

Environmental and Social Data Sheet

Overview

Project Name:	<i>DAIMLER FCELL & ELECTRIC VEHICLE RDI</i>
Project Number:	<i>2012-0464</i>
Country:	<i>Germany</i>
Project Description:	The project concerns the promoter's RDI activities in the fields of: (i) Fuel-Cell and Battery powered electric vehicles, and (ii) Hybrid Vehicles, including mild and plug-in hybrids, and hybrid transmissions. The project's activities are located in the promoter's R&D centres, headquartered in Stuttgart, Germany.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

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

The RDI activities included in the project are not specifically covered by Annexes I & II of the EU Directive 2011/92/EU, and therefore not subject to mandatory Environmental Impact Assessment. The proposed investments will primarily take place inside buildings at RDI facilities already being used for similar activities that will not change their scope due to the project. An EIA is therefore not needed.

The project is acceptable to the Bank. It will lead to the development of more sustainable, zero (tailpipe) emission vehicles or with reduced fuel consumption, safer and less noisy vehicles. It aims at the reduction of CO₂ emissions in the promoter's fleet of new vehicles to the average level of 95 CO₂g/km through 2020, consistently with the objectives set by the EU regulation. It will therefore contribute to the development of a more efficient and sustainable European transport system and lead to increased environmental sustainability.

Environmental and Social Assessment

Environmental Assessment

The project focuses on Daimler's passenger car divisions Mercedes-Benz and Smart, and aims at the further reduction of its fleet average greenhouse gases emissions, adding up alternative drive train technologies, such as fuel cell and electric vehicles and plug-in hybrids.

With regard to meeting the mandatory emissions limits of the EU Environmental Regulation, the promoter's aim is that by the end of 2016 its European car fleet emit in the range of 125 gCO₂/km, coming down from its current fleet average of 147 gCO₂/km. With the overall vehicle fleet downsizing and optimisation, the promoter aims at outperforming with a time horizon of 2020, accomplishing the expected EU limits of 95 gCO₂/km.

Other Environmental and Social Aspects

The promoter's sites are ISO 14000 certified. The promoter applies stringent Environment, Health and Safety (EHS) policies, and has a sound EHS management system.

PJ/ECSO 10.07.12

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 tons CO₂e/year absolute (gross) or 20 000 tons CO₂e/year relative (net) – both increases and savings.