Luxembourg, 20.04.17

Environmental and Social Data Sheet

Overview

Project Name:	SJI CAPEX & R&D INVESTMENTS
Project Number:	2016-0996
Country:	France, Germany, Croatia, Spain
Project Description:	Financing RDI and Capex of French midcap Saint Jean Industries in France and other European countries
EIA required:	no
Project included in Carbon Footprint Exercise[1]:	no

Environmental and Social Assessment

Environmental Assessment

The investment includes RDI related operational costs, as well as capital expenditures for production machinery and equipment used in the development and manufacture of components and sub-assemblies (mainly in aluminium) for the automotive and industrial markets (equipment and tools).

The promoter is a European automotive supplier specialised in designing, developing and manufacturing light-weight components and sub-assemblies (mainly in aluminium) primarily for the automotive industry. The project predominantly focuses on weight reduction of chassis and engine components. According to the Oak Ridge National Laboratory (ORNL), an aluminium-intensive vehicle can achieve up to a 20 percent reduction in total life cycle energy consumption and up to a 17 percent reduction in CO2 emissions compared to a typical vehicle on the road today that uses any mix of traditional and high-strength steel in the body construction. Thanks to its focused R&D the promoter has already achieved weight reductions in the range of 5 to 10% on some components and even reached 20% on its more recent generation of aluminium wheels.

Other Environmental and Social Aspects

The promoter fulfils international industry standards for environmental management and occupational health and safety documented through ISO 14001 and standard use of ISO 26000 approach to assess and address relevant social responsibilities.

Conclusions and Recommendations

The investments included in the project are R&D activities and manufacturing capex for the production of parts for the automotive industry which are not listed in the EIA directive. Furthermore, the investment will be implemented in existing facilities without changing their already authorised scope and without significantly increase the manufacturing capacity of the sites. Environmental Impact Assessments (EIA) are therefore not required under Directive 2011/92/EU as amended.

[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.

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The project will have positive environmental impacts in particular on the final products as the weight reduction of the aluminium parts produced by the promoter aim at reducing the total weight of automotive vehicle that will subsequently reduce CO2 emissions from the automotive fleet while also improving the safety of automotive chassis components at the same time.