



Luxembourg, 22 December 2023

**Public**

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

### Overview

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| Project Name:  | SANDBATTERY (IEU TI)   |
| Project Number:  | 20220992   |
| Country:   | Germany  |
| Project Description:   | The project concerns a demonstration plant to produce silicon anodes through a coating process. The promoter GDI will construct the production plant at the equipment supplier's facility in Lauenförde (Germany). Silicon-based anodes are known for their high energy density and faster charging times, making them a sustainable alternative to graphite in lithium-ion batteries. |
| EIA required:  | no   |
| Invest EU sustainability proofing required                   | yes  |
| Project included in Carbon Footprint Exercise <sup>2</sup> : | no   |

<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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## Environmental and Social Assessment

### Environmental Assessment

The project concerns a demonstration plant to produce silicon anodes through a coating process. Silicon anodes allow faster charging and higher specific capacity batteries. The improved performance will improve adoption rates of electric vehicles and will contribute to the decarbonisation of the transport sector. The facility will be located at the AGC Interpane site in Lauenförde, Germany and will be used to validate samples for use in the EU automotive sector.

The competent authority confirmed that the process does not require an environmental permit under the national legislation. The project does not fall under Annex I or Annex II of EIA Directive 2011/92/EU as amended by the Directive 2014/52/EU.

The promoter has confirmed that the only permits required for the project will be a change of use permit and relevant construction permit for any required facilities upgrades. The site owner AGC Interpane will be responsible for permitting.

Silane is a pyrophoric gas which can spontaneously ignite in air and storage, transport and usage will be according to best practice. It is expected that the consequences will arise from emissions to air, emissions to water and risks of accident linked to transport and handling of chemicals and flammable substances.

### *Risk and safety*

Silane is a pyrophoric gas which can spontaneously ignite in air and lead to fire or explosion risks. The EIGA (European Industrial Gases Association) IGC Doc 160/10/E code of practice for silane will apply to this project. This is an industry standard code of practice for safe use of silane gas. The EIGA Code of Practice requires an audit to be performed by the gas supplier and covers all relevant regulations related to safe storage of silane and relevant facilities requirements.

### *Positive Environmental Impacts*

Silicon anodes allow faster charging and higher specific capacity batteries. The improved performance will improve adoption rates of electric vehicles and will contribute to the decarbonisation of the transport sector.

Silicon anodes also offer a lower carbon footprint compared to graphite anodes which are currently imported into the EU for the manufacture of electric vehicles.

### Climate Assessment

The project's climate risks have been assessed as minimal. Climate change risk has been assessed as low for this project. The project supports climate change mitigation by supporting decarbonisation of the automotive sector. The project is therefore considered to be 'Paris aligned', both against low carbon and resilience goals, and is in line with the EIB Group Climate Bank Roadmap 2021- 2025.

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

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



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### **Other Environmental and Social Aspects**

The EU is heavily reliant on imports of anode materials required for the electric vehicles. This project brings production into Europe strengthening the supply chain while adhering to EU environmental and social standards.

## **Conclusions and Recommendations**

The project does not have any significant environment, climate, or social impacts.

A significant proportion of the products resulting from the project will be used in the deployment of electric vehicles, and thereby support the decarbonisation of transport sector.

Sustainability proofing conclusion: the project will be carried out in compliance with applicable national and EU environmental and social legislation. Based on the information provided by the Promoter the project ECS risks and impacts is deemed to be low, no additional mitigation measures required. Therefore, no further sustainability proofing is required.

### **Conditions**

The Promoter is required to provide a copy of the necessary permits (including change of use and building permit) for all operating assets, from the competent authorities prior to the 2<sup>nd</sup> and 3<sup>rd</sup> disbursement.

### **Undertaking**

The promoter is required to inform EIB of any changes to the project that will impact on the required permits or the permitting process.

Overall, and with regard to the contractual condition/undertaking included above, the project is acceptable for EIB financing in environmental and social terms.