

Environmental and Social Data Sheet

Overview

Project Name:	SAFRAN DECARBONISATION RDI PROGRAM
Project Number:	2020-0415
Country:	FRANCE
Project Description:	The project concerns the promoter's investments in Research, Development and Innovation (RDI) on innovative propulsion systems for the next generation single-aisle airliners. It centres on four main pillars, namely: (i) engine efficiency, (ii) energy management, (iii) disruptive engine concepts for a wider adoption of low carbon fuels as well as (iv) technology integration. The financed activities will be carried out primarily in France and will cover the period 2020-2024.
EIA required:	some investments might require an EIA at a later stage
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project includes primarily RDI activities on aero engines and, partly, the acquisition of R&D equipment.

RDI activities in the field of aero engines technologies are not listed in any annexes of the EIA Directive 2014/52/EU amending the EIA Directive 2011/92/EU. Hence, this part of the project is not subject to the EIA directive.

The acquisition of R&D equipment include test benches for engines and modules that will be installed inside existing facilities where similar assets are already in use. Test benches for engines, turbines and reactors fall under the Annex II 11 (f) of the EIA Directive 2014/52/EU amending the Directive 2011/92/EU. The permitting process has not started yet as these investments are foreseen at a later stage of the project's implementation. The submission to the Bank as soon as available of (i) the screening out decision (decision of the competent authority confirming that an EIA Report is not required) or, in case an EIA is required, (ii) the full EIA Report for the publication on the Bank's website is a continuing project's undertaking.

Other Environmental and Social Aspects

The project location is certified ISO 140001, which covers the production facilities, workshops, test rigs and laboratories, designed and managed to minimise the environmental impact.

The project is part of promoter's RDI program for the years 2020-2024 on aero engines, and targets specifically the next generation propulsion systems for single-aisle airliners, a segment that is responsible for approximately 50% of the total air transport emissions of CO₂. The project is in line with the promoter's long-term technology roadmap to improve drastically fuel efficiency of next generation aircraft and represents a step towards the more ambitious target of zero emission flights by 2050. The project is therefore expected to have positive environmental externalities.

Conclusions and Recommendations

In the light of the above, the project is acceptable for EIB financing in E&S terms.

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.