

## Environmental and Social Data Sheet

### Overview

Project Name:	AUTOMOTIVE STEEL RDI
Project Number:	2015-0868
Country:	SPAIN, GERMANY, UNITED KINGDOM, SWEDEN, FRANCE
Project Description:	The project consists of RDI expenditures related to automotive mechanisms, body-in-white and chassis which Gestamp supplies to OEMs with a particular focus on weight reduction and safety improvement. The project will be carried out in Gestamp's existing premises in Spain, Germany, UK, Sweden and France.

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

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

### Environmental and Social Assessment

#### Environmental Assessment

The project concerns Research and Development activities that are not listed in the EIA directive and that will be carried out in existing facilities without changing their already authorised scope. An Environmental Impact Assessment (EIA) is therefore not required by EIA Directive 2011/92/EU as amended. All the promoter's sites are ISO 14001 or EMAS certified.

The project will be managed and carried out by the promoter's existing R&D staff in various European countries (Spain, Germany, UK, Sweden and France). The project's R&D activities are a central part of the promoter's operations and are embedded in the existing organisational and management structure. The operating procedures in place are in line with the very stringent automotive industry standards.

The project focuses on safety improvement and weight reduction of key automotive components such as BiW (body in white), chassis and mechanisms parts. Weight reductions of those components play a non-negligible role in the OEMs' ambitions to reduce fuel consumption and CO<sub>2</sub> emissions in order to meet increasingly stringent environmental targets. For example, in the case of chassis products that usually represent around 200 kg of a 1500 kg vehicle, weight reduction of 10-15% (20-30 kg) can be achieved; this translates into an estimated fuel consumption reduction of 1.0-1.5% and an equivalent impact on CO<sub>2</sub> emissions.

Furthermore, the increased safety characteristics of the newly developed automotive parts will contribute to the reduction of road accident injuries and fatalities, subsequently adding up to social sustainability and quality of life in Europe.

#### Other Environmental and Social Aspects

In line with automotive industry best practices, the promoter has a strong safety culture and good operating and HSE (Health, Safety and Environment) procedures in place.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

## Conclusions and Recommendations

The project concerns Research and Development activities for which an Environmental Impact Assessment (EIA) is not required by EIA Directive 2011/92/EU as amended.

The project which mainly consists of operational expenditures also includes the reconstruction of the testing facility at the promoter's R&D centre in Sweden. This reconstruction is taking place on an existing site and requires a building permit. The finance contract will specify that the promoter undertakes to provide the Bank with a copy of the building permit authorisation as soon as it is granted by the competent authorities.

The project per se does not have any direct impact on the environment; however the project R&D activities partly target the development of automotive BiW (body-in white), chassis and mechanisms parts with improved safety characteristics and reduced weight, it will therefore contribute to reducing fuel consumption and CO2 emissions of the automotive fleet and subsequently to increased environmental sustainability in Europe. It will also contribute to the reduction of road accident injuries and fatalities, subsequently adding up to social sustainability and quality of life in Europe. The project is therefore acceptable for financing by the Bank.

PJ/ECSO 15.10.15