



Luxembourg, 06/09/2022

Environmental and Social Data Sheet

Overview

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| Project Name: | AUTONOM EV FLEET DEPLOYMENT ROMANIA |
| Project Number: | 2022-0217 |
| Country: | Romania |
| Project Description: | The Project concerns the financing of electric and low emission vehicles for operational leasing or rent-a-car activities in Romania. |
| EIA required: | no |
| Project included in Carbon Footprint Exercise ¹ : | no |

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

No environmental impact assessment is required for the project, as it does not fall under either Annex I or Annex II of the EU EIA Directive.

The vehicles are in compliance with the emissions Regulations for Light Duty Vehicles (EC) No 443/2009, No 333/2014.

The new vehicles are more fuel efficient and lower emissions compared to the average vehicles fleet it replaces. In terms of gaseous emissions the new (P)HEVs and EVs are very low CO₂ emitting vehicles. Compared to a new fleet of conventionally fuelled vehicles, which is used as the baseline, the emissions savings for the new vehicles are estimated at 1kt of CO₂ per year for the complete fleet.

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of the acquisition of low and zero direct emission vehicles that meet the Significant Contribution threshold under the EU Taxonomy and therefore, it is considered to be aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty AUTONOM is in scope and screened out of the PATH framework, because it is not considered high emitting.

Other Environmental and Social Aspects

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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At the end of their economic life within the project, vehicles will be sold to the second hand market. At the end of their physical life, existing EU legislation, including the EU Directive on end-of-life vehicles (2000/53/EC), aims to reduce waste and encourage recycling of scrap vehicles.

For these vehicles and their large batteries, the EU Battery Directive (Directive 2006/66/EC) enforces battery producers, or third parties acting on their behalf, to finance the net cost of collecting, treating and recycling waste batteries. Recycling of lithium-ion batteries is complex and costly, yet with high recycling rates technically possible.

In addition to the fleet renewal project, key to the promoter's environmental impact mitigation ambition, the promoter developed several initiatives part of their Corporate Social Responsibility plan (eg. developing actions to improve safety on the road, help their clients to reduce their driving style related CO2 emissions).

Conclusions and Recommendations

The introduction of the new vehicles will significantly reduce emission of pollutants, CO2 and noise emissions as well as specific fuel burn per passenger-kilometre. The deployment of low emission vehicles is aligned with the EC Strategy for Low-Emission Mobility and promoted by EU policy on Climate Change and EU emissions reduction objectives in the transport sector.

Therefore, the project is considered acceptable for EIB financing from an environmental and social point of view.