

Environmental and Social Data Sheet

Overview

Project Name:	CHASSIS & BIW & MECHANISMS RDI
Project Number:	2019-0446
Country:	Germany, Spain, Sweden, France
Project Description:	The project comprises the Promoter's RDI investments in the period 2020-2024.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project consists of investments in Research, Development and Innovation (RDI) in the field of metal transformation technologies for automotive applications. The range of technologies includes stamping (cold, hot and high strength steel), hydro forming, roll forming, joining / assembling, die-casting and hybrid metal / composite materials applied to automotive chassis, mechanisms and body sheet metal parts. The project activities aim at further reducing vehicle weight (contributing to lower fuel consumption and emissions), improve vehicle safety, while enhancing manufacturing productivity and reducing average production cost for conventional ICE vehicle but also for electric vehicles including electrical hybrids.

The project will be managed and carried out by the promoter's existing R&D staff in various European countries (Spain, Germany, Sweden and France). The project's R&D activities are a central part of the promoter's operations and are embedded in the existing organisational and management structure. The operating procedures in place are in line with the very stringent automotive industry standards.

The project focuses on safety improvement and weight reduction of key automotive components such as BiW (body in white), chassis and mechanisms parts. Weight reductions of those components play a non-negligible role in the OEMs' ambitions to reduce fuel consumption and CO₂ emissions in order to meet increasingly stringent environmental targets. It also includes R&D activities focusing on the development of new product specifically designed for electrical vehicles; actually, the architecture of an electric vehicle is radically different from a conventional ICE vehicle, therefore new BIW and chassis designs must be developed to address different "behaviours" during crash tests.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 20,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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Furthermore, the increased safety characteristics of the newly developed automotive parts will contribute to the reduction of road accident injuries and fatalities, subsequently adding up to social sustainability and quality of life in Europe.

Other Environmental and Social Aspects

In line with automotive industry best practices, the promoter has a strong safety culture and good operating and HSE (Health, Safety and Environment) procedures in place. All the promoter's sites are ISO 14001 or EMAS certified.

Conclusions and Recommendations

The project concerns operational Research and Development activities that are not listed in the EIA directive and that will be carried out in existing facilities without changing their already authorised scope. An Environmental Impact Assessment (EIA) is therefore not required under EIA Directive 2014/52/EU amending Directive 2011/92/EU.

The project per se does not have any direct impact on the environment; however the project R&D activities target the development of automotive BiW (body-in white), chassis and mechanisms parts with improved safety characteristics and reduced weight; it also focuses on the development of new products specifically dedicated to electrical vehicles that will contribute to further market penetration of safer electric vehicles. It will therefore contribute to reducing fuel consumption and CO2 emissions of the automotive fleet and subsequently to increased environmental sustainability in Europe. It will also contribute to the reduction of road accident injuries and fatalities, subsequently adding up to social sustainability and quality of life in Europe. The project is therefore acceptable for financing by the Bank.