



# Public consultation on the Revision of the EIB Transport Lending Policy

## Aviation

**Breakout 2: 11h15 – 12h30**

**Thursday 14 October 2021**

# EIB panel (Projects directorate – Mobility Department)



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**Artur Rudnicki**

Senior Economist, Strategic  
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# 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)

2:26 PM

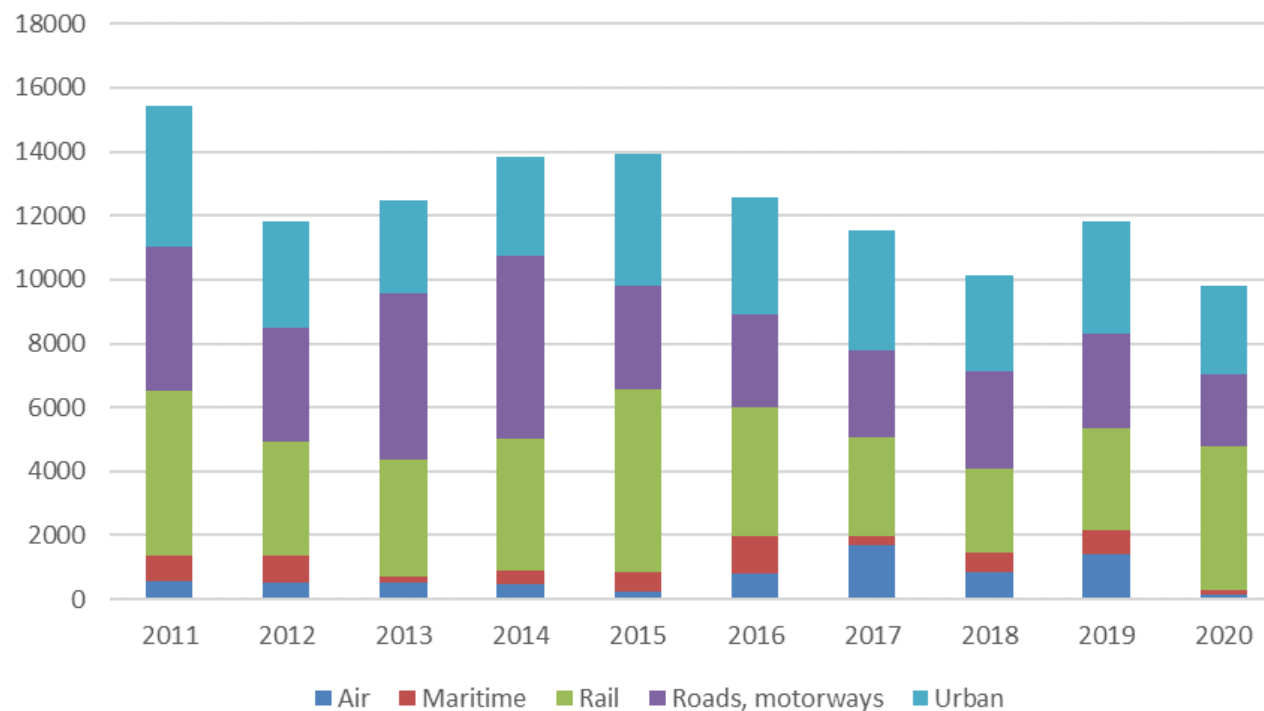
This is my comment



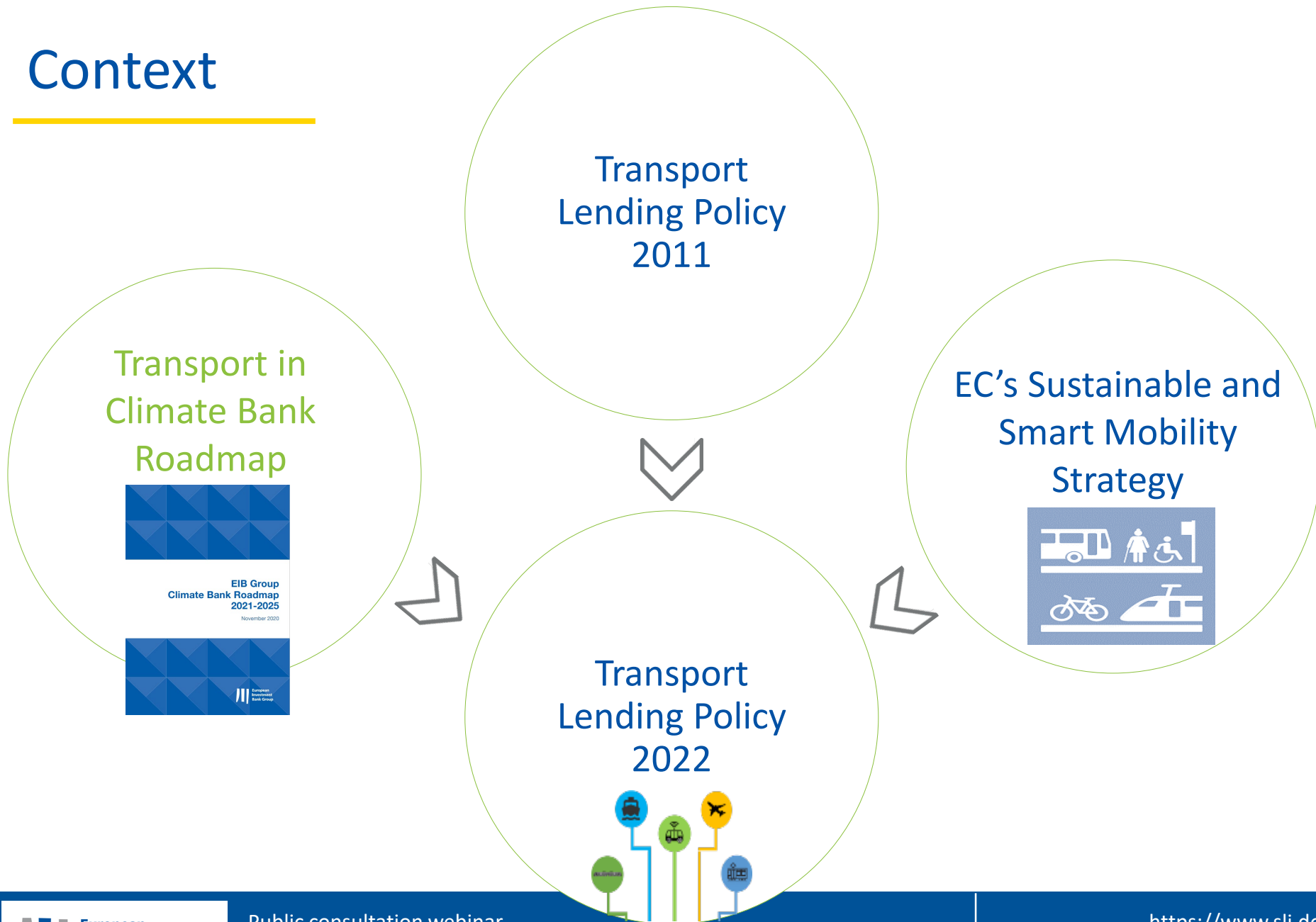
*The slides and a summary of the discussion will be made available on our consultation webpage*

# EIB Lending in the Transport Sector

EIB Transport Sector Lending (2011-2020)



# Context



# Climate Bank Roadmap (CBR): 2021-2025

## Aviation

Some examples of criteria (table C – Annex 2)

Not supported

- Conventionally-fuelled aircraft
- Airport capacity expansion

Supported

- Improving existing airport capacity
  - Safety and security measures
  - Rationalisation and decarbonisation measures (including ATM)
- Investments with an overriding public interest



EIB Group  
Climate Bank Roadmap  
2021-2025

November 2020



Table C: Transport

Supported	Mobile assets for transport services <sup>1)</sup>	<ul style="list-style-type: none"><li>• Zero direct emission mobile assets (including non-motorised transport).</li><li>• Mobile assets<sup>2)</sup> (including all land transport vehicles) that meet the 'Significant Contribution' threshold under the EU Taxonomy<sup>3)</sup>. For MBILs and similar intermediated products (see Part II) the following exceptions are made:<ul style="list-style-type: none"><li>– Passenger vehicles, light commercial vehicles (LCV) and heavy duty vehicles (HDV) that meet the DRIH threshold<sup>4)</sup>. (This is currently proposed at equal or less than 95 gCO<sub>2</sub>/km per vehicle for cars, 107 g for LCV and for HDV it is specific direct CO<sub>2</sub> emissions per kilometre equal or below the reference CO<sub>2</sub> emissions of all vehicles in the same sub-group)<sup>5)</sup>.</li><li>– Mobile assets will be deemed to be 'supported' if, for these assets, no criterion has yet been established under the EU Taxonomy.</li></ul></li><li>• Any mobile asset powered solely by advanced biofuels (biofuels as per Renewable Energy Directive (RED) II with low GUC (indirect land-use change) risk<sup>6)</sup>, or sustainable synthetic fuels.</li><li>• LNG-fuelled ships.</li><li>• Measures and retrofits that bring demonstrable environmental, safety and security improvements (excluding end-life retrofits that significantly extend the physical life of the asset) are eligible for all types of fleet.</li><li>• Transport mobile assets (or components thereof) where there is an overriding public interest (environmental, safety and security), crisis response, etc.</li></ul>
	Infrastructure	<ul style="list-style-type: none"><li>• Infrastructure and equipment for active mobility (walking and cycling)<sup>7)</sup>.</li><li>• Infrastructure that is required for zero direct emission transport (e.g. electric charging points, hydrogen fuelling stations or electric highways)<sup>8)</sup>.</li><li>• Intelligent Transport Systems and other investments supporting efficiency improvements and transport demand management.</li><li>• Rail infrastructure.</li><li>• Other public transport infrastructure (metro, BRT, LRT, etc.).</li><li>• Inland waterways.</li><li>• Port infrastructure.</li><li>• Road safety.</li><li>• Infrastructure investments where there is an overriding public interest (environmental, safety and security, resilience, accessibility), unplanned security, accessibility requirements, emergency rehabilitation of existing infrastructure, crisis response, etc.</li></ul>
		<ul style="list-style-type: none"><li>• Large<sup>9)</sup> new road capacity infrastructure meeting EIB eligibility criteria, including passing a cost-benefit test with the EIB carbon price, consistent with national and EU level infrastructure planning, as well as for alternative fuel infrastructure. Within the European Union, the alternative fuel infrastructure plans will be assessed on a country basis, in line with the relevant EU requirements<sup>10)</sup>. Outside the European Union, the assessment will likewise be undertaken on a country basis. Countries without widespread access to reliable electricity would not be expected to plan electric charging infrastructure at this stage.</li><li>For small road infrastructure investment schemes, a cost-benefit analysis is not required if these investments are for:<ul style="list-style-type: none"><li>– Urban street projects under multi-scheme loans that support the implementation of Sustainable Urban Mobility Plans (or equivalent) or urban development/regeneration plans acceptable to the EIB, and</li><li>– Road projects under multi-scheme loans implemented in the context of an Integrated Regional Development programme or other similar national plans acceptable to the EIB to ensure a balanced territorial development.</li></ul></li><li>• Improving existing airport capacity through safety and security projects, rationalisation and exploit decarbonisation measures (including related investments such as air traffic management, only if not related to capacity expansion).</li></ul>
Not supported		<ul style="list-style-type: none"><li>• Vehicles and infrastructure dedicated to the transport and storage of fossil fuels (dedicated vessels and railcars, coal and oil terminals, LNG bulk breaking facilities, etc.). Dedicated is defined as built and acquired with the explicit intention to predominantly transport or store fossil fuels over the life of the project.</li><li>• Maritime vessels<sup>11)</sup> using only conventional fuels (i.e. HFO, MDO, MGO).</li><li>• Conventionally-fuelled aircraft.</li><li>• Airport capacity expansion.</li></ul>

# Four pillars to underpin the 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.



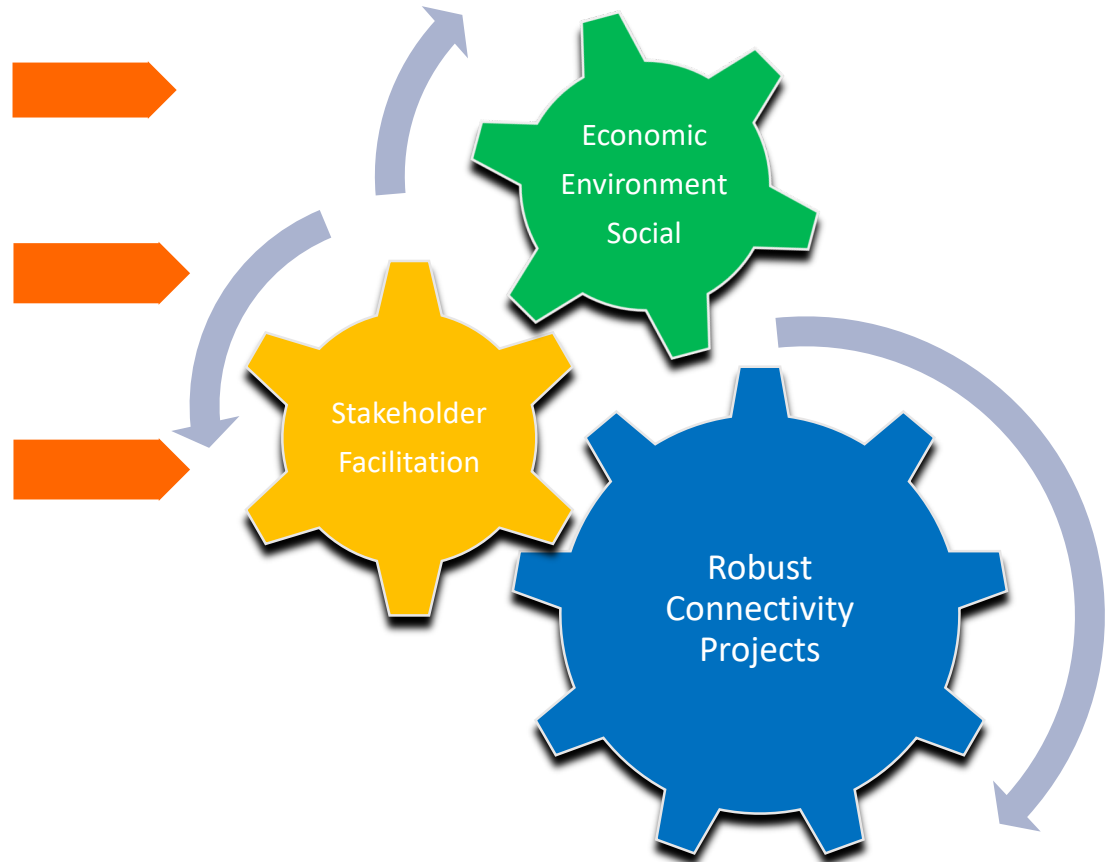
**EFFICIENT** - A smart and efficient system that achieves its benefits by utilising technology to minimise the use of resources and prevent congestion.

# EIB advisory support

Integral part of EIB offer

In-house expertise

Third Party TA





# This session's subject: Aviation Online Questionnaire – your input



**Investment Priorities?**



**Transport Demand?**

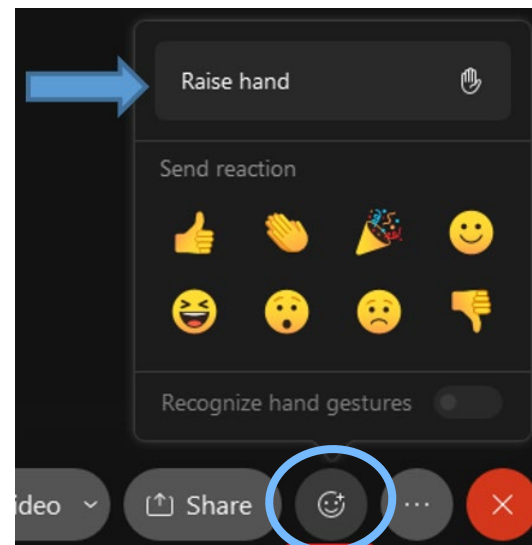
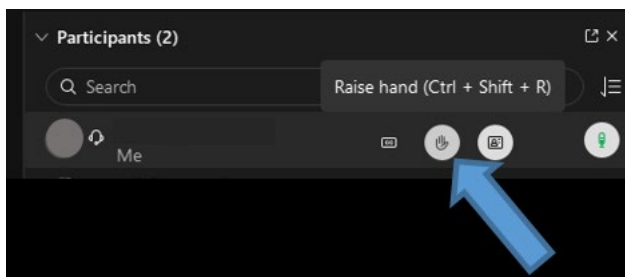


**Decarbonisation?**



# 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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**Investment Priorities?**



**Transport Demand?**



**Decarbonisation?**



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# Thank you!

- Join us for the next session @ **13:30** to discuss the **Technology** or **Accessibility**
- Submit your contribution before **29 October**
- Email us with your outstanding questions at [tlpconsultation@eib.org](mailto:tlpconsultation@eib.org)

All information is available on our consultation hub ([consult.eib.org](https://consult.eib.org)).