

## Environmental and Social Data Sheet

### Overview

Project Name: E-MOBILITY - HIGH POWER CHARGING STATIONS  
Project Number: 2019-0767  
Country: *France, Germany, Belgium, The Netherlands, Luxembourg*  
Project Description:

The project concerns the deployment of an Electric Vehicle Charging (EVC) infrastructure network of 500 High Power Charging stations (HPC) across France, Germany, Belgium, the Netherlands and Luxembourg, over a 5-year period from 2019 until the end of 2023. The infrastructure will consist of high power charging stations from 150kW up to 350kW, including short connections to the distribution grid. The charging stations will be public with open access and located on existing service station sites, along the TEN-T network.

EIA required: no  
Project included in Carbon Footprint Exercise<sup>1</sup>: yes  
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Environmental and Social Assessment

#### Environmental Assessment

EVC infrastructure in itself is not subject to environmental impact assessment processes under either Annex I or Annex II of the EIA Directive. However, the construction of green field parking locations where the electric vehicle (EV) infrastructure will be installed and/or their connections to the grid may be subject to screening by the Competent Authorities. The Bank will require in those cases to be informed.

The project will power EVs with no emissions of pollutants (e.g. NO<sub>x</sub>, particle matters) and hence will contribute to meet air quality standards as set out by the European Union (EU) and the World Health Organization (WHO). The project will also contribute to reduce road transport noise pollution in Europe, as EVs are also much quieter than conventional vehicles.

Finally, the project will have a significant impact on CO<sub>2</sub> emissions reduction as the electricity used through the EV infrastructure will power electric vehicles, which are more fuel efficient, compared to conventional vehicles. In addition, the electricity used through the charging network will be from certified renewable sources.

#### EIB Carbon Footprint Exercise

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20 000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 12<sup>th</sup> March 2020

It is estimated that the Project will generate 35.6 kt of CO<sub>2</sub> emission (absolute) per year, on average over the 15-year project assessment period. This is an estimation based on the initial expected consumption figures as reported by the Promoter, and it takes into account the electricity consumption using the grid factor of the respective countries. The Promoter purchases renewable electricity. If this renewable electricity is accounted as zero, there will be no upstream absolute CO<sub>2</sub> emissions.

Moreover, the project is expected to result in indirect CO<sub>2</sub> equivalent (CO<sub>2</sub>e) emission savings of approximately 120.5 ktCO<sub>2</sub>e per year, on average over the same period. The emission savings result from the replacement of conventional cars operating on fossil fuels with electric cars powered by less carbon intensive electricity. For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

### **Other Environmental and Social Aspects**

The Promoter has in place an integrated environmental, health and safety management system.

## **Conclusions and Recommendations**

The project will contribute to significantly reducing emissions of pollutants, CO<sub>2</sub> and noise. The support to the uptake of electro-mobility through improved access to super-fast charging infrastructure is aligned with the EC Strategy for Low-Emission Mobility and the new EU Green Deal and promoted by EU policy on Climate Change and vehicles emissions reduction objectives in the transport sector.

### **Undertaking:**

- The Promoter shall ensure that adequate environmental, social, health and safety management plans, defined according to the legal requirements and related documents, are implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impacts or incidents during the works.
- For those electric vehicle charging station installations that may be subject to screening by the Competent Authorities, the Promoter shall provide the Bank with evidence of such screening decisions.

The Bank reviewed the environmental and social capacity of the Promoter including its organisation, processes and procedures, and deemed them to be good. Based on the information available, the project is expected to be acceptable for Bank financing from an environmental and social perspective.