"Take lessons from the past but don’t live in the past”. Muzaffer Baca, vice president of the International Blue Crescent Relief and Development Foundation (Turkey) is mentioning this old saying when, considering the difficult and conflicting situation in the Mediterranean, he tries to define a new identity for the citizens living in that region and to work out an effective strategy to get over today’s dramatic problems. "It is necessary to work out agreement measures to make it an area of cooperation, of peace and development as well as of cultural interaction”, he said, by pointing out the plurality of the regions of the Mediterranean countries as the lever for outlining new prospects of development in security, of integration in tolerance and dialogue, of democracy achievement through the basic role of local authorities as well. And just the local autonomies joining Coppem have been asking themselves about the peculiar role that could be carried out, through original forms of partnership and cooperation, in order to foster the peace process from below. They discussed about this in the Presidency Council held in Paris. As well as Regions and Cities keep on working with a fruitful collaboration, a way opened by the intense activity of the Committee for partnership itself that sees, with satisfaction, the first tangible results of a continuous work on the Euro-Mediterranean front.

The Sicilian Region and the Moroccan one of Rabat-Salé-Zemmour-Zeer are about to endorse an agreement protocol for improving cultural exchanges, for enhancing cultural heritage, for promoting vocational training as well as the environmental protection and also for improving civil defence. Palermo and Biserta reintroduce the terms agreed upon some time ago and put on the agenda some possible common initiatives on the tourist-cultural field and in that of the agricultural and food industry and in particular in the canning one, as well as in building field. In fact in Tunisia, Coppem has arranged a number of important meetings, held in the capital city and in Biserta, dealing with the Cultural Heritage, with the aim to bring in again the Unimed Cultural Heritage II project in which the Universities are in the front line, and the euro-Mediterranean integration of the infrastructural strategic networks, starting from transport.

This is the field which the III Commission of Coppem is taking up, and just during the meeting held at Biserta, it has replaced its presidency by giving it to the Secretary of the regional Council of Kairouan, Abdelkarim Mosbah, and Coppem News warmly wishes him to have a good work. Mosbah takes the place of the Mayor of Tunis Abbes Mohsen who, just because of the many commitments due to his position, had some difficulties to attend also to the other tasks. Anyway Coppem News keeps on giving wide space to the transport issue. After the reports published in the previous issue, now it is the time of those dedicated to the spanish road system, to the Alptransit project that will considerably speed up the traffic on the Gottardo making the transport amongst Italy and its Mediterranean regions and Northern Europe easier, and eventually to the transport system in Stockholm. There are experiences and situations very different and far from each other but they are all referable to a general view, in the mark of integration and efficiency. Coppem put itself more and more as a catalyst of cooperation processes and new forms collaboration between local autonomies and professional associations of the production sector. Such a role is attested by the wide participation of Moroccan municipalities in the works held in Rabat, as well as by the participation of the Italian Cooperatives Federation which, through the activity of the 18 thousand enterprises joining in it, significatively contributes to build up the Italian wealth with a contribution to GDP for the 7%. 
THE MEDITERRANEAN CRADLE OF CIVILIZATION AND COOPERATION

It is necessary the integration amongst the countries of the mediterranean Area in support of peace.

We define ourselves Arabs, Italians, Turks, Greeks, Spaniards, we live around the Mediterranean and enjoy and benefit from the same sea. There is only one common definition for the people who live around it around: we are mediterranean. The characteristic of a Mediterranean is that he sometimes is European, sometimes Arab, sometimes ottoman, sometimes Greek or Italian. So the mediterranean civilization is a mixture of different influences, a mixture of Latin, Arab, Turkish, Greek and other civilizations, all these civilizations interacted with each other and so becoming basic components of the common mediterranean civilization. Everywhere the mediterranean culture is the culture of olive tree, it is the culture of hospitality, humanity, brotherhood and civilization. All the three monotheistic religions, christianity, judaism and islam were generated in mediterranean and from here spread all over the world. In few words everyone in the mediterranean region shares something from the other, it may be something with cultural, historical, economical, ethnic background. The conflicts between arabs and jews, turks and greeks, the balkan powder keg, the strained relations between Moslems and Christians “are poisoning” the harmony and peaceful atmosphere in the region. Unfortunately, such conflicts are provoked through historians, educational system, religious institutions and at the end by politicians for their own benefits. Instead of promoting peace and introducing the positive aspect of the other one they prioritised the wars and bad memories of the past. There is a Turkish saying: “Take lessons from the past but don’t live in the past”. The main lesson we can take from the past must be the losses and pain all the nations faced in many years of wars and conflicts. In this framework the blossoming economy and civilizations of Mediterranean are suffering and the mediterranean region lost its leading role as it was in the previous centuries. The cradle of the world civilization now is under the influence of westernised consumption and globalist movements on one hand and radicals on the other.

The huge economic gap between countries from each shore fuels such policies. It is necessary to find arrangement instruments in order to change the region in an area of cooperation, peace, development and intercultural interaction. The adoption of the plurality of the region by all the nations will help this common goal very much. By reducing the military expenses, by promoting freedom of speech and religion and developing the democratic system in the entire region people will have first saying to their future. Of course a better future depends on the elimination of the prejudice and enmity between nations of the region and on promotion of a cooperation at cultural, educational, tourist, youth levels.

In our common culture and character we can find all the codes for cooperation. We need brave people and organizations to do all that. Coppem, whose seat is located in Sicily, is one of the most important organization to take a leading role for that and just Sicily, being in the heart of Mediterranean, should be transformed to a land of cooperation, as a point of reference for all the countries of this area. It is right in this perspective that Coppem Members, at local and national levels, have to support all the initiatives launched for the change of Sicily. So everyone has to contribute, somehow, for the realisation of this common goal that is Peace and Cooperation in the Region. Both of these values are essential to keep the stability in the world as well.
A BRIDGE TO MOROCCO

New local authorities joining Coppem

Rabat, Tangier, Larache, Fés, Al Hoceima, Bouznika, Tétouan, Oujda, Salè, Mohamadia. These are the ten Moroccan local autonomies which have joined Coppem, on the last 22nd of May, on the occasion of the meeting held in the seat of Rabat Municipality, whose Mayor, Omar El Bahraoui, is the vice – president of the Committee. During the meeting it has been decided to involve in the works of Coppem the representative of the Arab Town Organization (ATO) as standing guest. Coppem’s Secretary General, Carmelo Motta illustrating the Committee activities, during this meeting, in particular presented two initiatives: the ASEM, Euro-Mediterranean Development Agency of Local and Regional Authorities and the Socio-sanitary Coordination Centre of the Health Authorities of the 35 Countries joining the Euro-Mediterranean Partnership.

In collaboration with the Municipality of Rabat, Coppem, from the last 21st to 24th of May, also organized some sectorial meeting dealing with civil defence, cultural heritage promotion, telemedicine and high-grade agricultural production, water supply systems as well. In particular, concerning the restoration field and that of cultural heritage promotion, a delegation of the degree course in Cultural Heritage Science of Catania University, the Director of the Italian Culture Institute in Rabat and Architect Francesco Mannuccia, representing Coppem as expert, met with Aomar Akerraz, Deputy Director of INSAP (Institute National des Sciences de l'Archéologie et du Patrimoine). The involved actors, agreed on the opportunity to define an agreement for educational-scientific cooperation between INSAP and the University of Catania, concerning the study and enhancement of the archeo-

Meeting of Coppem and Sicily Region Delegations with the Presidency of Rabat Region

Alessandra Prudente
CIV Coppem Commission
logical site of Chellah, in order to carry out a project including a close investigation of such an archeological area, the survey for evaluating the condition of the monuments, the excavation works in selected areas as well as the restoration, cataloguing and preservation of the discovered evidences, the analysis as well as the scientific and popular publication of the outcomes reached and a plan for the site promotion and fruition to be included in the tourist routes as well as possible. A great attention has been taken over the students training both from the University of Catania and INSAP, through the participation of the students in all the activities, like the creation of excavation and materials restoration training schools as well as teachers and students exchange between the two Institutions.

At Rabat it was also discussed about telemedicine. Salvatore Scribano, Dean of the Faculty of Medicine in Messina together with Professor Filippo Livio, have met the Dean of the Faculty of Medicine at Rabat University in order to illustrate the telemedicine plan which provides for establishing training courses and scientific research by distance learning, as well as for the implementation of the guidelines for concussion treatment, through computer technologies development and a networking for countries of the Mediterranean basin. Such a web network is planned for looking after patients suffering a trauma in areas far from the centre of reference as well as for establishing an effective online medical information and consultation exchange at distance. The meetings, which characterized these three work days, ended up in a preliminary meeting aimed at signing an Agreement Protocol between the Region of Rabat-Salé-Zemmour-Zaër and Sicilian Region.

AbdelKébir Berkia, President of the Region of Rabat-Salé-Zemmour-Zaër, and Omar El Bahraoui, President of Rabat Municipality received a delegation of the Sicilian Region (Salvatore Cilento, Minister Plenipotentiary and Executive of Diplomatic and the International Relations Office of the Sicilian Region, the Honourable Mr. Calogero Speziale, representative of the Sicilian Regional Assembly, Benedetto Mineo, Head of the ministerial staff.
Substitute of the President of the Sicilian Region, Sebastiano Di Bella, Advisor of President Salvatore Cuffaro, Giuseppe Li Bassi, Responsible for Civil Defence, Prof. Santi Rizzo, Dean of the Faculty of Engineering of Palermo University and Coppem Secretary General, Carmelo Motta with whom it has been reached an agreement providing for including in the Partnership many sectors as economy, culture, tourism, professional training, and new information and communication technologies, sport and youth, rural development, environmental protection, associative action, health, civil defence and fishing. The particularly interesting fields are those concerning cultural heritage management, restoration and improvement; promotion of relationships amongst schools, universities and research institutes; learning exchange on socio-medical field; professional training on education, culture and crafts fields; encouraging initiatives which can support the building up of joint ventures among Small and Medium-sized Enterprises (SME) and among the enterprises of the two regions. Also the civil defence sector has a particular importance so much that the sicilian delegation asked to give more emphasis to the above mentioned sector in the text of the Agreement Protocol, where it has been pointed out that the main purpose is to develop and consolidate the Partnership ties in every sector, through cooperation so that such ties can be effective and concrete as well. Moreover, this Protocol will allow to establish relations and exchanges and to create also a framework which promotes the realization of their common will of cooperation according to the partnership attitude.

VISION ARCHIPELAGOES - HORCYNUS FESTIVAL

Horcynus Festival of Messina is coming back this summer with well-defined lines aiming at enhancing contemporary arts of the Mediterranean. The film festival that will be held at Capo Peloro from next August 5th to August 14th is trying to encourage meetings, exchanges, integration among close and similar but also different and singular countries of the Mediterranean basin. All this through cinema, to be promoted in all its aspects through cultural meetings with directors, movie actors, producers, poets, writers, artists and scientists. These meetings will be held in the form of workshops and they will be strongly multidisciplinary as well as open to all the people. Such a Festival will not be competitive in order to enhance as far as possible the idea of meeting/exchange among cultures but, like its past editions, It will give the Horcynus Orca award to international level personalities who have distinguished themselves in the movies as well as in the socio-political field. This year the prize will be given to the Director Paolo Benvenuti, who have just been through the great success at the Venice Film Festival 2003 with the film Secrets of the State. So Mare nostrum as synonymous with openness towards the world, as well as the sea bringing fragments, evidences, memories, continuity. Even stateless directors will join in, presenting their films shot in places which are not their birthplace or residence. Continuity and quality for this Festival that will be open to the collaboration of Sicilian local authorities and it will also see the important involvement of Coppem which will promote the establishment of international partnership within the Mediterranean basin.

FESTIVAL PROGRAMME/ 1. Cinema Section: sea and travel topics, mainly from the Countries of the Mediterranean area, but considering also other films which are more or less independent and making use of new technologies. The place where the films will be screened is the beach of Capo Peloro; 2. Documentary Section: socio-political films and videos concerning the relations between Northern and Southern Mediterranean as well as problems and challenges for the integration involving Middle-Eastern regions; 3. Retrospective: Left – Right (six films produced by the Franco-German TV network ARTE). The perception of right and left categories in a contemporary world which seems to have used up the potential of such opposition. 4. Paolo Benvenuti’s filmography.

SPECIAL EVENTS/ • Multidisciplinary meetings: during the festival, open meetings will be realised in line with this festival topics. • Ethno-musical and theatrical nights: musical nights with international level artists from the Mediterranean basin. • Horcynus Festival Award: on the conclusive night, the Horcynus Orca prize will be awarded to international level personalities which, as already specified in the introduction, have distinguished themselves in movies and socio-political field.
Mr. President, on behalf of the Sicilian Region, You should sign an Agreement Protocol with the Region of Rabat (Morocco) in a historical period which is particularly difficult: Why Did You think to start this close form of cooperation?

For Sicily the Mediterranean area traditionally has an overriding importance at geopolitical level. Also in view of 2010, this Government has further focused its commitment on the mediterranean basin through some actions and contacts aimed at improving the cultural, economic and social exchanges. The ties with Morocco, a country which is getting a higher and higher importance also for the wise development policies decisively adopted at economic and social level by the present king, today are of great importance for our region. In the light of such a consideration we have therefore decided to negotiate with the region of Rabat -Salé- Zemmour-Zeer for an agreement protocol that will be signed as soon as the standard procedure provided for by the italian law will be settled.

Which are the most defined issues within the Agreement Protocol?

The agreement aims at relaunching the relations between the two regions at global level. In such a wide framework, the cultural exchanges specifically concerning cultural heritage promotion, vocational training, environmental protection and civil defence, should be the fields on which the main cooperation lines are to be centred. Great attention will be also given to all the actions that could support the relations among the enterprises from these two regions.

Which is the commitment of the Sicilian Region in the framework of this bilateral agreement?

According to the usual procedure for agreements of such a great importance, the specific commitments of the two parts, also from a financial viewpoint, will be defined by a joint working group that will meet alternatively both in Sicily and Morocco.

The Agreement Protocol is set in the framework of the “Barcellona Declaration” carrying out. In Your opinion, as Institutional representative, the decentralization of the power to local Authorities is about to be realised?

Of course, the agreement protocol is referred to the “Barcellona Declaration” of 25 November 1995 and it is intended for representing the concrete example for the euro-mediterranean cooperation hoped for by the declaration, at local level as well.

How the Coppem role has been decisive for the agreement between the two parts?

In this occasion Coppem, whose activity has been constantly supported by the Sicilian Region, has played an important leading role and without any doubt the negotiation has been facilitated by the excellent terms that, also at private level, the Coppem executive is on for a long time with Morocco’s authorities.

Is the Sicilian Region, with the support of Coppem, planning to sign any further Agreement Protocol, with other Mediterranean Countries?

As I have stated at various times, our interest to have closer relations with the countries of the mediterranean area is a priority. For this purpose a lot of initiatives has been already realised and further initiatives shall be carried out. And for this purpose it is my intention to proceed, as soon as possible, with a detailed verification of the present stage of the relations between Sicily and the other mediterranean countries. At the end of this path we think that the need to negotiate as well as to reach new agreements aimed at improving the bilateral relations with certain regional communities of the Mediterranean basin could come out. Of course, the Sicilian Region will not forget, anyhow, the contribution that Coppem could give in this field through its well-constructed relations network.
CULTURE AND ECONOMY ARE THE COPPEM’S TARGET

The highlights of Coppem’s initiatives adopted in Tunisia

In the framework of its plan of activities for the year 2004, Coppem has recently promoted and achieved some important international meetings in Tunisia in which members of the academic world, institutional members and entrepreneurs from Tunisia and from many other Euro-Mediterranean Countries have taken part.

On June 25th 2004, at the Cité des Sciences of Tunis, within the development context of the MEDA project named “UNIMED Cultural Heritage II”, in collaboration with the Secretary of the Regional Council of Kairouan, Abdelkarim Mosbah, Coppem organised a meeting in the presence of representatives of the University of Tunis and Tunisian Local Authorities. Coppem as a partner of this project, meant to analyse the experiences and needs of Tunisian Local Government in the management of cultural heritage at local level. The meeting has been chaired by the Prof. Habib Bakhbout, Director of the Institut supérieur des métiers du patrimoine, of the University of Tunis. Among those present there were Moncef Ben Gharbia, Mayor of Biserta and Dr. Raniero Chelli who explained the structure of the project, of which UNIMED (Union Of the Mediterranean Universities) he is the coordinator. The representatives of the Local Governments as well as Universities attending the meeting illustrated a number of intervention examples concerning cultural heritage evaluation and socio-economic induced development. Among those present, invited as observers, there were also the representatives of local authorities from Turkey and Morocco, in the prospect of repeating similar meetings in their Countries. The information resulting from this meeting are going to be collected in a report which will integrate the document of the project and fill its data banks as well. They eventually will contribute to extend the works of the 3rd Standing Commission of Coppem, whose theme for 2004 is “Culture and Tourism: promotion and management of cultural areas”.

On June 26th at Biserta, in the Council Chamber of the Municipality, Coppem, in collaboration with the Municipality of Biserta, organised a workshop with the aim of promoting contacts and collaboration between institutional representatives and entrepreneurs from Tunisia and Sicily. The Mayor of Biserta, Moncef Ben Gharbia, chaired the meeting introducing the works of the Secretary General of Coppem, Carmelo Motta who has also presented ASEM, the Euro-Mediterranean Development Agency, promoted by Coppem, and the Socio-Medical Coordination Centre created on the initiative of Coppem too. Among those who attended the meeting there were Calogero Speziale, representative of the Assembly of the Sicilian Region, Dario Falzone, Deputy Mayor of
Palermo, who proposed some agreement protocols in order to give a real implementation to the twinning between Palermo and Biserta, Alberto Tulumello, Professor of Economic Sociology at Palermo University, some representatives from the Sicily section of the Italian Cooperatives Federation, representatives from the Economic Park of Biserta, from the Manufacturers Association of Palermo, some sicilian entrepreneurs, and the Dean of the Medicine Faculty of the University of Messina. In the afternoon bilateral meetings among the operators that were present followed.

On June 26th, in the Town Hall of Biserta Municipality, a meeting of the 3rd Standing Commission of Coppem was held, in the presence of Tunisian, Turkish, Greek, Maltese, Spanish and Italian members. Abdelkarim Mosbah, Secretary of the Regional Council of Kairouan and speaker of the 3rd Commission of Coppem, was unanimously appointed as new President of this Commission, as substitute for and under proposal of the Mayor of Tunis, Abbes Mohsen who, due to his institutional commitments has some difficulties in actively participating in the works of the Commission. In his new position, Mosbah will become a member of Coppem of Presidency Council, by rights. Concerning the topic of this Commission for 2004 “Euro-Mediterranean Integration of strategic infrastructure networks: the example of transport ” the participants examined and approved the report pre-arranged by the Secretariat, and they also engage for integrating it with any other remarks by August 2004, in order to pre-arrange the final version in time to be submitted to the General Assembly of Coppem for the adoption, due to be held for the next November.

The strategic political positions, expressed in the report, are the basis for a meeting that a limited delegation of the Commission has decided to realise together with heads of the European Commission, in order to give a more concrete participation of the Euro-Mediterranean Local Authorities representatives in the works concerning the development of the Euro-Mediterranean process on the topic. Such a scheme of work, suggested by the Secretariat, will be also proposed to the other three Commissions of Coppem (the 4th Commission will meet in Amman, Jordan, at the end of September) in order to proceed with uniformity of intents towards a greater visibility as well as authoritativeness of the Local and Regional Governments in the Euro-Mediterranean framework.

On June 27th at Kairouan, a delegation of Coppem, with the Secretary General Carmelo Motta as its leader, met with the Deputy Governor M. Chaheerline Miladi.
A new boost to the friendship and collaboration relation between Palermo and Biserta. To develop the present agreement protocol between the two municipalities in order to give still further opportunities to tunisian and sicilian people. The action fields can be the following: agreements on environmental protection and especially on the waste disposal that today must become a resource, on tourist facilities field as well as on the agricultural and food industry and building one. It is what Deputy Mayor Dario Falzone announced at Biserta on behalf of the Mayor Diego Cammarata, who stressed “how important are the favourable fiscal conditions that the Government has defined for the foreign entrepreneurs who are interested to invest in Tunisia. Moreover the enterprises of Palermo - Falzone added- which want to expand their activities by opening not only to foreign markets, but also to the tunisian territory and its neighbouring countries with which Tunisia has special export agreements, have all the opportunities to do it. The Municipal Administration of Palermo in agreement with Coppem thought up three agreement protocol hypotheses on these fields which can be a basis for establishing a joined technical table to define more in detail the improvement of the friendship agreement between Biserta and Palermo. Within the tourist facilities sector, it would be useful to insert the works of art of the two cities in relevant links on the web of both the municipalities of Palermo and Biserta, such links would have the advantage to promote cultural heritage to the tour-operators interested in this area of the Mediterranean at world level. “The easiness of service links between Palermo and Tunisia - Falzone said – allows to think out historical as well as tourist routes between the two shores, and even the promotion of the archeological areas, likewise it was carried out in Sicily, this could be a very good model for Tunisia, by involving both the High Council for Archeological Cultural Heritage of Palermo and similar tunisian cultural institutions”. But it would be also hoped for the creation of cultural places, as tunisian-arabian multimedia centers in Palermo and Italian centers in Tunisia in order to create connections between these two different worlds through the city that was witness of the meeting between these two different civilizations. The sicilian and tunisian food industries, in particular the fishing ones, are amongst the best industries in the world. The sanitary and qualitative product standards of our canning industries are very high, the EU measures are amongst the most rigid in the world so offering the best protection to consumers. Therefore, it is possible to think about the creation of high qualitative level sicilian - tunisian canning joint enterprises able to make good use of the tunisian fish resources as well as of the sicilian agricultural resources. Among the objectives, there is the possibility to promote the establishment of italian-tunisian sister companies in order to improve building technologies, introducing aseismic criteria as well as better insulation criteria.

One of the field could be the fixture sector, both metal and wood ones, which use insulating glazing. “In this field the Sicilian enterprises are really on the cutting edge – Falzone pointed out – and their boom in the tunisian market would require, as a consequence, to use local workers who would be suitably trained”. The sicilian enterprises are well-known not only for fixture but also for tile factory, tiles and sanitary production as well as for marble export. “When the free-trade area will be established in the Mediterranean – Falzone said – we will see a considerable increase of the goods in transit between Europe and Africa and as we are in the heart of this large economic area we can not miss this great opportunity”.

Developed the Agreement protocol between the capital of Sicily and Biserta, new opportunities for Sicilian and Tunisian people
The Port Authority is responsible for such an activity since 1998, when the Merchant Marine services were integrated into this Authority. The various functions once managed by the Authority, now are beginning to be privatized. Such a privatization has been planned following detailed responsibility specifications in which there are fixed the rules as well as the activity limits that the private customer has to follow. A clear example is that concerning the facilities of port pilotage and supply which have been totally privatized in all the ports managed by the O.M.M.P., whereas the operation of goods loading and unloading by flatboat is gone through a different treatment (acconage), as for strategic reasons it has been privatized only in the inland ports unlike the operation of goods loading and unloading by flatboat in the ports of the capital city, La Goulette and Radès, which have been monopolized by S.T.A.M. (Société Tunisienne d’Acconage et de Manutention, Tunisian Society of goods Loading and Unloading and Maintenance). In my opinion, such a privatization procedure is very functional since the loading and unloading societies, established in the inland ports, did not supply the ports with servicing equipment while existing in the ports of the capital city, La Goulette and Radès, which have been monopolized by S.T.A.M. (Société Tunisienne d’Acconage et de Manutention, Tunisian Society of goods Loading and Unloading and Maintenance). In my opinion, such a privatization procedure is very functional since the loading and unloading societies, established in the inland ports, did not supply the ports with servicing equipment while existing in the ports of the capital city, La Goulette and Radès, which have been monopolized by S.T.A.M. (Société Tunisienne d’Acconage et de Manutention, Tunisian Society of goods Loading and Unloading and Maintenance). In my opinion, such a privatization procedure is very functional since the loading and unloading societies, established in the inland ports, did not supply the ports with servicing equipment while existing in the ports of the capital city, La Goulette and Radès, which have been monopolized by S.T.A.M. (Société Tunisienne d’Acconage et de Manutention, Tunisian Society of goods Loading and Unloading and Maintenance). In my opinion, such a privatization procedure is very functional since the loading and unloading societies, established in the inland ports, did not supply the ports with servicing equipment while existing in the ports of the capital city, La Goulette and Radès, which have been monopolized by S.T.A.M. (Société Tunisienne d’Acconage et de Manutention, Tunisian Society of goods Loading and Unloading and Maintenance). In my opinion, such a privatization procedure is very functional since the loading and unloading societies, established in the inland ports, did not supply the ports with servicing equipment while existing in the ports of the capital city, La Goulette and Radès, which have been monopolized by S.T.A.M. (Société Tunisienne d’Acconage et de Manutention, Tunisian Society of goods Loading and Unloading and Maintenance). In my opinion, such a privatization procedure is very functional since the loading and unloading societies, established in the inland ports, did not supply the ports with servicing equipment while existing in the ports of the capital city, La Goulette and Radès, which have been monopolized by S.T.A.M. (Société Tunisienne d’Acconage et de Manutention, Tunisian Society of goods Loading and Unloading and Maintenance). In my opinion, such a privatization procedure is very functional since the loading and unloading societies, established in the inland ports, did not supply the ports with servicing equipment while existing in the ports of the capital city, La Goulette and Radès, which have been monopolized by S.T.A.M. (Société Tunisienne d’Acconage et de Manutention, Tunisian Society of goods Loading and Unloading and Maintenance).
competence widening of O.M.M.P. to the Merchant Marine one can be summed up as follows:

• ships management
• staff maritime management
• maritime navigation police

International background
During 2003, the international background has been marked by a check on growth rate in the industrialized countries and by the deterioration in labour market conditions, as consequence of the geopolitical strained relations still existing which have been caused a leap in oil price as well as in investors' scepticism.

National economic situation
The tunisian economy has kept down the economic difficulties occurred at international level and it has ensured a reversion to local activities, such as seasonal agricultural production, manufacturing industries, tourism and air transport, even getting over the stumbling block of fall-off in exports, from the European Union in particular, as well as over the reduction of tourist activity. As to trade exchanges in Tunisia, during 2003, the volume of traffic flows by sea has gone up by 20,6 million of tons. The maritime traffic from 6,949 units in 2002 has passed to 6,643 units in 2003, with a slight decrease by 4,4%. The traffic in the ports within O.M.M.P.'s competence has been about 20,6 million of tons of which 13,9 million of tons ingoing and 6,7 million of tons outgoing. This traffic decrease has been only at ingoing level (-9,19% compared to 2003) after a decrease on the grain import (-35%); this is due to the good farming season registered in 2002/2003. However the containers traffic has been on 284,000 corresponding to twenty feet (EVP) in 2003, that is a slight increase by 1% compared to 2002. The freighted tonnage was about 1,9 million of tons. The ro-ro traffic registered a slight increase from 78,447 units in 2002 to 80,948 in 2003. The unitization rate of general goods reached the 51,6% in 2003, than the 53,8% in 2002 (35,4% for containers and 16,2% for carriage units). Anyway the passenger traffic keep on becoming widespread with an increase by 11%, moving from 478,149 in 2002 to 528,775 travellers in 2003. At the same way, also the number of cars registered an increase by 5%, from 174,884 vehicles in 2002 to 183,971 in 2003.

The exchanges with the UMA countries
The trade with Arab Magrebi countries have met with a slight decrease by 2% than the past year, from 1,694 thousand tons in 2001 to 1,655 thousand tons in 2002. Such a decrease is essentially due to the imports which were about 1,526 thousand tons on this year than 1,589 thousand tons in 2001 (actually these are the 92% of the exchanges with that zone and they are accounted for the 94% of crude oil arriving to the Bizerte port from Libya. The rest is represented by various products from the other UMA countries such as Algeria (8 thousand tons), Morocco (109 thousand tons) and Mauritania (32 thousand tons). The exports have had an increase by 22%, from 105 thousand tons to 128 thousand. This traffic concerns Algerian (72 thousand tons) and Morocco (48 thousand tons) and it is essentially made up of phosphate derivates.

The exchanges with Africa (out of UMA)
Like the past year, during this one the exchanges with the african countries (out of UMA) have had an improvement by 6%, passing from 364 thousand to 386 thousand tons. The imports from these countries are of 241 thousand tons in 2002, that is +1,5% than 2001. They mainly come from Egypt (195 thousand tons of clinker and coke landed at the port of Bizerte) and Gabon (20 thousand tons of wood landed at the port of Sfax). The exports, consisting of chemical products, by-products of phosphate and also of sea salt, and destined for Egypt, the Ivory Coast and Cameroon, this year have been of 145 thousand of tons, so realising a progression of 15% than 2001.
The exchanges with the EU countries

The Goods maritime traffic with the European Union, which is the first commercial partner of Tunisia, during this year it has been of 9,228 tons showing a decrease by 5% than the 9,681 thousand tons realised in 2001. Such a decrease is remarked at exports level, that is -10%, which are passed from 6,426 thousand tons in 2002 to 5,803 thousand tons in 2002. These exportations essentially come from Spain (938 thousand tons, on increase by 26%), from France (926 thousand tons, on decrease by 24%), from Belgium (311 thousand tons, on decrease by 27%) and from Italy (2,810 thousand tons, on decrease by 2%). The exports volume in these four countries is the 42% of the total import which largely consists of general goods and grain. On the contrary the exports have an increase of 5%, passing from 3,255 thousand tons in 2001 to 3,424 thousand tons in 2002. Such a traffic is destined for Italy (1,646 thousand tons, on increase by 7%), for France (752 thousand tons, stable) and for Spain (517 thousand tons, on increase by 21%), mainly with products as general goods, naphtha and phosphatic fertilizers.

The exchanges with the US continent

The goods maritime traffic with the US continent, which is the first commercial partner of this continent, has been of 3,274 thousand tons in 2001. The main supplier countries of Tunisia from this area are Russia (2,567 thousand tons, on increase of 54%) and Turkey (553 thousand tons on increase of 16%) with products as clinker, sulphur and ammonia. On the contrary the exports have met with a decrease by 8%, because during this year they have been 1,306 thousand tons, compared to 1,423 thousand tons in 2001. The export flows are destined for Turkey (481 thousand tons, on decrease of 8%) and with 1.870 thousand tons in 2001) and they mainly come from United States of America (639 thousand tons, on increase by 4%), from Argentina (590 thousand tons, on increase by 41%) and from Canada (403 thousand tons, on increase by 114%) and they are consisting of grain and soya bars. On the contrary the exports have met with a decrease of 31%, by achieving a traffic of 573 thousand tons in 2002, compared with 830 thousand tons in 2001. The main suppliers of Tunisia, from this continent, are Brazil (284 thousand tons, on increase by 31% and consisting of phosphate products) and the United States (164 thousand tons, on decrease by 5% and consisting of naphtha).

The exchanges with Asia

The trade with the Asian countries have met with a slight increase of 1%, with a volume of 1,590 thousand tons in 2002, compared to 1,578 thousand tons in 2001. The exports are down by 13%, passing from 734 thousand tons in 2001 to 640 thousand tons in 2002. The most important suppliers are the United Arab Emirates (223 thousand tons, on increase of 21%) and Saudi Arabia (175 thousand tons, on increase of 62%). On the contrary, the exports are up by 13%, passing from 844 thousand tons in 2001 to 951 thousand tons in 2002. The main customers of this zone are Iran (224 thousand tons, on decrease of 18%), India (131 thousand tons, on decrease of 15%) and China (103 thousand tons, on increase of 26%). Those goods flows mainly consist of phosphate products.
TRANSPORT, RAILWAY IS THE FUTURE

The Municipality of Como is developing the railway traffic

Alberto Botta
3rd Coppem Commission

The municipal administration of Como I had the honour of managing from 1994 to 2002 has given a particular attention to the route of the Alptransit line in the southern Gottardo, with two main aims: to avoid the traditional line Como-Chiasso to be cut off the new high capacity travelling time and to re-route goods traffic on rails as far as possible, in order to sensibly reduce pollution caused by the thousands of articulated lorries driving each day from the municipal territory, with serious effects mainly due to night stop during goods customs closing hours (from 10 p.m. to 5 a.m.). The transalpine goods traffic has continuously increased over the last thirty years, and traffic increase from and to Italy has been even greater. Now, goods transport through the Alps mostly rests on the road: transalpine road traffic doubles every eight years, while rail traffic keeps constant. This trend lasting endangers the quality of our and the future generations vital space. The only solution, consistent with a development respectful of territory, consists in directing traffic increase not on the road but on rails. The current San Gottardo line, which is 120 years by now, is still not able to face up to such amount of trade: hence it follows the necessity of a radical transformation of the railway infrastructure, so that the greater and greater goods traffic and passengers requirements can be met. The new Alptransit line of San Gottardo will allow to re-route goods traffic through the Alps in full obedience of environment, and with a capacity of transit such as to be able to face up to the expected increase.

The realisation of this project, together with the Swiss shunting line to the European high speed and the soundproofing of the current lines will allow the achievement of such ambitious objectives. That way, railway will become a modern and effective vector: it will supply a greater transport capacity with a lower travelling time. This way, Southern Germany centres will be sensibly closer to Italian industrial towns, particularly the Lombard ones. The realisation of AlpTransit, in parallel with the introduction of a new and modern rolling stock, will allow a significant reduction of travelling times: if today the route Milan-San Gottardo-Zürich takes 3 hours and 40 minutes of journey, in the future this time will be reduced to 2 hours and 40 minutes, through the full employment of “Cisalpine” trains potentialities, made possible by the realisation of the new high speed lines. Only in that way railway could constitute a serious and real alternative to car and air traffic. The image of both passengers and goods trains will change radically: they will become faster, more noiseless and more comfortable; a greater safety has to be added too: statistically the journey on rails involves a risk of accidents of about 100 times less than a car journey. This work will allow obtaining a significant progress in terms of efficiency also within the connections between Mediterranean regions of Italy and North Europe, so contributing to the integration between the different Countries and boosting economic development of the unexpressed significant potential areas. Como municipal administration activity has been carried out in cooperation with Lombardy Region, Canton Ticino State and the Helvetic Municipality of Chiasso, also having recourse to European funds within Interreg II project. It’s a long-term programme (the base tunnel of Gottardo will open in ten years), but the commitment of Italian railways to redouble Como-Milan line (terminal leg of Alptran- sit project) is already a positive result. There won’t be anymore mingling in a leg greatly driven by international trains, local trains for commuters and goods trains, and all the area will take benefit in terms of environment development and protection.
time, it would adjust the imbalance existing in the region, by its effects that spread economic modernization as well as technological innovation which allows an even distribution of the essential resources as water, energy, services, commerce and what it is more important as knowledge and ideas. In this century the infrastructure role will be still more important, because the regions more prepared will be those to be integrated in a wider network made of more open, frequent, complex and continuous relations.

Infrastructure and transport services, lines of communication

The mountain range has strongly influenced the communications development in Andalucia. Here mountains take up a relatively larger area than most of Spanish and European regions, because of it the creation as well the maintenance of the infrastructure have always demanded high costs. Sierra Morena region, north of Community, has always been a real obstacle. Since few years ago the communication between Andalucia and the other regions was realised through the Despeñaperros Pass, which bounded the general communication network and setting a real limit to the connections at economic and regional level. Since ancient times the Guadalquivir valley was the main communication route as well as territory organization. This allowed a further increase of population and economic activities as well as the creation of a strong road and railway system in communication with the Atlantic ports for sea transportation. Although there are many others not so much important axes in our region, those we have described before directly influence our territory.

INFRASTRUCTURE IS ESSENTIAL TO THE LOCAL ECONOMIC DEVELOPMENT

Report on the present situation of the Spanish provincial road system

Ramon Polo Bernardo
III Coppem Commission

At present the Spanish motorway system is made up of 163,000 kilometres. It includes both tollways and freeways, dual carriageways and conventional roads. In such a figure there are not included the urban bypass and roads as well as the country and mountain freeway and roads, which are vital for the countrysides.

Main Highway Network: 24,000 Km
Networks dependent on self-governing Communities: 70,500 km
Provincial Networks: 69,000 km
Municipal Networks: 490,000 km

In spite of the clear importance the provincial network has (it is over 42% of the national network) it is advisable to stress, once more, how this instrument is important for the rural environment and also its impact on local development as well as on territorial articulation, since such ways join different municipalities so mostly being the only approach to a great number of rural people, as well as very used ways considering their importance for the transport of agricultural produce and consumer goods. As regards the people which is involved, more or less, in the present situation of the provincial network, we can note that the 15% of the total population lives in municipalities consisting of less 5,000 inhabitants (6.95 municipalities) and this figure is on further increase if we consider the municipalities with less of 20,000 inhabitants (7.808 municipalities), percentages not negative at all by considering what above mentioned about the real people's use of these roads. The infrastructure network decisively contributes to adapt the territory to inland social demand and to the external market one as well. It is not a factor to be ignored for the development of local and regional economy. For this reason the infrastructure planning must be suited to the territorial structure and, in order that the infrastructure capacity has a direct influence on physical structure as well as on economic development of regions, it is necessary to have the following features:

- **Disposition**, taking axes and networks which cover the territory, it makes the organization among different spaces possible, exploiting its development potential.
- **Duration**, because time changes them in solid components of the social and economic fabric.
- **Collective use**, that speeds up innovation, modernization and diversification processes of productive structure, so contributing to life standard improvement, taking on the role of social patrimony.

Moreover, the infrastructure indirectly contributes to economic and territorial processes, which outline the model for regional development. The infrastructure development could make the local and regional economy more open and integrated within the national and international framework, and at the same
FROM STOCKHOLM
A CURB ON THE VEHICLE TRANSPORT

The Mayor Billström approves the plans for sustainable urban development

Quality of Work, quality of Life. A slogan that in many ways epitomises Stockholm’s political agenda, a capital city governed by a coalition between Social Democrats, the Left Party and the Green Party. According to what recently the Mayor of the Swedish capital city, Annika Billström said, the two ideas are quite necessary to create a city offering both a competitive environment and an excellent living standard. Today the European cities are facing new challenges for realising urban sustainable development plans. Much can, and has already been done in reducing emissions from heating and cooling systems. Stockholm was one of the first cities to adopt a knowledge-based economy, information and technology industry is regaining its past momentum and today is attracting new investments providing for higher and higher services in quality terms.

Stockholm, build up among fifteen islands, is an important seaport has a population of 700,000 inhabitants, nearly 4 million per day considering the commuting workers. The city is the biggest industrial and commercial centre in the country where there are concentrated mechanical and facilities planning industries, electrical appliances, textile industries, leather industries, rubber and food processing industries. Ten million tonnes of goods transit through the Baltic capital city every year. The percentage of the public transport is quite high (55%) and the number of private cars on the roads keep on increasing. As in many other cities also in the Swedish capital city, the road traffic is the main source of pollution (between 70 and 80% of emissions) and the transport sector is also the largest energy consumer in the city (20% of total energy consumed). One of the solutions that the municipality of Stockholm has individuated, in order to improve the quality of life and the environmental situation in the
long run, consists in using renewable energy. The problem of pollution/consumption is very widespread and it makes several swedish municipalities providing financial support for researchs on the possible energy uses of biofuel, a renewable energy source produced from household refuse and/or agricultural waste on landfill or in sewage plants.

In the transport sector, Stockholm municipality’s efforts to reduce exhaust made possible to carry out a modal transfer away from private car towards public transport and at the same time limiting the emissions produced by the urban public transport and fleet of vehicles. The introduction of less polluting and more efficient vehicles turned out to be at the moment the right solution for this problem. In 1994, the Municipality of Stockholm in collaboration with other European cities developed the Zeus project (Zero and low Emission vehicles in Urban Society) which aims at introducing a high number of more environmentally friendly vehicles. Zeus is partly financed by the Thermie programme of DG XVII of the European Commission and one of its sub-projects concerns the introduction of vehicles running on biogas fuel produced from liquid waste treatment in sewage plants.

In 1996, the positive commitment to reduce pollution made it possible to introduce the first twenty vehicles with dual petrol/biogas carburation as well as to build a pilot site for the production of biogas from the assimilation of organic matters conveyed to the waste water treatment plant in Bromma. At the end of 1997, the swedish company Scania delivered its first lorry running on biogas and capable of transporting biogas fuel to refill up to 160 cars from the production site to the distribution site. Today about 200 cars with dual petrol/biogas carburation are currently running in Stockholm; recently the Municipality revised its environmental action plan committing itself to reducing the household use of natural gas gradually phasing out fossil fuels altogether. If we are serious about creating sustainable conditions for urban development and life in general, we must reduce individual car traffic and promote public transportation. That is why the city of Stockholm is planning to adopt the road pricing to go through the city centre, by introducing the system adopted by London’s Mayor, Ken Livingstone, consisting in a city tool of 5 pounds to go into the city centre. At first this measure brought about a storm of protests from London’s people but the great success of that initiative has even made the model exportable, a model that besides reducing traffic (-16%) and contributing to fill the municipal coffers it indirectly contributes to improve public transport means.
Cesare Arangio, vice-president of the Italian Cooperatives Federation, illustrates the international cooperation projects which his association has joined.

The Sicilian section of Italian Cooperatives Federation is joining in projects promoted by Coppem concerning cooperation. Cesare Arangio, Vice President of the organization, announced it on the occasion of the meeting dealing with the issues linked to Local authorities and Euro-Mediterranean partnership for cooperation as well as local development. Today the Cooperatives Federation is the biggest Organization for Cooperation existing in Italy; it counts 18,000 enterprises amongst which 1,900 are located in Sicily and with their 7% they contribute to national GDP. The joining cooperatives represent all the entrepreneurial sectors: from fishing to social fields, as well as from housebuilding to consumption, from buildings to tourism and eventually also the credit system of Cooperative Credit Banks. Cesare Arangio during the meeting pointed out «it is necessary to prepare very well for the appointment of 2010, because exchange and entrepreneurial activities in the Mediterranean area are basic, and for this reason it is also necessary the enterprises being informed and trained about the important opportunities opening and all this in close collaboration with Coppem». Still for the Vice President of the Cooperatives Federation «it is essential to put our attention on infrastructure in order to facilitate markets, by realising, for example, the great sea highways which are mentioned a lot. In this way Sicily could become the pivot of the Mediterranean. If we talk about markets, commercial exchanges, it is also necessary to involve all the enterprises and associations of this field. Even when we are talking about the Madina protection - Arangio said - of course we have many experiences to be exchanged; I am referring respectively to URBAN and URBAN II projects as well as to the district partnership which are concerning our historical city centre. Of course the exchange, cooperation and development opportunities are enormous». Of course Cooperation is a form of local development as it derives from the need to create job opportunities for the partners (subsidiarity principle) by creating commercial concern. It is however the most authentic form of local enterprise, born and deep-rooted in territory, the most democratic form of enterprise promoting the partner which, in this way, is not only worker but also owner.

«This kind of societal form - he said closing his speech - must be of course analyzed and promoted in the countries facing big job problems. I am also referring to credit institutions which more and more restrict the small and medium enterprise development. Except for Cooperative Credit Banks which on the contrary are giving concrete answers, as being banks born in the territory and living it». The Cooperative Federation has informed that in the next weeks it is going to be held in Tunisia a meeting with all the Sicilian enterprises joining the association and that intend to know all the opportunities this Mediterranean country offers.
FROM EUROPE

JOSE MANUEL BARROSO, 48 years old, ex-premier of Portugal, has made it. The European Parliament has approved his nomination as President of the European Commission. From the 1st of November, he will be the successor of Romano Prodi. He has polled 413 votes in favour, 251 votes against and 44 blank ballots. Barroso stated "to be honoured" and he has stressed his "will to build bridges", his new role as man devoted to Europe and now disengaged from his past role as Head of the Government of his country. "I will be a broker" the neo President said.

JOSEP BORRELL FONTELLES is the new President of the European Parliament. The Spanish Socialists has been elected to the assembly of Strasbourg with 388 votes. Borrell has stressed that the strong majority by which he has been elected "will allow the stability of the Institution" and he also stated the priorities of his mandate, dealt with the European Union Enlargement to Bulgaria and Rumania, with the "situation analysis" of Stability Treaty, with the ratification of the European Constitution, as well as with a stronger commitment for resolving the Middle East crisis.

THE NEW EUROPEAN CONSTITUTION WILL BE SIGNED IN ROME. During the summit of Brussels on 18 June 2004, the 25 Leaders of State and Governments of the European Union approved the Constitution for Europe. It is an epoch-making result which allows to lay solid and important basis for the European Union and to give a new impetus to the community way. The new Constitution will be formally signed in Rome on the next 29 October, with a ceremony in the Hall of Horatii and Curatii on the Capitol, where the institutional Treaties of the European Community were signed on 25 March 1957.

EUROPEAN CHARTER ON THE ROLE OF WOMEN IN LOCAL LIFE. It is the title of the project of CEMR in the framework of the 5th Community programme for equality to which COPPEM agreed too. The project, introduced to the European Commission, will allow to the European local communities to adopt a Charter on the role of women in local societies, that shall represent, for signatories, a commitment to be put into practice. The Charter will be drawn up starting from a survey carried out in all the European Countries through CEMR associations and its various partners, with the aim to find out clichés about women in every country and then to think out the instruments to improve them when it were necessary. That will allow to consider, in drawing up the text, the different women conditions in the societies of the various countries. The European Commission informed that it will answer about the co-financing on the next autumn, in case of positive outcome the first meeting should be arranged on December 2004.

"TWINNINGS BETWEEN ITALY AND EIRE", it is the book by the Journalist Enzo Farinella, Irish of adoption since more than 30 years, who thinks back to the last ten years twinnings history carried out by the Irish-Italian Twinning Committee. It is a book that intends to strengthen the friendship ties between the two countries and to create the basis for a better Europe with the involvement of 7 italian and 4 irish regions, 11 provinces and 14 counties, 16 italian and irish cities as well. The Irish Ambassador in Rome, John F. Cogan, congratulating the author of this book, said to be surprised about the richness of connections which can be remarked between the two countries and also about the level of the mutual interest there is between Italy and Eire.

TO TAKE THE OPPORTUNITIES OFFERED BY THE NEW ECONOMY. The European Centre for the Regions (ECR) together with the European Institute of Public Administration (EIPA) have arranged at Brussels the annual round table with the following title "Sectoral Policies and European Territories: The sectoral policies role of Local and Regional Actors in the New Europe of 25". The works, that took place in the headquarters of the Economic and Social Committee (ESC) of Brussels on the 9th of September 2004, had as objective that of considering new trends and developments as well as of going through the role of the regional and local actors concerning the regional dimension of R&D/innovation actions with the purpose of meeting the Lisbon targets trying to put forward guidelines which can take the opportunities offered by the new economy, in order to reach, among other things, full employment at EU level within 2010. Amongst the other objectives it is necessary to stress the relocation trends and structural changes in the territorial communities of the enlarged Europe; and eventually the re-launching of the EUROMED process to familiarize these partners with the European Union principles and models.

in the photo above: Pat Cox, President of the European Parliament, and Enzo Farinella at the presentation of the book.
autumn 2004

- **Alphabets of the two seas**  Standing itinerary between contemporary art and scientific dissemination
- **Telecommunication network**  Underwater live broadcasts, world web cam, astronomical visions

spring 2005

- **Horcynus festival**  Vision archipelagoes. International film festival
- **Off-shore environmental workshop**  In collaboration with Ponte di Archimede spa, ITAE Institute and Strait Thalassographic Institute CNR
- **Inauguration of the Calabrian Park seat at Scylla**  Theatrical video installation, Strait’s immersion lounge
- **Mediterranean meetings and contemporary art areas**  European, northafrican and middle-eastern art languages in comparison – World preview
- **A close labyrinth of tales**  International workshop on Mediterranean literature

autumn 2005

- **Enermar System**  Alternative energy testing from sea currents - World preview  
  collaboration with Ponte di Archimede spa