

Public

Environmental and Social Data Sheet¹

Overview

Project Name:	TECHEU VD ELEPORT CHARGING NETWORK (IEU GT3)
Project Number:	2025-0464
Country:	Poland, Austria, Croatia, Lithuania, Slovakia, Slovenia, Czech Republic, Estonia, Latvia
Project Description:	The project supports the deployment of an electric vehicle charging network in the Baltics and CEE countries.
Invest EU sustainability proofing required	no
E&S Risk categorisation	Low
Project included in Carbon Footprint Exercise ² :	yes

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

Environmental and Social Assessment

The Project includes the components of (i) EV charging equipment, (ii) project planning, development and civil works, and (iii) IT and software platform development.

Environmental Assessment

Electric Vehicle Charging (EVC) stations are not listed in Annex I or II of the EIA Directive (Directive 2014/52/EU amending the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on environment). However, in case a specific EVC station installation requires major construction works listed in Annex I or II of the EIA Directive or located in an environmentally sensitive area, this installation may be subject to an environmental permitting procedure. In such cases, the Bank requires to be informed of the relevant decisions issued by the competent authorities prior to any funds being used.

Climate Assessment

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 meets the substantial contribution criteria under the EU Taxonomy and therefore, it is aligned with the low carbon goal.

¹ 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

² 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.



The climate risk of the project is assessed as low and, therefore, it is aligned with the resilience goal.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty ELEPORT OU is in scope and screened out of the PATH framework because it does not operate in a high emitting sector and/or is not high vulnerability.

EIB Carbon Footprint Exercise

The project is expected to result in 50kt CO2 emission savings per year, on average, over the project assessment period. The emission savings result from the replacement of conventional cars operating on fossil fuels with electric cars.

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.

Conclusions and Recommendations

Through providing electric vehicles charging infrastructure across CEE, the Project will contribute to speeding up electrification and decarbonisation of road transport in the EU.

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.

Undertakings:

- For those project components subject to permitting under the EIA Directive, the Promoter undertakes not to commit any EIB funds until such environmental decision and copies of the associated reports, if relevant, are provided to the Bank.

On the basis of the above, the project is acceptable for EIB financing in environmental and social terms.