Luxembourg, 23 April 2013

Environmental and Social Data Sheet

Overview

Project Name:	*Autoliv Safety Systems R&D II*
Project Number:	*2012-0517*
Country:	*Sweden, Germany, France*
Project Description:	RDI activities for the development of innovative passive and active safety technologies for motor vehicles aiming at the enhancement of vehicle occupants' and pedestrians' safety.

EIA required: NO

Project included in Carbon Footprint Exercise[1]: NO

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

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project concerns investments in research and development that are not specifically listed in the EIA Directive 2011/92/EU and that will be carried out in existing facilities without changing their already authorised scope. An Environmental Impact Assessment (EIA) is therefore not required. Overall, the project is considered acceptable by the Bank.

The projects have a strong positive societal impact; the company estimates that thanks to its products about 25 000 lives are saved and about 250 000 severe injuries are prevented on an annual basis. These numbers are expected to increase due to the wider deployment of the systems in vehicles, their increased efficacy and thanks to the development of new "intelligent" safety systems.

Environmental and Social Assessment

Environmental Assessment

The products that will be developed through the project will improve safety conditions for vehicle occupants, pedestrians and other vulnerable road users. The main objectives of the development activities include improved functionality and efficacy of the systems through technology development, the development of new intelligent and integrated prevention and mitigation systems, the customisation and engineering for adaptation of solutions and technologies in different vehicle platforms, the reduction of cost, and the reduction of weight. The cost reduction will contribute to the "democratisation" of advanced safety systems and therefore to their deployment on a wider vehicle base; the reduction of weight, although marginal (the weight of safety systems in a "fully loaded" vehicle is between 10 to 15 kg) will contribute to the overall weight reduction of vehicles and consequently to the reduction of CO_2 emissions.

Other Environmental and Social Aspects

Most of the company's manufacturing processes consist of the assembly of components and consequently the environmental impact from the company's plants is modest. For instance, Life Cycle Assessments show that CO_2 emissions from Autoliv account for 1% of the 31.4 kg emitted during the life of a driver airbag and that the driving of the vehicle and the raw material production for the airbag generate the rest. As a consequence, the most important contribution to the reduction of CO_2 emissions that Autoliv can do is through its product weight reduction activities.

The company has implemented an environmental management system and has adopted an environmental policy that requires that all plants should be ISO-14001 certified. This is now the case for most and the few

[1] Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100 000 tonnes CO_2e/year absolute (gross) or 20 000 tonnes CO_2e/year relative (net) – both increases and savings.

remaining are essentially new manufacturing facilities that have not yet been certified. All facilities measure and work to continuously improve their relevant environmental impacts, such as energy and water consumption, emissions to air, transportation and the use of packaging materials.

Although Autoliv's CO_2 emissions are low, the company has launched several energy saving programs, ranging from automatic lighting systems to heat recovery of cooling water. The total energy consumption (incl. electricity and heating) by all Autoliv facilities was 680 GWh during 2012. This was an increase of 13% from 2010 but approximately 2 percentage points less than Autoliv's sales increase.