

Public

Environmental and Social Data Sheet

Overview

Project Name:	EV SMART E-CHARGING NETWORK
Project Number:	2020-0167
Country:	ITALY
Project Description:	The project concerns the deployment of an Electric Vehicle Charging (EVC) network in Italy. The project will involve the installation of approximately 1,788 charging stations and the associated connections to the distribution network over the period 2020 to 2024. The charging infrastructure will consist of slow/normal charging stations as well as fast and super-fast chargers.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	yes

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

EVC infrastructure is not subject to environmental impact assessment under the EIA Directive. However, the construction of green field parking locations where the EVC infrastructure is installed and/or the connections to the grid may have to undergo screening procedures. In those cases, the Bank will require to be informed of the screening decisions by the competent authorities.

This project will enable powering Electric Vehicles (EV), which will circulate without emitting pollutants (e.g. NO_x, particle matters) and hence will contribute to meeting air quality standards as set out by the European Union (EU) and the World Health Organization (WHO).

Finally, the project will have an impact on CO₂ emissions reduction as the electricity used through the EVC infrastructure will power EVs, 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

It is estimated that the Project will generate 23 kt of CO₂ emission (absolute) per year, on average over the 15-year project assessment period. This is an estimation based on the initial

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

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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 CO₂ emissions.

Moreover, the project is expected to result in indirect CO₂ equivalent (CO₂e) emission savings of approximately 20 ktCO₂e 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.

Conclusions and Recommendations

The support to the uptake of electro-mobility through improved access to 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.
- The Promoter shall ensure that the electricity distributed through the EVC infrastructure is from renewable sources.
- 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 acceptable. Based on the information available, the project is expected to be acceptable for Bank financing from an environmental and social perspective.