



Luxembourg, 25.05.2022

Environmental and Social Data Sheet

Overview

Project Name: NIDEC STELLANTIS E MOTORS NEW PROJECTS 2022-2024
 Project Number: 2021-0590
 Country: France
 Project Description: The project concerns the promoter's development of new electric drive technologies for vehicles as well as the set-up of their manufacturing.

EIA required: yes

The positive completion of the EIA process will be made a condition for disbursement of the relevant amount.

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

- The project concerns the development and manufacturing of electric motors for battery electric vehicles, and it supports a more sustainable, electrified transport sector based on a new range of electric motor products addressing the needs of the upcoming EV models. The investment can be expected to contribute to the reduction of CO₂ emission resulting from the acceleration of electrification of automotive fleets.
- The investment programme concerns the R&D and manufacturing activities and both areas will be carried out in existing facilities authorized for similar scope of activities.
- The R&D investments include a capex part (concerning equipment, test benches etc.), for which the promoter has sent an information document (Porter à Connaissance) to the regional competent authority (Direction régionale et interdépartementale de l'environnement, de l'aménagement et des transports - DRIEAT) already in 2020. This has been carried out within the scope of an update to an existing authorisation, and as no response or any kind of reservation was received after two months of its submission, based on the applicable regulations it is considered to be tacitly approved.
- The manufacturing activities fall under Annex II of the Directive 2014/52/EU amending the EIA Directive 2011/92/EU. In the process of updating the current authorisations of the production facility (PSA/Stelantis site of Tremery) the promoter has sent an information document (Porter à Connaissance) to the regional competent authority (Direction Régionale de l'Environnement, de l'Aménagement et du Logement -DREAL). The full approval process, which concerns the extension of the existing authorisations, will imply an environmental impact assessment and the promoter is planning to file the extension

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.



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documents towards the end of 2022, while the updated authorisations are expected in 2023. The positive and satisfactory to the EIB outcome of this exercise will be a condition for disbursement of the relevant amount. Given the existing expertise on the matter and the ongoing communications with the competent authorities, no issues in the environmental authorisation process are expected.

- At full capacity, the expected electricity consumption for the manufacturing of the products that are included in the project, is estimated at around 40 GWh per year. Based on the EIB applicable grid emission factors for France (70 gCO₂/kWh for MV Grids), the equivalent absolute CO₂ emissions are estimated at 2 800 tonnesCO₂ per year and are significantly below the reporting thresholds.
- The project to be financed by the Bank concerns the promoter's investment in the field of electrification and energy technologies, and is therefore aligned with the Bank's CBR, that allows financing in the automotive sector of electric and plug-in hybrid vehicles and related technologies. Also, and the project is in-line with the Bank's Climate Mitigation objectives.

Other Environmental and Social Aspects

- The production facility in Tremery, has an ISO 14001 Environmental Management certification since 2001

Conclusions and Recommendations

The project is not expected to have any significant additional impact neither on the natural and human environment nor on public health. In addition, the outcomes of the project are expected to have a strong contribution to the decarbonisation of the automotive sector.

The manufacturing of engines for motor-vehicles falls under Annex II of the Directive 2014/52/EU amending the EIA Directive 2011/92/EU. The existing production facility holds valid Environmental authorisations that need to be updated and extended in order to cover the additional production activities that are relevant to the project. The promoter has started the process with an information document to the competent authority, and is planning to file the extension documents towards the end of 2022, while the updated authorisations are expected in 2023. Given the existing expertise on the matter and the ongoing communications with the competent authorities, no issues in the environmental authorisation process are expected. Nevertheless, the positive and satisfactory to the EIB outcome outcome of this exercise will be a condition for disbursement of the relevant amounts

The R&D component of the project is acceptable for EIB financing, and pending the outcome of the environmental authorisation process, the part related to the manufacturing will also be considered so.