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Submitted to Public consultation on the revision of the EIB's Transport Lending Policy
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Chapter 1 - About You

I am responding as:

The representative of an organisation

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Please only respond to the next two questions if you have indicated that you are responding on behalf of an organisation.

Function

Please enter your function here::
Secretary General

Organisation Name

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ECTRI

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Responses to the following four questions (A-D) are for statistical/analytical purposes and will not be published as part of your contribution. They are extremely useful in helping the EIB to understand stakeholders' profiles and to improve consultation processes going forward. Only the aggregated results will be reported in the consultation report produced at the end of the consultation process.

A Type of Organisation (if responding as a representative of an organisation)

Other

If other, please specify::
Non profit International Association

B How did you hear about this public consultation?

EIB email/newsletter

If other, please specify::

C Did you ever engage with the EIB before this public consultation?

Yes, as a member of civil society/a non-governmental organisation

If in another capacity, please specify::

D How familiar were you with the EIB Transport Lending Policy (TLP) before this public consultation?

Somewhat familiar

Chapter 2 - General

1 Within the European Union, please rank the six sub-sectors identified by the EIB by their need for support to invest in decarbonisation. Please rank in order of priority, from (1) highest priority to (6) lowest priority.

Within the European Union, please rank the six sub-sectors identified by the EIB by their need for support to invest in decarbonisation. - urban public transport:
1

Within the European Union, please rank the six sub-sectors identified by the EIB by their need for support to invest in decarbonisation. - extra-urban rail:
2

Within the European Union, please rank the six sub-sectors identified by the EIB by their need for support to invest in decarbonisation. - extra-urban roads:
6

Within the European Union, please rank the six sub-sectors identified by the EIB by their need for support to invest in decarbonisation. - inland waterways:
3

Within the European Union, please rank the six sub-sectors identified by the EIB by their need for support to invest in decarbonisation. - maritime:
4

Within the European Union, please rank the six sub-sectors identified by the EIB by their need for support to invest in decarbonisation. - aviation:
5

Not Answered

Please explain your answer::

Although all sectors require support there are limited resources for funding. Therefore, prioritization is needed with the support of appraisal tools such cost-benefit analysis project studies, including the quantification of social and environmental impacts and distributional analysis (impacts on project stakeholders). Priority shall also be given to those projects that address problems caused by most polluting/harmful transport modes (those causing more negative impacts to health and biodiversityper person and kilometer or ton and kilometer, repspectively), starting by urban transport which is road based, intensive in fossil-fuels and leads to significant negative health impacts.
Project financing should take into account sufficiency (reduction of motorised trips, “as much as necessary, as little as possible”) and sustainability (especially life-cycle climate neutrality), contributing to the promotion of social inclusion/equity/fairness. Funding more R&I projects are required to build a comprehensive performance indicators’ system covering all sustainability (with special focus on social and environmental) dimensions that could support policy and decision-making in a dynamic way.
Social and territorial cohesion along with quality of life and health issues may justify funding for specific R&I demonstration/implementation projects in specific countries/Member States, e.g. related to innovative public transport services/MaaS and information systems for enabling social inclusion, walking and cycling infrastructures and other green modes/micromobility (e.g. electric bikes, e-scooters)- these will need to be integrated in the transport system priorities and be part of the funding structure.

If you believe the EIB should prioritise its support for the transport sector in another way, please indicate how::

Priorities shall be aligned with the United Nations SDGs and targets set by European policy strategies, including incentives to promote Circular Economy principles within and across modes. Funding more R&I is required to co-develop and apply the Circular Economy principles with the passenger and freight mobility and transport areas (Zero waste and Zero externalities not internalized in markets).

2 Outside the European Union would you rank these sub-sectors differently?

Yes – I would rank the sub-sectors differently

Please explain your answer::

More than 50% of the population is concentrated in cities and urban public transport is key for quality of life. A shift shall be promoted from individual road transport (car-based) to a reduction of transport and shifting unavoidable transport to more sustainable options and more safe and secure.

3 Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB (see pages 6-20 of the consultation document), that you believe are the most critical to consider. Please rank from (1) most important to (5) least important.

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Decarbonisation: Spatial planning:
2

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Decarbonisation: Modal shift:
1

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Decarbonisation: Electromobility:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Decarbonisation: Hydrogen-based economy:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Decarbonisation: Advanced biofuels:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Doing no significant harm to environment:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Resilient infrastructure:
5

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Resource efficiency:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Safety and security:
4

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Connectivity:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Equal accessibility:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Balanced development:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Digitalisation and automation:

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Sustainable cities:
3

Within the European Union, please rank the top five challenges facing the transport sector, as identified by the EIB. - Other challenges:

No challenge should be prioritised :
No

Please explain your answer::

Enabling a reduction of motorised transport and modal shifts in the light of sufficiency principles (from motorised high ressource- and pollution-intensive per person and kilometer modes to more sustainable, especially non-motorised modes) is key. Sustainable cities encompass multidimensional challenges (equal accessibility, resilient infrastructure, safety and security, etc. - all dimensions here shall rank similarly).

4 Outside the European Union, would you rank these challenges differently?

No – I would not rank the challenges differently

Please explain your answer::

The ranked challenges are somehow global. However, the specific socioeconomic context of each region shall be accounted for to enable a fair transition.

5 What types of electromobility projects, if any, should the EIB prioritise and why?

Please write your answer here: :

Shared electromobility solutions, innovative business models, including micromobility combined with electric public transport for first-mile/last-mile trip coverage. Use of renewable energy in transport. Electromobility projects shall not compromise or discourage other active modes (e.g., walking, cycling) and, hence, integrated transport planning approaches shall be a condition for funding.

6 Is there a role for hydrogen and hydrogen-based synthetic fuels as an alternative fuel for transport applications?

Yes – there is a role for hydrogen and hydrogen-based synthetic fuels

Please explain your answer::

Based on the EU Hydrogen Strategy. Following the EC, renewable hydrogen ('green' or 'clean' hydrogen) is expected to play a key role in decarbonizing sectors where other alternatives might not be feasible, or might be more expensive. It will be useful to have further research on comparative assessment studies using a Life-Cycle Analysis perspective to have a broader perspective.

7 Is there a role for biofuels in decarbonisation of the transport sector?

Yes – there is a role for biofuels

Please explain your answer::

There is a role for biofuels IF these are associated to zero environmental damage/zero biodiversity external costs. Hence, EU Directives and Member States legislation shall be subject to ex ante impact assessment.

8 What kind of investments in increasing the climate resilience of transport infrastructure can, at the same time, support the objective of decarbonising and depolluting transport?

Please write your answer here: :

Spatial planning, the re-organisation of public space and transformation from land-use separation to mixed-use local centres enabling accessibility to destinations (including co-working spaces for teleworking to avoid long commutes) by non-motorised transport is essential for reducing motorised transport and increase fair accessibility. For motorised trips which cannot be avoided, multimodal passenger transport and cross-modal infrastructures where cycling and walking are fully included; Investment in urban and peri-urban structures that support local supply in line with these infrastructures. Public and shared transport infrastructure options that are accessible to all people. Investment in smart urban and peri-urban logistics infrastructure such as intermodal urban logistics terminals and hubs (freight hotels, micro/urban consolidation centers).
Multimodal transport and cross-modal infrastructures where cycling and walking are fully included; Transport infrastructure options that are accessible to all people in urban, rural and remote areas.
More research is required for assessing and modelling resilience of transport systems.

9 Given the imperative to decarbonise transport, what transport investments should the EIB support that can contribute to the balanced development of different regions and Member States of the European Union?

Please write your answer here::

Transport investment shall contribute to decarbonize transport but shall also contribute to other societal objectives such as equitable accessibility to multi-functional destinations in local centres by non-motorised modes as a first priority, and by public transport as second priority (e.g., high population density versus low population density regions; high income regions versus low-income regions). A stronger focus on investments in social sustainability is needed to ensure economic and environmental sustainability.

10 Given the imperative to decarbonise transport, what transport investments are needed to contribute to more equal access to mobility taking into consideration, for example, people's location, socioeconomic status, and gender?

Please write your answer here::

Investment in non-technological measures are required, besides innovative infrastructures and technological ones. Funding non-technological investments will be key to implement a new mobility culture (e.g., innovative public participation to co-create solutions that induce a change in behavior, use of incentives through artificial intelligence/mobile phone apps, etc.). Changing behavior goes at a slow pace in comparison to technology developments so there is a significant market risk that is likely to increase if other disruptive events happen in the future.
More research shall be funded for the co-creation/co-development/co-implementation of solutions aimed at sustainability goals in each context.
Behavioral changes require a package of solutions to be accessible and affordable. Affordability requires social equity to account for in pricing policies.

11 Taking into account the EIB's mandate to support the European Union's integration into the global economy, what kind of transport investments should the EIB prioritise?

Please write your answer here: :

Security of airports and intermodal hubs; digital connectivity and automation (e.g., for freight; passenger transport in congested metropolitan areas).
Efficiency and Resilience in Global Supply Chains.
Research on how digitalization needs to be used to contribute to reductions of emissions of the transport system in a considerable way, taking into account the emissions caused by digitalization itself (LCA).

12 How can the EIB foster partnerships between the public and private sectors to respond to the challenges facing the transport sector?

Please write your answer here::

Launch calls where both the public and private sectors need to be associated to apply for funding.

There are no further questions in this chapter. If you would like to add anything that is not already covered by the questions in this chapter, you may do so in the box below.

Additional comments::

Chapter 3 - Urban Mobility

1 Do you believe that there will be any permanent impacts on the development of this sector following the COVID-19 pandemic?

Yes – there will be both positive and negative impacts

Please explain your answer::

Negative impacts: demand decrease for Public Transport; financial sustainability of transport operation; shift to individual (car) based transport.
Positive impacts: awareness of the importance of public transport and quality of service standards (in Lisbon, for example, recent published research showed that public transport was key to fulfill the daily mobility needs of most vulnerable users (e.g., not having jobs which could be done through teleworking). Please, see the OA article here: http://www.mdpi.com/2071-1050/13/15/8342
Aparicio, J.T.; Arsenio, E.; Henriques, R. Understanding the Impacts of the COVID-19 Pandemic on Public Transportation Travel Patterns in the City of Lisbon. Sustainability 2021, 13, 8342. https://doi.org/10.3390/su13158342
However, it should be noted that teleworking at home does not necessarily reduce the number of trips, but commuter trips are often shifted to leisure trips. Rebound effects need to be carefully studied and included in impact assessment models to ensure the mitigation of rebound and spillover effects rooted in behavioral phenomena.
In terms of urban freight, the post pandemic period shows: higher demand for last mile deliveries, more next-hour same day deliveries and more flexible employment contracts (gig economy).

2 Given the imperative of decarbonising and depolluting transport, what types of investment would be most effective in supporting the use of zero-tailpipe transport?

Please write your answer here::

Multimodal, public transport along with its combination with walking, cycling and other micromobility modes; urban logistics; other mobility services supported by innovative business models.
Investments to ensure the internalization of external costs of transport. This requires research, information, education and investments in infrastructure, away from a road-focused approach.
More research is required for assessing and understanding the effects of combining different types of investments/measures across transport modes.
Also, integrated land use, transport, energy and health planning are important for the sustainable development of zero emissions transport (comprising the whole life cycle - Well-to-Wheel, instead of addressing tailpipe emissions only).

3 Given the particular characteristics of urban space, what kinds of zero-carbon transport investment should be prioritised?

Public transport

Please explain your answer::

Delivery and logistics and individual transport are of similar importance than public transport to our view.

Motorized individual transport shall not be supported if we want to achieve sustainable mobility and sustainability in cities. Active individual modes should be supported instead. Regarding freight transport/urban logistics, zero emission solutions shall be funded.

4 As regards investment in digitalisation and automation of urban transport, which of the following will have the (1) most potential to (4) least potential, to improve its sustainability and efficiency?

As regards investment in digitalisation and automation of urban transport, which of the following will have the (1) most potential to (4) least potential, to improve its sustainability and efficiency - Shared mobility:
4

As regards investment in digitalisation and automation of urban transport, which of the following will have the (1) most potential to (4) least potential, to improve its sustainability and efficiency - Traffic management:
1

As regards investment in digitalisation and automation of urban transport, which of the following will have the (1) most potential to (4) least potential, to improve its sustainability and efficiency - Vehicle automation:
3

As regards investment in digitalisation and automation of urban transport, which of the following will have the (1) most potential to (4) least potential, to improve its sustainability and efficiency - Passenger information services:
2

Please explain your answer::

Vehicle automation shall be focused on publicly accessible transport modes (NOT individual private vehicles) along with passenger information systems.

5 In developing countries, the challenge of developing urban transport systems that are climate-friendly, efficient and address transport poverty is particularly large. What solutions do you see to this?

Please write your answer here::

Innovative solutions sensitive to each socioeconomic and cultural context centred on clean public transport combined with safe and secure cycling and walking will have a positive impact. Spatially separating urban functions should be avoided or reversed to achieve high accessibility in local centres with non-motorised modes.

6 Should the EIB prioritise certain eligible urban public transport investments?

Yes, some eligible investments should be prioritised over others

Please explain your answer::

Universal accessibility of public spaces and transport facilities (streets, bus stops, hubs, etc.). These are key to enable social inclusion. Vehicles powered by renewable energy.

There are no further questions on urban mobility. If you would like to add anything that is not already covered by the questions in this chapter, you may do so in the box below.

Additional comments::

Chapter 4 - Extra-urban Rail

1 What do you believe is the technological roadmap for decarbonising long-distance rail transport?

Please write your answer here::

A first step to start decarbonising long-distance rail. Decarbonisation needs to follow a life-cycle analysis perspective.

2 How fast can long-distance rail transport realistically be decarbonised?

By 2050

Please explain your answer::

Partial decarbonisation of long-distance rail can be achieved by 2050. This is not the case of full decarbonisation.

3 How do you see the demand for extra-urban rail transport developing in the period up to 2050?

Please write your answer here::

It is likely to increase more than other modes in some segments (e.g., for commuting purposes). However, it will depend on complementary policies (e.g., pricing, teleworking options).

4 Do you believe there will be any impact on the development of this sector as a result of climate policies' increasing cost?

Yes – there will be some impact

Please explain your answer::

Maintenance costs of railway infrastructures in face of climate change are expected to increase.

5 Do you believe that there will be any permanent impact on the development of this sector following the COVID-19 pandemic?

Yes – there will be both positive and negative impacts

Please explain your answer::

Positive impacts: Policy makers are aware of the importance of improving quality of service in railway transport for social equity purposes.

Negative impacts: Shift of railway users to road transport (individual cars).

6 Should the EIB prioritise certain eligible extra-urban rail investments?

Yes, some eligible investments should be prioritised over others

Please explain your answer::

Eligible investments shall be justified based on the quantification of their impacts, including social and environmental benefits. Extra-urban rail shall be located in congested and commuting corridors to create a cost-effective and competitive alternative to road-based transport.

There are no further questions on extra-urban rail. If you would like to add anything that is not already covered by the questions in this chapter, you may do so in the box below.

Additional comments::

De-privatisation of rail infrastructure and commitment to shift freight transport away from the road is needed. There is no long-term investment interest for private companies in maintaining rail infrastructure.

Chapter 5 - Extra-urban roads

1 What do you believe is the technological roadmap for decarbonising short- and long-distance road transport?

Please write your answer here::

Reductions of tailpipe emissions based on alternative fuels, electromobility, automation, digitalisation and modal shifts.
De-privatisation of rail infrastructure and commitment to shift freight transport away from the road.

2 How fast can long-distance road transport realistically be decarbonised?

By 2050

Please explain your answer::

The achievement of the 2050 targets will depend on the degree of cooperation of stakeholders and their full engagement.

3 How do you see the demand for extra-urban road transport developing in the period up to 2050?

Please write your answer here::

The demand will tend to decrease but require specific measures to accelerate this development, e.g. by increasing local production and short distance tourism. Shifts are planned to occur from road to rail and maritime transport.

4 Do you believe there will be any long-term impact on the development of this sector as a result of climate policies' increasing cost?

Yes – there will be some impact

Please explain your answer::

Road transport costs will increase (e.g. through carbon pricing).

5 Do you believe that there will be any permanent impact on the development of this sector following the COVID-19 pandemic?

Yes – there will be some negative impact

Please explain your answer::

Both passenger and goods transport are forecast to lose revenue globally in 2021 (source: Intelligence Report, June 2021).

6 What are the most effective road safety measures to reduce the unacceptable level of death and injury on the world's roads?

Please write your answer here::

Reducing speed and motorised transport volumes are highly effective for increasing road safety. The set of most effective road safety measures will depend on the reference conditions/context. For example, in less developed regions and the Global South, it may be important the provision of public transport combined with safe and secure walking that could fit to the mobility/accessibility needs of the population, including those who are most vulnerable (e.g., low income, women). Funding shall not be directed to the provision road investments.
In many European cities, shifts of urban road transport to a competitive public transport, walking and cycling could be effective and address most sustainability goals. Overall, a paradigm shift in the approaches, e.g. more social science's experts/human behavior related sciences engaged in infrastructure's planning/engineering.

7 Should the EIB prioritise certain eligible extra-urban road investments?

Yes, some eligible investments should be prioritised over others

Please explain your answer::

First/last mile roads, if needed for social and territorial cohesion.

There are no further questions on extra-urban roads. If you would like to add anything that is not already covered by the questions in this chapter, you may do so in the box below.

Additional comments::

Chapter 6 - Inland waterway transport

1 What do you believe is the technological roadmap for decarbonising inland waterway transport?

Please write your answer here::

A mix of combined policies (technology, alternative fuels/renewable energy, multimodal transport, smart policy measures for sustainable urban mobility) sensitive to each context.

2 How fast can inland waterway transport realistically be decarbonised?

By 2050

Please explain your answer::

Inland waterways integrate the urban transport and, hence, these shall be part of the decarbonisation challenge.
In many countries inland waterway has not been considered an attractive option during recent decades. Infrastructure is outdated, digitalization almost not existent. In combination with increasing issues of low water and dry weather or extreme weather, in particular smaller waterways have completely been ignored for freight transport.
Innovative vessel technology has been developed and financial solutions for freight skippers/vessel owners (small, family run one vessel companies) are needed to shift to these new vessel technologies. IWT has to be fully integrated – also digitally – into the TEN.

3 How do you see the demand for inland waterway transport developing in the period up to 2050?

Please write your answer here::

It will mainly depend on the urban transport policy, solid investments in infrastructure, financing models for freight skippers/vessel owners and the role of the blue economy.

4 Do you believe that there will be any long-term impact on the development of this sector as a result of climate policies' increasing cost?

Yes – there will be some impact

Please explain your answer::

Inland waterways transport is vulnerable to climate change effects (e.g., droughts) and dependence in the water levels.

5 Do you believe that there will be any permanent impact on the development of this sector following the COVID-19 pandemic?

Yes – there will be some negative impact

Please explain your answer::

Financial sustainability of inland waterways operators (public and private).

6 Should the EIB prioritise certain eligible inland waterway investments?

Yes, some eligible investments should be prioritised over others

Please explain your answer::

Inland waterway vehicles powered by renewable energy.
Impact assessment of innovative solutions.

There are no further questions on inland waterway transport. If you would like to add anything that is not already covered by the questions in this chapter, you may do so in the box below.

Additional comments::

Chapter 7 - Maritime transport

1 What do you believe is the technological roadmap for decarbonising maritime transport?

Please write your answer here::

A combination of ship design efficiency measures, operational efficiency measures and proper technology mix (for different segments of shipping). Besides renewable energy supplies investment is required on electricity transmission grids, shore-side charging infrastructures, new fuel production facilities, energy storage, bunkering infrastructures.

2 How fast can maritime transport realistically be decarbonised?

By 2050

Please explain your answer::

Maritime transport could be electrified for short-distance trips and other technologies (such as hydrogen and ammonia) could be used for long-distance intra-EU and extra-EU trips. To fully decarbonize maritime transport by 2050, EU-related shipping needs to test and deploy green fuels as soon as possible. At the same time, the support facilities and infrastructures will need to be developed.

3 How do you see the demand for maritime transport developing in the period up to 2050?

Please write your answer here::

Demand for maritime transport will most probably continue to increase, although this will depend on many factors, including global economic uncertainty and trade tensions. Should maritime freight transport grow at a rate of 3.6 percent per year, maritime trade volumes will almost triple by 2050.

4 Do you believe that there will be any long-term impact on the development of this sector as a result of climate policies' increasing cost?

Yes – there will be some impact

Please explain your answer::

The cost of maritime transport services will increase as a result of climate change adaptation and the need to provide a climate-resilient transport system.

5 Do you believe that there will be any permanent impact on the development of this sector following the COVID-19 pandemic?

Yes – there will be both positive and negative impacts

Please explain your answer::

- New organisational modes
- New technologies
- Emergency plans and automatic stabilisers
- Drive companies out of the market

6 Should the EIB prioritise certain maritime transport investments?

Yes, some eligible investments should be prioritised over others

Please explain your answer::

- Investments for alternative fuels (and associated facilities and infrastructures)
- Investments on improving the climate resiliency of transport systems

There are no further questions on maritime transport. If you would like to add anything that is not already covered by the questions in this chapter, you may do so in the box below.

Additional comments::

Research and political work is urgently needed into developing programmes for the protection of the poles from becoming major shipping routes.

Chapter 8 - Aviation

1 What do you believe is the technological roadmap for decarbonising aviation?

Please write your answer here::

Developments on aircraft and engine technology, ATM, sustainable fuels and other policy measures (e.g., carbon pricing, ETS). Integrated land use and aviation planning and management for multimodal and sustainable transport (e.g. more efficient management of capacity expansion; promote desirable shifts to other modes in shorter haul routes).

2 How fast can aviation realistically be decarbonised?

Only after 2050

Please explain your answer::

The "Destination 2050: A route to Net-Zero European Aviation" recognizes that decarbonizing aviation by 2050 is possible but it is an ambitious goal. Progress on aircraft and engine technology development, including alternative fuels, international leadership and partnerships will play a key role but their implementation timeline is still uncertain. Other smart (non-technological) policy measures are required in the aviation sector for integrated and multimodal management.
Alternative solutions are quite advanced. Airlines have suffered massive losses during COVID though. Furthermore, banks are even more restrictive in financing airlines. As a result, their financial capacities to invest into new, more environment-friendly technologies, is limited. Development of innovative financing models are needed and support to those airlines, who are willing to invest into new technologies, could significantly speed up the decarbonisation of aviation.

3 How do you see the demand for air transport developing in the period up to 2050?

Please write your answer here::

Demand on shorter haul routes is likely to decrease if there is a competitive long-distance rail based alternative.

4 Do you believe that there will be any long-term impact on the development of this sector as a result of climate policies' increasing cost?

Yes – there will be some impact

Please explain your answer::

Aviation costs are likely to increase. More research is required on the evaluation of costs for future aviation scenarios. The effects of the European Trading Scheme (ETS) on airline companies shall be assessed.

5 Do you believe that there will be any permanent impact on the development of this sector following the COVID-19 pandemic?

Yes – there will be some negative impact

Please explain your answer::

Financial sustainability concerns in some airlines due to demand decrease.

6 Should the EIB prioritise certain eligible aviation investments?

Yes, some eligible investments should be prioritised over others

Please explain your answer::

Multimodal investments; investments in smart policy measures (e.g., pricing and regulation).

There are no further questions on aviation. If you would like to add anything that is not already covered by the questions in this chapter, you may do so in the box below.

Additional comments::

Chapter 9 - Additional comments

If you would like to add anything that is not already covered by the questions above, you may do so in the box below.

Additional comments::

In order to prioritize solutions/investments, appraisal tools such as enhanced cost-benefit analysis (with the quantification of social and environmental benefits) shall be applied to support decision making. Also, distributive impacts among the project stakeholders shall be clearly identified and quantified. Integrated and collaborative transport planning and multimodal projects (including the co-creation/co-development/co-deployment of solutions) should be encouraged for enhancing positive impacts on sustainability and quality of life.

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