



EIB APPROACH TO MARITIME TRANSPORT

ESPO 2012

10-11 May 2012

Karine Méasson
Mobility Department - Air & Maritime Division

EIB APPROACH TO MARITIME TRANSPORT

- ❖ What is the EIB?
- ❖ Promoting European objectives
- ❖ Regional perspectives

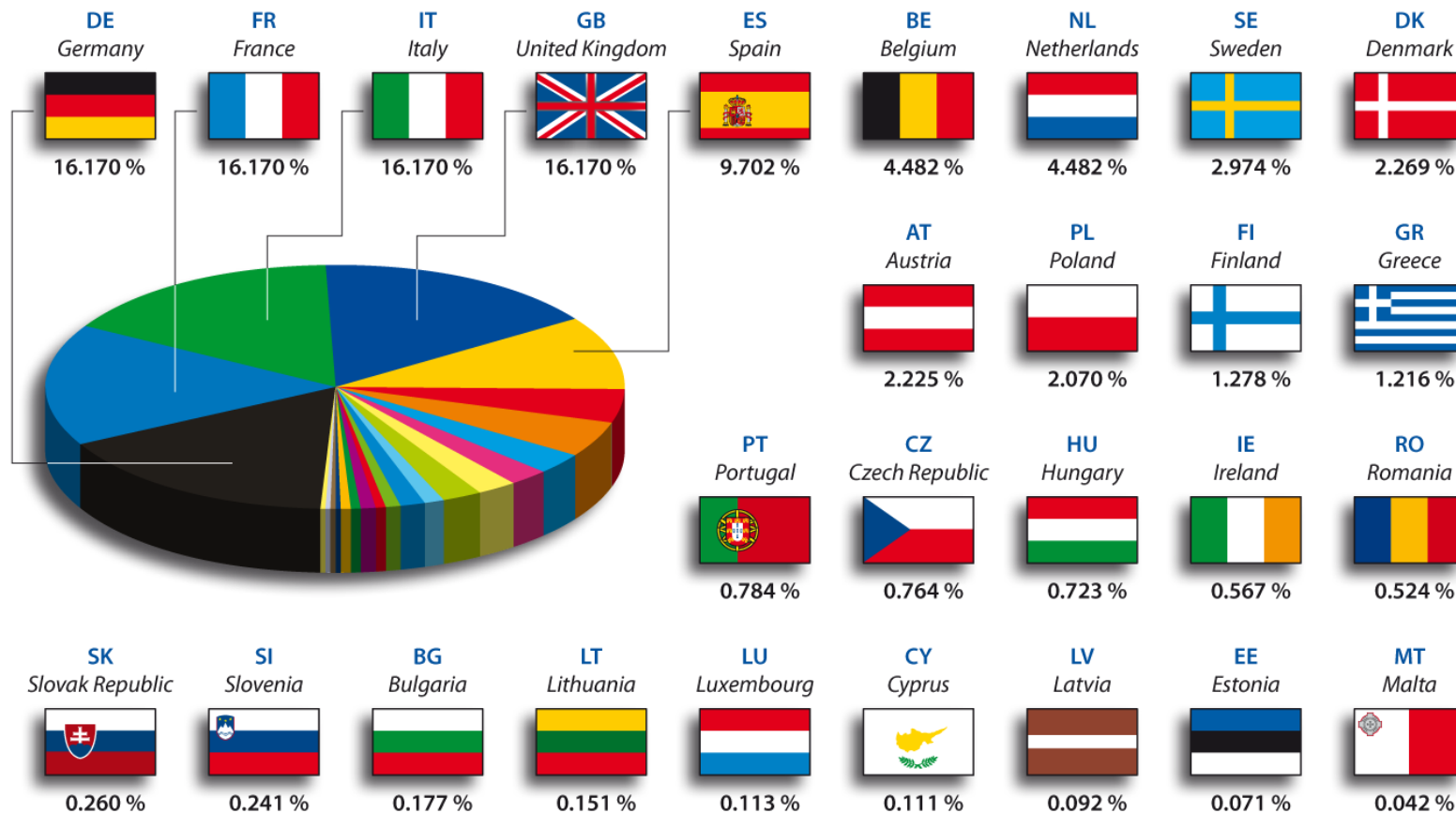
The European Investment Bank (EIB)

Long-term finance promoting European objectives

- ❖ European Union's long-term lending bank set up in 1958 by the Treaty of Rome.
- ❖ Shareholders: 27 EU Member States
- ❖ Governance
 - ❖ Board of Governors – EU Finance Ministers
 - ❖ Board of Directors - Member States & European Commission
 - ❖ Management Committee –EIB's executive body
 - ❖ Audit Committee – independent, non-resident

Breakdown of the EIB's capital

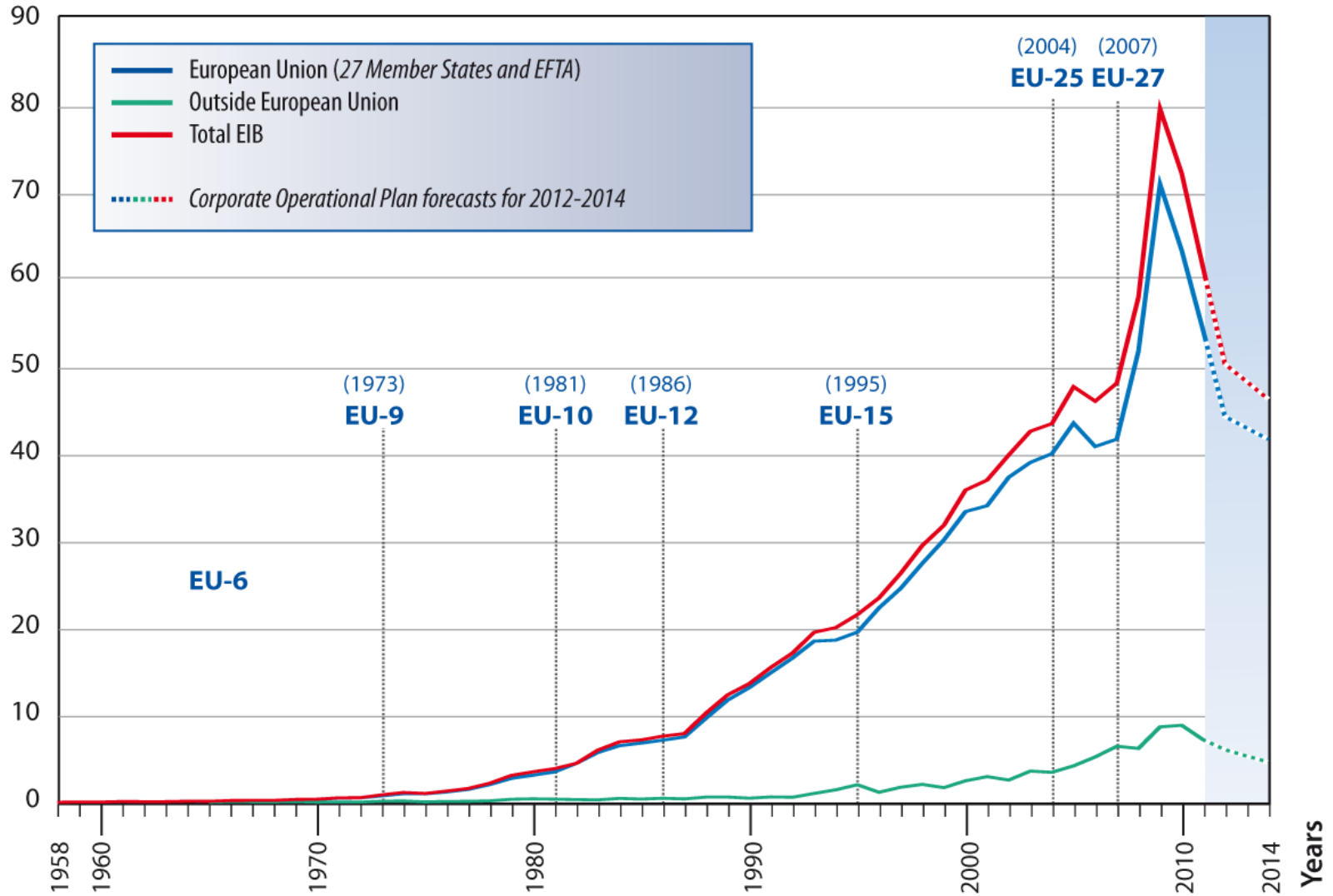
As at 1 April 2009





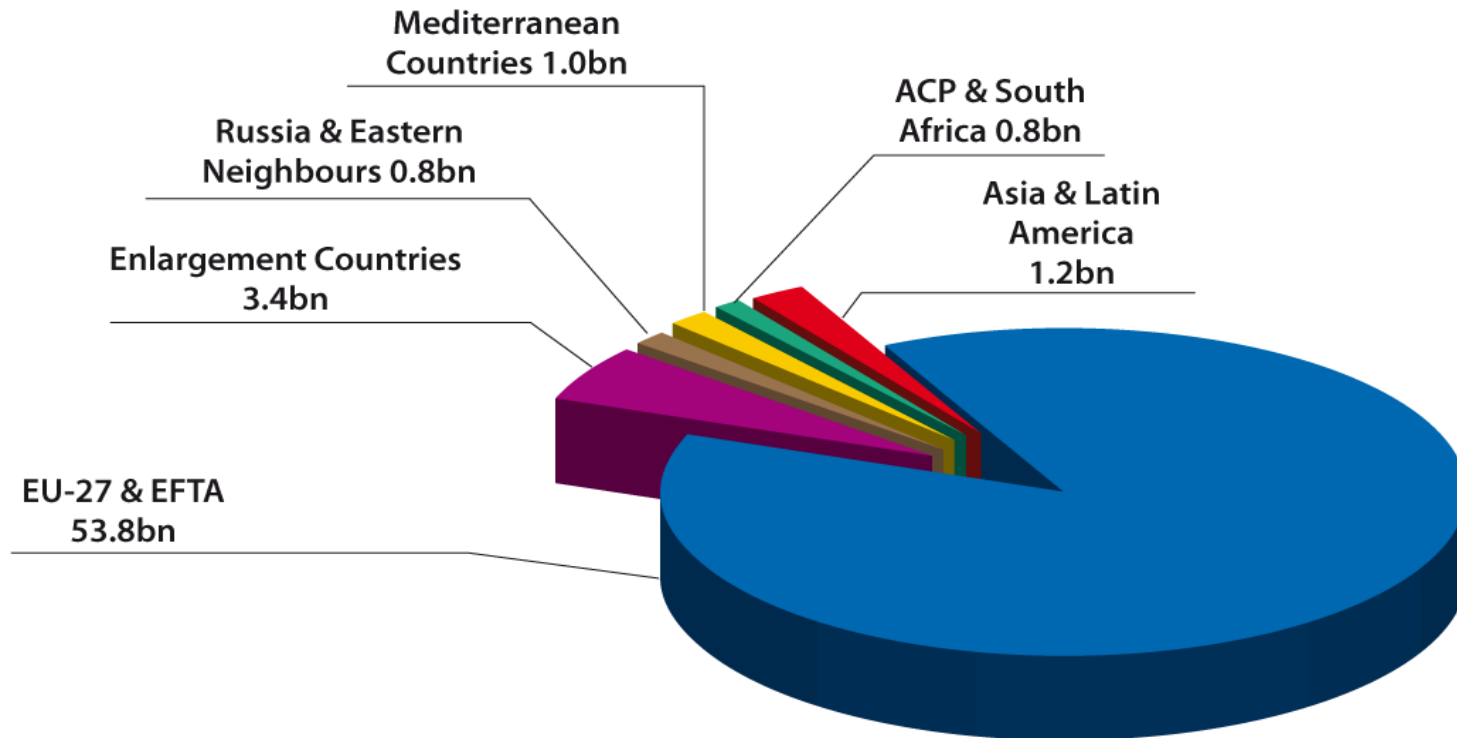
EIB Signatures 1958-2011

EUR bn





EIB Signatures 2011 (in EUR)



Maritime transport – EIB products

- ❖ Senior debt
(lending to public port authority, private terminal operator, project finance vehicle, shipping line)

- ❖ Equity
(through participation in port infrastructure funds)

- ❖ LGTT
EU financial instrument aimed at guaranteeing demand risk over the ramp-up period for TEN transport projects

JASPERS

- ❖ ‘Joint Assistance to Support Projects in European Regions’
- ❖ A technical assistance partnership to prepare major projects between DG REGIO, EIB, EBRD, and KfW (*since 2008*)
- ❖ Main purpose: supporting Project Beneficiaries for preparation of EC/DG REGIO funding applications in full compliance with EU Regulations
- ❖ Value added: draws firstly on past experience and expertise of partner institutions (EC, EIB, EBRD, KfW); and secondly, on the accumulation of experiences in the preparation of EU funding applications, in all new Member States since 2007.
- ❖ JASPERS is integrated to the EIB (Projects Department), but **works separately from EIB lending activities**



EIB APPROACH TO MARITIME TRANSPORT

- ❖ What is the EIB?
- ❖ Promoting European objectives
- ❖ Regional perspectives

The European Investment Bank (EIB)

European priority objectives

Within the Union:

- ❖ Convergence
- ❖ Small and medium-sized enterprises (SMEs) and mid-cap enterprises (midcaps)
- ❖ Environmental sustainability (incl. sustainable transport)
- ❖ Knowledge Economy (including R&D)
- ❖ Trans-European Networks (TENs)
- ❖ Sustainable, competitive and secure energy

Ports, waterways, and shipping projects are eligible under sustainable transport, and/or TEN-Transport, and/or Convergence. They generally count as Climate Change projects.

Ports Projects – EIB Transport Lending Policy

Eligibility

- ❖ The Bank considers port projects as contributing to protecting and improving the environment (**Sustainable Transport and Climate Change**).
- ❖ **TEN-T ports**, along with their related infrastructure and port associated equipment.
- ❖ Ports in **Convergence regions** and outside the EU where it has been given an external mandate.
- ❖ The EIB prioritizes port and intermodal projects as part of its VA assessment, especially those in the TEN-T network.

Ports and waterways projects – EIB Eligibility Criteria

Projects in line with

- ❖ EU transport objectives (White paper, TEN-T policy)
- ❖ EIB's Transport Lending Policy

Ports Projects – EIB Transport Lending Policy (2011)

Background

- ❖ Ports form the main gateway to international trade for the EU and the demand for sea transportation is expected to increase in the future.
- ❖ Sea ports and intermodal logistics centers have a key role to play in the improvement of an **integrated and sustainable global supply chain system**.
- ❖ On the European coasts, **safe and efficient entry points** into European markets are needed to avoid unnecessary traffic crossing Europe.
- ❖ **Reliable and diversified intermodal connections with the hinterland** are also critical to facilitate the flow of goods and reduce transport time and costs.

Ports Projects – EIB Transport Lending Policy *Considerations*

- ❖ Projects shall demonstrate satisfactory **economic and financial returns**.
- ❖ The EIB will require that port projects are consistent with the development of the **hinterland infrastructures** needed for connecting the port with wider transport infrastructure networks (railways, motorways and/or inland water transport).
- ❖ Port projects should be framed in a **long term national transport strategy** coherent with **TEN-T goals** at the EU level.
- ❖ Projects should be compliant with European environmental legislation
- ❖ The Bank will ask promoters to ensure that the project is **climate resilient** through appropriate design and operating measures.
- ❖ The Bank requires the promoters to ensure that the principles of the EU Treaty and international best practise are applied when **selecting a concessionaire**.

Maritime transport projects – Type of projects that the EIB could in principle finance

- ❖ **Existing ports - common user infrastructure rehabilitation/expansion**
(breakwater, access channel, maritime locks, navigation aids, quays)
- ❖ **Existing ports - new terminals**
(port authority/infrastructure and/or terminal operator/superstructure and equipment])
- ❖ **New ports**
- ❖ **Waterways projects (locks, channel, weirs)**
- ❖ **Improvement of hinterland transport connections**
- ❖ **Motorways of the Sea projects (infrastructure and vessel components)**
- ❖ **New vessels**
- ❖ **Vessel R&D**
- ❖ **Adaptation projects**

The Project Cycle at EIB



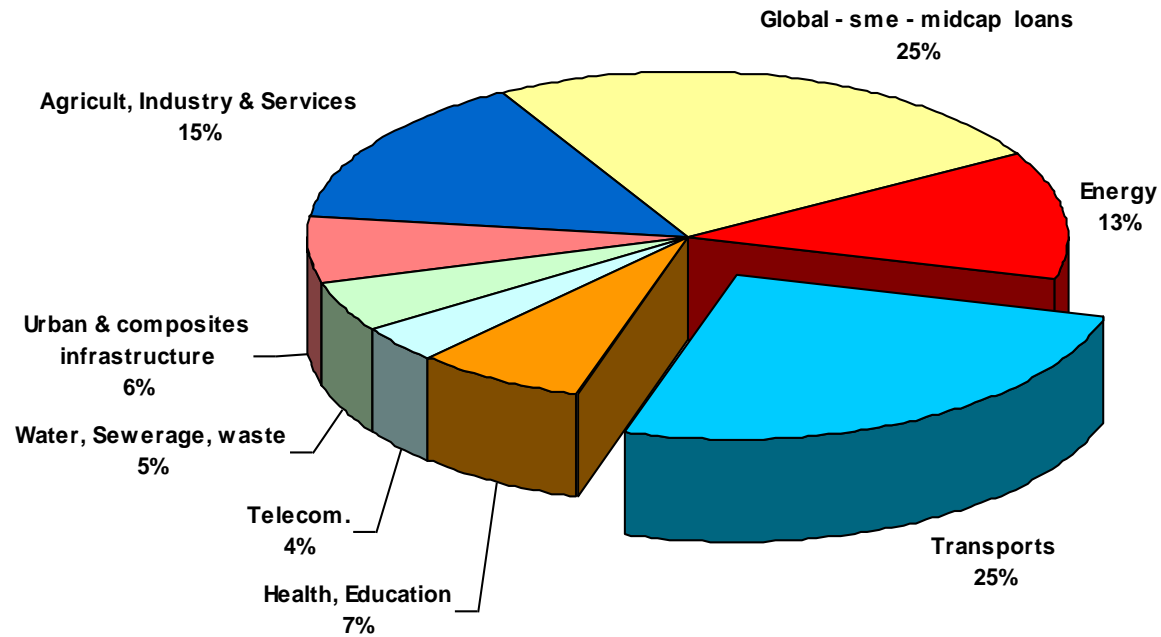
EIB APPROACH TO MARITIME TRANSPORT

- ❖ What is the EIB?
- ❖ Promoting European objectives
- ❖ Regional perspectives



EIB total lending by sector

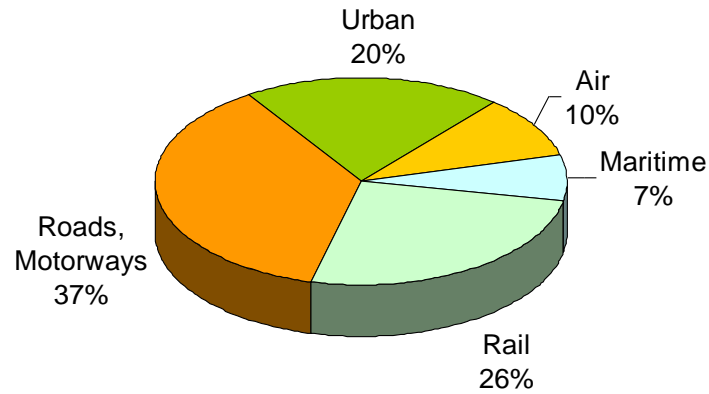
2001-2010: EUR 511 billion



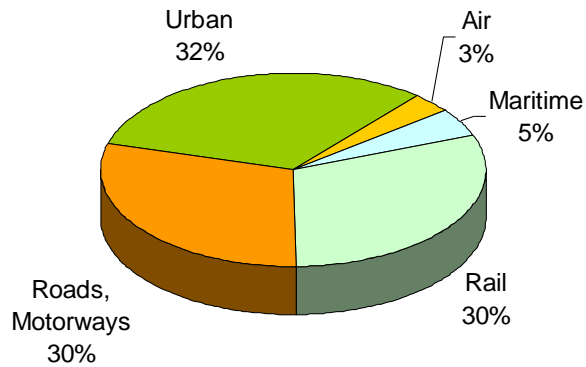


EIB Lending to Transport sector

2006-2010: EUR 71 billion

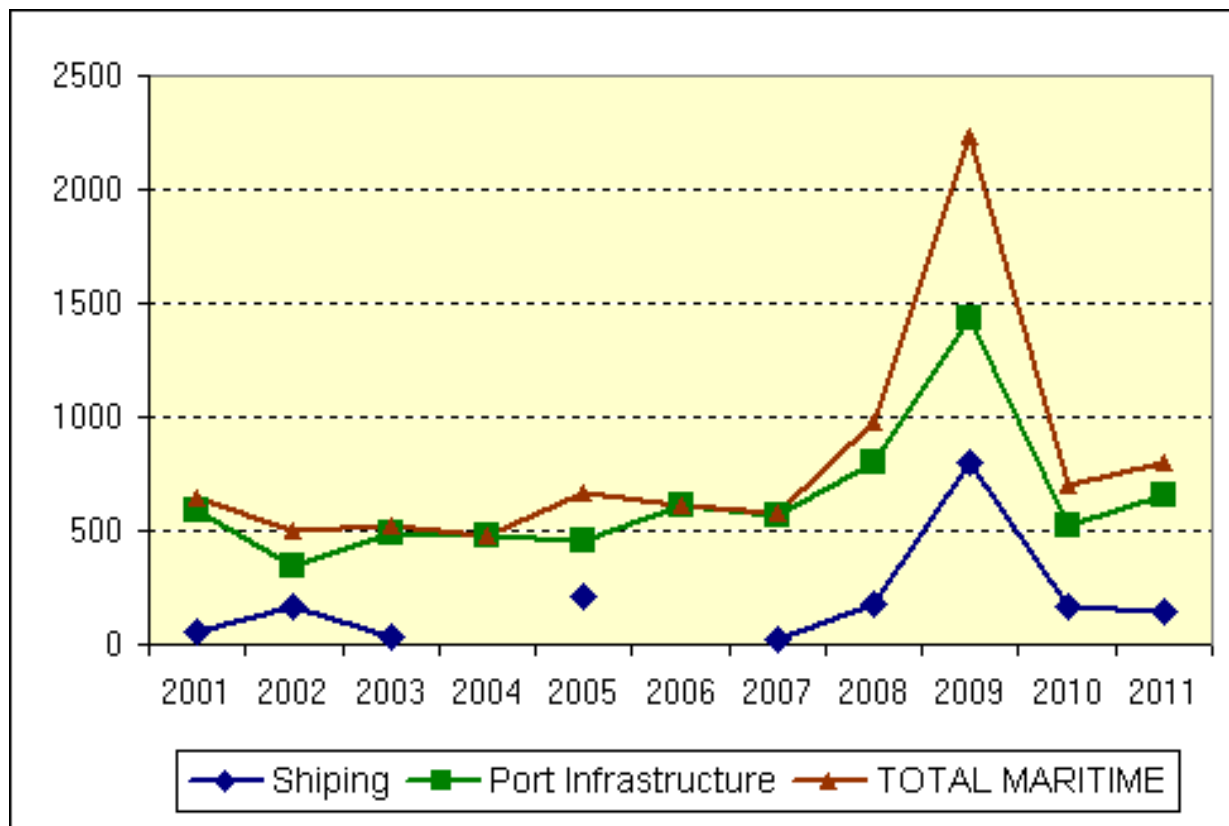


2010: EUR 14.5 billion



Ports and shipping projects

Contract signatures 2001-2011 (EUR million)



➤ Cumulative EIB lending
Eur 8.3 bn (2001-2011)

➤ Average of **Eur 794m/yr**

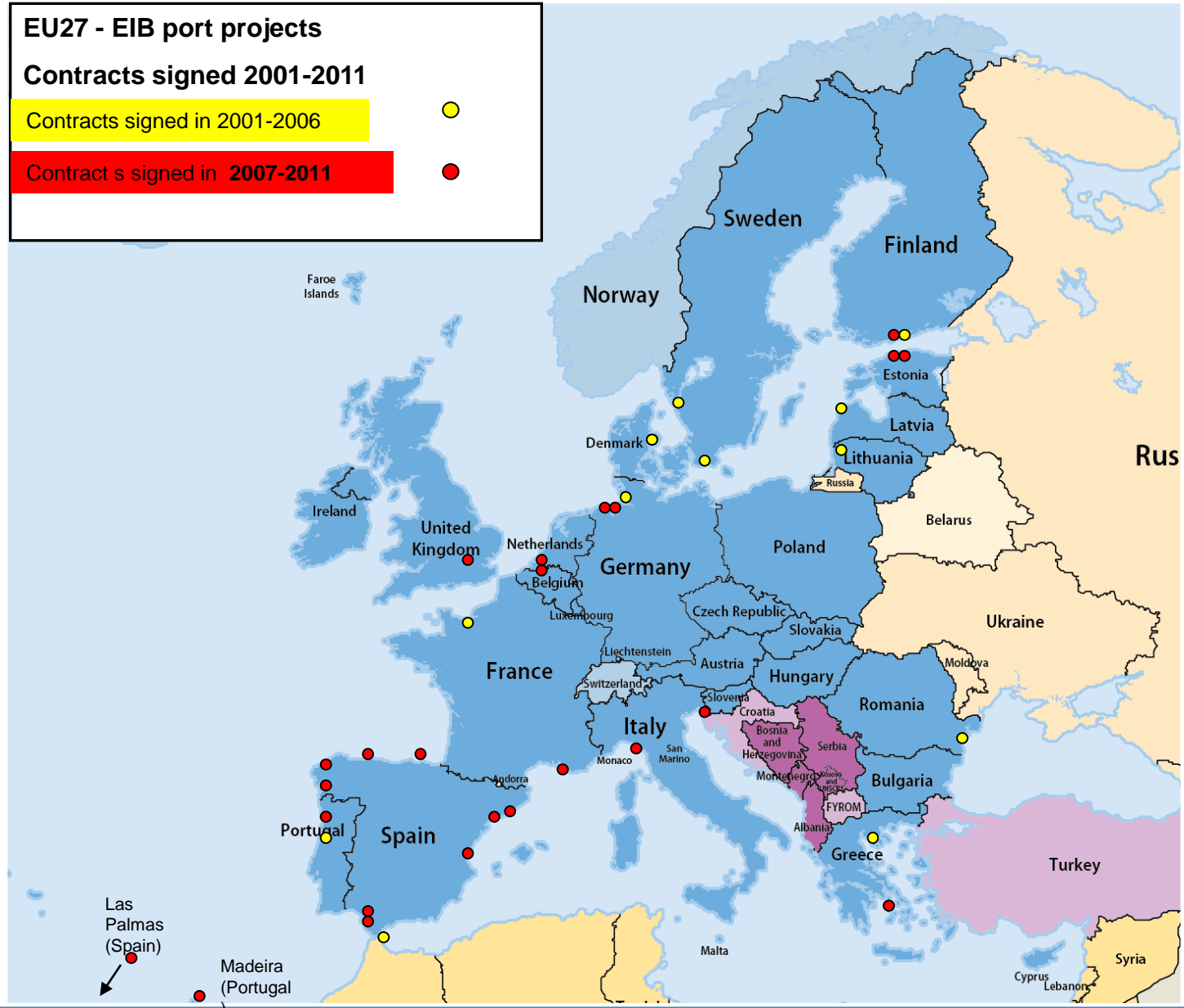
➤ Financing of **84 projects**,
across **32 countries**



EU27 - EIB port projects

Contracts signed 2001-2011

- Contracts signed in 2001-2006 ●
- Contract s signed in 2007-2011 ●



Some recent investment loans in the port sector in the EU

Project	Loan
London gateway port (UK)	GBP 200 m
Tarragona port extension (Spain)	EUR 60 m
Port of Koper (Slovenia)	EUR 35 m
Bremerhaven Kaiserschleuse (Germany)	EUR 120 m
Port of Tallinn expansion (Estonia)	EUR 40 m



For more information

<http://www.bei.org/>

or

Karine Méasson
Transport Engineer
k.measson@eib.org

Tel: (+352) 43 79 82 663