

Environmental and Social Data Sheet

(Further guidance is contained in the Environmental and Social Practices Handbook)

Overview

Project Name:	DAIMLER R&D
Project Number:	2011-0493
Country:	GERMANY
Project Description:	Research and development activities focusing on the development of small conventional powertrains and improvement of safety features. The project will primarily take place in the Region of Baden-Württemberg, Germany.
EIA required:	No

Project included in Carbon Footprint Exercise¹: No

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

The project concerns investments in research and development that will be carried out in existing, already authorised facilities for the same purpose, and therefore does not fall under Environmental Impact Assessment (EIA) Directive 85/337, amended by Directives 97/11 and 2003/35. Overall, the project is expected to have a minor negative impact on the environment as, while the commercial product of the project will result in substantial reductions in terms of vehicle emissions and fuel consumption, it will still add to the environmental load.

Environmental and Social Assessment

Environmental Impact and Mitigation

Supporting information

The key objectives associated with the promoter's R&D programme include the reduction of fuel consumption and CO₂ emissions, the minimisation of other regulated pollutant emissions, and the further optimisation of vehicles' energy efficiency, e.g. by the combination of downsized and fuel efficient internal combustion engines and the introduction of electronics for enhancing the vehicle's active safety features and by the implementation of an in-vehicle tutorial interface for the driver to improve its fuel efficiency driving habits.

In 2010, Daimler's overall passenger car fleet CO₂ emissions were in the range of 158 gCO₂/km, down from 161 gCO₂/km in 2009, 170 gCO₂/km in 2008 (and 178 gCO₂/km in 2007). The project is expected to further reduce these emissions² through the overall improvement of the weight of promoter's vehicle fleet, by the use of lightweight materials; and driving a downsizing to more fuel efficient powertrain units. With regard to meeting the mandatory emissions limits in 2012-2015 of the EU Environmental Regulation, the promoter's aim is that, by the end of 2015, its European car fleet emit less than 140 gCO₂/km. A further reduction of CO₂ emissions to 125 gCO₂/km in 2016 is envisaged. 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.

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.

² And other pollutants.

EIB Carbon Footprint Exercise

Project is not included - the EIB draft Carbon Footprint Methodologies only include emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

Other Environmental and Social Aspects

The proposed R&D activities will not materially change current R&D practices and will make use of existing laboratories and pilot plants. The promoter applies stringent Environment, Health and Safety (EHS) policies and has a sound EHS management system.

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