Public

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Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	AUTOMOTIVE STEEL RDI
Project Number:	2015-0868
Country:	SPAIN, GERMANY, UNITED KINGDOM, SWEDEN, FRANCE
Project Description:	The project comprised investments in RDI for automotive mechanisms, body-in-white and chassis. The project was carried out in Gestamp's existing premises in Germany, Spain, Sweden, UK and France. The project was implemented in the period 2016-2019.

Summary of Environmental and Social Assessment at Completion

EIB notes the following key Environmental and Social outcomes at Project Completion.

No significant environment or social issues were noted. The project concerned investments in research and development that were carried out in existing facilities without changing their already authorised scope. Overall, the project has been assessed as acceptable having no adverse impact on the environment.

Most of the project R&D activities were focusing on safety improvement and weight reduction of key automotive components such as BiW (body in white), chassis and mechanisms parts. Consequently, the products and processes resulting from the project contribute to climate mitigation and to the reduction of pollutant emission in the atmosphere. Furthermore, the increased safety characteristics of the newly developed automotive parts also contribute to the reduction of road accident injuries and fatalities, subsequently adding up to social sustainability and quality of life in Europe.

Summary opinion of Environmental and Social aspects at completion:

Based on the reports provided by the promoter, EIB is of the opinion that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.

The new products developed as part of the project almost systematically include a weight reduction component (reduction from 5% to 40%), while at least half of them also have a safety improvement component (improvement by 5% to 20%). During the project implementation period, the promoter also increasingly focused on the development of new products dedicated to electrical cars. The architecture of electric vehicles is completely different compared to conventional ICE vehicle and new BIW and chassis designs must be developed to properly address different “behaviours” during crash tests.