BAR Belgium

Association of Regular Airline Representatives in Belgium

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Review of the European Investment Bank (EIB) Lending policy

Introduction

The Board of Airline Representatives in Belgium (BAR Belgium) is the official recognized industry association of the foreign carriers in Belgium and represents today more than 50 airlines. For more information about our organization we refer to www.barbelgium.aero

On behalf of our members, please find our briefly contribution to the EIB’s consultation.

Comments

- The new EIB policy must take into account safety, cost efficiency, capacity and environmental requirements in order to improve the air transport industry.

- In the White Paper or “Roadmap to a single European Transport Area towards a competitive and resource efficient transport system” is clearly indicated that the completion of the Single European Sky (SES) is a top priority of the European Commission.

The answer to these requirements is the Single European Sky ATM Research (SESAR), the technical component of the single European Sky.

- As far as safety is concerned SESAR will improve the performance by a factor 10!

- The de-fragmentation of the European Sky will promote a cost efficient system. Air Traffic Management (ATM) provides services to air space users at reduced costs. The current cost of inefficiency and fragmentation represents more than 4 billion Euros per year.
The SESAR program provides a three-fold increase in capacity. This increase of capacity will increase the competitiveness of the EU, an objective that is essential given that the demand in air transport will increase in the next decades.

The SESAR program will promote a sustainable growth and will reduce the CO2 emissions of the air transport sector by 10% to 12% per flight. This is of the utmost importance for the environment and is tackling the global warming. The SESAR program contributes to modernize and green up the transport sector.

Another area of European policy making that will reduce air transport’s impact on the environment is the use of bio-jet fuel, provided sustainability criteria are met.

Conclusion

Therefore the EIB should support the airlines to equip their fleet and should promote the many projects in relation to the target/goals of the single European Sky.

The EIB should promote the R&D Funding focusing on alternative feed stocks for bio-jet fuel investments with low environmental impact and provide low interest rate loans, match funding and loan guarantees.