

**Stakeholder engagement on the
EIB Group's Climate Bank Roadmap 2021-2025:
Turning ambition into reality**

Supplementary questions (15 June 2020)

The scope of this second round of engagement will be focussed on two key areas of the Climate Bank Roadmap:

- the **alignment of new projects** to the low greenhouse gas (GHG) emissions and climate-resilient development goals of the Paris Agreement; and
- the **definitions** to be used to track the climate action and environmental sustainability target.

These issues raised particular interest in the first round of stakeholder engagement. They are also critical to ensuring that the EIB Group delivers on its commitment from January 2021 onwards

The paper outlining the EIB Group's emerging position on the risks and opportunities in these areas, that will serve as the discussion paper for the event, can be found on the EIB's [website](#).

Contributions must be received by **9 July 2020**. All contributions will be published on the EIB's website.

The questions should preferably be completed directly online, via the SmartSurvey available [here](#) or can be emailed to cbr2025@eib.org.

All contributions will be published on the EIB's website.



ABOUT YOU

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Type of organisation:

- Individual
- Large enterprise
- Micro, small or medium-sized enterprise (i.e. enterprises which employ fewer than 250 persons and which have an annual turnover not exceeding EUR 50 million, and/or an annual balance sheet total not exceeding EUR 43 million).
- Financial institution
- Non-governmental organisation
- Trade/business/professional associations
- Public authorities (e.g. EU institutions, agencies and bodies, national/regional governments, local/municipal, chambers of commerce)
- Consultancy (e.g. professional consultancies, law firms)
- Research/think tanks (e.g. universities, research institutes)
- Other

Please
specify:

ABOUT YOU (cont.)

How did you hear about this engagement exercise?

- EIB email
- EIB social media
- EIB website
- Press
- Colleague
- Other

Please
specify:

By submitting my contribution to this transparent stakeholder engagement process, I consent:

- to the publication of my contribution on the EIB's [website](#);
- to the use of my personal data solely for the purpose of the EIB's internal processing of my contribution and for contacting me in relation to this stakeholder engagement. This does not entail the publication of my first name, surname, email address and function in connection with my contribution (see below).

I give consent to the publication of my first name, surname, email address and function in connection with my contribution.

- Yes

About SEA Europe

SEA Europe represents close to 100% of the European maritime technology industry in 16 nations, including EU Member States, Norway and Turkey. The European maritime technology sector encompasses the design, building, maintenance, repair, retrofitting and conversion of all types of ships and floating structures – commercial as well as naval – including the full supply chain with the various producers of maritime systems, equipment material, technologies and services.

Green recovery

- 1. How can the EIB Group help turn the current health and economic crisis, related to the COVID-19 pandemic, into an opportunity to promote and accelerate the green transition?**

The COVID-19 pandemic has inflicted a significant blow to European shipyards and maritime equipment suppliers (hereinafter referred to as “European maritime technology sector”). Ordering for newbuild vessels is expected not to recover until 2023/24, affecting the entire value chain. Europe’s maritime technology industry will however see the full impact of COVID only as of 2021-22 when lack of new orders and delayed investments due to growing uncertainty will impact workload increasingly.

In the light of the impact of COVID-19, SEA Europe supports the recent plea to the EU from France, Germany, Italy and Spain to consider “*these exceptional circumstances as an opportunity to invest massively in the ecological transition and to support businesses so they engage in the decarbonisation of their activities*”. (Joint letter to Transport Commissioner Valean, d.d.2 April 2020, entitled “Call for Re-establishing a Stable Connectivity for Transport Sector”).

In this context, SEA Europe believes that the EIB group has a major role to play to turn the current crisis into an opportunity to foster the green transition of waterborne activities and thus support Europe’s maritime technology sector as strategic solution provider.

In particular, the EIB Group should more directly support the ongoing efforts of Europe’s shipyards to build and retrofit innovative climate-neutral ships as well as Europe’s maritime equipment companies to manufacture and supply climate-neutral maritime technologies and maritime applications of clean fuels. All these products will be key in transforming waterborne transport into a climate-neutral mode of transport. To make waterborne transport zero-emission, significant investments will be indeed necessary for RDI in advanced technologies, in alternative fuels and in integrating optimally advanced technologies and alternative fuels onboard ships, in accordance with the ship’s specific operational profile and the customer’s needs and purposes. They will also be necessary to make existing (green) technologies mature and scalable for waterborne transport applications and/or to facilitate their market

uptake. The deployment of offshore and marine renewable energy maritime technologies and infrastructures (such as smart grids and hydrogen networks), including green installation and maintenance of these offshore structures, should be equally supported in line with the European Green Deal objectives.

More specifically, SEA Europe calls upon the EIB Group to:

- Broaden the scope and volume of its lending and financing support devoted to the maritime sector through dedicated tools and additional resources that could also more directly benefit Europe's maritime technology manufacturers. A stronger involvement and commitment from the EIB Group to ship construction (pre-delivery) financing, through dedicated tools, will be essential.
- Enhance existing pilot-implemented initiatives such as the Green Shipping Guarantee (GSG) which, at the moment, is solely applicable for vessels flying EU/EEA flag and sailing in European waters. The EIB should act as World's first Climate Bank by improving the environmental performance beyond European territorial waters. Reducing emissions is a global challenge and the full value chain will benefit from scale effects of an enlarged market. Moreover, to be an effective instrument also for SME companies the GSG should target smaller transactions ranging from EUR 5-50 million. Guaranteeing shipbuilding projects of specifically SME shipowners who are lacking access to finance and are offering the largest market to decarbonize will be key.
- Support fleet renewal schemes, based on European Green Deal objectives and policy ambitions, through dedicated financing structures, with the aim of fostering both the green transition of EU shipping and the highly innovative maritime manufacturing capabilities of European shipyards and maritime equipment producers.

Transport

4. (E) What kinds of investments in transport systems should the EIB prioritise to simultaneously serve the goals of decarbonisation; accessibility in all regions and by all groups in society?

The EIB should prioritise financing schemes which trigger investment decisions for climate-optimised vessels that can foster a renewal of the European fleet, promote regional industrial growth & employment in the EU with positive spill-over effects throughout the full maritime value chain, incl. Europe's maritime technology sector.

Public interest vessels (e.g. research, fire-fighting, pollution control vessels) and blue growth activities (e.g. structures and ships for offshore and marine renewable energies and related infrastructures and technologies) should be equally strongly supported.

Moreover, the availability of infrastructure and the ability of the European port and waterway authorities to provide zero-emission and climate-resilient infrastructure, including onshore power supply, as well as a lean port logistic chain (i.e. reducing anchoring time and thus enabling ship speed optimization), will be essential to enable the introduction of zero-emission seagoing ships and inland vessels, to tackle the issue of reconciling emission reduction targets with a predicted increase in European ports traffic and to stimulate the modal shift.

Finally, SEA Europe also calls upon the EU and the EIB Group to support technological neutrality and a goal-based approach to avoid a curtailing of (innovative) clean technologies and to stimulate a rapid development of alternative fuels for waterborne transport. Due to the large variety of ship types and ship trades, there is not a “one-size-fits-all” solution to transform waterborne transport into a zero-emission mode of transport. Hence, all options for clean technologies, alternative fuels and their optimal integration need to be researched, developed, supported, and facilitated.

In this regard, during the transitional period, well-established fossil fuels with significant emission reduction potential will be needed and should therefore receive continued financial support (as recently acknowledged in the EU Ministerial Declaration “EU Waterborne Transport Sector –Future outlook”). Existing energy converters with high efficiency should not be discredited because they have been used with fossil fuels in the past. To sum up, internal combustion engines and LNG technology, amongst others, will still play a significant role in the decarbonization of waterborne transport if utilized with climate neutral synthetic fuels in the future. The above considerations should be duly taken into account also in the context of the EU Taxonomy discussions for the maritime sector.

In this respect, SEA Europe welcomes that the EIB Climate Bank Roadmap 2021-2025 Position Paper mentions the possibility for the EIB on a transitional basis, “to continue supporting ships fuelled by liquified natural gas, in recognition of the positive impact of the fuel in reducing environmental pollution”.

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