

perspectives



SOUTH AFRICA

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EGYPT

BESIX GOING FORWARD IN AFRICA

SUCCESS STORIES DE NOS MEMBRES :

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A STAR ALLIANCE MEMBER

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EDITO

À L'AUBE DE 2023

Si nombre de solutions aux défis existentiels qui se posent aujourd'hui à l'Union Européenne se trouvent en Afrique, une réponse aux besoins actuels des Africains pourraient elle être fournie par cette même Union... mais aussi par d'autres !

Et ici nous viennent spontanément à l'esprit des noms tel que : Chine, Russie, Turquie, Brésil et beaucoup d'autres sans oublier, à côté de chez nous, le Commonwealth qui s'est encore renforcé récemment par l'adhésion du Togo et du Gabon.

Il est intéressant de constater que cette dernière organisation qui regroupe en principe des pays anglophones, s'accorde si bien de régimes totalitaires et semble indifférente aux questions de liberté d'expression et de droits de l'homme.

Cette approche mérite réflexion : les valeurs que nous qualifions si facilement d'universelles le sont-elles réellement ?

Poser la question est y répondre et doit nous inciter à impérativement repenser nos relations commerciales, économiques mais aussi culturelles que nous entretenons avec nos partenaires traditionnels (qu'ils soient africains ou autres).

Pourtant force est de reconnaître que nous ici sommes bien souvent loin du compte et que notre attitude en la matière dénote un laxisme inquiétant.

Ainsi l'accord entre l'Union Européenne et les 79 pays ACP, celui qui devrait être le successeur des accords de Cotonou de 2000, n'est toujours pas ratifié 18 mois après sa conclusion.

Oserions-nous en conclure que pour nous ce traité n'est que d'un intérêt secondaire ?

Il promet pourtant de vastes nouveaux chantiers de coopération mais aussi d'échanges politiques plus suivis, le tout basé sur la continuité des accords de partenariat économique existants.

Autre signal révélateur de notre manque de réactivité : l'Afrique a perdu ces dernières années plus de 10 % de

ses liaisons maritimes directes avec l'Europe.

Inquiétant lorsque l'on réalise que plus de 90% des échanges commerciaux dans le monde sont réalisé par voie d'eau.

Et la même baisse de trafic est sensible dans le secteur aérien qui lui est le baromètre par excellence des voyages d'affaires donc du potentiel de développement de futurs projets.

Si la relation Afrique-Europe est aujourd'hui certainement à son plus bas niveau sur la décennie écoulée avec un changement de narratif dans les médias et les réseaux sociaux mais aussi au sein de la société civile, on en vient à se demander ce qui a bien pu éroder aussi rapidement la confiance dans un avenir commun.

Des engagements non tenus, des effets d'annonce sans matérialisation des fonds ni outils de suivi ou encore un passé non apuré qui enferme les interlocuteurs, africains comme européens, tout cela a probablement pu contribuer à une dissonance culturelle croissante et a pu obscurcir les opportunités à construire ensemble le monde de demain.

Alors pour sortir d'une mentalité et d'une diplomatie qui en sont restées au XXe siècle et dans un contexte où le monde n'est plus bipolaire mais multipolaire, débarrassons-nous des préjugés sécuritaires et humanitaires et pensons plutôt à mettre sur pied une stratégie de coopération avec nos voisins du Sud dans le respect de leur identité mais aussi dans leur dignité et leur autonomie d'action.

Cela peut paraître un rêve fou mais osons inventer l'avenir, le futur nous appartient !

Voilà ce que je vous propose à l'aube de l'an neuf.

AT THE DAWN OF 2023

If many solutions to the existential challenges facing the European Union today are to be found in Africa, a response to the current needs of Africans can indeed be provided by this same

Union ... but also by others! Names that spontaneously come to mind in this regard are China, Russia, Turkey, Brazil and many others without forgetting, close to us, the Commonwealth which has been further strengthened recently by the accession of Togo and Gabon.

It is interesting to note that the latter organization, which in principle groups English-speaking countries, has no qualms to readily accommodate totalitarian regimes and indeed seems indifferent to questions of freedom of expression and human rights. This approach is worth thinking: are the values that we so readily describe as universal really universal?

To ask the question is to answer it. Should this not be an incentive to imperatively rethink the commercial, economic but also cultural ties we maintain with our traditional partners (African or other)?

But let's face it, in this respect we frequently seem to be missing the mark and our attitude in the matter shows a worrying laxity. By way of example, the agreement between the European Union and the 79 ACP countries, succeeding the Cotonou agreements of 2000, has still not been ratified 18 months after its conclusion. Are we to conclude that this treaty is only of secondary interest to us? Yet it does promise not only vast new areas of cooperation but also more sustained political exchanges, all based on the continuity of existing economic partnership agreements.

Another signal of our lack of responsiveness: in recent years Africa has lost more than 10% of its direct maritime links with Europe. A worrying evolution when we realize that more than 90% of the world's trade is water bound. And the same drop in traffic is noticeable in aviation, the quintessential barometer of business travel and as such a tell-tale sign of the potential for the development of future projects.

If today the African-European relationship is certainly at its lowest level of the past decade, i.e. a change of narratives in the main stream media and social networks but also within civil society, one

wonders what exactly is the basis for this quick confidence erosion in a common future. Unmet commitments, the effects of announcements not being funded or lacking monitoring tools, and unsolved historical liabilities obstructing both African and European traders; all of these causes more likely than not contribute to a growing cultural dissonance, clouding the opportunities to build together the world of tomorrow.

So to escape a mentality and diplomacy left over from the twentieth century, in a context where the world is no longer bipolar but multipolar, let us do away with security and humanitarian prejudices and think instead of setting up a strategy of cooperation with our southern neighbours, respecting their identity but also their dignity and autonomy of action.

It may seem a crazy dream but let's dare to invent the future, the future belongs to us!

That is what I am proposing to you at the dawn of the new year.

BIJ DE DAGERAAD VAN 2023

Als vele oplossingen moeten worden gevonden voor de existentiële uitdagingen waarmee de Europese Unie vandaag wordt geconfronteerd in Afrika, dan zou diezelfde Unie ook een antwoord kunnen bieden aan de huidige behoeften van de Afrikanen ... maar ook anderen kunnen dat! En hier komen spontaan namen in gedachten van landen als: China, Rusland, Turkije, Brazilië en vele anderen – zonder dichter bij ons – het Gemenebest te vergeten, dat onlangs verder is versterkt door de toetreding van Togo en Gabon.

Het is interessant om vast te stellen dat deze laatste organisatie, die in principe Engelstalige landen omvat, totalitaire regimes blijkbaar probleemloos omarmt en onverschillig lijkt voor kwesties als vrijheid van meningsuiting en mensenrechten. Deze benadering verdient reflectie: zijn de waarden die we zo gemakkelijk als universeel omschrijven echt wel universeel? De vraag stellen is ze beantwoorden. Moet deze reflectie

ons niet aanmoedigen, om de commerciële, economische maar ook culturele betrekkingen, die we onderhouden met onze traditionele partners (Afrikaanse of andere) te heroverwegen?

Maar laat ons er geen doekjes om wenden, op dat vlak zijn we er nog lang niet en onze houding getuigt eerder van een zorgwekkende laksheid. Een voorbeeld daarvan is het verdrag tussen de Europese Unie en de 79 ACS-landen, die de opvolger zou moeten zijn van de Overeenkomsten van Cotonou van 2000: 18 maanden na het bereiken van een akkoord is het nog steeds niet geraffineerd. Moeten we daaruit concluderen dat dit verdrag voor ons slechts van ondergeschikt belang is? Het biedt nochtans perspectief op omvangrijke nieuwe werven van samenwerking, maar ook op duurzamere politieke uitwisselingen, dat alles gebaseerd op de continuïteit van bestaande economische partnerschapsovereenkomsten.

Een ander signaal van ons gebrek aan reactievermogen is dat Afrika de afgelopen jaren meer dan 10 procent van zijn directe maritieme banden met Europa heeft verloren. Zorgwekkend als we ons realiseren dat meer dan 90% van de wereldhandel via water wordt uitgevoerd. En dezelfde daling van het verkeer is merkbaar in de luchtvaartsector, die de barometer bij uitstek is van zakenreizen en dus van het potentieel voor de ontwikkeling van toekomstige projecten.

Als vandaag de relatie Afrika-Europa zich zeker op het laagste niveau van het afgelopen decennium situeert, zoals ook blijkt uit een veranderd narratief in de reguliere én sociale media, maar ook binnen het maatschappelijk middenveld, dan vraag je je af wat het vertrouwen in onze gemeenschappelijke toekomst zo snel heeft kunnen aantasten.

Niet nageleefde commitments, de effecten van aankondigingspolitiek zonder financiële backing of monitoring, en/of een bezwaard en onuitgeklaard verleden waarin gesprekspartners, zowel Afrikaanse als Europese, opgesloten zitten; dit alles heeft waarschijnlijk bijgedragen aan een groeiende culturele

dissonantie en heeft allicht de kansen tenietgedaan om samen de wereld van morgen te kunnen bouwen.

Om los te komen van een mentaliteit en een diplomatie die in de twintigste eeuw zijn blijven hangen, en in een context waaruit blijkt dat de wereld niet langer bipolaire maar multipolaire is, kunnen we ons best ontdoen van vooroordelen over veiligheid en humanitaire overwegingen. Laat ons eerder streven naar een strategie van samenwerking met onze zuidenburen met respect voor hun identiteit, maar ook voor hun waardigheid en autonomie van handelen. Het lijkt misschien een gekke droom, maar laat ons durven de toekomst uit vinden, de toekomst is van ons!

Dat is wat ik u voorstel bij de dageraad van het nieuwe jaar.



GUY BULTYNCK
Chairman CBL-ACP



KEY FACTS

SOUTH AFRICA



-POPULATION-
60 041 996
(2021)



-HDI-
0.709
(2019)



-PRESIDENT-
CYRIL RAMAPHOSA



-OFFICIAL LANGUAGE-
ENGLISH
AFRIKAANS
ZULU | XHOSA | SEPEDI
TSWANA | SOUTHERN
SOTHO | TSONGA |
SWAZI | VENDA |
SOUTHERN NDEBELE



-CURRENCY-
SOUTH AFRICAN RAND



-AREA-
1.22 MILLION KM²



-ECONOMIC ACTIVITIES-
MINING
TRANSPORT
ENERGY



■ SWOT

STRENGTHS

- Valuable minerals within its soil including chromite, diamonds and vanadium
- Stable political system

WEAKNESSES

- Prone to natural disasters
- Rising crime rates, wars and riots

OPPORTUNITIES

- Economic opportunities in developing sectors in services (hospitality, banking)

THREATS

- Violence led by racial issues

■ GDP (2021)



▪ SERVICES
▪ INDUSTRY
▪ AGRICULTURE

Sources:
World Bank
Statista

■ EXCHANGES BELGIUM - SOUTH AFRICA

EXPORT	PARTS	IMPORT	PARTS
Chemicals	25.1%	Precious metals & stones	41.1%
Mineral products	21.2%	Chemicals	16.7%
Machinery & equipment	12.2%	Transport equipment	15.2%

= 39th client – EUR 1.2 billion
= 25th client – EUR 2.6 billion
Trade balance: EUR -1.4 billion

Sources:
World Bank
Statista



Focus SOUTH AFRICA

AIRBELGIUM LAUNCHES DIRECT FLIGHTS TO SOUTH AFRICA

AirBelgium is a Belgian airline founded in 2016 whose main mission is to connect Belgium to the world by offering direct & long-haul flights at affordable price. Since September 2022, AirBelgium officially launched direct flights connecting Brussels, Belgium to Johannesburg and Cape Town, South Africa.



Niky Terzakis, CEO AirBelgium

What is AirBelgium all about? And what does "Fly Belgian Class" mean?

AirBelgium is characterized by its warm welcome and generosity on board its aircraft. As the airline would say, "flying Belgian Class" means enjoying Belgian know-how, the hospitality of the crew and the best comfort on board to ensure the best travel experience to passengers.

AirBelgium offers on board its A330neo three travel classes : Business, Premium and Economy.

In Business class, the 1-2-1 seat configuration offers comfortable flatbeds and privacy for solo passengers. Gourmet meals, including Belgian specialties, are prepared with fresh local products. Passengers travelling in Business class can enjoy access to fast-track and lounges in all airports. In Premium class, travellers can easily "stretch their legs" with extra space and wider seats with a comfortable 2-3-2 reclining seat configuration. High quality meals part of the Business class menu and access to lounge in Brussels Airport are also offered to Premium passengers. The Economy class cabin benefits from better and wider seats paired with individual screens including USB-port. Passengers also enjoy a generous baggage allowance a generous baggage allowance in all travel classes.

The brand-new A330-900neo flies twice a week between Belgium and South

Africa. This new generation aircraft offers the best comfort, a quiet cabin, the latest technologies and inflight entertainment system, including Wi-Fi. Thanks to a better fuel consumption, this aircraft is more eco-friendly : it reduces fuel burn & CO2 emissions by -25%, and also noise footprint.

What are AirBelgium's activities in South Africa and on the African continent?

Until now, no direct connections were available between Brussels, the heart of Europe and South Africa, the economic center of the continent. Prior to AirBelgium's direct flights, more than 60,000 passengers per year were already travelling between the two countries without direct air service (i.e. via major hubs in France, the Netherlands or the Middle East). This provides a great opportunity for new business development between Belgium and South Africa.

AirBelgium expands its network on the African continent

AirBelgium has concluded a commercial agreement with Airlink, the leading private airline in South Africa: "*We are delighted that our dynamic agreement with Airlink will allow us to offer our customers seamless connections to 12 popular South African leisure and business destinations such as the Kruger National Park, Durban and Gqeberha (formerly known as Port Elizabeth) as well as important business destinations like Kimberley, Bloemfontein and Richards Bay amongst others. We're also excited to be able to offer our passengers the possibility to travel to bucket list destinations within the SADC region such as Windhoek and Lubumbashi for example*", says Niky Terzakis, CEO AirBelgium.

The airline has also carefully planned its flight schedule to suit the passengers' needs: "*business passengers may enjoy convenient overnight flights out of Brussels on Sunday evening to arrive in South Africa on Monday morning. On the way back, travellers can choose to fly on Thursday evening and touch down in*

Brussels on Friday, right before the weekend. This means a full four days of work in South Africa", says Emmanuel Menu, CCO AirBelgium.

What can we expect from AirBelgium in terms of growth?

A direct route to South Africa is a first step in AirBelgium's expansion into this important market. AirBelgium has been operating direct bi-weekly flights between Brussels and Mauritius for over a year. The airline aims to connect Belgium to major destinations on the African continent. These two destinations can, therefore, also be combined by travelling to South Africa and back via Mauritius, or vice-versa.

AirBelgium is an agile company that succeeded in diversifying its activities. The airline has launched air cargo activities for almost three years now and two Boeing B747-8Fs joined the fleet in 2022.

More specifically, as Belgium is the 8th largest trading partner with South Africa, especially in the mining industry, AirBelgium offers cargo capacity on departure from South Africa with substantial transport of food and perishable goods.

The airline also operates charter and ACMI flights for other airlines, cruises and tour operators with additional capacity needs. Major names in aviation and travel industry have already called on its services, offering the airline excellent feedback : "*the enthusiasm and professionalism of our team as well as our efficient ground and inflight services have convinced many of our partners and customers*", concludes Niky Terzakis, CEO AirBelgium.



For more information, visit
www.airbelgium.com

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His Excellency Paul Jansen, Ambassador
of the Kingdom of Belgium to South Africa

INTERVIEW – AMBASSADOR OF BELGIUM TO SOUTH AFRICA

What is your impression of the current socio-economic situation in South Africa?

Like many economies around the world, South Africa has substantially suffered from the Covid pandemic and the consequences of the Russian aggression against Ukraine. Many people lost their jobs during the pandemic - the unemployment level has reached 35% - and are still struggling to find a job. The country is also facing a long lasting energy crisis: power outages are daily and it has of course a negative impact on factories. Many companies work with generators, at least for part of the working day. Given the current energy prices, this is a huge expense for many of them. On the other hand, despite those currents difficulties, South Africa remains the most developed and diversified economy of the continent, and has a great potential for future investments: infrastructures (roads, railways, airports, etc.) are good although aging, the local workforce is very well trained, especially in high tech sectors, and the legal environment is conducive to investment.

How do you view the bilateral relations between Belgium and South Africa?

Belgium and South-Africa enjoy excellent bilateral relations on a broad range of topics. Last year we had multiple high level contacts between our officials in Brussels and in Pretoria. We cooperate, also through the regional governments in Belgium, on matters such as science and innovation, culture, education and much more... We are currently even planning a State Visit to South Africa in the course of next year, which is the highest level of official international engagement two countries can have.

Our economic ties are also very strong, Belgium is within the top 10 trading partners of South Africa and even South Africa's third most important trading partner amongst EU countries. The country undoubtedly has some economic challenges, but the recent Belgian investments in South Africa, in a broad range of economic sectors such as pharmaceuticals, food production and freight transport, are a sign that investor's confidence remains high.

South Africa is of course also a wonderful tourist destination, and has historically been a popular choice for Belgian holidaymakers. COVID unfortunately has had a negative impact on international tourist travel worldwide, but we can already see the numbers in both directions go up again. It is clear that having the new direct passenger flight between our two countries is a great asset in that regard.

What are the key sectors in which you would advise Belgian investors to invest in South Africa?

→ The most promising sector is energy in general, and more particularly renewable energies, and even more so green hydrogen. For example, Sasol, a big chemical company, is looking to decarbonize its production, aiming to reach net zero emissions by 2050.

→ The pharmaceutical and medical sectors remain a priority for the government. It also represents huge opportunities.

- At the IT level, the Digital Technology and Business Services sectors are booming. For example, the presence of an AWS (Amazon Web services) center in Cape Town, unique in Africa (a second should soon see the light of day). This opens up a lot of possibilities.
 - The South African agribusiness sector is not to be outdone and continues to be one of the government's priority sectors.
- You attended the first AirBelgium flight to South Africa – what is your feedback on this experience?**

For the first time since Sabena went bankrupt in 2001, our two countries have again a direct flight connection between Brussels on the one hand and Johannesburg and Cape Town on the other hand. And as already said above, this is of course a decisive asset for the future development of our bilateral relation in many different fields: business of course, but also cultural and academic exchanges, official meetings between our two countries but also with the EU institutions, to name but a few. My own experience as a Belgian passenger was exceptional. I could enjoy a warm Belgian welcome, recipes from our provinces, not to forget Belgian beers and wines made by Belgian producers. The comfort and the friendliness of the all crew are of the highest standard.

Your Embassy is the first point of contact for Belgians who are there. How do you help them? Are there other agencies that are important to be in contact with?

There are two categories of Belgians :

Either they are Belgians who have moved to South Africa or are already living here.

The embassy acts as a 'Public Service' for Belgians abroad and consular services are provided to these Belgians:

- Registration and updating of consular population registers;
- Issuing passports;
- Issuing identity cards;
- Everything that has to do with nationality and civil status;
- Issuing of no-marriage certificates;
- Elections;
- Notarial services;

- Providing information on, among other things, registration of a marriage celebrated in South Africa, obtaining extracts from the criminal record, Belgian legislation on driving licences;
- Legalisations;
- Different certificates;

- has dual nationality and is in the country of the other nationality.



Website : Travel to Belgium | Belgium in South Africa

Among the other agencies present in South Africa, it is worth mentioning the trade offices for Flanders (FIT) and Wallonia (AWEX), which also represents the Brussels Region, both based in Johannesburg as well as the Representation of the Flemish Government in Pretoria, and the liaison office for Wallonie-Bruxelles International (WBI) in Stellenbosch.

Website : Consular services | Belgium in South Africa

Either a Belgian travelling as a tourist through South Africa and in need of assistance.

- To a certain extent, the embassy can provide urgent assistance in the event of accidents, disasters, evacuations, etc.
- Issue of provisional passports in the event of passport loss or theft
- Visit and assistance to prisoners
- Assistance in cases of child abduction

The following should be noted:

In the first instance, Belgians should try to obtain help via :

- family, friends, employer
- the tour operator or the transport company
- the travel insurance (sometimes offered by your credit card organisation)
- the health insurance fund
- the bank
- the local emergency services (police, hospital)

If the situation is serious and the Belgian cannot find help himself, he/she can call on the Belgian representations abroad as part of consular assistance.

Please note that one is not eligible for consular assistance when:

- one is travelling to an area for which the FPS Foreign Affairs issued a negative travel advice;
- one is travelling to a region where an armed conflict is in progress;
- one has not complied with the FPS Foreign Affairs' call to leave the area where one is staying;
- takes excessive risks without corresponding insurance;



ECONOMISCHE OUTLOOK ZUID-AFRIKA

ECONOMISCHE BETREKKINGEN MET BELGIË EN DE EUROPESE UNIE



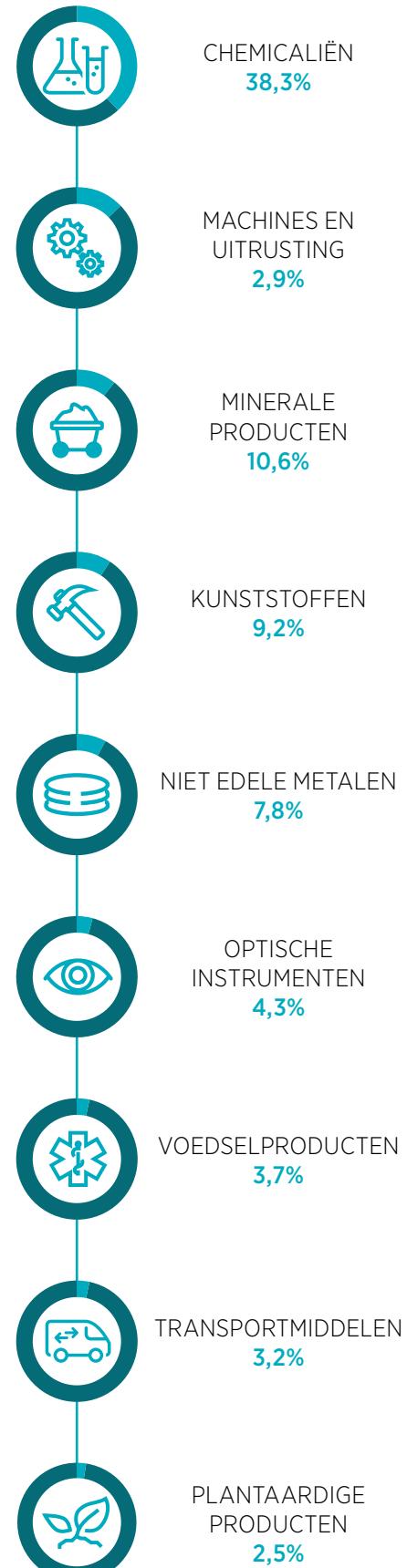
De Europese (EU-27) export naar Zuid-Afrika bedroeg 22.010,1 miljoen euro in 2021. België neemt 7,1% van deze export voor haar rekening en stond op de 5^e plaats van Europese exporteurs van goederen naar Zuid-Afrika. Duitsland nam de eerste plaats in met 36,3%, terwijl Nederland tweede werd met 12,0%. Italië maakte het podium compleet met 10,2%.

De Europese (EU-27) invoer uit Zuid-Afrika bedroeg 22.098,1 miljoen euro in 2021. België nam 14,3% van deze invoer voor zijn rekening en nam de derde plaats in de EU in. Duitsland neemt de eerste plaats in met 46,5%, terwijl Nederland de tweede plaats innam met 15,8%. De Europese (EU-27) aankopen uit Zuid-Afrika steegen tussen 2020 en 2021 met 34,0%. De Belgische invoer steeg in dezelfde periode met 17,1%.

EEN WOORDJE VAN DE HOOFDREDACTEUR, KALTOUM NEBOU

Met een Airbus als decoratie hadden wij het genoegen uitgenodigd te zijn op het lanceringsevenement van Airbus en de nieuwe routes van AirBelgium tussen België en Zuid-Afrika operationeel vanaf oktober. Bij deze gelegenheid presenteerden Niky Terzakis, CEO AirBelgium en Emmanuel Menu, COO, ons hun businessmodel en hun uitbreidingsmodel voor Afrika.

Deze directe verbinding komt zeer gelegen, nu Zaventem ook als internationale hub zal fungeren voor inwoners uit onze buurlanden. Het betekent het einde van lange lay-overs voor onze leden.



ANALYSE VAN DE BELANGRIJKSTE ECONOMISCHE SECTOREN IN ZUID-AFRIKA



LANDBOUW

De landbouw-, bosbouw- en visserijsector is in de eerste drie kwartalen van 2021 met 3,3% in reële toegevoegde waarde gegroeid ten opzichte van dezelfde periode in 2020. Goede zomer- en winterregens, in combinatie met gunstige prijzen, zorgen voor een tweede opeenvolgend jaar van groei, ondanks de krimp in het derde kwartaal. Hoewel de zomerakkerbouw en de tuinbouw in deze periode toenamen, werd de veehouderij geconfronteerd met verschillende uitbraken van dierziekten. Verwacht wordt dat de landbouw in 2022 zal blijven groeien onder algemeen gunstige omstandigheden. Verstoringen van handel en logistiek en aanhoudende bezorgdheid over diergezondheid zijn risico's voor de sector.



MIJNBOUW

Ondanks beperkingen op het gebied van energie en vervoer heeft de mijnbouwproductie het niveau van vóór de pandemie bereikt en is zij in de eerste drie kwartalen van 2021 met 14,6% gegroeid ten opzichte van dezelfde periode in 2020. De sector werd grotendeels ondersteund door hogere grondstoffenprijzen en een sterke vraag in de wereldconomie. Het herstel van de mijnbouw neemt echter af en de productie zal op middellange termijn waarschijnlijk matigen als reactie op hoge inputkosten, elektriciteitsteekorten, onvoldoende beschikbaarheid van spoorwegen en onzekerheid over de regelgeving.



PRODUCTIE

De industriële productie is in de eerste drie kwartalen van 2021 met 10,3% gestegen ten opzichte van dezelfde periode in 2020. De productie blijft ver onder het niveau van vóór de pandemie, waarbij vertrouwensindicatoren wijzen op een beperkt ondernemingsklimaat, waaronder verstoringen van de toeleveringsketen en hogere productiekosten.

De sector is ook gevoelig voor aanhoudende verstoringen van het aanbod en de logistiek. De vooruitzichten blijven gematigd door aanhoudende grondstoffentekorten en stijgende inputkosten. Het effect van de loadshedding en de industriële staking van drie weken in de staal- en engineeringsector zal op korte tot middellange termijn op de fabrikanten wegen.



BOUW

De groei van de reële toegevoegde waarde in de bouw is in de eerste drie kwartalen van 2021 met 1,5% gekrompen, en de bijdrage ervan aan het bbp is al vier kwartalen op rij verwaarloosbaar. Ondanks een opleving van zowel de samengestelde vertrouwensindex voor de bouwsector van FNB/BER als de index voor de civiele bouw na historische dieptepunten in 2020, is het vertrouwen getemperd. De bouw heeft een hoge werkgelegenheidsmultiplikator, dus de aanhoudend slechte prestaties van de bouw zullen een rem zetten op het scheppen van banen. Projectverstoringen door wetteloos gedrag, trage aanbestedingsprocedures, een groot personeelsverloop, lage productiviteit en gebrekige vaardigheden blijven de prestaties remmen.



ELEKTRICITEIT

De bruto toegevoegde waarde in de sector elektriciteit, gas en water is in de eerste drie kwartalen van 2021 met 4,1 procent gestegen ten opzichte van dezelfde periode in 2020. De opwekkingscapaciteit blijft beperkt. De neerwaartse trend in de opwekkingscapaciteit weerspiegelt de onvoorspelbare prestaties van de kolengestookte vloot van Eskom, gebreken in nieuwe centrales en onvoldoende onderhoud. De energiebeschikbaarheidsfactor van kolencentrales - een maatstaf voor hun betrouwbaarheid - is voortdurend gedaald, van 78,7 procent in 2017 tot 61,8 procent in 2021.

MARKET POLICY BRIEF

- In 2020, South Africa was the number 38 economy in the world in terms of GDP (current US\$), the number 36 in total exports, the number 42 in total imports, the number 97 economy in terms of GDP per capita (current US\$) and the number 54 most complex economy according to the Economic Complexity Index (ECI).
- In the recent State of the Nation Address, the President noted that “the key task of government is to create the conditions that will enable the private sector – both big and small – to emerge, to grow, to access new markets, to create new products, and to hire more employees”.
- In October 2021, the Minister of Mineral Resources and Energy announced 25 projects for the fifth bid window of the Renewable Energy Independent Power Producer Procurement Programme (REIPPPP).
- Government is prioritizing 55 new infrastructure projects with an investment value of R595 billion that will significantly boost long-term GDP growth.

Import and Export Overview

- The top exports of South Africa are Gold (\$13B), Platinum (\$11.9B), Coal Briquettes (\$6.37B), Cars (\$5.19B), and Diamonds (\$4.75B), exporting mostly to China (\$11.9B), United States (\$10.2B), India (\$7.88B), United Kingdom (\$7.51B), and Germany (\$6.93B).
- The top imports of South Africa are Crude Petroleum (\$5.09B), Refined Petroleum (\$3.51B), Motor vehicles; parts and accessories (8701 to 8705) (\$2.45B), Cars (\$2.14B), and Broadcasting Equipment (\$1.96B), importing mostly from China (\$14.7B), Germany (\$7.05B), United States (\$4.2B), India (\$3.58B), and Saudi Arabia (\$2.75B).

Source:
Belgian Foreign Trade Agency
National Treasury - Zuid Afrika

Source:
OECD
World Bank



-POPULATION-
104 258 327
(2021)



-HDI-
0.707
(2019)



-PRESIDENT-
ABDEL FATTAH AL-SISSI



-OFFICIAL LANGUAGE-
ARABIC



-CURRENCY-
EGYPTIAN POUND



-AREA-
1 002 MILLION KM²



-ECONOMIC ACTIVITIES-
AGRICULTURE
ENERGY
TOURISM INDUSTRIES

KEY FACTS

E G Y P T



SWOT

STRENGTHS

- Growing economy especially in the field of energy
- Ideal geographical location for trade
- Legal system in favor of foreign firms

WEAKNESSES

- Corruption
- The labor market is relatively inflexible

OPPORTUNITIES

- Many extension projects in the making such as the construction of the new capital
- Rapidly growing population

THREATS

- Unstable region due to the neighboring conflicts

GDP (2021)



& SERVICES
■ INDUSTRY
■ AGRICULTURE

Sources :
World Bank
Statista

EXCHANGES BELGIUM – EGYPT (FIRST SEMESTER 2022)

EXPORT	PARTS	IMPORT	PARTS
Chemicals	31.4%	Plastics	33.3%
Base metals	28.4%	Mineral products	23.2%
Machinery & equipment	10.5%	Chemicals	14.5%



= 40th client – EUR 1.2 billion
= 49th client – EUR 493.2 million
Trade balance: EUR 679.0 million

Sources :
World Bank
Statista

An aerial night photograph of the Cairo skyline, featuring the illuminated buildings along the Nile River. A prominent red McDonald's sign is visible on one of the buildings. The river is filled with boats, and a bridge spans across it. In the foreground, there's a brightly lit building with a large screen displaying "NILE CITY".

Focus EGYPT

BESIX GOING FORWARD IN AFRICA

BESIX has been present in Africa for several decades, where it has participated in the construction of many state-of-the-art construction projects. Christophe Ledur, Resident Manager in Egypt for BESIX Group, gives us insights into BESIX's presence on the African continent, and more specifically in Egypt.

How would you describe BESIX's strategy and differentiating advantages?

On the one hand, we develop long-term strategies with preferential partners. We already have strong partnerships in countries like Egypt with Orascom Construction or the Ivory Coast with PFO. On the other hand, there are projects where we explore and seize opportunities that we evaluate before participating. Regularly this in turn results in new valuable relationships, that we jointly aim to nurture for future business hopefully. Whatever the situation, we can rely on our expertise in (value) engineering, coupled with a genuine sense of client centricity. We have a culture of truly listening to our clients, which, I think, comes from a certain Belgian flair of being humble and not necessarily imposing our views on them (Christophe smiles). In our African portfolio you mainly find complex or iconic projects, with a high degree of engineering, and requiring thorough project management capabilities, BESIX's signature, said otherwise.

Can you comment on BESIX's presence on the African continent, and Egypt in particular?

We focus on construction projects, but also increasingly on projects including financing and/or operations and maintenance. In countries like Egypt, Cameroon, Morocco, or the Ivory Coast, we have developed large projects such as high-rise or complex buildings, or commercial centres. We are also active in the construction of sport stadiums, a segment where we developed expertise in the Middle East and Pacific regions. We also leverage our worldwide expertise in marine works, infrastructure projects like bridges and tunnels, and industrial or environmental projects, like hydroelectric plants, units for drinking water production or wastewater treatment. African

Christophe Ledur,
Resident Manager
in Egypt for BESIX



countries increasingly want to develop such facilities and we are keen to team up and bring our expertise in this field. In Egypt, we have had the immense honour to be chosen by the Egyptian Ministry of State for Antiquities to build the Grand Egyptian Museum in Cairo. It gives an unprecedented opportunity to admire a unique collection of objects dating back to the fascinating, almost mythical, period of the pharaohs. In the sector of marine works, another of our flagship projects is the Ain Sukhna Product Hub in the Gulf of Suez. BESIX completed this 3-km long docking facility for gas tankers in less than a year, while the existing port remained in operation. BESIX also built the impressive Mall of Egypt, a vast commercial complex with shopping facilities, cinemas, and restaurants.

What is your vision on the African construction market?

Not surprisingly, in Africa the market differs from country to country and depends on the nature of clients, i.e. public authorities or private companies. The market is also very much depending on financing possibilities, local or international, private, or public. All this adds a degree of complexity to commercial approaches, but it also gives us an opportunity to show what we excel at, namely show a true willingness to listen to clients' needs and requirements and bring our project management and value-engineering capabilities. The African market is competitive by nature and attracts national and international players. At BESIX, we position ourselves more on very large, complex projects, where the recipe is to offer a combination of engineering expertise, good client relations, a financing solution, and excellent references. We also strive to identify and partner up with local champions. In Egypt, we systematically team up with Orascom Construction, the largest

Egyptian construction company. A specificity of the construction sector is that it is either growing or shrinking, but it never totally collapses. Based on BESIX's presence in various geographical markets, when one market is contracting, we often can rely on new contracts in another one, like in recent years in Africa. We monitor the evolution in certain countries, further to government renewals, elections, or international agreements with institutional bodies, like the International Monetary Fund, the World Bank or financing institutions. Having the right connections and stable relationships with potential partners is key, so that we can be on their radar should an opportunity arise.

What are your expectations for the coming years?

We hope and expect that African countries will continue to expand their key infrastructure, where BESIX definitely has a role to play in this part of the world. I personally aim for continuity of activities in Egypt, and I am also looking at other neighbouring countries, such as Jordan or Libya. In Egypt, we are actively working on certain opportunities, which we hope will materialise into other iconic references. While we also want to leverage on specific projects that we have developed elsewhere, our reference book speaks for itself, we are keen to co-create with our partners and develop projects which we not only build and finance, but also operate and maintain for a period of time.



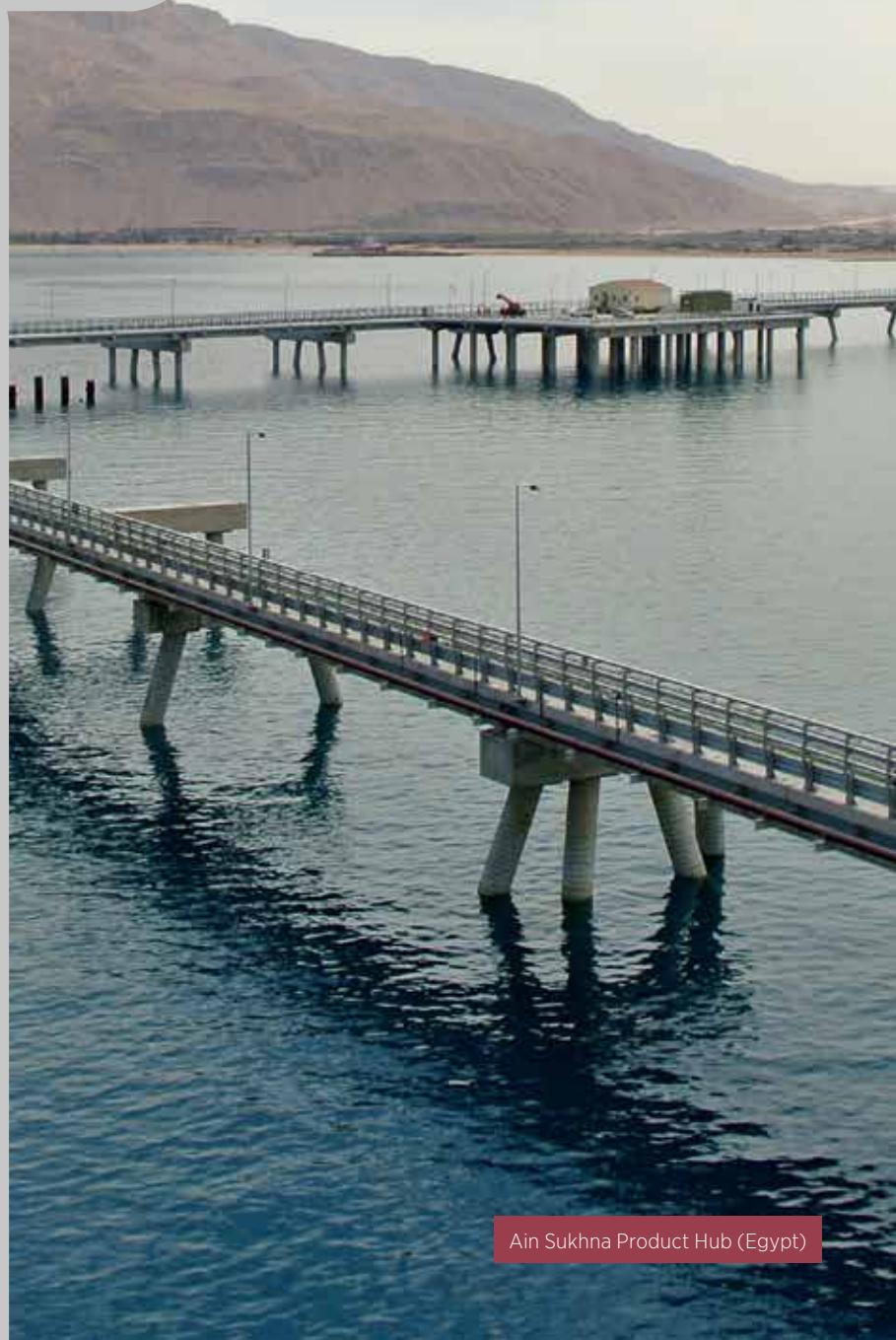
Scan the QR code to discover all BESIX's major projects:



Grand Egyptian Museum (Cairo, Egypt)



F Tower
(Abidjan, Ivory Coast)



Ain Sukhna Product Hub (Egypt)



INTERVIEW – AMBASSADOR OF BELGIUM TO EGYPT

What is your impression of the current socio-economic situation in Egypt?

The financial situation of Egypt is tense at the moment, due to the Russian war against Ukraine, and the economic climate of uncertainty. Egypt was counting on the international short-term capital attracted by its steady exchange rate, and good interest rates to finance its economic development. But due to the uncertain perspectives, hot money has disappeared, leaving Egypt with a financing gap. Traditional friends have come to the rescue, though, and Gulf countries now make up much of Egypt's financial reserves. IMF has also extended a 3 bn\$ facility, that will be topped up to 9 bn \$. The world has a clear interest in Egypt's stability and development, and I am optimistic that Egypt will easily survive the present situation

How do you view the bilateral relations between Belgium and Egypt?

We are old friends, as modern Belgium and modern Egypt were born approximately

at the same time, and Belgium had an important share in Egypt's industrial development in the XIX century. Belgium was, and still is, seen as friendly, active, innovative, and too small to be a political danger. Our relation is good but has been a bit underexploited in the recent years, because of COVID, and because of the international image.

What are the key sectors in which you would advise Belgian investors to invest in Egypt?

There is a global push on infrastructure investments for the moment, as Egypt is re-equipping itself with much needed

François Cornet d'Elzius,
Ambassador of the Kingdom of
Belgium to Egypt



transport infrastructure. Roads, cars, ports, IT infrastructure are all being overhauled. After this, will probably come massive investments in education and health. Energy is of course front news, and hydrogen is the topic of the day

Consider also that Egypt is a dream consumer market for consumer goods. Cairo, in particular, offers a 20 Million market 2 hours truck road away from a port. The business environment is acceptable, but investors need patience and probably a good local partner.

The COP27 just ended a couple of weeks ago. What is your feedback on this important event? Can you give us more information about the economic content of the COP27, the role that Belgium played in the discussions, and also an

overview of the partnership between Egypt and Belgium in the framework of the organization of this COP?

Egypt had a difficult challenge to be at the same time the perfect host for the international community, making progress in combatting global climate change, and the defender of its African constituency's interests, as it was elected by African countries.

Logistically, this required a massive effort, but Egypt coped very well, thanks to its top infrastructure in the city of Charm el Cheikh.

On the substance, Europeans were of course disappointed on the little progress achieved on decarbonation, but the small Egyptian team did its best to ensure a decent outcome, and some important progress was achieved on the loss & damage issue.

Your Embassy is the first point of contact for Belgians who are there. How do you help them? Are there other agencies that are important to be in contact with?

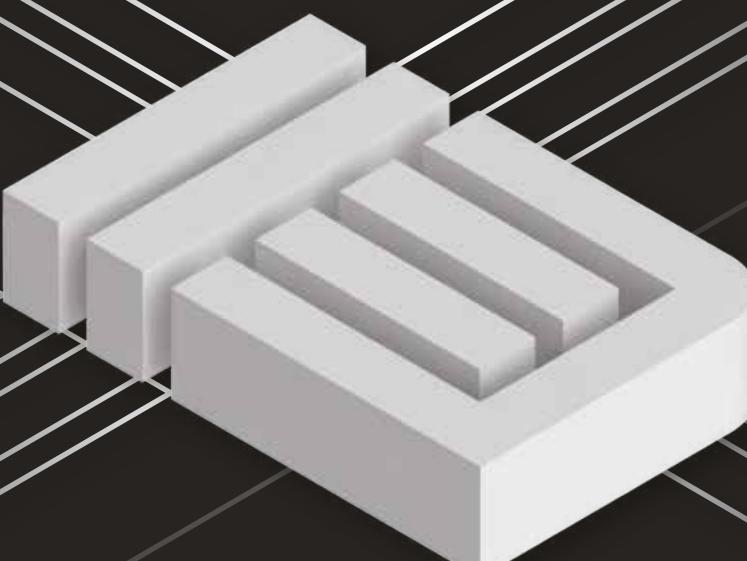
Flanders Investment and trade is representing the three regions in Egypt. It has a long experience of dealing with trade in Egypt, and an excellent network. It is certainly a good point of entry to the Egyptian market.

The Egyptian Belgian Business Association, EBBA, gathers Egyptian businessmen interested in the Belgian market. This provides good opportunities for friendly business contacts, and expertise.

For many Egyptians, the symbolic value of handling with an external country is important. Egyptians do not only deal with a company, but also with the country behind it. Formal support from the Embassy is therefore welcome. The team of Economic counsellors of the Ambassador can also be put to good use.

The Embassy has good working relations with the Chambers of Commerce, and the institution of Egypt.

There is a global push on infrastructure investments for the moment, as Egypt is re-equipping itself with much needed transport infrastructure



THE BRIDGE BETWEEN
LOCAL ASPIRATIONS
AND INTERNATIONAL
MARKETS

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+33 1 45 61 15 77

INTERVIEW MET PETER VAN BLANCKENBERG - HEAD OF BILATERAL SECTION EGYPT

U bent de vertegenwoordiger van de Kamer van Koophandel voor Egypte. Kunt u ons een overzicht geven van de economische situatie in het land?

De grote en diverse economie van Egypte, de aanzienlijke rijkdom aan natuurlijke hulpbronnen en de aanzienlijke arbeidsmarkt betekenen dat er een enorm potentieel is voor buitenlandse bedrijven. De Egyptische regering is erop gebrand om directe buitenlandse investeringen aan te trekken en zet zich in om buitenlandse investeerders een stabiele omgeving te bieden, met verschillende hervormingen die sinds 2014 zijn doorgevoerd om het ondernemingsklimaat te verbeteren.

Met name olie- en gasproductie, auto's, ICT, productie en voedselverwerking zijn belangrijke groeigebieden waar kansen liggen.

België is goed vertegenwoordigd in de wereld dankzij zijn economische reuzen, en in het bijzonder in Egypte met BESIX, leider in de bouw. Wat kunt u ons vertellen over de bouwsector van het land en het belang van de Belgische knowhow?

De Egyptische bouwsector blijft een van de belangrijkste motoren van de economie. In 2016 noteerde de sector een groei van 10,3%, een opmerkelijke stijging in vergelijking met de voorgaande jaren.

Met een overwegend jonge bevolking van 92 miljoen inwoners, die voornamelijk geconcentreerd is in en rond de hoofdstad Caïro en in de Nijldelta, maakt de overheid van woningbouw en urbanisatie een prioriteit. Het ministerie van Woningbouw schat dat de komende vijf jaar jaarlijks 350.000 tot 500.000 nieuwe woningen moeten worden gebouwd om de huidige bevolkingsgroei te kunnen bijhouden. Ook de nood aan transport- en energieinfrastructuur is prangend. (cijfers FIT)

De overheid zet daarnaast sterk in op het investeren in grootschalige projecten, zoals de New Administrative Capital en de Suez Canal Economic Development Zone.

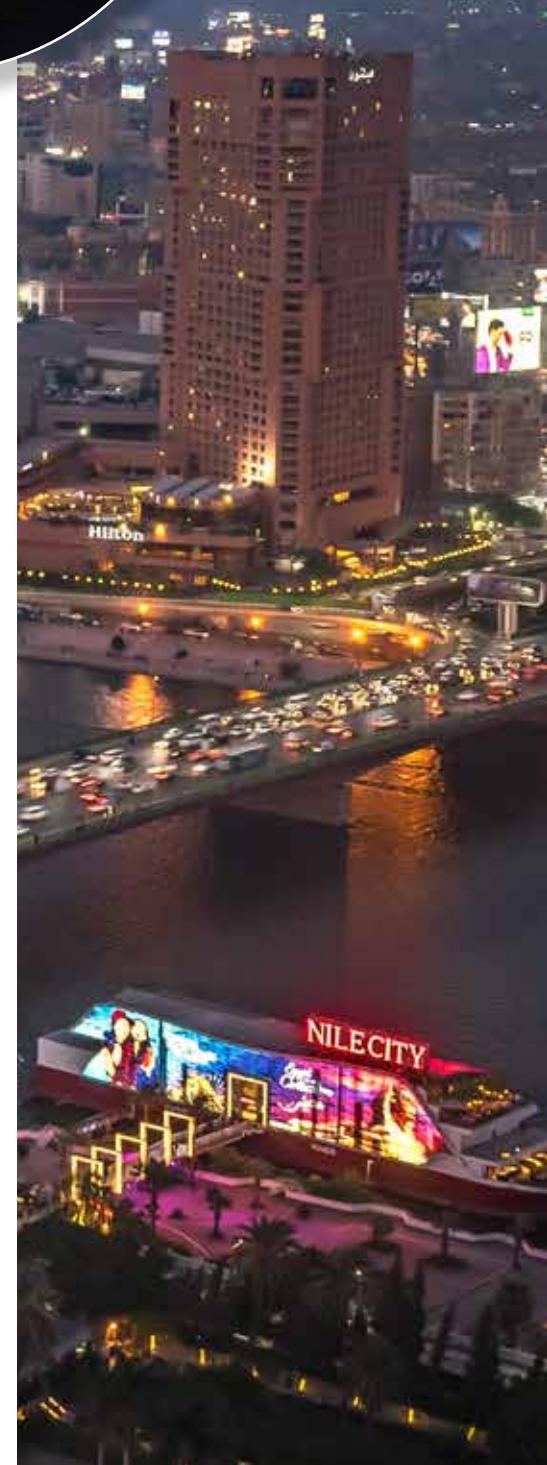
De overheid zet daarnaast sterk in op het investeren in grootschalige projecten, zoals de New Administrative Capital en de Suez Canal Economic Development Zone.

Besix is reeds geruime tijd heel actief in Egypte met verschillende projecten, vaak via Orascom als aandeelhouder (50%) van het bouwbedrijf. Besix bouwt momenteel het prestigeproject van het nieuwe Groot Egyptisch museum in Caïro.

U nam deel aan de verschillende economische delegaties die in de tweede helft van 2022 naar Egypte gingen. Wat zijn volgens u de synergieën die tot stand kunnen worden gebracht tussen de Kamer en de Egyptische economische kern?

Ik nam door omstandigheden niet deel aan de recente talrijke economische missies, maar in oktober hadden wij met CBL ACP de mensen van EBBA (Egyptian Belgian Business Association) met een inkomende missie te gast te gast en op dat moment hebben we onze banden met hen versterkt via een MOU. Er werden terzelfdertijd ook afspraken gemaakt met de Economische dienst van de Egyptische Ambassade in Brussel om hecht samen te werken.

Peter van Blanckenberg
CBL-ACP Head of
Bilateral Section Egypt





Mark your calendars, the 3rd edition of Serendipity will take place on 11 May 2023!
This edition will once again be full of great surprises!

Would you like to be one of our honorary sponsors? Let's talk about it over a coffee!
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EGYPTE : SOUBRESAUTS ET VITALITÉ ÉCONOMIQUE

Comme de nombreux pays, l'économie égyptienne sort d'une période de crise et d'instabilité économique qui a débuté avec la crise financière mondiale de 2008-2009 et a été fortement exacerbée par la révolution du 25 janvier 2011 et ses conséquences.

Après plusieurs années de mesures d'urgence, le gouvernement égyptien a adopté fin 2016 un programme de stabilisation pluriannuel parrainé par le Fonds Monétaire International, qui est toujours en cours. Ce programme a permis de juguler les importants déficits de la balance des paiements et du budget et de rétablir la croissance économique. L'impact de la crise et du programme de stabilisation qui a suivi sur la quantité et la qualité de l'emploi dans l'économie égyptienne n'a pas encore été déterminé.

Un solide rebondissement avant la guerre en Ukraine a soutenu une augmentation de la croissance économique à 6,6 % au cours de l'exercice 2021/22, soit le double du rythme de l'année précédente. Cependant, l'activité économique a subi l'impact négatif de multiples chocs mondiaux, comme le montrent les indicateurs avancés de ces derniers mois, notamment l'augmentation du coût des intrants nationaux et importés. L'inflation urbaine globale et l'inflation de base se sont accélérées en raison de la dynamique des prix mondiaux, de la dépréciation du taux de change et des goulets d'étranglement de l'offre intérieure.

Malgré l'ajustement de la politique monétaire, la guerre en Ukraine a intensifié les pressions préexistantes sur les comptes

extérieurs. Les réserves officielles et les avoirs en devises ont fortement diminué, atteignant conjointement 37,4 milliards de dollars US à la fin août 2022 (contre 54,5 milliards de dollars US à la fin février 2022) - malgré le soutien financier du CCG ainsi que l'émission réussie de la première obligation samouraï de l'Égypte.

En tant que pays aride et soumis à un stress hydrique, l'Égypte est très vulnérable au changement climatique. Elle figure au 120^e rang du GCRI 2021, mais a réduit ces dernières années ses émissions de CO₂ par habitant. Ses secteurs les plus sensibles sont l'eau et l'agriculture. Il est essentiel d'améliorer la gestion des ressources en eau car l'agriculture est un secteur clé, qui fournit des moyens de subsistance à 55 % de la population, emploie 23,3 % de la main-d'œuvre et représente 22 % des importations de biens en 2019. L'énergie, les transports, les déchets et l'industrie sont également au cœur des actions d'atténuation et de l'engagement du gouvernement dans sa stratégie nationale sur l'économie verte lancée en 2016.

L'environnement macroéconomique global de l'Égypte durant l'exercice 2022/23 devrait être miné par les chocs simultanés, avant de commencer à s'améliorer à moyen terme. La création d'un espace budgétaire reste cruciale pour faire progresser le capital humain et physique de la population égyptienne, qui dépasse 104 millions de personnes.

L'économie égyptienne post-covid : entre COP27 et nouvelle capitale, un rayonnement pyramidal pour une nouvelle ère

Il est essentiel d'améliorer la gestion des ressources en eau car l'agriculture est un secteur clé, qui fournit des moyens de subsistance à 55 % de la population, emploie 23,3 % de la main-d'œuvre et représente 22 % des importations de biens en 2019.

L'ÉCONOMIE ÉGYPTIENNE POST-COVID : ENTRE COP27 ET NOUVELLE CAPITALE, UN RAYONNEMENT PYRAMIDAL POUR UNE NOUVELLE ÈRE

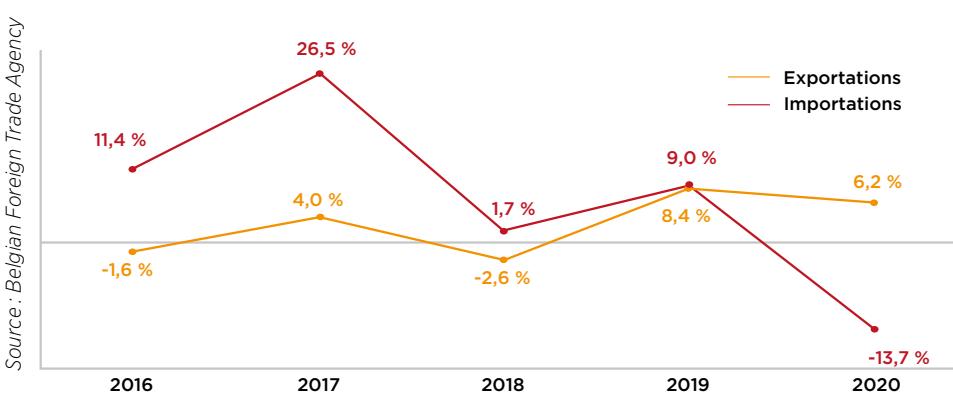
En Égypte, une énorme « nouvelle capitale administrative » est en cours de construction, à environ 45 km à l'est du Caire, sur une étendue de désert équivalente à la taille de Singapour.

En effet, la construction de la capitale actuelle ne permet pas un usage efficient de l'espace. Les ministères et les ambassades qui entourent la place Tahrir, au centre du Caire, encombrent les artères de la ville. De nombreuses rues étant bloquées pour assurer la sécurité de ces bâtiments et de leurs occupants, il est parfois impossible d'aller de A à B dans la ville. De plus, la population de 22 millions d'habitants de la capitale, déjà surpeuplée, devrait doubler d'ici 2050.

La nouvelle capitale administrative, qui devrait abriter des ambassades, des agences gouvernementales, le parlement, 30 ministères, un complexe présidentiel en spirale et quelque 6,5 millions de personnes une fois achevée, est une nécessité. Il semble qu'elle permettra

non seulement de déplacer les bâtiments administratifs hors du Caire, mais aussi de créer des logements dont on a grand besoin. En outre, le gouvernement s'est engagé à allouer 15 mètres carrés d'espace vert par habitant dans le nouveau développement. La nouvelle capitale sera dotée d'une « rivière verte » centrale, une combinaison d'eau libre et de verdure plantée dont la taille sera deux fois supérieure à celle du Central Park de New York. Le projet est donc également présenté comme un effort pour lutter contre la pollution et rendre l'Égypte plus « verte ».

Que signifie ceci en termes de marché ? Déjà, des opportunités dans le secteur de la construction et domaines attenants (matières premières, transport..) avec des appels d'offres à gogo, pour nos business(wo)men les plus férus du pays qu'on appelait à une époque La Terre des Pharaons. De quoi perfectionner des relations économiques belgo-égyptiennes déjà bien établies – en voici un aperçu :

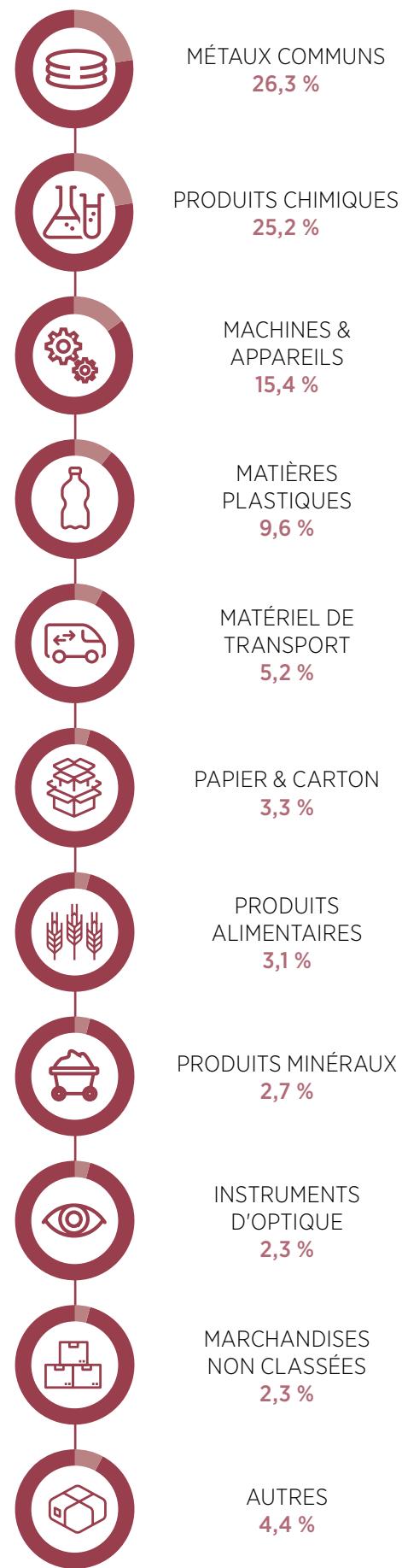


En 2020, l'Egypte a été le 36^e client en importance de la Belgique. Elle s'est classée devant Hong Kong et derrière Singapour. Les exportations de la Belgique à destination de l'Egypte se sont chiffrées à EUR 1.406,9 millions en 2020 contre un montant de EUR 1.324,2 millions en 2019, soit un progrès de 6,2%. Les exportations vers l'Egypte ont représenté 0,4 % du total exporté par la Belgique.

En ce qui concerne les principaux fournisseurs de la Belgique, l'Egypte a pris la 62^e place en 2020, derrière la Slovénie et devant le Sri Lanka. La Belgique a importé de l'Egypte des marchandises

pour un montant de EUR 320,2 millions en 2020 contre EUR 370,9 millions en 2019. Les achats belges en provenance de l'Egypte ont, en d'autres termes, baissé de 13,7 %. Les importations en provenance de l'Egypte ont représenté 0,1 % du total importé par la Belgique.

« Last but least », précédant et suivant l'accueil de la COP27 à Sharm-El-Sheikh, plusieurs délégations économiques menées par les entités régionales ont eu l'occasion de creuser les opportunités économiques du pays, et trouver de nouveaux partenaires dans le cadre de leur expansion en Égypte. De quoi commencer l'année 2023 sur une belle base !



SUCCESS STORIES DE NOS MEMBRES : TRANSAUTOMOBILE



Alexandre Engels,
Sales chez Transautomobile

**Notre devise est
« Our Mission, Your Satisfaction »**

Transautomobile est un leader dans le domaine de l'export de véhicules en Afrique. Comment définiriez-vous la stratégie mise en place sur le continent ?

Depuis 1973 Transautomobile est actif sur l'ensemble du marché africain, cela va donc faire bientôt 50 ans. Nous avons durant ces nombreuses années accumulé une grande expérience de ce marché tant au niveau humain qu'administratif.

Le continent africain disposait déjà de l'internet bien avant l'heure, avec Afrique « Radio Trottoir » qui est diablement efficace et ne tombe jamais en panne. Les citoyens sont très sensible aux relations humaines et contacts avec ses partenaires, et beaucoup de nos contacts sont devenus de vrais amis que nous avons plaisir de retrouver en famille.

Par ailleurs, il est indispensable que Transautomobile puisse répondre très rapidement aux demandes de ses clients ou prospects et leurs fournir des réponses et/ou solutions rapides, simples, efficaces et au juste prix.

Notre devise est « Our Mission, Your Satisfaction » et elle reflète bien l'état d'esprit dans lequel nous travaillons depuis toutes ces années.

Pourriez-vous nous donner un overview du marché automobile en Afrique, et plus précisément des pays où Transautomobile est présent ?

Transautomobile apporte à ses clients une solution globale au niveau « Automotive ». Nous pouvons lui fournir, de stock et hors taxes, tous types de matériel, véhicules LHD & RHD et pièces détachées, sans distinction de marques, et, donc en toute indépendance et l'expédier vers le pays de son choix.

Le citoyen du continent est pragmatique, il recherche du matériel fiable et solide si possible facile à entretenir ou à réparer. La disponibilité ou la facilité d'approvisionnement en pièces détachées guidera également sa recherche ou son choix. Transautomobile est d'ailleurs présent dans tous les pays où il peut apporter une solution aux demandes de ses clients.

Transautomobile accepte toutes les formes de paiements et, ce, dans les différentes devises. De plus, nous organisons pour le compte de nos clients toutes les formalités de transport et ou administratives nécessaires à l'importation des marchandises dans son pays de destination.

Dans quelle mesure Transautomobile bénéficie-t-il de partenariats institutionnels dans le cadre de son exercice en Afrique ? (Ambassades, chambres de commerce,)

Transautomobile a toujours entretenu des relations suivies avec les personnels

des Ambassades étrangères, Chambres de commerce et ONG ou autres institutions internationales en Europe. Il en est de même avec ces différentes institutions présentes en Afrique.

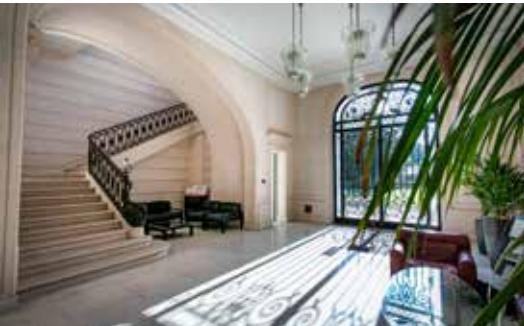
Indépendamment de cela, nous avons une importante clientèle composée de sociétés locales et internationales, de clients particuliers, de ministères, hôpitaux etc.

Notre entreprise est avant tout une société de service, qui fournit des solutions au niveau Automotive en fonction des besoins présents de ces institutions.

Quelles sont vos attentes pour les cinq prochaines années en termes d'expansion de la marque Transautomobile ?

Si vous souhaitez faire des projets sur 5 ans, il ne faut pas travailler avec l'Afrique, au vu des risques politiques, économiques et sanitaires qui sont beaucoup trop imprévisibles dans beaucoup de pays.

C'est pour ces raisons que nous avons fortement diversifié et étendu notre offre au fil des années passées, ceci afin de nous permettre une très grande flexibilité et ainsi d'être toujours actifs dans les secteurs porteurs du moment.



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TEAM EUROPE 101

As requested by some of the readers, here is a focus on Team Europe. Team Europe consists of the EU institutions, including the European Investment Bank (EIB), Member States and their implementing organisations and development financing institutions and the European Bank for Reconstruction and Development (EBRD).

Team Europe was initially put in place to ensure a co-ordinated and comprehensive response between the EU and its Member States to the COVID-19 pandemic and its consequences.

The new approach has quickly become the backbone of Global Europe (the main financial tool for EU international cooperation from 2021 to 2027) and its

programming. It notably includes the conception of Team Europe Initiatives, which are the flagships of the Team Europe approach.

TEAM EUROPE INITIATIVES – TEIs:

- are the flagships of the Team Europe approach, guided by the political and policy priorities of the EU;
- focus on identifying a critical priority (bottleneck) that currently constrains development at country level, where a coordinated and coherent effort by Team Europe would ensure results with a transformative impact;

→ draw on the best mix of funding/support modalities, tools and partners and the wealth of the collective experience, expertise and resources.

158 Team Europe Initiatives of which:

- » **137 TEIs** in **INTPA** countries and regions
- » **18 TEIs** in **NEAR** countries and regions (Ukraine on hold)
- » **3 thematic-global TEIs:** TE Democracy, Global Green Bond Initiative, Global Supply Chains

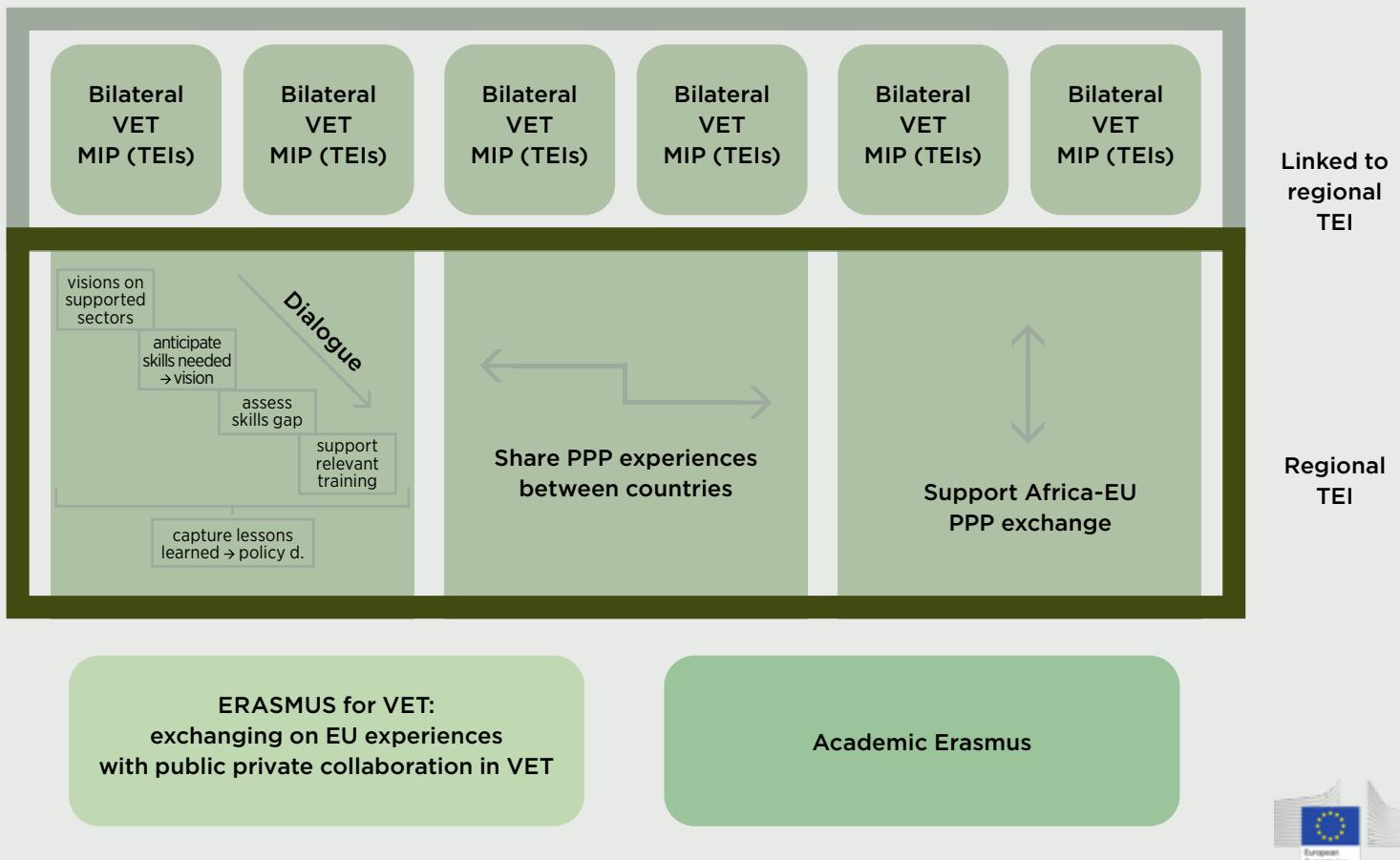
Region	Country TEIs	Regional TEIs	Total
Sub-Saharan Africa	67	13	81
Latin America & Car.	28	5	33
Asia-Pacific	17	7	24
Neighbourhood countries	15	3	24
Total	127 country TEIs	28 regional TEIs	155 TEIs (+3 global)= 158 TEIs

GLOBAL TEI: SUSTAINABILITY IN SUPPLY CHAINS

- EU due diligence legislation creates a clear case for cooperation among Member States and EU, initiative by Germany
- Main goal: coordinating accompanying support

- Who? 8 EU MS + Commission + EDFI
- What? The TEI would provide **assistance to support supply chain actors** in developing countries with a particular focus on MSMEs in the lower-tiers of global supply chains.
- What? Function as a **European clearinghouse** for information, tools and guidance to help EU companies engage with suppliers in developing countries.

REGIONAL TEI: TO COMPLEMENT PPP IN VET



FLAGSHIP: STRATEGIC PARTNERSHIPS ON SUSTAINABLE RAW MATERIALS VALUE CHAINS

Sustainable raw materials value chains are value chains that are global; produce value locally in Africa; link upstream and downstream actors; involve both EU and African actors and are respectful of social environmental and governance standards.

Areas of cooperation:

- Integration of (critical) raw materials value chains
- Cooperation on research and innovation
- Alignment on ESG Criteria and international standards
- Infrastructure development (EFSD+, Global Gateway)

→ Capacity Building, training and skills along raw materials value chain

Countries involved: Namibia, South Africa, Senegal, Democratic Republic of Congo (DRC), Rwanda, Uganda

The modalities of collaboration with the private sector are not covered here as already done in previous article (cfr. EC agenda for the private sector).

Source: European Commission



MANON KIZIZIÉ
Head of Financial Division

CBL-ACP

22.09.2022

In collaboration with the Embassy of Malawi: Webinar Doing Business in Malawi in collaboration with MITC. Speakers: H.E. Ambassador Ngwira, Minister of Trade and Industry, the Hon. Mark Katsonga Phiri, H.E. Mr. Huyghebaert, Ambassador of Belgium to Tanzania. Moderated by Mr. Tony Verbeke, Head of Bilateral Section South Africa. Testimonies from Bolloré Malawi, represented by Mr. Djambay and Ms. Sofie Geerts, Deputy General Representative of Flanders in Malawi and testimonies from MITC and MCCI (Malawi Confederation of Chambers of Commerce and Industry).

CBL-ACP

30.09.2022

Virtual meeting with Mr. Hugo Martins, Political & Counsellor Advisor of the Embassy of Timor-Leste in Brussels with the aim of collaborating with the CBL-ACP as we also cover the Pacific region. They are members of OACPS (Organisation of African, Caribbean and Pacific States).

Present Mr Guy Bultynck, President and Ms Jennifer Lefebure, Head of Bilateral Section Mauritius and Deputy Manager.

EMBASSY OF ETHIOPIA

06.10.2022

Hybrid Event organized by Belgo Ethiopian Business Club 'Business with Ethiopia' CBL-ACP was associated to the event together with Awex, Hub Brussels, FIT, the Embassy Brussels and the Ethiopian Investment Commission, Bio and Puratos and Ethiopian Airlines. The CBL-ACP participated virtually in the zoom and was represented by Mr. Didier Verhelst.

CBL-ACP

18.10.2022

La CBL-ACP a eu l'honneur de recevoir le Prof. JJ Muyembe Tamfum, DG de l'INRB (Institut National de Recherche biologique). Il était accompagné par M. Bernard Delhez, CEO de Contipharma et M. Thierry Claeys Bouaert, Head of Bilateral Section RDC et M. Quentin Gaudissart, Head of Cluster Health.

KENYA

15 - 18.11.2022

Nairobi and Mombassa: Multi-sectoral mission of the Regions - participation of the CBL-ACP. The CBL-ACP was represented by Mr. Christian Verbrugghe, Head of Bilateral Section Kenya & Tanzania and Mr. Thierry Lienart. Other board members present: Dirk Verbeke, Joris De Nocker - Members present: Mr. Yvan De Coninck. Signature of three MOUs with the Kenya National Chamber of Commerce & Industry - the East African Chamber of Commerce, Industry and Agriculture and the Africa Business Council.



BRUXELLES

24.10.2022

8th edition of the Rebranding Africa Forum. The CBL-ACP was present and the themes discussed were: 'Which attractiveness strategies for African countries? The CBL-ACP was represented at the inaugural cocktail by Mrs. Manon Kizizié, Director, Head of Financial Division and at the Forum by Mr. Peter van Blanckenberg, Director and Head of Bilateral Section.

BRUSSELS

24.10.2022

Multi-sectoral Egyptian Business Delegation Forum organised by the ABLCC (Arab Chamber of Commerce Belgium - Luxembourg) in collaboration with the Egyptian Embassy. The CBL-ACP participated and signed the renewal of the MOU with EBBA (Egyptian Belgian Business Association) chaired by Mr. Rafik Attia.



UGANDA

27/10/2022

CBL-ACP participated in the 2nd Uganda - EU 2022 Business Forum. Signing of an MOU between CBL-ACP and the Uganda Investment Authority. CBL-ACP was represented by Mr. Joris De Nocker, Director and Head of Bilateral Section for Uganda.

WEBINAIRE

25.11.2022

Enhancing ties between Mauritius and Belgium: Webinar organised by Riga Projects and Juristax in collaboration with the Economic Development Board Mauritius, Belgian Mauritian Business Club and the CBL-ACP. Topics: Investment opportunities in Mauritius, Private Banking and Wealth Management, Real Estate Expertise etc. The CBL-ACP was represented by Ms Jennifer Lefebure, Head of Bilateral Section Mauritius.

MISSION

28.11.2022 au 01.12.2022

Mission entrante d'une délégation guinéenne sous le patronage du Ministre du Commerce Extérieur accompagné d'une délégation. Grande réunion avec Mr Vermeersch, Mr Chalon et Jacques Evrard suivit d'un déjeuner.



VIRUTAL MEETING

30.11.2022

Chaired by Mr Bultynck "My Bank/My Right": Jacques Evrard, Guy Bultynck, Mr Bernard de Gerlache, Mr Renier Nyskens, Prof. De Wolf and Mr Daniel Ribant.

CBL-ACP

15.12.2022

Working meeting with Ms Johanna Sandberg, Executive Secretary of the European Business Chamber of Rwanda. The CBL-ACP was represented by Mr. Thierry Lienart, Head of Bilateral Section Rwanda.

HOTEL TWANGA BRUSSELS

14.12.2022

Réception organisée par S.E.M. Mokrani, Ambassadeur d'Algérie à l'occasion du 68^{ème} anniversaire de la Révolution du 1 novembre 1954. La CBL-ACP était représentée par M. Verhelst, Manager et Mme Lefebure, Deputy Manager.



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EVRARD

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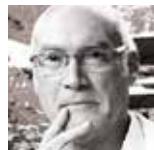


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