EFSI Operation Scoreboard[1]

PROJECT PRESENTATION	
Project name	CHASSIS & BIW & MECHANISMS RDI
Promoter and financial intermediary	GESTAMP AUTOMOCION SA
Country of implementation	France, Germany, Spain, Sweden
Summary project description	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 Internal Combustion Engine (ICE) vehicle but also for electric vehicles including electrical hybrids. The project concerns the promoter's R&D operating expenditure in the field of metal forming and joining / assembling covering the promoter's segments: Body-in-white (BiW), Chassis and Mechanisms from April 2020 to December 2024; it includes: (i) personnel costs; (ii) management and support functions; (iii) prototypes and testing and (iv) Consumables, maintenance and other costs. Given the broad range of technologies involved in automotive metal parts forming and assembling, the RDI activities cover a wide variety of techniques and processes ranging from simple metal sheet cutting, to elaborated hot stamping or state-of-the-art remote laser welding. The R&D projects involve various fields of complex development including components and processes design, simulation, testing and validation in different fields of application such as CAE simulation, stamping (cold, hot and high strength steel), hydro forming, roll forming, welding, joining / assembling, new and hybrid metal / composite materials, press machine and tool manufacturing, machining, laser cutting, moulding, die casting.

[1] This Scoreboard of indicators reflects the information presented to the EFSI Investment Committee (IC) for its decision on the use of the EU guarantee for this operation. Therefore, the document does not take into account possible developments that could have occurred after this decision.
Parts of this document that fall under the exceptions for disclosure defined by the EIB Group Transparency Policy, notably under articles 5.5 (protection of commercial interests) and 5.6 (protection of the Bank's internal decision-making process), have been replaced by the symbol [...].

	The R&D program is also focusing on new materials, as it is another way to achieve improved component physical properties and lower weight, while reducing manufacturing cost. New materials investigated by the promoter include HSS (high strength steel), aluminium (light alloys) and composite (i.e. carbon fibre, optimised plastics, sandwich sheets). As there is no single material solution to meet all future application requirements, a mix of several material and assembly technologies is required, which makes the development process even more sophisticated. The development of such elaborated and complex materials and technologies require appropriate tools and resources in order to ensure a high level of capability, efficiency and quality within the shortest time. Simulation tools are increasingly utilised to improve both products performance and reduce development and validation time through the simultaneous engineering process. Computer-aided engineering (CAE) can materially reduce the time and cost of physically manufacturing and testing multiple prototypes. As a result, CAE pushes out the cost-effective frontier of product development, justifying the promoter's considerable planned investments in simulation software (licenses from software providers) and associated computing hardware capabilities. In addition to the strong and continued focus on weight reduction, the project also concentrates on the development of new technologies for electrical vehicles. As the architecture of an electric vehicle is radically different from a conventional ICE vehicle, new BiW and chassis designs must be developed to address different "behaviours" during crash tests. Therefore, by developing new materials, new shapes and new processes, with the possibility to combine different materials (including different steel and/or aluminium alloys) into different parts assembly or parts layers, the promoter is paving the way of the industry towards new solutions for the deployment of a safe electrical fleet that will have a positive impact on the environment.

PROJECT PILLAR ASSESSMENT

Pillar 1

Contribution to EU policy	Significant
Cross-cutting objectives	
Climate Action	35.00%
EFSI	
Contribution to EFSI	100.00%
EFSI: Research, development and innovation	100.00%
Projects that are in line with Horizon 2020	50.00%
Demonstration projects and programmes as well as deployment of related infrastructures, technologies and processes	20.00%
Other research, development and innovation	30.00%

Pillar 2

Quality and soundness of the project	Good
1. Growth	[...]
2. Promoter capabilities	[...]
3. Sustainability	[...]
4. Employment	[...]

This pillar evaluates the quality and soundness of the operation. This pillar is composed of up to four indicators, as relevant, among which:

(i) "Growth" i.e. for example and where relevant the economic rate of return ('ERR'), which considers the project's socioeconomic costs and benefits, including its spillover effects;

(ii) "Promoter capabilities" i.e. the capacity of the promoter/intermediary to implement the project and create the expected impact at the [final] beneficiary level;

(iii) "Sustainability" i.e. environmental and social sustainability[2];

(iv) "Employment" i.e. the project's direct employment effect;

(v) "Increasing access to finance and improving financing conditions including for final beneficiaries".

Pillar 3

EIB Technical and financial contribution to the project	Moderate
1. Financial contribution	[...]
2. Financial facilitation	[...]
3. Advice	[...]

This pillar measures the EIB's particular contribution to the project and its financing scheme in the form of financial and non-financial benefits which go beyond what commercial players would normally be able to offer. This dimension of value added is assessed through up to three indicators:

(i) "Financial Contribution" i.e. improving the counterpart's funding terms compared to market sources of finance (interest rate reduction and/or longer lending tenor);

(ii) "Financial Facilitation" i.e. helping to attract private financiers (for example through positive signaling effects), promoting synergies in co-financing with other public sources of funds including National Promotional Banks or EU financial instruments;

(iii) "Technical Contribution and Advice" i.e. providing advice with a view to optimizing the financing package (financial structuring), or technical advisory services in the form of expert input / knowledge transfer - provided in-house by the EIB or in the form of assignments to external consultants - to facilitate the preparation or implementation of a project.

[2] For additional information on the EIB's assessment of the project's environmental and social aspects, please refer to the project's Environmental and Social Data Sheet (ESDS) published on the EIB website.

Pillar 4 - Complementary indicators

Additionality

This operation is in line with the EFSI objective of supporting research, development and innovation (RDI) - projects that are in line with the Horizon 2020 programme. As such it will allow the promoter to deploy investment efforts in RDI in the strategic areas of light weighting, components for the Electric Vehicles, increased safety and comfort standards, advanced materials and advanced manufacturing. The project will enable the borrower to retain its innovative edge and long-term competitiveness in the fast growing market and thereby contribute to Europe's R&D, competitiveness and economic growth helping maintain highly skilled staff engaged in R&D activities in Europe. The project is expected to facilitate environmental benefits and therefore up to 35% of the operation is expected to contribute to the EIB Climate Action objective.

The financing of this project addresses a market failure linked to the lack of long-term capital to finance inherently risky private sector RDI. More specifically, the project concerns private sector investments in R&D activities for the automotive industry and includes a significant share of investment in basic research. Basic research refers to fundamental science without immediate commercialization potential. These activities require long-term commitment in terms of research inputs, while outcome of the research projects is highly uncertain and the outputs may not reach commercialization stage. Hence, these features, alongside with higher externalities than standard R&D contribute to the commercial lenders' lower appetite to finance such investments. Constrained access to long-term patient capital may lead to underinvestment in R&D, i.e. deviating from the socially optimal level of investment.

The EIB loan with the support of EFSI is expected to catalyse investments in new emerging and transformational technologies in the automotive industry that are currently hindered by the high risk related to these R&D activities. Further contributing to this suboptimal investment situation is the complex market situation characterised by demand volatility and uncertainty with regard to the market acceptance of the new technological modalities. Moreover, a changing regulatory environment may discourage investment activity.

The project is expected to be classified under the EIB Special Activities category, in particular due to the long tenor leading to effective subordination, the unsecured format of the loan and the inherent uncertainty of outcomes of the R&D investments and their future take-up by the market. The EIB would not be able to provide such type of financing support during the period in which the EU guarantee can be used, or not to the same extent, without EFSI.

The financing provided by the EIB with the support of EFSI is expected to result in a quality stamp on the operation. By increasing commercial banks' confidence in the promoter's long-term sustainability and its RDI strategy, the EIB intervention is also expected to catalyse future private sector financing.

The operation is expected to receive EU and/or national grant financing.

Set of indicators related to the macroeconomic environment

France - Economic environment

Economic Performance

	FR 2018	EU 2018	US 2018	FR 2001-2007
GDP per capita (EUR, PPS)	31,988.40	30,935.11	43,569.11	31,052.71
GDP growth (%)	1.58	1.97	2.86	1.90
Potential GDP growth (%)	1.21	1.60	2.24	1.78
Output gap (% of potential GDP)	0.36	0.62	0.74	1.69
Unemployment Rate (%)	8.90	6.60	3.90	8.50
Unemployment Rate (%) - Y/Y change (% points)	-0.20	-0.60	-0.20	-0.19
Bank-interest rates to non-financial corporations (%)	1.37	1.26	--	3.53
Bank-interest rates to non-financial corporations (%) - Y/Y change (% points)	-0.03	-0.06	--	0.00
Investment rate (GFCF as % of GDP) - Total	22.92	20.54	20.84	21.76
Investment rate (GFCF as % of GDP) - Public	3.39	2.86	3.31	3.91
Investment rate (GFCF as % of GDP) - Private	19.53	17.68	17.53	17.84

General Sector Indicators

	2014	2015	2016	2017	EU (latest available)
Value added in Manufacture of motor vehicles, trailers and semi-trailers (% of total VA)	0.65	0.67	0.67	--	1.83
Employment in Manufacture of motor vehicles, trailers and semi-trailers (% of total employment)	0.42	0.39	0.38	0.36	1.08

Research, development and innovation

	2014	2015	2016	2017	EU (latest available)
Gross domestic expenditure on R&D (GERD) (% of GDP)	2.23	2.27	2.25	2.19	2.06
Gross domestic expenditure on R&D (GERD) distance to EU 2020 target (% of GDP)	0.77	0.73	0.75	0.81	0.94
Research and development expenditure - Government (% of GDP)	0.29	0.29	0.29	0.28	0.23
Research and development expenditure - Higher education (% of GDP)	0.46	0.50	0.49	0.45	0.45
Research and development expenditure - Business (% of GDP)	1.45	1.44	1.43	1.42	1.36
Research and development expenditure - Private non-profit sector (% of GDP)	0.03	0.03	0.04	0.04	0.02
Eco-innovation index (EU =100)	112.00	113.00	106.00	99.00	100.00

Germany - Economic environment

Economic Performance

	DE 2018	EU 2018	US 2018	DE 2001-2007
GDP per capita (EUR, PPS)	37,956.14	30,935.11	43,569.11	33,490.42

GDP growth (%)	1.43	1.97	2.86	1.40
Potential GDP growth (%)	1.63	1.60	2.24	1.32
Output gap (% of potential GDP)	0.69	0.62	0.74	-0.17
Unemployment Rate (%)	3.30	6.60	3.90	9.43
Unemployment Rate (%) - Y/Y change (% points)	-0.30	-0.60	-0.20	0.06
Bank-interest rates to non-financial corporations (%)	1.02	1.26	--	4.11
Bank-interest rates to non-financial corporations (%) - Y/Y change (% points)	-0.13	-0.06	--	-0.04
Investment rate (GFCF as % of GDP) - Total	20.77	20.54	20.84	19.91
Investment rate (GFCF as % of GDP) - Public	2.33	2.86	3.31	2.05
Investment rate (GFCF as % of GDP) - Private	18.44	17.68	17.53	17.87

General Sector Indicators

	2014	2015	2016	2017	EU (latest available)
Value added in Manufacture of motor vehicles, trailers and semi-trailers (% of total VA)	4.34	4.49	4.74	--	1.83
Employment in Manufacture of motor vehicles, trailers and semi-trailers (% of total employment)	2.00	2.02	2.02	--	1.08

Research, development and innovation

	2014	2015	2016	2017	EU (latest available)
Gross domestic expenditure on R&D (GERD) (% of GDP)	2.87	2.91	2.92	3.02	2.06
Gross domestic expenditure on R&D (GERD) distance to EU 2020 target (% of GDP)	0.13	0.09	0.08	-0.02	0.94
Research and development expenditure - Government (% of GDP)	0.42	0.41	0.40	0.41	0.23
Research and development expenditure - Higher education (% of GDP)	0.51	0.50	0.53	0.52	0.45
Research and development expenditure - Business (% of GDP)	1.94	2.00	1.99	2.09	1.36
Research and development expenditure - Private non-profit sector (% of GDP)	--	--	--	--	0.02
Eco-innovation index (EU =100)	135.00	132.00	135.00	139.00	100.00

Spain - Economic environment

Economic Performance

	ES 2018	EU 2018	US 2018	ES 2001-2007
GDP per capita (EUR, PPS)	28,497.70	30,935.11	43,569.11	29,209.95
GDP growth (%)	2.58	1.97	2.86	3.56
Potential GDP growth (%)	1.17	1.60	2.24	3.58
Output gap (% of potential GDP)	0.88	0.62	0.74	2.75
Unemployment Rate (%)	14.40	6.60	3.90	9.99
Unemployment Rate (%) - Y/Y change (% points)	-2.10	-0.60	-0.20	-0.34
Bank-interest rates to non-financial corporations (%)	1.69	1.26	--	3.79
Bank-interest rates to non-financial corporations (%) - Y/Y change (% points)	0.13	-0.06	--	-0.05
Investment rate (GFCF as % of GDP) - Total	21.22	20.54	20.84	28.72

Investment rate (GFCF as % of GDP) - Public	2.11	2.86	3.31	4.15
Investment rate (GFCF as % of GDP) - Private	19.11	17.68	17.53	24.57

General Sector Indicators

	2014	2015	2016	2017	EU (latest available)
Value added in Manufacture of motor vehicles, trailers and semi-trailers (% of total VA)	1.05	1.11	1.12	1.09	1.83
Employment in Manufacture of motor vehicles, trailers and semi-trailers (% of total employment)	0.78	0.80	0.82	0.82	1.08

Research, development and innovation

	2014	2015	2016	2017	EU (latest available)
Gross domestic expenditure on R&D (GERD) (% of GDP)	1.24	1.22	1.19	1.20	2.06
Gross domestic expenditure on R&D (GERD) distance to EU 2020 target (% of GDP)	0.76	0.78	0.81	0.80	0.94
Research and development expenditure - Government (% of GDP)	0.23	0.23	0.22	0.21	0.23
Research and development expenditure - Higher education (% of GDP)	0.35	0.34	0.33	0.33	0.45
Research and development expenditure - Business (% of GDP)	0.65	0.64	0.64	0.66	1.36
Research and development expenditure - Private non-profit sector (% of GDP)	0.00	0.00	0.00	0.00	0.02
Eco-innovation index (EU =100)	111.00	109.00	99.00	112.00	100.00

Sweden - Economic environment

Economic Performance

	SE 2018	EU 2018	US 2018	SE 2001-2007
GDP per capita (EUR, PPS)	37,116.99	30,935.11	43,569.11	34,958.53
GDP growth (%)	2.34	1.97	2.86	3.03
Potential GDP growth (%)	2.15	1.60	2.24	2.79
Output gap (% of potential GDP)	0.50	0.62	0.74	0.60
Unemployment Rate (%)	6.40	6.60	3.90	6.69
Unemployment Rate (%) - Y/Y change (% points)	0.00	-0.60	-0.20	0.16
Bank-interest rates to non-financial corporations (%)	1.19	1.26	--	3.59
Bank-interest rates to non-financial corporations (%) - Y/Y change (% points)	-0.02	-0.06	--	1.25
Investment rate (GFCF as % of GDP) - Total	25.35	20.54	20.84	22.39
Investment rate (GFCF as % of GDP) - Public	4.80	2.86	3.31	4.16
Investment rate (GFCF as % of GDP) - Private	20.55	17.68	17.53	18.23

General Sector Indicators

	2014	2015	2016	2017	EU (latest available)
Value added in Manufacture of motor vehicles, trailers and semi-trailers (% of total VA)	1.77	2.34	2.43	--	1.83

Employment in Manufacture of motor vehicles, trailers and semi-trailers (% of total employment)	1.33	1.31	1.33	--	1.08

Research, development and innovation

	2014	2015	2016	2017	EU (latest available)
Gross domestic expenditure on R&D (GERD) (% of GDP)	3.14	3.26	3.27	3.40	2.06
Gross domestic expenditure on R&D (GERD) distance to EU 2020 target (% of GDP)	0.86	0.74	0.73	0.60	0.94
Research and development expenditure - Government (% of GDP)	0.12	0.11	0.11	0.12	0.23
Research and development expenditure - Higher education (% of GDP)	0.91	0.87	0.88	0.85	0.45
Research and development expenditure - Business (% of GDP)	2.11	2.27	2.27	2.42	1.36
Research and development expenditure - Private non-profit sector (% of GDP)	0.01	0.01	0.01	0.00	0.02
Eco-innovation index (EU =100)	121.00	121.00	128.00	144.00	100.00

- Country average for "GDP per capita (EUR, PPS)" is calculated in real terms

- EU value for "Bank-interest rates to non-financial cooperations" corresponds to Euro Area average; Country average is the simple average between 2003 and 2007

- The EU value is displayed as the value in the year that corresponds to the latest value of the indicator in a particular country

Other indicators[3]

Key project characteristics	Expected value at PCR
Start of works	01.04.2020
End of works	31.12.2024
Project investment cost [MEUR]	407.70 MEUR
EIB/EFSI eligible investment mobilised [MEUR]	383.90 MEUR
External EFSI multiplier	1.92
External EIB (non-EFSI) multiplier	
Amount of private financing [MEUR]	183.90 MEUR
Quick start (% of expenditure during 2015-2018) [%]	
Co-financing with national promotional banks [MEUR]	0.00 MEUR
Co-financing with structural funds (ESIF) [MEUR]	0.00 MEUR
Co-financing with other EU instruments (i.e. Horizon 2020, Connecting Europe Facility, etc) [MEUR]	
Energy efficiencies realised [MWh/a]	0.00 MWh/a
Climate Action indicator	35.00% Mitigation - RDI (transversal)
Employment during construction - temporary jobs [person years]	2,589 person years
Employment during operation - new permanent jobs [FTE]	64 FTE

[3] For additional information on the EIB's assessment of the project's environmental and social aspects, please refer to the project's Environmental and Social Data Sheet (ESDS) published on the EIB website. The abbreviation PCR stands for Project Completion Report. If applicable, a difference between the amount of Project investment costs and EIB/EFSI eligible investment mobilized might derive from the fluctuation of the underlying exchange rate.