

(English version)

**Question for written answer E-000938/25
to the Commission**

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(5 March 2025)

Subject: EU export credit strategy and rail investment

Rail transport is crucial to achieving the EU's decarbonisation objectives. The Commission's 2021 trade policy review committed to developing an 'EU strategy for export credits', which is crucial for promoting sustainable investments. In 2024, the Luxembourg Rail Protocol to the Cape Town Convention entered into force, enhancing the security of rolling stock financing.

The Aircraft Protocol to the same Convention incentivises financing by reducing export credit agencies' (ECAs) risk premiums when appropriate declarations of the Convention are applied. However, if similar reductions are not applied to rolling stock, despite the additional security provided by the Rail Protocol, it would create an imbalance, disadvantaging a sector vital to the EU's climate goals. Establishing a comparable system for rail would reflect this enhanced security and incentivise investments, increasing the environmental and economic benefits of rail transport.

1. When does the Commission plan to present the EU export credits strategy?
2. How will the strategy prioritise low-emission investments, particularly in rail?
3. Will the Commission advocate a reduction in ECAs' risk premiums for rolling stock financing under the Luxembourg Rail Protocol? If so, what percentage will be proposed to reflect the significant advantages of rail over aviation?

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Answer given by Mr Šefčovič on behalf of the European Commission
(5 May 2025)

In its communication of 18 February 2021 ⁽¹⁾, the Commission undertook 'to explore options for an EU strategy for export credits'.

After a feasibility study ⁽²⁾ of May 2023, produced for the Commission by independent consultants, the Commission started work in three areas: encouraging a whole-of-government approach to external financial tools; exploring a potential EU financial tool to work with export credit agencies (ECAs) in support of EU policy priorities; and promoting sustainability.

In addition, agreement was reached at the Organisation for Economic Cooperation and Development in 2023 to modernise the Arrangement on Officially Supported Export Credits ('the Arrangement'), streamlining the rules so that ECAs can better support competitiveness goals, and incentivising ECAs to scale-up their support for zero and low-emission investments, including rail.

Regarding the Luxembourg Rail Protocol, the premium levels set by ECAs are determined according to the Arrangement. Protocols under the Cape Town Convention (CTC) regarding the recovery of assets in the case of default, can play a role in those procedures, as it does in the case of aircraft.

However, the Luxembourg Rail Protocol of the CTC offers less important practical possibility to recover the value of the asset due to important technical differences between air and rail transport, in particular in relation to interoperability and accessibility.

Furthermore there are currently few contracting parties to the Luxembourg protocol. The Commission will nevertheless follow further developments.

⁽¹⁾ Trade Policy Review — An Open, Sustainable and Assertive Trade Policy: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52021DC0066>

⁽²⁾ Paul Mudde, Henri d'Ambrières, Arnaud Dornel, Federico Bilder, Feasibility study on an EU strategy on export credits, Final report: <https://op.europa.eu/en/publication-detail/-/publication/4aa03d2a-08cc-11ee-b12e-01aa75ed71a1>