

Environmental and Social Data Sheet

Overview

Project Name:	CABIFY (FM)
Project Number:	2020-0784
Country:	Spain
Project Description:	The Project concerns the deployment of 1,400 electric vehicles (EVs) for the company's ride hailing operations in Spain, and associated EV charging (EVC) and digital infrastructure.
EIA required:	no
Project included in Carbon Footprint Exercise:	no

Environmental and Social Assessment

Environmental Assessment

The acquisition of vehicles and EV charging equipment as well as IT development do not fall under Annex I or II of Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, meaning that a screening decision by the Competent Authority (CA) based on these criteria is not required. However, the construction of EVC infrastructure 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 Authority (CA).

The project will be implemented in urban areas and is not expected to have any impact on Natura 2000 protected areas.

By using EVs in ride hailing operations in Spain, the Project is expected to generate about 3.7 kt CO₂ emission (absolute) per year due to the electricity production, on the average over the project assessment period. This is an estimation based on the initial expected consumption figures as reported by the Promoter. Moreover, the Project is expected to result in 9 kt CO₂ emission (relative) savings per year, on the average over the project assessment period. The emission savings result from the replacement of conventional cars operating on fossil fuels with zero tailpipe emission EVs. The Promoter has committed to purchase renewable electricity for the EVC infrastructure (primary component of the Promoter's fleet charging model) to be deployed in the Project. In case of other sources are used to charge vehicles (as the backup component of the Promoter's fleet charging model), those will be compensated through certificates of origin.

The Project consists of zero direct emission mobile assets and relevant infrastructure that is required for zero direct emission transport, which are supported actions as set out in Table C: Transport in Annex 2 of the Climate Bank Roadmap (CBR). The Project has been assessed

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for Paris alignment and is considered to be aligned with low carbon policies set out in the CBR and Transport Lending Policy.

The Project supports Sustainable Development Goals (SDGs), particularly SDG 13 "Climate Action", SDG 11 "Sustainable cities and communities", SDG 5 "Gender Equality" and SDG 3 "Good health and well-being".

Social Assessment

Positive impacts of the Project on gender equality have been assessed in two dimensions. First, women's employment in ride hailing business is important to improve women's involvement in transport sector. Second, providing safe, secure and flexible transport options are critical for influencing women's travel preferences. A ride hailing system taking into account women's travel perceptions, needs and expectations and is expected to have a positive impact in improving transport accessibility for women. The Project is assessed to provide employment opportunities, and safe, secure and flexible transport options for women.

The Project has positive impact on gender equality in terms of female employment and ridership in transport.

Conclusions and Recommendations

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

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 implementation of the Project, and will notify the Bank of any unexpected environmental impacts or incidents during the works.
- The Promoter shall implement a model where the energy used by the fleet financed by EIB will come from;
 - o renewable energy sources at the Promoter's charging infrastructure; and
 - o other sources that will be compensated through certificates of origin
- The Promoter, in line with their global commitment to gender equality, will ensure to;
 - o On the best effort basis, leverage their experience in the project to increase the share of women as employees to 50% in their global workforce by 2022 and to retain this share throughout the life of the loan.
 - o On the best effort basis, based on their Incorpora Program, further increase the share of women as drivers towards meeting their 15% target across all operation regions by 2022 and to retain at least this share throughout the life of the loan.
 - o Further explore the potential preference link of women riders for women drivers (and vice versa) through ongoing market research and if possible, introduce measures in their operating activity that could address this link.
- The Promoter undertakes to report periodically on the project components that have been analysed from an environmental perspective, specifying whether they will be considered for environmental procedures within the scope of the EIA Directive. For those components screened by the CA, the Promoter shall submit to the Bank satisfactory evidence of environmental and development consent granted by the relevant CA. Furthermore, if the components are deemed subject to an EIA procedure, a copy of the EIA report will be submitted to the EIB for publication.



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Based on the above conditions and undertakings being met, the project is acceptable in environmental and social terms.