



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

Public consultation - informational webinar

Thursday 14 October 2021

## SESSION SUMMARIES

# Summary of the discussions – Extra-urban rail

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- EIB's lending to rail as safe/accessible/green/efficient sustainable transport mode within the transport system, whether for rail infrastructure or rail rolling stock investments, whether in support of passenger or freight transport, is appreciated.
- Appetite in the audience to learn what we do, how and why, e.g. requiring the viability of a project on top of its eligibility enshrined in the Climate Bank Roadmap.
- We reiterated that rehabilitation and retrofitting of infrastructure and rolling stock, e.g. outfitting with ERTMS, is already supported by the Bank, with needs potentially growing.

# Summary of the discussions – Extra-urban roads

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- Holistic view advocated: roads are part of a multi-modal and interlinked transport system in which the strengths of each mode contribute to the overall effectiveness and efficiency.
- The balance between decarbonization and other public policy goals is difficult to strike and generated a passionate debate.
- Large new capacity expansion projects and the corresponding CBR adapted economic test were discussed at length.
- Resilience and adaptation, along with road safety emerge as critical features of road rehabilitation projects.
- EIB's advisory work is key in ensuring project eligibility, enhancing life-long project quality and in-country capacity building.

# Summary of the discussions – Waterborne

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- Infrastructure capacity expansion projects at the waterborne sector. Different perspectives shared from civil society stakeholders. The relevance of framing those projects within broader planning and strategic studies and with the TEN-T network was raised;
- Further support to Alternative Fuels was referred by several stakeholders as a relevant need;
- Different views from civil society stakeholders were presented and discussed with respect to use of LNG in shipping. Some stakeholders view this as a transitional fuel, noting the lack of alternatives for a number of shipping segments and its positive impact on pollution compared to conventional fuels. Others consider that LNG should not be further supported, indicating that it does not contribute to decarbonisation and that only non-fossil fuel based solutions should be considered; (i.e. electrification, carbon-neutral, zero-carbon fuels).

# Summary of the discussions – Aviation

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- **Demand and capacity.** Point taken that lack of capacity expansion leads to congestion and with it increased emissions. On the other hand, room for some shift to other modes on shorter haul routes, while needing to consider that remote and less developed locations have fewer alternatives, needing support.
- **Decarbonisation path:** Recent developments like the industry’s “Destination 2050” , the EU’s “Fit for 55” and “Taxonomy”, not available at CBR approval.
- **Fuels:** Eventual financing of airlines relying 50-100% on sustainable aviation fuels (SAF) would require approval by EIB governing bodies. Noted the distinction between biofuels and synthetic fuels.
- **Planning:** Importance of counterparty analysis and of viewing airport investments in the context of broader integrated planning to achieve decarbonisation targets.



# Summary of the discussions – Technology

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- **Alternative fuels ecosystem infra and vehicles:** financing required for “new fuels” ecosystem/ supply chain, including infrastructure and assets.
- **Hydrogen, e-fuels:** lack of capacity in renewable energy, electrolysis for green hydrogen (should be #1 priority).
- **Biofuels:** significant concerns about sustainability of the feedstock and request to prioritise difficult to abate sectors.
- **Vehicles:** concerns around hybrid vehicles, as benefits not clear.
- **Mobility as a Service:** going beyond infrastructure, alterative business models focusing on ride sharing models to be supported/prioritised.

# Summary of the discussions – Accessibility

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- Geographical and social dimension of accessibility
- Detailed demand analysis to identify users
- Focus on services and not only infrastructure
- Affordability
- Different dimensions of sustainability

# Summary of the discussions – Sustainable cities

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- Central role of integrated urban development and transport planning, with a clear vision and strategy to decarbonized and sustainable cities under Sustainable Urban Mobility Plans.
- In an *Avoid-Shift-Improve* context, privilege *Shift* to green modes through behavioural change, including shared mobility, and make sure that *Improve* means Zero-Emission Vehicles, taking into account the need for a Just Transition.
- Promotion of soft modes to complement public transport in an integrated, multimodal approach and favour not only big tickets but also programmes of small/average size green schemes.
- Optimal use of existing capacity through innovation and digitization and reallocation of urban road space to green modes.



# Summary of the discussions – Safety and security

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- Importance in terms of social and economic costs calls for a holistic, multi-dimension, multi-modal and multi-spatial approach
- Call for global ambition, with appropriate and corresponding standards and (mandatory) features
- A safe system rather than a safe road:
  - Importance of advisory support and TA, to enhance project quality and (monitor) impact
  - Greater sectoral engagement, to support the achievement of SDGs/Conventions/Directives, harmonization of best practices and to build a pipeline of innovative, safe and secure investments