



## Environmental and Social Data Sheet

### Overview

Project Name:	MOTOR OIL E-CHARGING STATIONS & HYDROGEN
Project Number:	2021-0301
Country:	Greece
Project Description:	The project concerns the deployment of an Electric Vehicle Charging (EVC) network and the development of Hydrogen infrastructure for transport. The EVC network will include fast charging type. The Hydrogen transport infrastructure includes an electrolyser for hydrogen production, as well as filling terminal to load the trailers, hydrogen trailers and Hydrogen Refuelling Stations (HRS).
EIA required:	certain project components may require a screening and/or EIA
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

### Environmental and Social Assessment

#### Environmental Assessment

##### Environmental Impact Assessment (EIA)

The EIA Directive 2014/52/EU amending the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on environment was transposed into the Greek Legislation Law 4014/2011 as amended. The Competent Authority for environmental matters in Greece is the Minister of Environment and Energy.

EVC infrastructure is not included in Annex I or II of the EIA Directive. 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 electrolysis plant and filling terminal are going to be constructed within the existing refinery premises an environmental permit was issued for the refinery (MD 145996/22.06.2009 as amended). According to articles 6.1 and 6.2 of Law 4014, a screening ("dossier for the modification of the existing environmental permit") is required. The competent authority determines whether a new EIA is necessary or proceeds with the amendment of the existing environmental permit, on the basis of the screening documentation provided. According to Article 6.3 of the same law, the project promoter has also the option to proceed directly with an EIA, if they expect a material change of the environmental impacts, as a result of the project

<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.



modification. Both electrolyzers and filling terminal components fall into provisions of Industrial Emissions Directive (IED, 2010/75/EE) and will comply to its requirements.

Hydrogen Refuelling Stations (HRS) are components classified as having non-significant and local impact to the environment, according to the activity classification from Ministerial Decision 1958/2012 as amended with Ministerial Decision 37674/2016. For these components, the permitting procedure follows Article 8 of the Law 4014 and is subject to Standard Environmental Commitments (SECs) and not an EIA or any new environmental permits.

#### Environmental benefits

By rolling out a zero-emission vehicles charging and hydrogen refuelling stations infrastructure, the project will generate environmental economic benefits in terms of reduced air pollution (Nitrogen Oxides, Particulate Matter), reduced greenhouse gas emissions and lower noise.

#### Paris alignment and Climate change mitigation

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 electrolyzers will be compliant to the EU taxonomy and the recently published draft delegated act on the production of renewable transport fuels, which is currently in consultation within the EU. The project will be adapted to the rules as they will be finalised. The main electricity source will be a renewable PPA mainly from solar parks. The renewable PPA will comply with the recently published draft delegated act for additionality and temporal correlation. The other components of the projects associated to the Hydrogen Refuelling Stations as well as the Electric Vehicles Charging network meet the Significant Contribution threshold under the EU Taxonomy and therefore, 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 Carbon Footprint Exercise**

- The absolute annual emissions for the project are estimated at 34,2 kT CO<sub>2</sub>e/year in a standard year of operation. The emissions are upstream electricity production calculated using the electricity emission factor for Greece as indicated in the Bank's Carbon Footprint Methodology. This translates in relative emissions estimated at 6.3 kT CO<sub>2</sub>e/year for the project. If upstream electricity production emissions were considered from Renewable Energy source only, the project would generate a reduction of CO<sub>2</sub> emissions 27.9 kT CO<sub>2</sub>e/year, due to the higher efficiency and lower emissions of fuel cell and battery electric vehicles compared to a new fleet of conventionally fuelled vehicles.
- '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'.

#### **EIB Paris Alignment for Counterparties (PATH) Framework**

- The counterparty Motor Oil Hellas is in scope and screened in to the PATH framework, because it is considered high emitting.
- The counterparty already meets the requirements of the EIB PATH framework with its existing alignment plan.



## Other Environmental and Social Aspects

HRS will follow the provisions of Directive 2014/94/EU on the deployment of alternative fuels infrastructure such as the compliance with the technical specifications of the ISO/TS 20100 Gaseous Hydrogen Fueling specification, the standard on hydrogen purity dispensed by HRS (ISO 14687-2 standard) or the standards on the connectors for motor vehicles for the refueling of gaseous hydrogen (ISO 17268).

## 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.

### Conditions:

Prior to disbursement of the amounts relating to components subject to screening by the Competent Environmental Authority (Electrolysers and Filling Terminal), the Promoter shall submit to the Bank satisfactory evidence of conclusion of the environmental process (screening and environmental permit or EIA and environmental permit).

### Undertakings:

- i. 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.
- ii. The Promoter shall notify the Bank of the screening decisions of the Competent Authority and Standard Environmental Commitments for all projects components, when applicable.
- iii. The Promoter shall aim that the electricity distributed through the EVC infrastructure is from renewable sources.
- iv. The Promoter shall aim that 100% of the hydrogen dispensed through HRS will be green hydrogen produced from the Electrolysers by the end of the project implementation period.
- v. The promoter undertakes to develop the electrolyser infrastructure to produce the hydrogen in compliance with the requirements outlined in the EU Taxonomy.

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