

**European
Investment
Bank**

The ED bank

The European Investment Bank's activity and support to the Italian Ports

6th MED Ports Exhibition and Conference – Livorno, 18 April 2018

Andrea Kirschen

Infrastructure, Local Authorities & Energy

Rome Office

Il Gruppo BEI



**Banca
europea per gli
investimenti**

la banca dell'UE

A circular arrangement of twelve five-pointed stars, representing the flag of the European Union.

- Eroga finanziamenti e consulenza per la realizzazione di progetti d'investimento validi e sostenibili



EUROPEAN
INVESTMENT
FUND

- Principale finanziatore di capitale di rischio per le PMI innovative

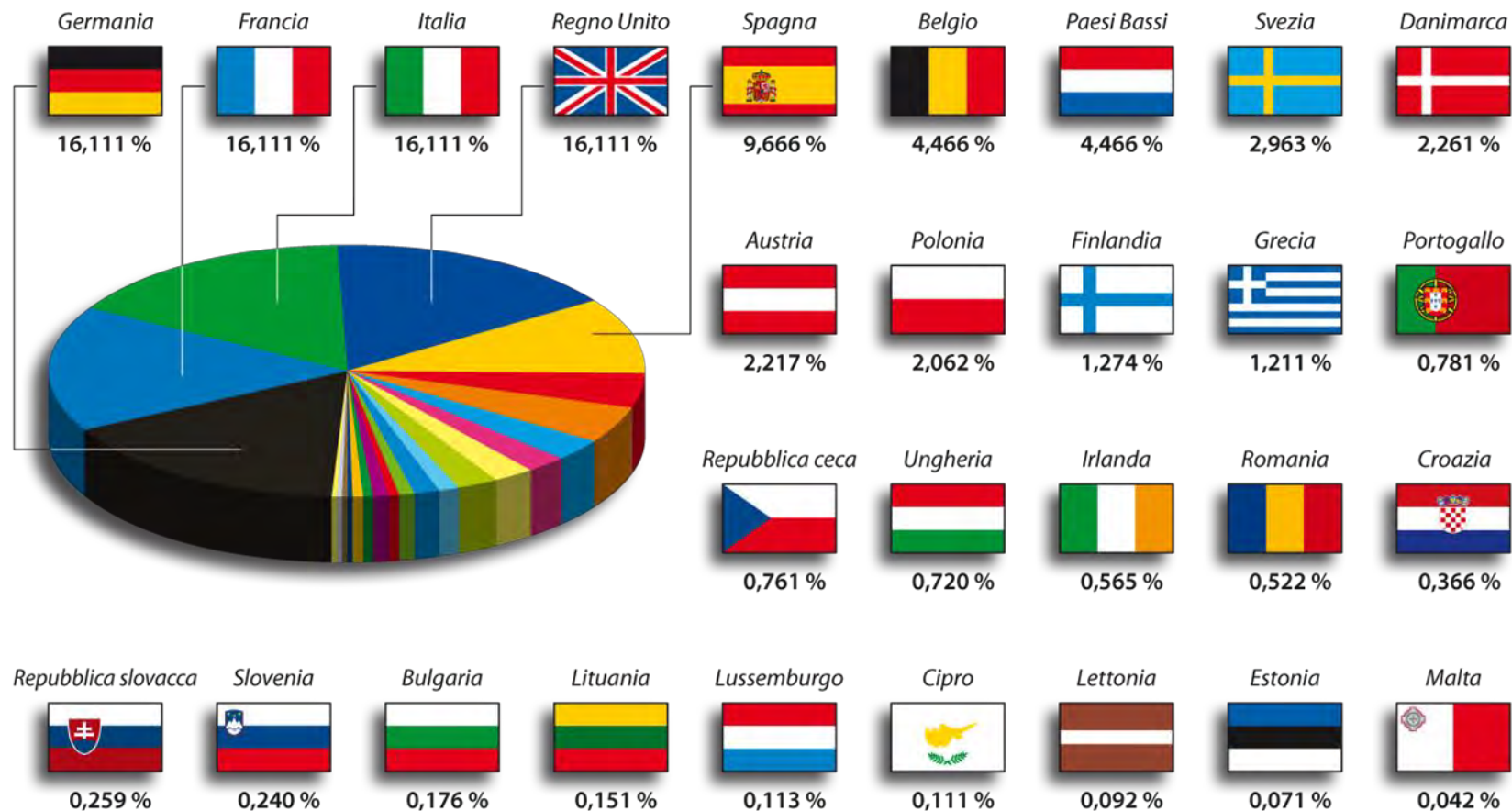
La BEI: la banca dell'UE



- ▶ Partner finanziario naturale delle istituzioni dell'UE dal 1958
- ▶ Circa il 90% dei prestiti è diretto agli Stati membri dell'UE
- ▶ Azionisti: i 28 Stati membri dell'UE

**Investire nella
crescita dell'Europa**

La BEI: composizione del capitale



La BEI in sintesi

- **Creata nel 1958 dal Trattato di Roma**
- **Azionisti: Stati membri dell'UE**
- **Bilancio 2016: 573 mld di Euro**
- **Principale emittente di obbligazioni al mondo (raccolta totale 2016: 66,4 mld di Euro, in 11 valute)**
- **Principale istituzione multilaterale di concessione di prestiti al mondo (volume di finanziamenti concessi nel 2016: 83,3 mld di Euro, di cui il 90% all'interno della UE, e 280 mld di Euro di investimenti sostenuti)**
- **Rating Tripla A** assegnato dalle tre principali agenzie
- L'organico è prossimo alle **3 000 unità**
- **Sede a Lussemburgo, con 40 uffici regionali**

I finanziamenti del GRUPPO BEI nel 2017



78,2 mrd di
EUR



250 mrd

di EUR
Totale degli investimenti
sostenuti

Le nostre priorità

Ambiente



Infrastrutture



Innovazione



PMI



16,7 mrd
di EUR



18 mrd
di EUR



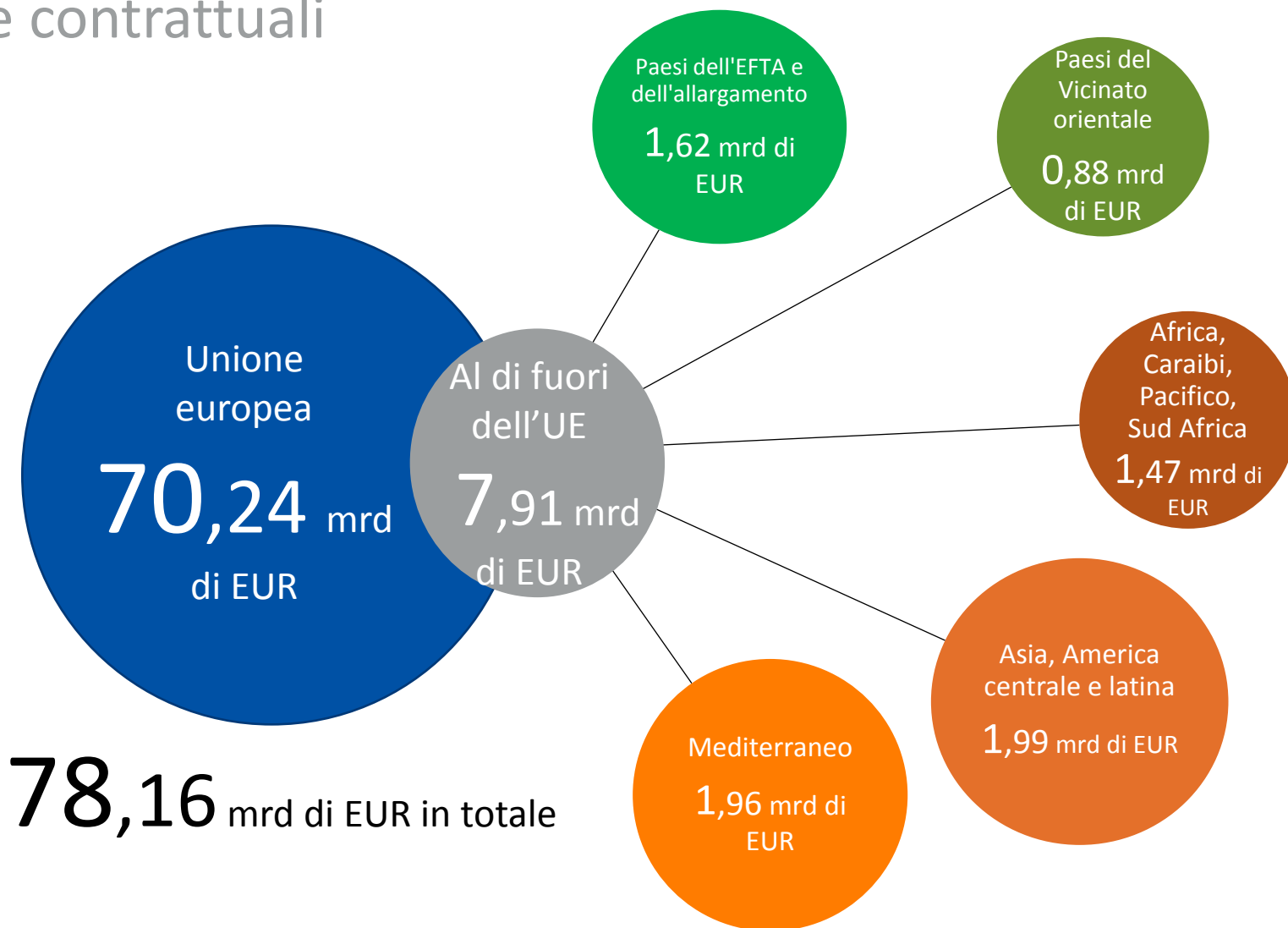
13,8 mrd
di EUR



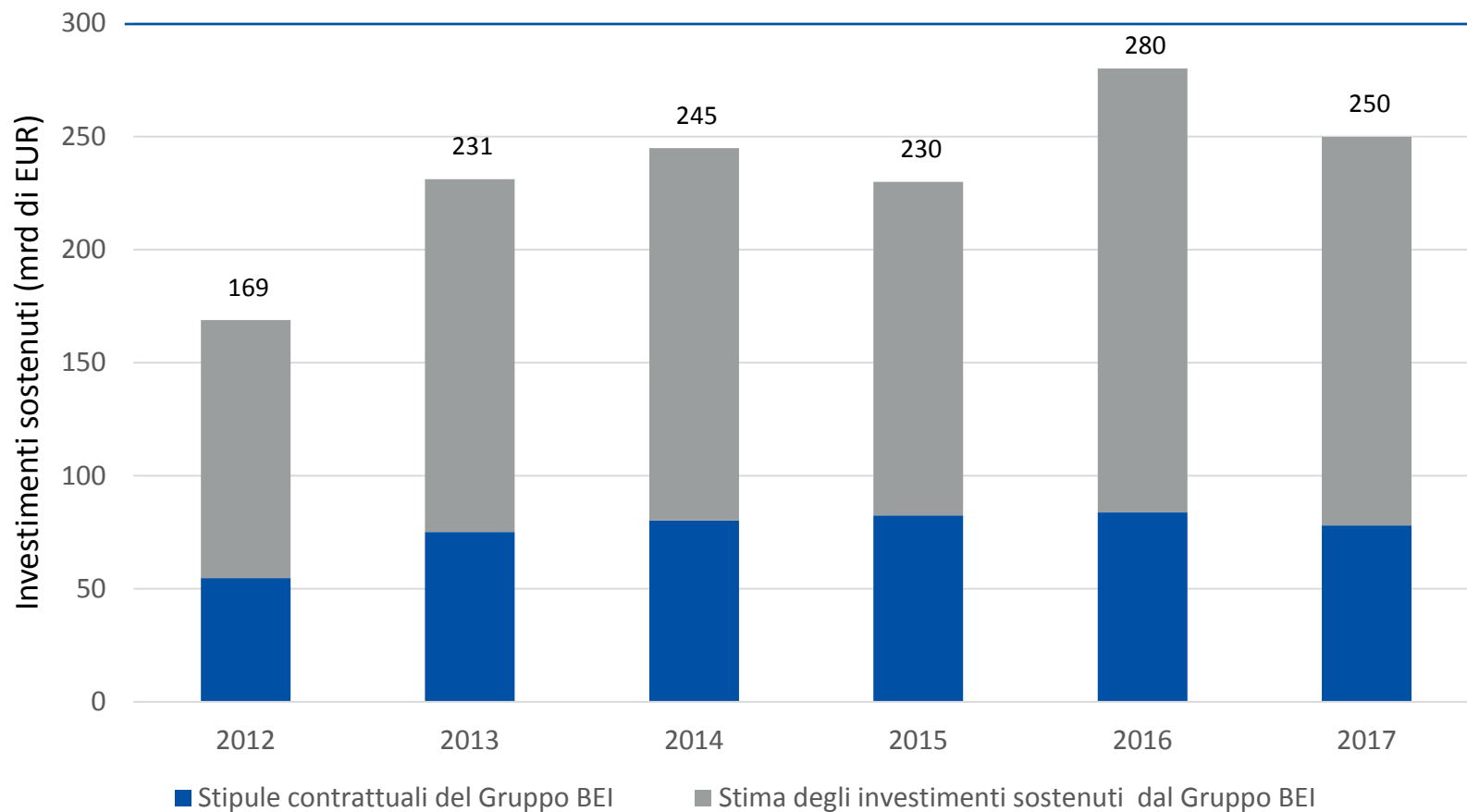
29,6 mrd
di EUR

I finanziamenti del Gruppo BEI nel 2017: 78,16 mrd di EUR

Stipule contrattuali



Gli investimenti sostenuti dal Gruppo BEI



Prodotti BEI

Contribuiamo a catalizzare altri investimenti

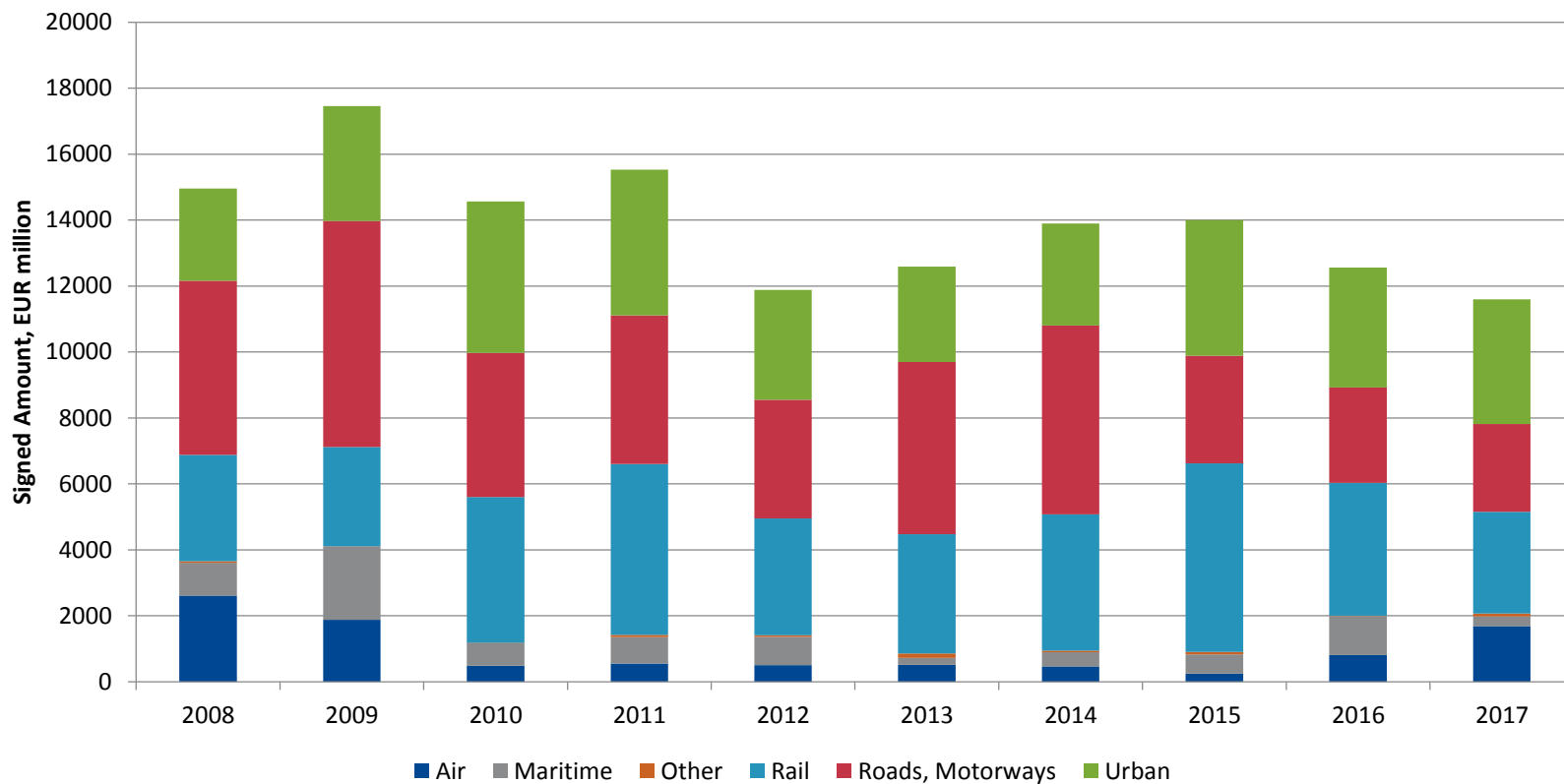
PRESTITI	PRESTITI ABBINATI A RISORSE DELL'UE	CONSULENZA
<p>Prestiti</p> <p>Ma anche:</p> <p>Garanzie (finanziamento al commercio)</p> <p>Assunzione di partecipazioni</p>	<p>Abbinamento delle risorse della BEI con quelle del bilancio dell'UE (Iniziativa sulle obbligazioni di progetto)</p> <p>Progetti per l'innovazione aventi un alto profilo di rischio (InnovFin)</p>	<p>Preparazione, valutazione e sostegno per l'attuazione dei progetti (JASPERS)</p> <p>Sostegno al partenariato pubblico-privato PPP-PF (EPEC)</p>

Attrarre RISORSE per la crescita sul lungo periodo

EIB Lending to Transport Sector

Covering all transport modes and themes

Total EIB Transport Lending (2008-2017)



Il ciclo di progetto alla BEI

Sosteniamo progetti validi e sostenibili



Next steps to 2020 and beyond

- ▶ Continue standard lending products
 - ▶ Loans and guarantees
- ▶ EFSI 2.0
 - ▶ Replication of products and successful models
 - ▶ Need to facilitate combination with ESIF and public funds
- ▶ CEF Debt Instruments
 - ▶ Increased complementarity with EFSI by taking even more risk to support Cleaner Transport Projects (e.g. charging infrastructure, cleaner fleets...)
- ▶ Blending grants and financing
 - ▶ Building upon experience of success of blending call, looking for a more systematic approach

Blending EU grants and EIB Finance

- ▶ A tested concept
- ▶ EIB supports the rationale of blending targeted grants with external finance, where applicable
- ▶ (External) EU blending facilities
 - ▶ e.g. Neighbourhood Investment Facility and Western Balkan Investment Framework
- ▶ Combining ESIF and CEF grants with EIB finance
 - ▶ Structural Programme Loan (MS Operational Programmes) lending (ESIF grants + EIB loans)
 - ▶ Port of Calais (CEF grant + Project Bond)
 - ▶ Port of Ravenna (CEF grant + EIB loan)
 - ▶ Port of Civitavecchia (CEF grant + EIB loan)
 - ▶ Riga Public Transport (CEF grant + EIB loan)
 - ▶ Port of Trieste (potential CEF grant + EIB loan)

EIB Transport Projects in Italy

(2008-2017)

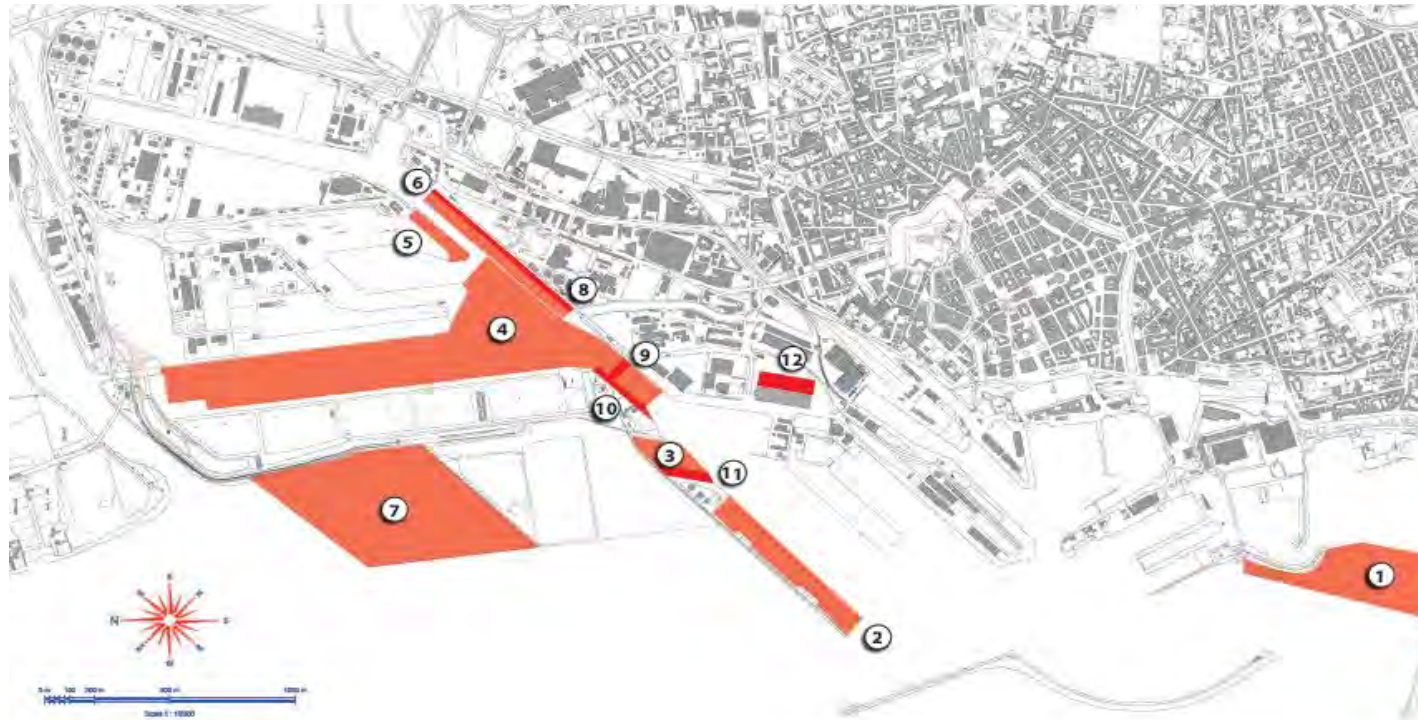


LEGEND

- AIR
- MARITIME
- RAIL
- ROAD
- URBAN TRANSPORT

Disclaimer: Locations and alignments are estimates based on the information available at the time of geocoding and may differ from the actual locations and alignments

Porto di Livorno – dettaglio investimenti



Dredging

- 01 - IMBOCCATURA SUD
- 02 - DARSENA PETROLI 1
- 03 - DARSENA PETROLI 2
- 04 - DARSENA TOSCANA
- 05 - CALATA BENGASI
- 06 - CALATA MAGNALE
- 07 - CONTAINMENT AREA FOR DREDGED MATERIALS

Infrastructure works (non-dredging)

- 08 - REHABILITATION OF "CALATA MAGNALE"
- 09 - MICROTUNNELING CROSSING AT "CANALE INDUSTRIALE"
- 10 - SECTION REPROFILING "TORRE DEL MARZOCCO"
- 11 - REDEVELOPMENT OF "PONTILE 12" AND "DARSENA PETROLI"
- 12 - NEW STORAGE FACILITY

Porto di Livorno

L'Autorità Portuale utilizzerà i fondi della BEI per:

1. la manutenzione straordinaria e consolidamento della banchina del Magnale; e
2. la costruzione di un capannone per lo stoccaggio di cellulosa in zona MK,
3. Dragaggio della “Darsena Toscana” e del bacino di evoluzione fino a 13 m di profondità – circa 700 000 m³;
4. Dragaggio e allargamento all'imboccatura sud fino a 13 m di profondità - circa 400 000 m³;
5. Dragaggio della “Calata Bengasi” fino a 11 m di profondità – circa 40 000 m³;
6. Dragaggio del “Pontile 12 e 13 - Darsena Petroli 1” fino a 13 m di profondità – circa 120 000 m³;
7. Dragaggio della “Nuova Darsena Petroli 2” fino a 13 m di profondità – circa 150 000 m³;
8. Dragaggio della “Calata Magnale” fino a 13 m di profondità – circa 120 000 m³;
9. Dragaggio e allargamento del Canale d'Accesso fino a 13 m di profondità - circa 300 000 m³.

Porto di Savona – Vado Ligure, dettaglio investimenti

Project: PORTO DI SAVONA - Italy



European Investment Bank - GraphicTeam - 2258 KM 82663 02/2013

N° 20120497

Porto di Savona – Vado Ligure

- Costo complessivo del progetto: EUR 382m
- Linea di credito approvata dalla BEI: EUR 155m

Description

The project involves the design and construction of a multipurpose platform of 210 000 m² and includes the following:

- Partial demolition of the existing jetties, serving bulk carriers and petroleum activities
- Construction of a rectangular platform (290 m x 700 m towards the sea side), entirely built on reclaimed land.
- Dredging of approximately 440 000 m³ material (for the construction of berths and foundation of caissons)
- Paving of the platform, including delimitation of a 700 m internal road serving the bulk and oil terminals and parking areas
- Construction of all internal utilities networks
- Construction of the gate, administrative buildings and workshops
- Demolition of the outer 360 m of an existing breakwater and construction of replacement 483 m breakwater in new alignment.

All superstructure in the terminals (internal roads, equipment etc.) will be installed by the terminal operators and are excluded from this project financed by the EIB.

Porto di Genova, dettaglio investimenti

Project: PORTO DI GENOVA - Italia



N° 20110321

Porto di Genova

- Costo complessivo del progetto: EUR 200m
- Linea di credito approvata dalla BEI: EUR 100m
- Interventi previsti: Il progetto riguarda la costruzione di un nuovo terminal container dedicato alla crescita del traffico futuro ed include la costruzione del nuovo terminal di “Calata Bettolo” nonché gli accessi ferroviari e stradali necessari alla nuova infrastruttura e all’efficientamento dei traffici.

Port of La Spezia

Background

- The natural sheltered Port of La Spezia, in North-West Italy, is located in the Liguria Region, in the North Tyrrhenian Sea. Thanks to its geographical position and intermodal links, La Spezia is able to serve the main North Italian and South European markets.
- Inside the port there is a very competitive maritime cluster including: merchant port, shipbuilding industries, marinas, cruising and aquaculture activities.

Investments to be done

- Optimization of merchant traffic as regards liquid bulk, dry bulk and general cargoes with a capacity increase of around 1.5 - 1.8 million TEUs (1.3 million TEUs in 2013).
- Improvements of intermodal transport, in order to move 50% of container traffic by rail.
- Rationalization of the shipbuilding industries for an increased competitiveness in international markets.
- Improvement of the tourist sector, with new piers and berths, in order to better meet the demand of the yachting market.
- Realization of a new cruise terminal (Waterfront project) to satisfy the growing cruise market in the Med.
- Rationalization and strengthening of fishing and aquaculture activities, which are so typical of the Gulf of La Spezia.

Prestito di EUR 30 milioni da parte della BEI per:

Terminal Del Golfo - Opere ferroviarie

Binario ferroviario, lunghezza 1400 m

Rimozione delle rotaie esistenti e servizi associati

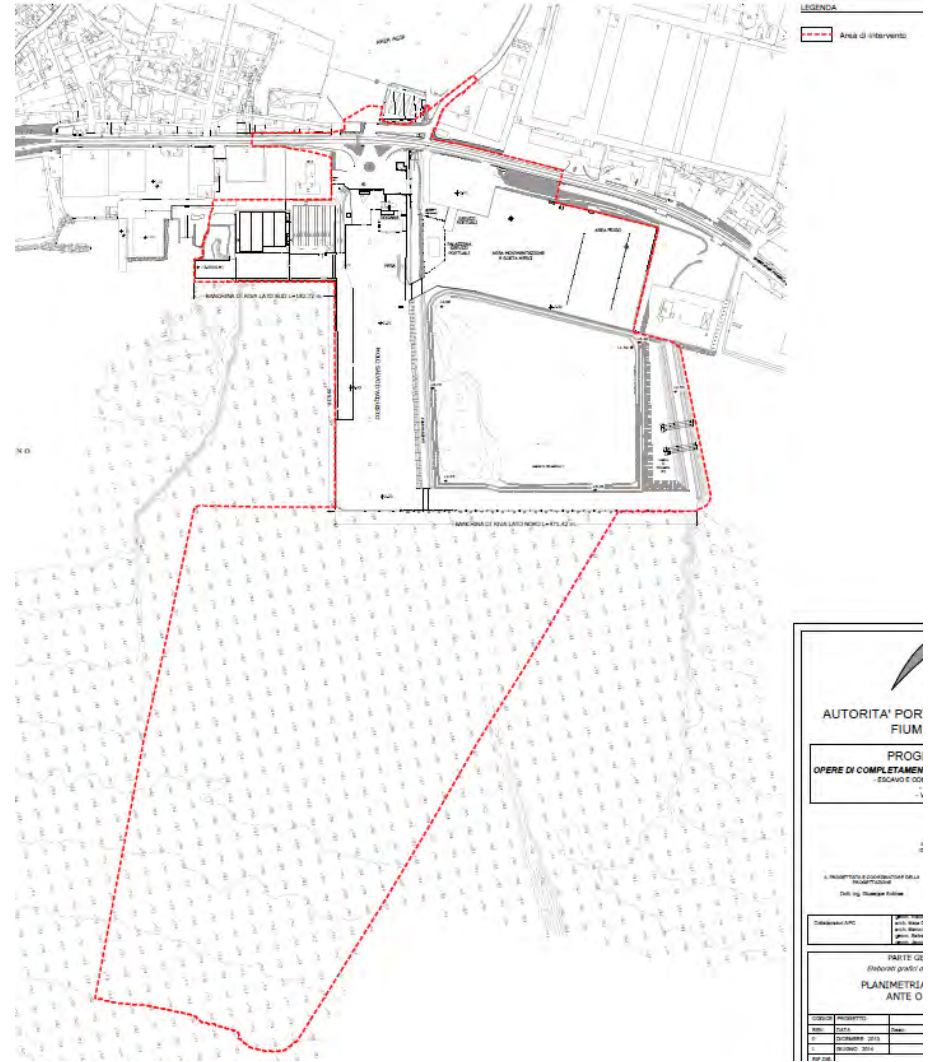
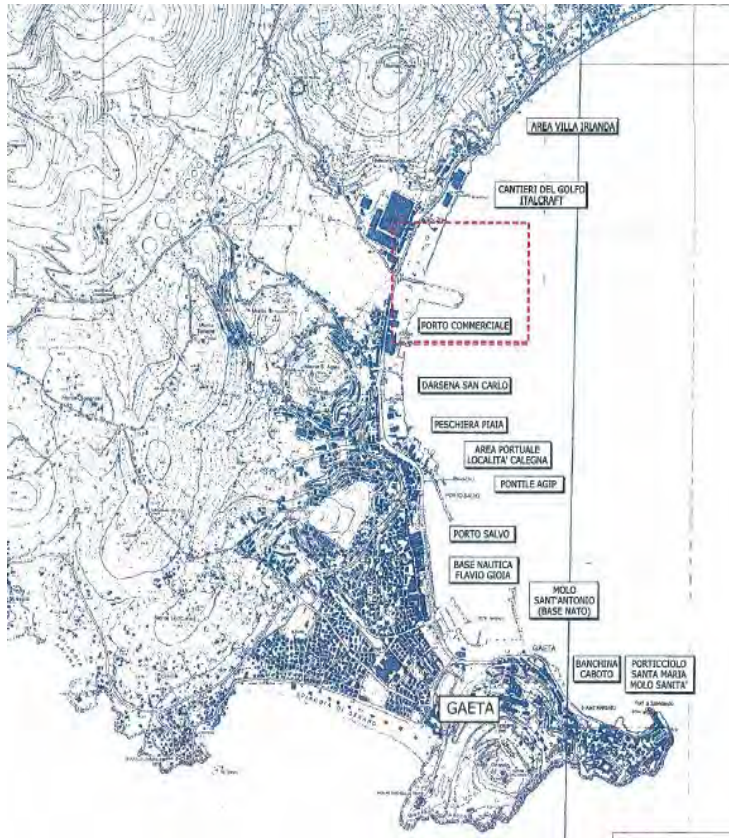
Nuovi binari ferroviari, lunghezza 5.400 m comprese tutte le opere civili

Servizi per ferrovia – opere elettriche, segnalamento, illuminazione e alimentazione

Stazione di La Spezia Marittima



Port of Gaeta, details



Port of Gaeta

Current situation - Port of Gaeta

- ▶ The Port has 900mt of berth and 12,000 sq. mt of service area
- ▶ The port structure, has 3 commercial quays
 - ▶ Quay Cicconardi: 471 mt. Long, -10 depth
 - ▶ Quay of Riva: 182mt. Long, -10 depth
 - ▶ Dock San Salvo: 300mt long, -10 depth
- ▶ Commercial activities foresee the development of the intermodal hub Pontino to improve logistic among the regions of Latium, Campania and Molise.

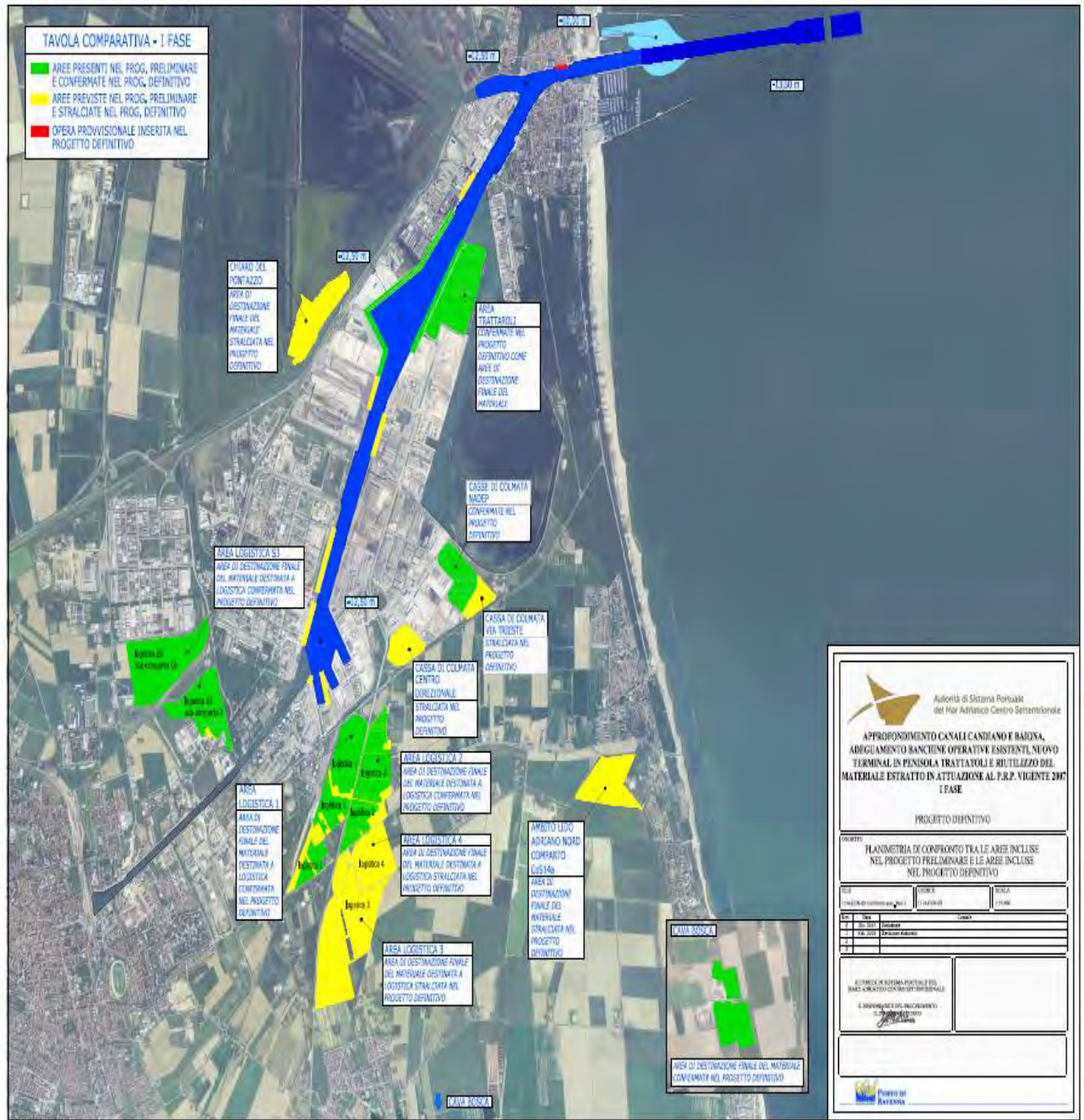
Investments to be done

- ▶ Dredging Quay Cicconardi to -12 mt
- ▶ Dredged material storage area
- ▶ Service area for commercial activities
- ▶ Traffic mobility in port area
- ▶ Water, electric, waste, surveillance systems
- ▶ Paving

Investments	EUR	%	Comment
1 tranche	7,380,246	11%	Completed
2 tranche	29,046,682	42%	Completed
3 tranche	33,085,062	48%	To be done
Total	69,511,990	100%	

Ravenna Port Hub: Infrastructural Works – Phase 1

Preliminary design vs Final detailed design



Areas foreseen in the preliminary design confirmed in the final detailed design

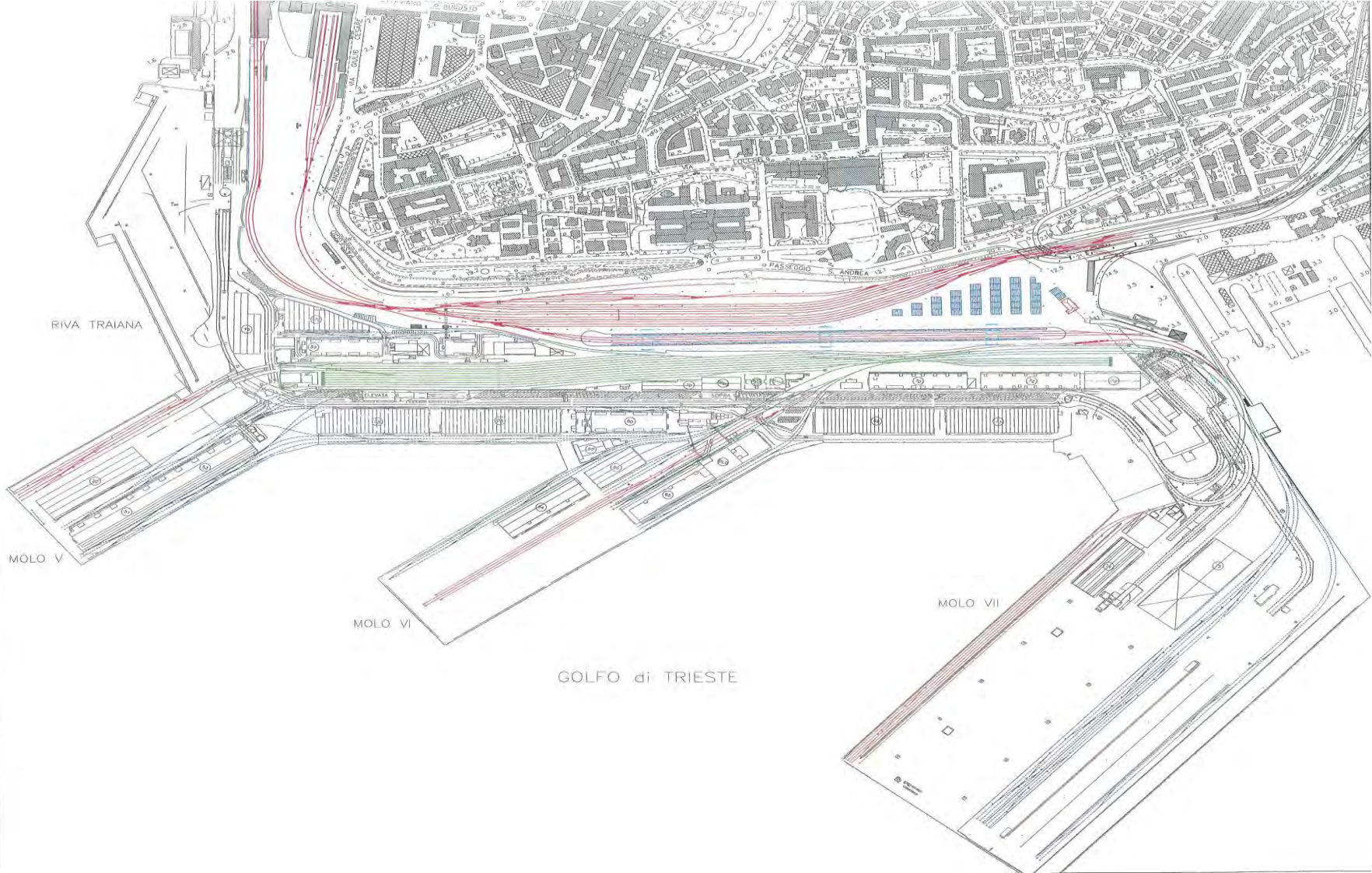
Areas foreseen in the preliminary design removed in the final detailed design

Porto di Ravenna

- Costo complessivo del progetto: EUR 235m
- Linea di credito approvata dalla BEI: EUR 120m
- Interventi previsti:

WORKS	Preliminary design	Final detailed design
<u>A) Constructions:</u>	60.661.754,00 €	113.937.860,84 €
New quay (container terminal)	44.875.216,38 €	51.642.976,59 €
Rebuilding of existing quays	15.786.537,62 €	62.294.884,25 €
<u>B) Dredgings and settling basins management:</u>	63.684.027,20 €	83.233.600,00 €
Dredging and disposal into sea	19.189.027,20 €	13.465.200,00 €
Dredging and disposal in settling basin	18.570.000,00 €	33.006.400,00 €
Settling basins emptying	25.520.000,00 €	32.416.000,00 €
Reshaping and basins maintenance	405.000,00 €	1.400.000,00 €
Transportation to final sites	-	2.946.000,00 €
<u>C) Safety and engineering costs:</u>	1.950.624,71 €	4.118.395,88 €
Safety management	172.970,96 €	2.027.483,33 €
Working plan draft	1.777.653,75 €	2.090.912,55 €
Total A+B+C	126.296.405,91 €	201.289.856,72 €
<u>D) Other expenditures:</u>	10.703.594,09 €	33.710.143,28 €
Rents	5.595.000,00 €	6.400.000,00 €
Compulsory land acquisitions	/	22.390.055,30 €
Other	5.108.594,09 €	4.920.087,98 €
TOTAL COSTS:	137.000.000,00 €	235.000.000,00 €

Project – Port of Trieste - details



Port of Trieste

The Global project is the upgrade of the railway capacity of the Port of Trieste, in order to accommodate the abovementioned double-digit trends of railway traffic flows.

The Global project comprises four main sections:

- Upgrade of the railway last mile connection;
- Infrastructural upgrade for the reactivation of the railway line connecting Aquilinia station to Campo Marzio;
- Upgrade of the existing infrastructure and new railway station at Scalo Legnami;
- Infrastructural and technological upgrade of the port marshalling yard connecting Piers 5, 6 (RoRo transport) and 7 (containers) to Campo Marzio Station and then to the national railway lines.

Item	Cost (euros)
Upgrade of the railway last mile connection	67,000,000
Infrastructural upgrade for the reactivation of the railway line connecting Aquilinia station to Campo Marzio	28,000,000
Upgrade of the existing infrastructure and new railway station at Scalo Legnami	50,000,000
Infrastructural and technological upgrade of the port marshalling yard	32,400,000
TOTAL	177,400,000

Thank you for your time!

More information at: www.eib.org
info@eib.org
Tel.: +352 4379-22000



European
Investment
Bank

Andrea Kirschen
Lending Operations in Italy and Malta
Infrastructure, Local Authorities & Energy
Rome Office
Via Sardegna 38
I-00187 Roma
Tel: +39 06 4719501
Cell: +39 335 5859496
email: a.kirschen@eib.org • www.eib.org