

Environmental and Social Data Sheet

Overview

Project Name:	GALP EV SUSTAINABLE CHARGING NETWORK
Project Number:	2020-0660
Country:	<i>Portugal and Spain</i>
Project Description:	The project concerns the deployment of an Electric Vehicle Charging (EVC) network in Portugal and Spain, and involves the installation of 5,500 charging points. 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

The project consists of short connections to the electric distribution grid networks and the construction and operation of the respective Electrical Vehicle (EV) charging stations.

EVC infrastructure is not subject to environmental impact assessment under the EIA Directive (Directive 2014/52/EU amending the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on environment). However, the construction of greenfield parking locations where the EVC infrastructure is installed and/or the connections to the grid may be screened under Annex II of the said Directive. In such cases, the Bank requires to be informed of the screening decisions issued by the competent authorities. The Competent Authority for environmental matters in Portugal is the Portuguese Environmental Agency (Agencia Portuguesa do Ambiente). In Spain each region has its own Competent Authority.

EIB Carbon Footprint Exercise

It is estimated that the Project will generate 18 kt of CO₂ emission (absolute) per year, on average over the 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 CO₂ emissions.

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.

Luxembourg, 01.06.2021

Moreover, the project is expected to result in indirect CO₂ equivalent (CO₂e) emission savings of approximately 31 ktCO₂e per year, on average over the project assessment 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 including requirements for the management of the Environment (ISO 14001), Quality (ISO 9001), Safety (NP 4397) and Prevention of Major Accidents (SEVESO Directive).

GALP has an objective to “bring its portfolio in line with the vision for carbon neutrality in Europe by 2050”. It plans to reduce the carbon intensity of the Group’s activities by at least 15% by 2030 (versus 2017)². It is engaged in a wide-variety of activities to achieve that target, including this project. GALP reports under the Carbon Disclosure Project. One leading assessment organisation, the Transition Pathway Initiative, rates the promoter currently as not aligned to the temperature goals of the Paris Agreement and having the highest management quality score of 4*.

Conclusions and Recommendations

The Bank reviewed the environmental and social capacity of the Promoter including its organisation, processes and procedures, and deemed them to be good.

Undertakings:

- 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 under the EIA Directive, the Promoter shall provide the Bank with evidence of such screening decisions.

Based on the information available, the project is expected to be acceptable for Bank financing from an environmental and social perspective.

² The promoter indicated that its 2030 target is currently under revision, and that a more ambitious reduction target will be announced in June 2021.