

## Environmental and Social Data Sheet

### Overview

Project Name: VOLVO TRUCKS CLEAN TRANSPORT RDI  
Project Number: 2020-0742  
Country: Sweden, France  
Project Description: *The project concerns the promoter's investments in the period 2021-2024 for the development of electric vehicle technologies, active and passive safety and autonomous driving technologies as well as non-powertrain related energy efficiency improvements.*

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

### Environmental and Social Assessment

#### Environmental Assessment

The project concerns RDI and digitalisation activities that will be carried out in already existing and authorised R&D facilities. The project does not fall under any of Annexes of the Environmental Impact Assessment Directive – Directive 2014/52/EU amending Directive 2011/92/EU and therefore does not require screening or EIA Report.

The project per se does not have any significant environmental impact, while its outcomes are expected to have a very positive contribution towards the decarbonisation, enhanced safety and overall sustainability of the automotive sector

In terms of Decarbonisation the focus is on electrification technologies as well as energy efficiencies especially through improvements in aerodynamics characteristics, and in terms of Safety, the main area of focus is Active and Passive Safety technologies and systems, as well as Autonomous Driving Technologies.

The project components are consistent with the Bank's CBR objectives in the automotive sector as they include areas focusing on zero emissions, on non-powertrain components with contribution to fuel efficiency, as well as on safety. In addition, the Electrification activities are consistent with the Bank's Climate Action eligibilities and as such they also contribute to the Bank's Climate Action (RDI Mitigation) objectives.

#### Other Environmental and Social Aspects

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 26 October 2021

The company has expressed their commitment to all 17 goals all having some connection to their business. Beyond the universal responsibilities, the company focus in particular in the following SDGs where their business activities can have the biggest impact. SDGs 3 (Good health and wellbeing), mainly through target 3.6 – Halving the number of global deaths and injuries from road traffic accidents, SDG 9 (Industry, innovation and infrastructure), and SDG 13 (Climate Action) are directly related to the scope of the project, while the company activities contribute actively also in the SDG 4 (Quality education, mainly through providing equal access to affordable technical vocational and higher education)., SDG 8 (Decent work and economic growth, through their focus to promote safe and secure work environments), SDG 11(Sustainable cities and communities) though their work towards the development of safe and sustainable transport solutions, and SDG 12 (Responsible consumption and production), through their efforts to increase resource efficiency through both fuel efficiency, remanufacturing and material efficiency.

The Volvo Group's pathway to reach the goals of the Paris Climate Agreement has now been validated by the Science Based Targets initiative (SBTi), confirming that the Group's climate targets are in line with what the latest climate science deems necessary to keep global warming at a maximum 1.5° C (SBTi-approval of Volvo Group's industry-leading climate targets).

## Conclusions and Recommendations

The project concerns RDI and digitalisation activities that will be carried out in already existing and authorised R&D facilities. The project does not fall under any of Annexes of the Environmental Impact Assessment Directive – Directive 2014/52/EU amending Directive 2011/92/EU and therefore does not require screening or EIA Report.

The developed products will have positive environmental impacts in terms of reduction of CO<sub>2</sub> and other pollutant emissions, and social impacts through the improved safety characteristics of road transport vehicles. Overall, the project is considered acceptable for the Bank financing with no negative residual impacts