



Public consultation on the Revision of the EIB Transport Lending Policy

Extra-urban roads

Breakout 1B: 9h45 – 11h00

Thursday 14 October 2021

EIB panel (Projects directorate – Mobility Department)



Lise Weidner

Head of the Strategic Roads Division



Diego Ferrer

Lead Economist,
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Division



**Raquel Fernandez
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Engineer,
Strategic Roads Division



Birgitte Keulen

Mobility Department Climate
Advisor



Robert Kietlinski

Senior Engineer,
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Advisory Division

How to participate in the discussions - Slido

- Go to **sli.do** on your browser and insert the code **#TLP**
- After the presentation, “raise your hand” and the moderator will give you the floor



You can “like” other people’s questions and comments to give them priority!



My name (and organisation)

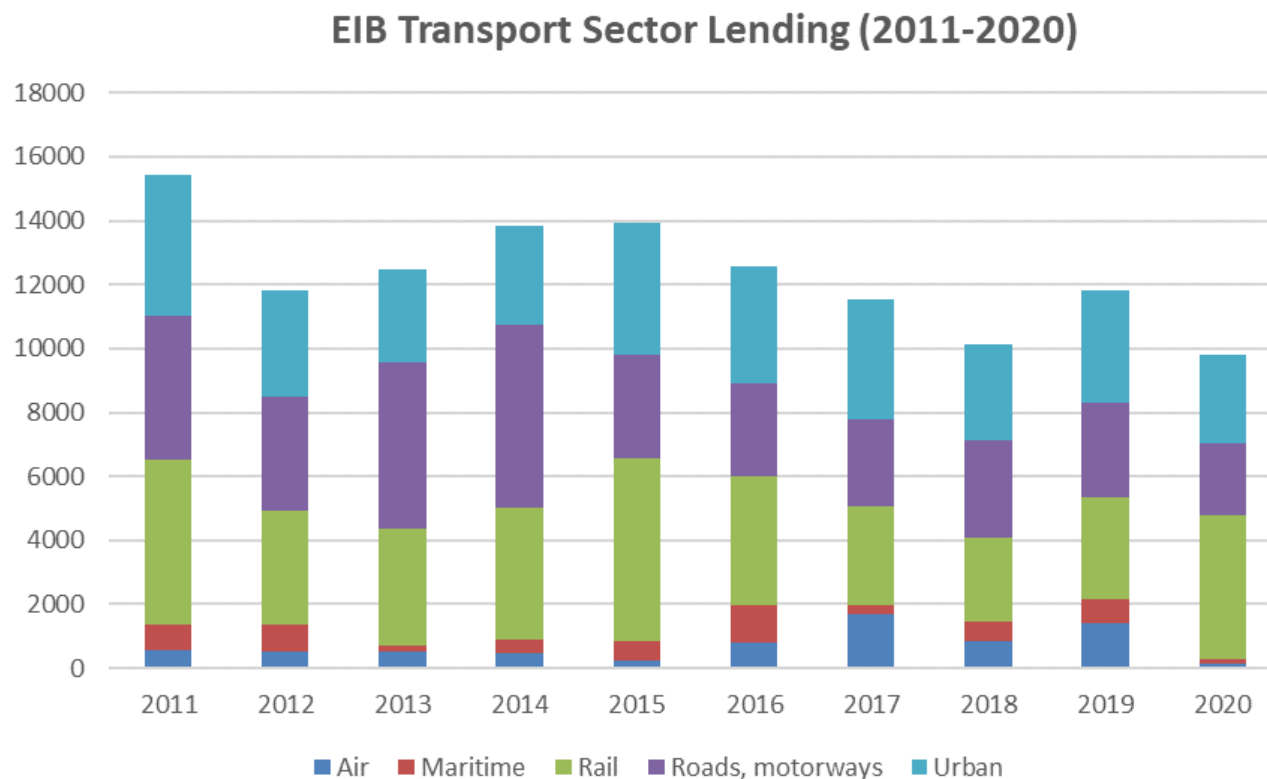
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This is my comment

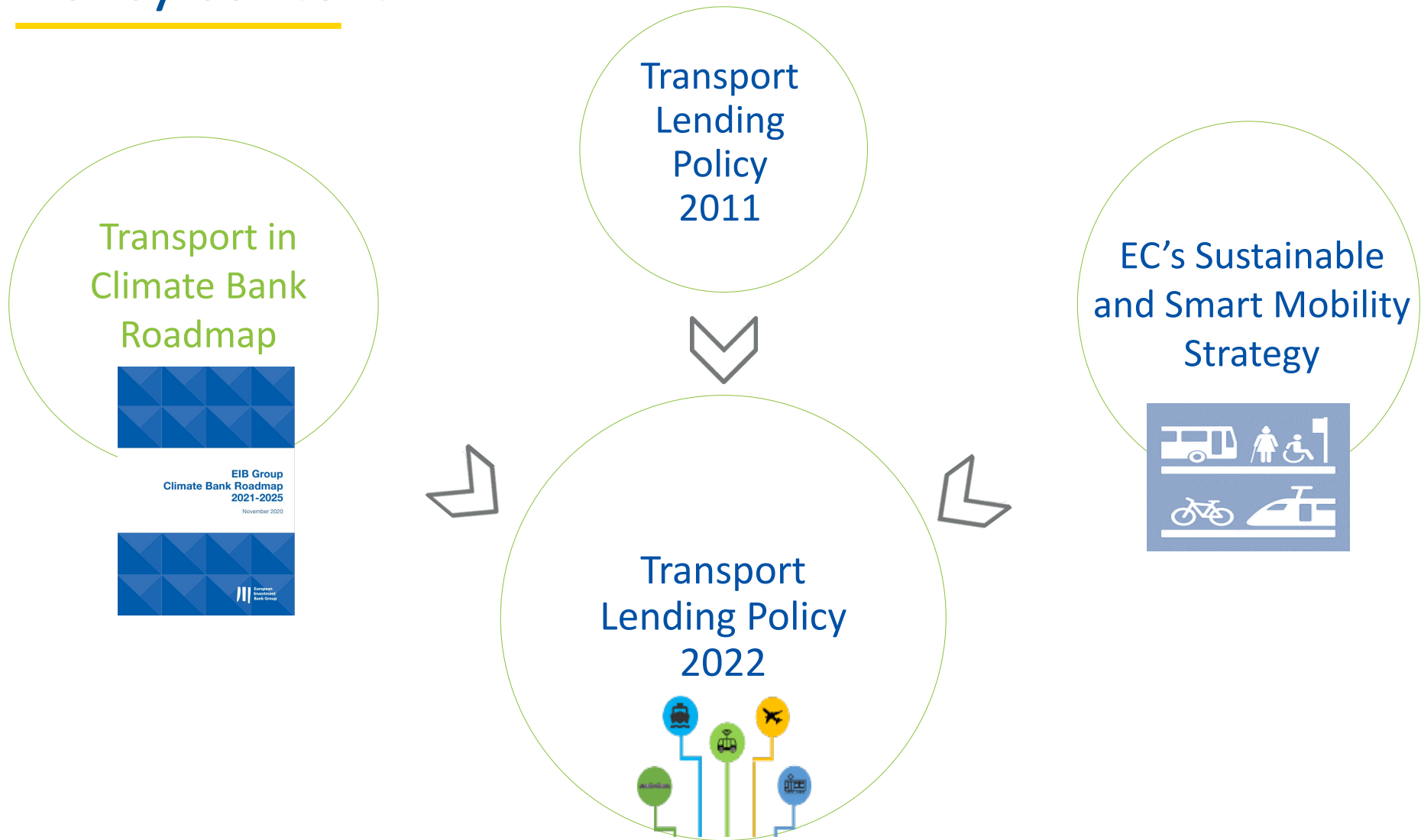


The slides and a summary of the discussion will be made available on our consultation webpage

EIB lending to the transport sector over the last 10 years



Policy context



EIB Group's Climate Bank Roadmap (CBR)

Approved by the Board, Nov 2020

Eligibilities for the road sector (Annex 2, table C):

- Infrastructure required for zero emission transport (e.g. electric highways, electric charging points, hydrogen infrastructure).
- Road safety projects.
- Rehabilitation of road infrastructure, including adaptation.
- Large (above EUR 25m) new road capacity infrastructure meeting the adapted economic test and complying with alternative fuels directive inside the EU.
- Small (below EUR 25m), does not require CBA, if:
 - Urban street projects under multi-scheme loans in support of Sustainable Urban Mobility Plans; or
 - Road projects under multi-scheme loans in support of Integrated Regional Development programmes.



EIB Group
Climate Bank Roadmap
2021-2025
November 2020



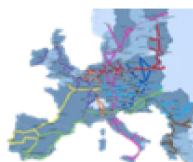
Table C: Transport

Support	Medium-term transport services	Long-term transport services
	<p>Medium-term transport services (including non-motorised transport):</p> <ul style="list-style-type: none"> • Medium-term transport services (including non-motorised transport) that meet the "Significant Contribution" threshold under the EIB taxonomy. For MFA and similar intermediate projects (see Part II) the following exceptions are made: <ul style="list-style-type: none"> • Passenger vehicles, light commercial vehicles (LCV) and heavy-duty vehicles (HDV) that meet the EIB threshold. (This is currently projected at equal to or less than 10 g CO₂/km for passenger vehicles for LCV and HDV, and 100 g CO₂/km for HDV in the same sub-segment.) • Medium-term transport services that are "eligible" if, for these assets, no criterion has yet been established under the EIB taxonomy. • Any medium-term project funded by advanced climate facilities as per Renewable Energy Directive (RED) and the LUC criteria for low-carbon fuels, or "comparable" renewable fuels. • LCVs and HDVs. • Medium-term transport services that bring demonstrable environmental, safety and security improvements (including those that significantly extend the physical life of the asset) are eligible for all types of fleet. • Transport services (including those that are not covered by the above) where there is an overriding public interest (environmental, safety and security, etc.). 	<p>Long-term transport services (including non-motorised transport):</p> <ul style="list-style-type: none"> • Infrastructure and equipment for active mobility (walking and cycling). • Infrastructure that is required for zero-emission transport (e.g. electric charging points, hydrogen fuelling stations or electric highway). • Intelligent Transport Systems and other instruments supporting efficiency improvements and transport demand management. • Road infrastructure. • Other public transport infrastructure (metros, RER, LRT, etc.). • Road safety. • Road safety. • Infrastructure investments where there is an overriding public interest (environmental, safety and security, etc.).
	<p>Large-scale transport services (including non-motorised transport):</p> <ul style="list-style-type: none"> • Large-scale transport services (including non-motorised transport) that meet the "Significant Contribution" threshold under the EIB taxonomy. For MFA and similar intermediate projects (see Part II) the following exceptions are made: <ul style="list-style-type: none"> • Passenger vehicles, light commercial vehicles (LCV) and heavy-duty vehicles (HDV) that meet the EIB threshold. (This is currently projected at equal to or less than 10 g CO₂/km for passenger vehicles for LCV and HDV, and 100 g CO₂/km for HDV in the same sub-segment.) • Medium-term transport services that are "eligible" if, for these assets, no criterion has yet been established under the EIB taxonomy. • Any medium-term project funded by advanced climate facilities as per Renewable Energy Directive (RED) and the LUC criteria for low-carbon fuels, or "comparable" renewable fuels. • LCVs and HDVs. • Medium-term transport services that bring demonstrable environmental, safety and security improvements (including those that significantly extend the physical life of the asset) are eligible for all types of fleet. • Transport services (including those that are not covered by the above) where there is an overriding public interest (environmental, safety and security, etc.). 	<p>Large-scale transport services (including non-motorised transport):</p> <ul style="list-style-type: none"> • Large-scale transport services (including non-motorised transport) that meet the "Significant Contribution" threshold under the EIB taxonomy. For MFA and similar intermediate projects (see Part II) the following exceptions are made: <ul style="list-style-type: none"> • Passenger vehicles, light commercial vehicles (LCV) and heavy-duty vehicles (HDV) that meet the EIB threshold. (This is currently projected at equal to or less than 10 g CO₂/km for passenger vehicles for LCV and HDV, and 100 g CO₂/km for HDV in the same sub-segment.) • Medium-term transport services that are "eligible" if, for these assets, no criterion has yet been established under the EIB taxonomy. • Any medium-term project funded by advanced climate facilities as per Renewable Energy Directive (RED) and the LUC criteria for low-carbon fuels, or "comparable" renewable fuels. • LCVs and HDVs. • Medium-term transport services that bring demonstrable environmental, safety and security improvements (including those that significantly extend the physical life of the asset) are eligible for all types of fleet. • Transport services (including those that are not covered by the above) where there is an overriding public interest (environmental, safety and security, etc.).

Conceptualizing EIB's Transport Lending Policy



SAFE - A safe system that prevents unnecessary loss of life, and protects users from attack, discrimination or harassment.



ACCESSIBLE - An affordable and accessible network available to all who can benefit from the opportunities it provides.

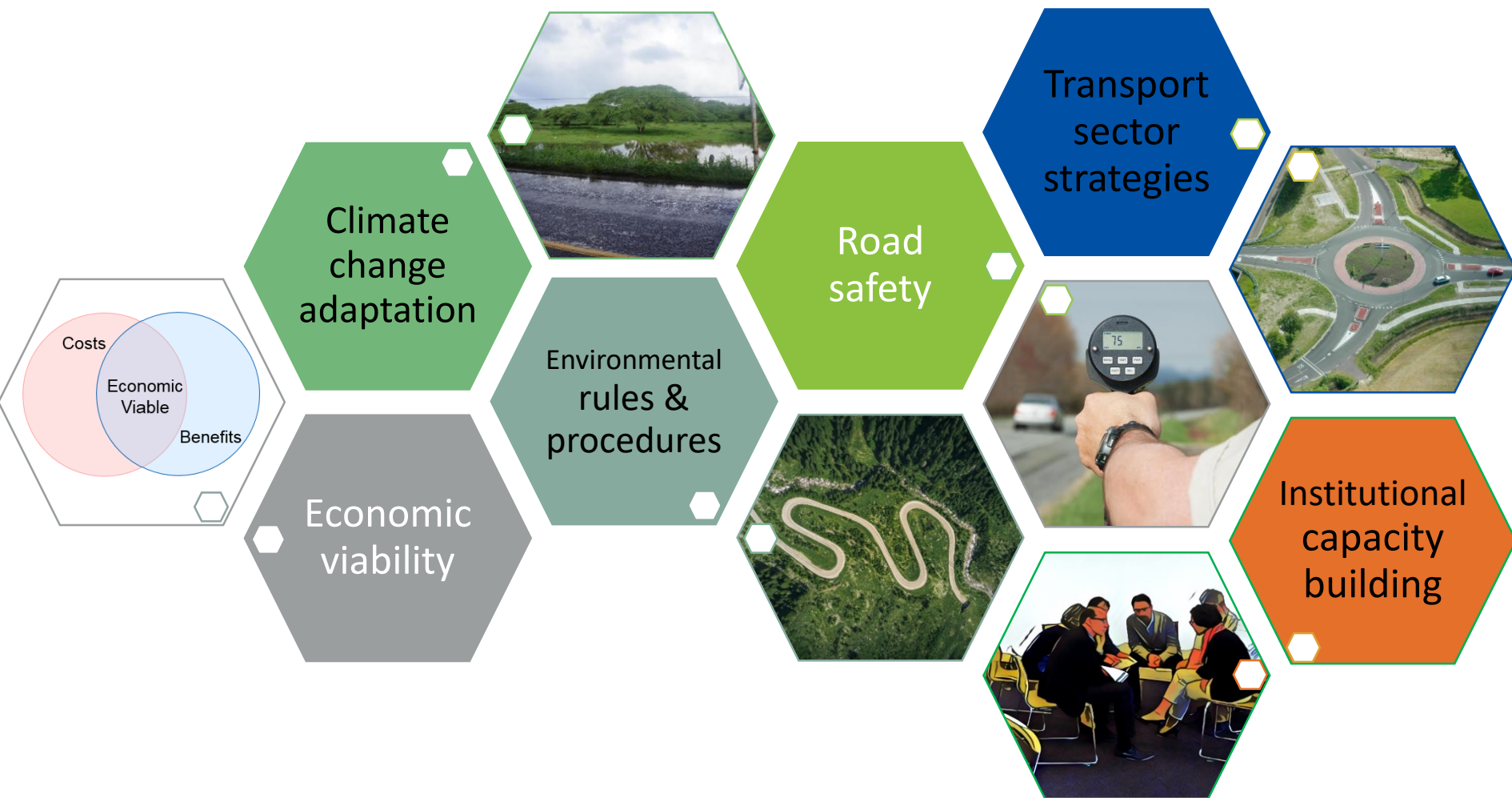


GREEN - A clean and carbon-neutral system that does no significant harm to the environment.

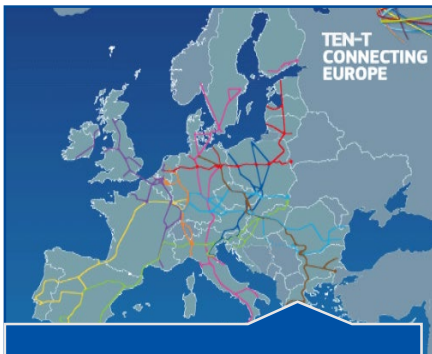


EFFICIENT - A smart and efficient system that achieves its benefits by utilising technology to minimise the use of resources and prevent congestion.

Technical assistance / advisory work



This session's subject: Extra urban roads



**Main investment
needs**



Decarbonisation



**Resilience &
Adaptation**



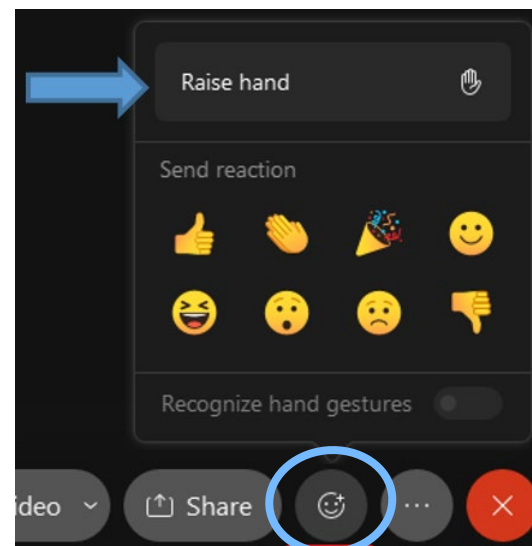
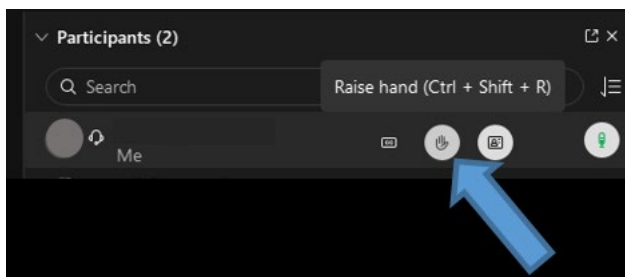
Accessibility



Priorities

How to participate in the discussions – raise hands

- **Indicate that you wish** to speak
- **Wait for the cue** from the moderator, who will call out your name
- Remember to **lower your hand** if you no longer wish to speak



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Priorities

Thank you!

- Join us for the next session @ **11:15** to discuss **Waterborne transport** or **Aviation**
- Submit your contribution before **29 October**
- Email us with your outstanding questions at tlpconsultation@eib.org

All information is available on our consultation hub (consult.eib.org).