Européenne* or FIRE). It has been expanded to include Greece under the name FIRE 5, and will shortly become FIRE 6 when Slovenia becomes a participant. Other countries bordering on the Mediterranean may join the force in the near future.

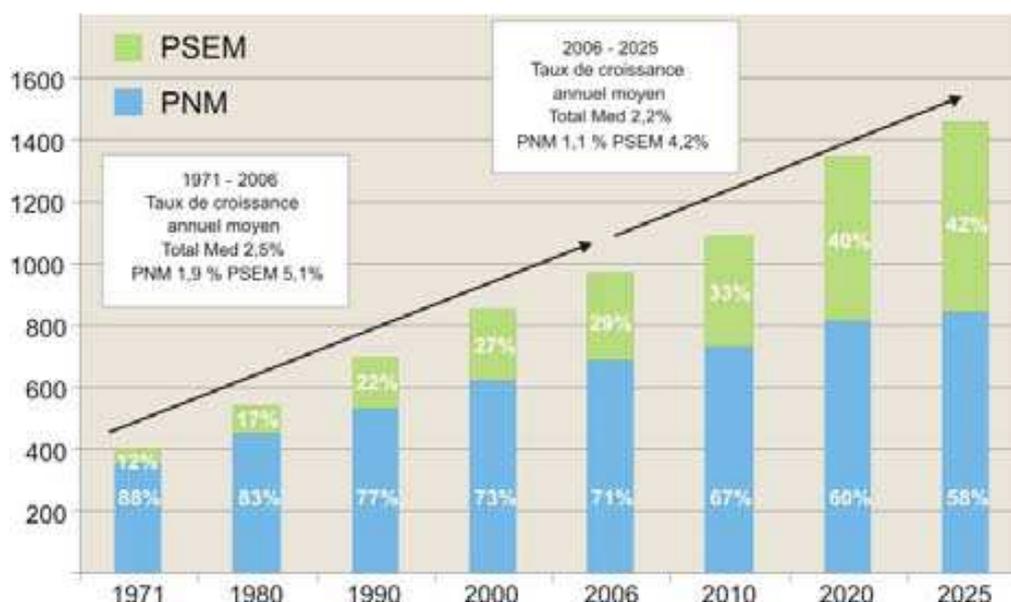
Project: Solar Energy Plan for the Mediterranean

Unofficial document for illustrative purposes

1. Demand for energy in the South and East Mediterranean four times greater than to the North of the Basin

By 2025, the demand for primary energy could increase by a factor of 1.5 in the Mediterranean, as the South and East Mediterranean countries (SEMCs) are experiencing rates of growth in their energy needs four times higher than the countries of the North (NMCs). They would then account for 42% of the total demand for energy in the Mediterranean Basin, against 29% in 2006. Turkey could become the second largest consumer in the Basin.

Demand for primary energy in the Mediterranean



Source: Observatoire Méditerranéen de l'Énergie

Fossil fuels (oil, gas, coal) total 80% of the energy supply of these countries (94% for the SEMCs, 75% for the NMCs). Four countries, Algeria, Libya, Egypt and Syria, are exporters of hydrocarbons, supplying 22% of oil imports and 35% of gas imports to the whole of the Mediterranean Basin. All the other countries are net importers of energy. The proportion of renewable energy sources, apart from hydro-electric and biomass, is likely to remain limited, rising from 2.8 to 3% of primary energy in the SEMCs and from 3 to 4.2% in the NMCs. In the NMCs, the transport sector has recorded the largest growth in consumption over the last 30 years, occupying the first place with 32% of total energy consumption in 2005. In the NMCs, all sectors have substantially increased their consumption, with industrial and residential use at the top of the table in 2005, at 36% and 27% respectively. A continuation of this scenario would indicate an increase in risks and impact:

- CO₂ emissions from energy consumption could increase between 2006 and 2025 by 55% in the NMCs and by 119% in the SEMCs. In 2025, emissions from the SEMCs, while representing 1.8 times less per inhabitant than those of

the NMCs, could make up 47% of total emissions in the Basin, against 33% in 2006.

- Energy dependence could increase substantially, both for importing SEMCs (rising from 77% in 2006 to 88% in 2025) and for the NMCs (from 68% to 73% over the same period).
- The social and economic risks associated with the rise in supply costs and its impact on the energy bills of countries, households and businesses would be increased.

2. The Solar Energy Plan for the Mediterranean

In the light of this rapid rise in the demand for energy in the South and East Mediterranean and the fight against climate change, a major part of our response could be provided by the Solar Energy Plan for the Mediterranean:

- The Solar Energy Plan for the Mediterranean could provide for the construction of additional low-carbon – and particularly solar - electricity generation capacity in the countries around the Mediterranean.
- The involvement of private investors and the export of some of the production to Europe should be looked into to guarantee the profitability of these projects.
- The consumption of a major proportion of electricity generated by the local market and measures to manage demand and energy efficiency will help to satisfy the fast-growing domestic needs in the South Mediterranean countries.

3. A vast potential for solar energy to satisfy the energy needs and respond to the challenges of the region

Renewable energy sources are still not much exploited in the Mediterranean region, accounting for just 4% of total energy in these countries (including hydro-electric power). However, the Mediterranean countries enjoy extremely favourable sunshine conditions and have vast open spaces able to accommodate large-scale electricity generation facilities. The construction of solar power stations will enable the South Mediterranean countries to increase their production capacity and to cover part of their domestic consumption. Some of the additional capacity could be kept for export to the countries of the European Union. The development of solar energy and the increase in energy efficiency will bring a diversification of the energy mix with a reduction in the dependence and the risks associated with a massive reliance on fossil fuels. Finally, in the energy-producing countries, the development of solar power stations will allow scarce stocks of fossil fuels to be preserved. This will help to safeguard significant export revenue for national development over the long term. The costs of producing concentrated solar power are approaching those of the classical thermal power stations, and could enable large-scale commercial production to be built up quickly.

4. Solar energy should become competitive between 2012 and 2020

Some Mediterranean countries already have extensive experience of solar water heaters (Israel, Jordan, Tunisia). Photovoltaic cells are mainly used today for purposes of rural electrification (13 MW installed in the South Mediterranean). The costs of this technology, despite a rapid fall, are likely to remain high until 2020; however it is widely used in remote areas.

Concentrated solar power is not yet widespread, but several power stations are at the planning stage. The costs of producing electricity from solar concentration are approaching those of the classical thermal power stations, and could enable large-

scale commercial production to be built up quickly. The projections drawn up mainly by the European federations within the sector and by experts in the various Mediterranean countries confirm these estimates, and put the potential for developing new low-carbon generation facilities (concentrated solar power, photovoltaic cells and other renewable energy sources) at 20 GW by 2020.

5. The solar energy sector is becoming established on an industrial scale

Solar energy is in the initial stages prior to 'take-off'. After the initial disappointments, a new channel is opening up. Knowledge is growing incrementally (saturated steam, then molten salt power stations) starting from tried and tested basic technologies.

6. A novel method of financing: the system of trading in European certificates of origin could be extended to neighbouring countries

In a general sense, a system of trading certificates of origin allows potential investors to put their money where the conditions are most favourable. Opened up to the countries of the Mediterranean, this system would enable investment in countries outside the EU for the production of electricity for sale within the EU, helping to meet the European objective regarding renewable energy sources. This type of system would produce a return on investment by making the network competitive and could be backed up with mechanisms covering CO₂ emissions.

Project: Higher Education and Research

Unofficial document for illustrative purposes

The Mediterranean Basin boasts 11.45 million students. The available figures show the imbalance in terms of high-level training and research between the European and non-European Mediterranean countries. The universities and research centres in the countries of the South struggle to find competent directors of research. The number of theses produced, and of other publications and patents, remains relatively small. Many universities in the countries of the South are closer to technical colleges than institutions capable of teaching PhD and research students. Higher education, in the South as in the North, is often ill adapted to the employment market and does not do enough to develop intermediate skills; hence the importance of a drive to re-launch a professional training project, which is covered by a separate file.

1. University projects

The following projects could be promoted:

- 1- Enhancing and extending to all the partner countries recognised Masters and PhD courses in the priority areas of research: the European Union perspective has given rise to new projects in the Mediterranean, particularly in the areas of sustainable development, agronomy, legal matters and health.
- 2- The use of distance training and interactive online courses, financed by French cooperation or by multilateral institutions - the World Bank, the BAD, the francophone countries - which could share virtual learning spaces installed in the countries of the South to award degrees and develop professional skills in conjunction with professional training organisations and companies;
- 3- The creation of online library resources: a virtual library linking existing scientific sites and portals and providing access to knowledge in the disciplines in which research needs to develop;
- 4- Growth in the number of opportunities for mobility: the Erasmus Mundus and Tempus programmes, which are not dedicated to the Mediterranean countries alone, cannot cover all the demands and needs; the Mediterranean section of Erasmus could be expanded;
- 5- The creation of a quality assurance mark associated with an accreditation mechanism recognised by all, to ensure that the courses developed in the countries of the South are recognised for their quality and their relevance to the professions: there are already national bodies in the European countries recognised by a European system of validation, and we need to link these bodies together within a quality assurance institution or agency able to award the course offered in the South a mark that meets European and international requirements.

These objectives are already being addressed by various networks of specialists in different disciplines: individual researchers or laboratories who can use their own

resources or those of Brussels to promote exchanges of views, methodological discussions and joint projects.

A new university, founded during the Slovenian Presidency of the EU and located in Slovenia itself, at Piran-Portoroz, plans to link innovative institutions in the field of doctoral and research studies in priority areas such as the management of biodiversity, oceanography, sustainable tourism, maritime and environmental law, and intercultural dialogue. This could become a point of convergence for courses involving various Mediterranean and European universities.

A significant number of networks - of rectors and presidents of universities and heads of major colleges and other establishments, who meet on a regular basis and involve the relevant ministers in their activities - are working together towards the objectives set out above. One of them, the *Euro-Mediterranean Permanent University Forum*, in which several French universities have recently become involved, will convene a meeting in France of the rectors who belong to it during the French Presidency and with its support. With the support of the European Union, this may help to promote common attitudes towards the European and non-European countries of the Mediterranean.

2. Research projects

With regard to research, the recent creation of the PARMENIDES programme, bringing together academies and research centres from 20 countries around the Mediterranean, seems a promising approach to food security, the management and conservation of marine resources, the coordination of initiatives relating to the climate and the general changes taking place in the Mediterranean. The inter-academic grouping that came out of the conference "Towards a Mediterranean Science Area" on 24, 25 and 26 June this year will tackle health issues, and in 2009 the protection of biodiversity. Pure and applied research in the Mediterranean should be considerably strengthened by this programme.

Project: Mediterranean Business Development Agency

Unofficial document for illustrative purposes

Micro, Small and Medium enterprises (MSMEs) account for around 99% of the total Med firms and for two thirds of the jobs in the region. They are an important source of attraction of investments, employment, economic growth and income redistribution. Although external financial assistance for promoting business and investment is currently abundant in the Southern Mediterranean partner countries, evidence clearly shows that funds are not easily available to MSMEs for several reasons, such as insufficient risk evaluation and management, inadequacy of available financial products, higher transaction costs per volume of credit (negotiating one single large credit may entail similar costs as negotiating a smaller one) and information asymmetries.

The Mediterranean Business Development Agency (Med Agency) represents a joint initiative launched by Italy and Spain to foster economic growth and development in the Mediterranean Basin. The ultimate aim is that of promoting economic growth, job creation and wealth in Mediterranean Partner Countries (MPCs) as well as improving social stability, boosting the development and integration of the economies in both rims of the Mediterranean area and facilitating the transfer of technology and innovation.

1. Objective and Description of the Project

The Med Agency is a second-tier institution that operates in each partner country with the existing entities operating in the area of micro, small, and medium size enterprises. It assesses the needs; it defines the policy solutions and instruments and provides the resources in the form of technical assistance and financial instruments to the existing entities. The Agency intends to help MPCs by providing value added to meet all the needs of their business community.

The Agency will focus on two main areas of intervention: Small and Medium Enterprises (SMEs) and microfinance, in the belief that they constitute the cornerstone for long term economic development in the Med region. By focusing on these main areas, and especially on their access to finance, the Med Agency aims at striking a balance between action in favour of income generating activities and action to foster growth generating activities.

The Med Agency's approach is based on three pillars:

- Value added and additionality through existing instruments and activities seeking complementarities among the existing instruments and activities, especially through the enhanced Facility for Euro-Mediterranean Investment (FEMIP), and the Neighbourhood Investment Facility (NIF).
- Market orientation.
- Ownership by members, building cooperation with local financial agents.

With respect to the last bullet point, the Med Agency has a clear vocation to ensure inclusiveness, as both countries hope other partners – from the North and the South of the Mediterranean – will join the process, which is open to the participation of any other Member State, the European Investment Bank, the European Commission and Med partners. The Agency will start its activities in four Southern Med countries - Algeria, Egypt, Morocco and Tunisia; it will however extend them to cover the whole region.

The Agency will offer a wide range of tailor-made instruments and techniques that aim at easing SMEs' access to bank financing and at developing alternative external financing resources such as factoring, leasing and equity funding that would channel investments to venture capital activities. It also includes instruments to access capital markets such as securitization and local stock markets. The Agency is called upon to play a decisive role in channelling financial resources to SMEs, as the implementation of Basel II is bound to restrict banking finance due to higher capital requirements for riskier assets. As to micro-enterprises, the Agency intends to support micro-credit institutions by providing technical assistance, and financing or re-financing as well as enhancing the role of insurance.

In addition, the Med Agency would provide a forum to bring together representatives from European and Southern Mediterranean countries to decide on how to finance the sector and share experiences and best practices. Thus, the Agency's scope is ample enough to be a tool for coordination and dissemination of best practices and successful experiences in the fields of SMEs and micro-finance to be transferred from the European countries to the MPCs and to be also shared among Mediterranean countries.

2. Implementing Aspects of the Project

The document distributed by the EU Presidency on May 2008 was based on four main sources of information: an initial study of the instruments and activities that provide access to finance for SMEs and micro enterprises; a kick-off meeting that took place in Rome in February 2008; on the ground visits to the various MPCs; and inputs from a joint Working Group including representatives from Algeria, Egypt, Italy, Morocco, Spain and Tunisia.

A complete final report including the Terms of Reference for the next steps is under preparation, after the meeting held in Barcelona on June 30th where other Member States, the European Commission and the European Investment Bank have been invited in order to ensure inclusiveness of the Med Agency.