



## EFSI Operation Scoreboard<sup>1</sup>

<b>PROJECT PRESENTATION</b>	
<b><u>Project name</u></b>	ROTTERDAM ELECTRIC BUSES TRAM & METRO INFRA
<b><u>Promoter or financial intermediary</u></b>	ROTTERDAMSE ELEKTRISCHE TRAM NV
<b><u>Country of implementation</u></b>	The Netherlands
<b><u>Summary project description</u></b>	<p>The Promoter, Rotterdamse Elektrische Tram NV (RET) is the main public transport operator (PTO) in the Rotterdam region. RET provides urban transport services within Rotterdam and the neighbouring towns, making use of a bus, tram and metro network. RET operates five metro lines, 58 bus routes and 9 tram lines. In 2017 RET provided 871 million passenger kilometres.</p> <p>The project consists of:</p> <ul style="list-style-type: none"> <li>• Bus fleet renewal that includes a technology shift: <ul style="list-style-type: none"> <li>▪ Purchase of 105 electric buses;</li> <li>▪ Purchase of 103 diesel hybrid buses;</li> <li>▪ Purchase and installation of charging facilities for the electric buses. This includes 17 opportunity charging stations along the bus routes and at a bus depot, and 32 overnight charging stations to be installed at the depot.</li> </ul> </li> <li>• Renewal of tram and metro tracks and other related infrastructure within the RET network.</li> </ul> <p>The composition of the bus fleet renewal, with a significant share of electric buses is part of a strategy to move to a full zero emission bus fleet by 2030 in a controlled manner being at the forefront of the technology shift.</p> <p>There will be two borrowers. The main Borrower will be the Metropolitan Region Rotterdam the Hague (MRDH). MRDH is the Public Transport Authority and its area comprises 23 municipalities with 2.3m inhabitants in the province of Zuid-Holland, the Netherlands. The area is served by RET, but also other PTOs. The loan to MRDH will be allocated under the Connecting Europe Facility (CEF) Debt Instrument mandate. MRDH will on-lend to RET Materieel BV, who will own the electric buses and associated charging facilities.</p>

<sup>1</sup> This Scoreboard of indicators reflects the information presented to the EFSI Investment Committee (IC) for its decision on the use of the EU guarantee for this operation. Therefore, the document does not take into account possible developments that could have occurred after this decision. Parts of this document that fall under the exceptions for disclosure defined by the EIB Group Transparency Policy, notably under the articles 5.5 (protection of commercial interests) and 5.6 (protection of the Bank's internal decision-making process), have been replaced by the symbol [...].

	<p>The second Borrower will be RET. The project has been awarded a grant from the EU 2017 CEF Transport Blending Call.</p> <p>This operation falls under the Bank's efforts to promote cleaner transport as expressed through the Cleaner Transport Facility.</p>
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## **PROJECT PILLAR ASSESSMENT**

### **Pillar 1**

<b>Contribution to EU policy</b>	<b>High</b>
<b>Cross-cutting objectives</b>	
Climate Action	100.00%
<b>EFSI</b>	
Contribution to EFSI	100.00%
EFSI: development of transport infrastructures, and equipment and innovative technologies for transport	100.00%
Smart and sustainable urban mobility projects (targeting accessibility, reduction of greenhouse gas emissions, energy consumption and accidents)	100.00%

### **Pillar 2**

<b>Quality and soundness of the project</b>	<b>Excellent</b>
1. Growth	[...]
2. Promoter capabilities	[...]
3. Sustainability	[...]
4. Employment	[...]

*This pillar evaluates the quality and soundness of the operation. This pillar is composed of four indicators which include:*

- (i) "Growth" i.e. for example and where relevant the economic rate of return ('ERR'), which considers the project's socioeconomic costs and benefits, including its spillover effects;*
- (ii) "Promoter capabilities" i.e. the capacity of the promoter/intermediary to implement the project and create the expected impact at the [final] beneficiary level;*
- (iii) "Sustainability" i.e. environmental and social sustainability<sup>2</sup>;*
- (iv) "Employment" i.e. the project's direct employment effect.*

### **Pillar 3**

<b>EIB Technical and financial contribution to the project</b>	<b>Moderate</b>
1. Financial contribution	[...]
2. Financial facilitation	[...]
3. Advice	[...]

*This pillar measures the EIB's particular contribution to the project and its financing scheme in the form of financial and non-financial benefits which go beyond what commercial players would normally be able to offer. This dimension of value added is assessed through three indicators:*

- (i) "Financial Contribution" i.e. improving the counterpart's funding terms compared to market sources of finance (interest rate reduction and/or longer lending tenor),*
- (ii) "Financial Facilitation" i.e. helping to attract private financiers (for example through positive signaling effects), promoting synergies in co-financing with other public sources of funds including National Promotional Banks or EU financial instruments,*
- (iii) "Technical Contribution and Advice" i.e. providing advice with a view to optimizing the financing package (financial structuring), or technical advisory services in the form of expert input / knowledge transfer – provided in-house by the EIB or in the form of assignments to external consultants – to facilitate the preparation or implementation of a project.*

<sup>2</sup> For additional information on the EIB's assessment of the project's environmental and social aspects, please refer to the project's Environmental and Social Data Sheet (ESDS) published on the EIB website.



## **Pillar 4 – Complementary indicators**

### ***Additionality***

This operation addresses the EFSI objective of smart and sustainable urban mobility by allowing the public transport company RET to proceed with a partial fleet renewal by purchasing new electric and hybrid buses and renewing tram and metro tracks as well as other related infrastructure within the RET network.

The project results in a cleaner bus fleet as well as renewed tram and metro infrastructure. Therefore, it promotes the decarbonisation of transport, and thus has a significant positive environmental impact contributing to a better living environment for the population of Rotterdam and its surroundings. The bus fleet renewal will support RET to achieve the objective of having a zero emission service network for public transport in the area of the Core Urban Node of Rotterdam.

The investments in track renewals will also help to maintain the comfort for the users of public transport and maintain the journey time reliability. This project will contribute to maintaining and further enhancing the end-user experience and improve public transport attractiveness. As a result, the operation will help to support the usage of public transport and thus reduce private vehicle use (modal shift) with the associated negative impacts in terms of energy consumption and the associated emissions of pollutants (air quality).

In addition, the project contributes to developing the market for the deployment of alternative fuel vehicles. It will address the general financing issues, encountered by markets, which are not yet technologically fully established. As the buses and charging infrastructure are supplied by a bus manufacturer in the Netherlands, it will contribute to the development of these important technologies within the EU, which do not have a long performance track record and hence entail still a variety of risk elements.

This investment is part of a national strategy in the Netherlands. In April 2016, the Dutch national government signed an agreement with all public transport authorities to require (i) all new public transport buses to be zero emission (tank-to-wheel) by 2025 and (ii) by 2030 all buses must be zero emission tail pipe.

The operation may also benefit from EIB financing under the Connecting Europe Facility Debt Instrument. It will moreover attract co-financing of the Dutch NPBs, BNG Bank and/or NWB Bank. In addition, with the support of EFSI, the project will be able to receive additional funding from the EC that allows for an accelerated deployment of zero emission-tailpipe bus transport. The support of both the EIB and the EC together therefore highlights the strategic importance and political commitment to implement this project, as it fits perfect within the transport policies of the EU.

## Set of indicators related to the macroeconomic environment

### Netherlands - Economic environment

#### Economic Performance

	NL	EU	US	NL
	2017	2017	2017	2001-2007
GDP per capita (EUR, PPS)	38,238	29,900	43,098	37,439
GDP growth (%)	2.2	2.0	1.5	2.1
Potential GDP growth (%)	1.8	1.7	2.2	2.1
Output gap (% of potential GDP)	0.2	-0.19	-0.03	-0.47
Unemployment Rate (%)	4.4	7.3	4.1	4.7
Unemployment Rate (%) - Y/Y change (% points)	-1	-0.9	-0.6	0.09
Bank-interest rates to non-financial corporations (%)	1.2	1.3	2.4	3.8
Bank-interest rates to non-financial corporations (%) - Y/Y change (% points)	-0.04	-0.04	0.4	-0.06
Investment rate (GFCF as % of GDP) - Total	20.3	20.1	19.7	21.3
Investment rate (GFCF as % of GDP) - Public	3.5	2.7	3.2	4.0
Investment rate (GFCF as % of GDP) - Private	16.8	17.3	16.5	17.3

#### General Sector Indicators

	2013	2014	2016	2018	EU (latest available)
Value added in Warehousing and support activities for transportation (% of total)	-	--	-	-	-
Employment in Warehousing and support activities for transportation (% of total)	-	--	-	-	-

#### Transport (General)

	2013	2014	2016	2018	EU (latest available)
Volume of passenger transport relative to GDP (Index 2000=100)	92.7	90.8	-	-	97.9
Volume of freight transport relative to GDP (Index 2000=100)	89.6	89.1	84.8	-	89.7
Share of GHG emissions from transport (% of total GHG emissions)	44.1	44.6	-	-	27.1

- Country average for "GDP per capita (EUR, PPS)" is calculated in real terms

- EU value for "Bank-interest rates to non-financial corporations" corresponds to Euro Area average; Country average is the simple average between 2003 and 2007

- The EU value is displayed as the value in the year that corresponds to the latest value of the indicator in a particular country

### Other indicators<sup>3</sup>

#### Key project characteristics

	Expected at PCR
Start of works	01.01.2017
End of works	31.12.2022
Project investment cost	261.70 MEUR
EIB/EFSI eligible investment mobilised	258.00 MEUR
External EFSI multiplier	2.00
External EIB (non-EFSI) multiplier	2.25
Amount of private financing	0.00 MEUR
Quick start (% of expenditure during 2015-2018)	
Co-financing with national promotional banks	143.40 MEUR
Co-financing with structural funds (ESIF)	0.00 MEUR
Co-financing with other EU instruments (i.e. Horizon 2020, Connecting Europe Facility, etc)	
Energy efficiencies realised	0.00 MWh/a
Climate Action indicator	100.00% Mitigation - Transport (transversal)
Employment during construction - temporary jobs	1,545 person years
Employment during operation - new permanent jobs	0 FTE

<sup>3</sup> For additional information on the EIB's assessment of the project's environmental and social aspects, please refer to the project's Environmental and Social Data Sheet (ESDS) published on the EIB website. The abbreviation PCR stands for Project Completion Report. If applicable, a difference between the amount of Project investment costs and EIB/EFSI eligible investment mobilized might derive from the fluctuation of the underlying exchange rate.