



Luxembourg, 19.12.2023

**Public**

## Environmental and Social Data Sheet<sup>1</sup>

### Overview

Project Name:	TRUCKSTERS (IEU FT)
Project Number:	2022-0271
Country:	Spain
Project Description:	Trucksters is a Spanish SME acting as a digital transport operator focusing on optimizing long-haul trucking with a relay-based model powered by Artificial Intelligence.
EIA required:	no
Invest EU sustainability proofing required	yes
Project included in Carbon Footprint Exercise <sup>2</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The investment concerns research, development and innovation activities for the further development of the promoters proprietary freight forwarding technologies and supporting their overall growth in target EU markets through dedicated market development resources. The activities take place in existing locations and neither have any environmental impact nor do they require any environmental authorizations or an EIA as per Directive 2014/52/EU amending the EIA Directive 2011/92/EU.

Trucksters is an “asset-free” freight forwarder with no ownership on emitting infrastructures such as ships, trucks or airplanes. It uses available capacities offered by carriers to provide transportation and logistics services to its customers. The company’s digital platform strongly supports transparency and efficiency in logistics processes, enabling better utilisation of existing carrier capacities and a reduction in empty kilometres travelled; the operation therefore potentially helps to reduce carbon intensity of the goods transported. Truckster’s strategy is to provide solutions such as emissions reporting and offsetting that support a more efficient and thus more sustainable road logistics industry.

<sup>1</sup> The information contained in the document reflects the requirement related to the environmental, social and climate information to be provided to Investment Committee as required by the Invest EU Regulation and it represents the equivalent of the information required in the template of the InvestEU sustainability proofing summary

<sup>2</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.



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**Climate Assessment**

The promoter's business model is structured in a way that will ease the deployment of long-haul electric trucks with a limited autonomy, by switching the trucks among different drivers so, while a truck is being charged, another truck is available to continue delivering the merchandise. Relay-based pit stops and network will facilitate the use of electric trucks, enabled by technology to coordinate all the trucks in an efficient way.

**Social Assessment**

It is estimated that 20% of truck driver positions are unfilled in EU<sup>3</sup> reflecting a shortage in long-haul partially caused by the requirement to spend extended periods away from home. The promoter's solution aims to address this challenge by organizing the transportation so drivers can be at home more often, while improving the transit times of the merchandise. The relay-based model is also aligned with the EU Mobility Package which targets a number of issues within the road transport industry including social fairness by facilitating the employment of local drivers.

**Conclusions and Recommendations**

The project drives innovation underpinning European leadership across transportation and logistics services and has the capacity to reduce the carbon intensity of the goods transported.

Sustainability proofing conclusion: the project is carried out in compliance with applicable national and EU environmental and social legislation. Based on the environment, climate and social (ECS) information and based on the review of the likely significant ECS risks and impacts and the mitigation measures and management systems in place, the project is deemed to have low residual ECS risks and impacts. No further sustainability proofing is required.

Considering the above, the investment is acceptable for EIB financing in Environmental, Climate and Social terms.

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<sup>3</sup> According to the International Road Union, 2021.