

Environmental and Social Data Sheet

Overview

Project Name:	<i>TREVES ACOUSTIC PRODUCTS & SYSTEMS RDI</i>
Project Number:	<i>2016-0403</i>
Country:	<i>France</i>
Project Description:	Financing of Groupe Trèves RDI activities in the field of automotive acoustic and thermal insulation products and solutions
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The main objectives of the R&D programme are the improvement of functional performance in terms of thermal and noise insulation, the extension of the product portfolio, and the reduction of cost. In addition and following the customer's requirements for improved vehicle fuel efficiency, significant effort is put on the reduction of weight of the different components. The other elements that are taken into consideration in the definition of the different project solutions include the recyclability (main element of the sustainable development strategy contributing to the 95% recyclability requirement of OEMs), use of green materials and Volatile Organic Compound emissions. Therefore the sustainable development of products and solutions is inherent to the company's development process and objectives.

The emission reduction regulations put a lot of pressure in the OEMs, which needs to be shared with the suppliers in their areas of expertise. In terms of improvement of fuel efficiency Trèves most direct contribution comes with the efforts to reduce the weight of its products. In principle improved insulation can be achieved with higher mass or product thickness, both not acceptable for the OEMs, so the company has to define solutions based on new materials and acoustic treatment concepts. In addition however Trèves contribution to the car decarbonisation is also indirect: for example it is called to find solutions for the increased thermal and acoustic insulation needs of downsized engines (smaller engines operating in higher revolutions producing higher temperature and noise levels); also needs to define acoustic solutions for electric vehicles that have new noise sources (in type and frequencies) which need to be insulated. Finally more stringent local pollution regulations require innovative thermal and acoustic solutions for the exhaust systems. Although projects do not necessarily focus on these objectives alone, the R&D that concerns (directly or indirectly) the reduction of CO₂ and local emissions can be assumed to cover around 50% of the total R&D activities.

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.

Luxembourg, 13th October 2016

Other Environmental and Social Aspects

The company's Technical Centre of Excellence in Reims and all the European production sites and regional technical branches have the ISO 14001 environmental management systems certification.

Conclusions and Recommendations

The project primarily concerns investments in research and development that will be carried out in existing facilities without changing their already authorized scope and would therefore not require an EIA under the Directive 2011/92/EU, as amended.

Part of the results of this R&D project will contribute to the reductions of CO₂ emissions of the vehicles they will be deployed in.

Considering all of the above, the project is considered acceptable for EIB financing.

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