How might the Bank better contribute to “smarter growth” based on knowledge and innovation? In particular:

- Where and how do you see R&D and innovation (new technologies) contributing to modernising and decarbonising the transport sector?
- How can new technology be used to encourage modal shift where this carries social benefits, and in which ways should the Bank support such trends?

For example, by making available venture capital (risk capital - new technology) for R&D projects for hydrogen and fuel cells, the use of LNG in inland shipping and the introduction of new, lightweight materials, which may contribute to more sustainable transport. Furthermore, research into new transfer methods which make transport by sustainable transport modes, such as inland shipping, more attractive must be stimulated. It is essential to make the tools, which are available at the EIB, better known. Potential investors are not sufficiently familiar with the EIB and are therefore not asking for EIB resources at a local credit institution/guarantor/venture capitalist. In Flanders, for example, only ING, BNP Paribas and KBC have an agreement with the EIB for the SME programme.

How might the Bank better contribute to “sustainable growth” and to a more resource efficient, greener and more competitive economy? in particular:

- How can the Bank support the improvement of mobility in a sustainable manner while contributing to a reduction of congestion and pollution?

In the last few years a number of developments have taken place which have resulted in certain new challenges, as described in this paper. This does not change the fact that the existing ‘guiding principles’ and ‘selection criteria’ remain valid. In order to stimulate sustainable transport the EIB must stimulate the most sustainable transport solutions and support research and development, as well as pilot projects. Not only to make vehicles (or vessels) more environmentally friendly, but also R&D which may contribute to a modal shift to sustainable transport modes (for example; innovative transfer methods, new vessel types, etc.). A sustained effort must be made for sustainable transport modes by financing the build and purchase of new vehicles and vessels, as well as the reconstruction of these. With regard to sustainable transport modes, continued support must be provided for infrastructure projects, mainly regarding the removal of missing links and bottlenecks. This applies for projects on the TEN-V network as well as projects outside this network. The items brought forward in the text above as possible future policy lines of the EIB may also contribute to an efficient, sustainable transport system, mainly:

- The need for intermodal hubs and a proper integration between the various transport modes.
- Demonstration of the feasibility of new technologies, but also of new concepts which may contribute to a more sustainable mobility.
- The further development of ITS and the better synchronisation of ITS between the various transport modes.

Furthermore, the provision of the necessary ‘soft infrastructure’ essential for such.
- **How might the promotion of energy efficiency in the various transport modes best be supported?**

By providing venture capital for R&D and pilot projects regarding, for instance, hydrogen and fuel cells, the use of LNG in inland shipping and the introduction of new, lightweight materials. However, the focus should not just be on R&D of new technologies and materials. Applying new concepts, using existing ideas in a new way and creating a mental shift are just as important. Simple access to funding for R&D projects at a local level can also be very important as innovative ideas often occur at a small scale.

- **How can the Bank play a role in the development of renewable energy in the transport sector?**

For example by financing the necessary infrastructure, such as shore power and LNG installations.

*How might the Bank better contribute to “inclusive growth” fostering employment and delivering social and territorial cohesion? in particular:*

- **Which strategic projects with high European value added addressing critical bottlenecks, cross border sections, inter modal nodes (cities, ports, logistic platforms) should be accelerated through Bank interventions?**

With regard to infrastructure, the emphasis should be on missing links, bottlenecks, multimodal nodes and cross border sections. There should also be sufficient attention for sustainable hinterland connections of sea harbours.

- **How transport investment (in means and/or infrastructure) may contribute towards urban and regional development?**

The EIB may, for instance, finance projects around city distribution. Due to the increasing urbanisation in Europe there is a need for increased transport to and from cities. Due to the high population density is the environmental character of this transport essential. In the framework of urban mobility, there is until now no sustainable transport alternative for the [missing text]. The EIB could finance projects which promote modal shift and the use of sustainable transport modes (research and pilot projects). Various types of projects should be eligible: organisational/logistical projects (city containers, traffic regulations or environmental zoning meaning that trucks become unwanted in a number of urban districts, etc.); infrastructural projects (for example multi purpose quays) and projects in the nautical field (such as innovative transfer methods, innovative investments to make small vessels more economically attractive, etc.). With regard to commodity flows to and from the city, the supply/evacuation of the city forms part of the entire logistical chain. A chain-based approach is therefore necessary, as well as a network-based approach. For the latter optimum efforts must be made for the use of inland shipping; certainly as the majority of the European cities are on or near a waterway.