

Environmental and Social Data Sheet

Overview

Project Name: ALD CLEAN TRANSPORT FLEET

Project Number: 2017-0489

Country: France

Project Description:

The project is part of the Cleaner Transport Facility joint initiative (CTF) and consists of the financing of a fleet of clean vehicles including Hybrid and Electric Vehicles. The deployment of the fleet will be carried out across EU countries including France, Germany, Italy, Spain, Belgium and Netherland.

EIA required: no

Project included in Carbon Footprint Exercise¹: yes

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

Environmental and Social Assessment

Environmental Assessment

Despite technological improvements, the transport sector is responsible for around 25% of Europe's total emissions. Road transport is the largest contributor with about 73% of transport emissions. In particular, passenger cars represent about 66% of road transport emissions, thus 12% of total EU emissions, all sectors included. Stepping up efforts towards lower emissions in passenger vehicles appears as an effective strategy to reach the mid and long-term EU targets.

The new vehicles are Electric, Plug-in Hybrid and Hybrid Electric. They are more efficient than existing vehicles powered by conventional internal combustion engines and are very low carbon emission that will not exceed 75 g CO₂/km under current NEDC (New European Driving Cycle).

Besides, new vehicles have also lower emissions of pollutants (eg. NO_x, particle matters) and will contribute to meet air quality standards as set out by the European Union (EU) and the World Health Organization (WHO).

Furthermore, the new vehicles will be much quieter than conventional ones and will contribute to improve road transport, main source of noise pollution in Europe.

The vehicles are in compliance with the emissions Regulations for Light Duty Vehicles (EC) No 443/2009, No 333/2014 and the project is in line with the European Commission roadmap for the transport sector to achieve, by 2050, a 60 % reduction in its GHG emissions compared to 1990, and the Strategy for Low-Emission Mobility published in 2016.

No environmental impact assessment is required for the project, as it does not fall under either Annex I or Annex II of the EU EIA Directive.

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, 31 January 2019

EIB Carbon Footprint Exercise

- The new vehicles are more fuel efficient and lower emissions compared to the average vehicles fleet it replaces. In terms of gaseous emissions the new (P)HEVs and EVs are very low CO₂ emitting vehicles. Compared to a new fleet of conventionally fuelled vehicles, which is used as the baseline, estimated emissions savings for new vehicles are 1.8t of CO₂ average per vehicle, per year, that is a reduction of 26.8kt of CO₂ per year for the complete fleet. The total annual carbon footprint of the project fleet is estimated at 23kt of CO₂ emission per year.
- For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost'.

Other Environmental and Social Aspects

At the end of their economic life within the project, vehicles will be sold to the second hand market. At the end of their physical life, existing EU legislation, including the EU Directive on end-of-life vehicles (2000/53/EC), aims to reduce waste and encourage recycling of scrap vehicles.

For these vehicles and their large batteries, the EU Battery Directive (Directive 2006/66/EC) enforces battery producers, or third parties acting on their behalf, to finance the net cost of collecting, treating and recycling waste batteries. Recycling of lithium-ion batteries is complex and costly, yet with high recycling rates technically possible.

In addition to the fleet renewal project, key to the promoter's environmental impact mitigation ambition, the promoter developed several initiatives part of their Corporate Social Responsibility plan (eg. developing actions to improve safety on the road, help their clients to reduce their driving style related CO₂ emissions).

Conclusions and Recommendations

The introduction of the new vehicles will significantly reduce emission of pollutants, CO₂ and noise emissions as well as specific fuel burn per passenger-kilometre. The deployment of low emission vehicles is aligned with the EC Strategy for Low-Emission Mobility and promoted by EU policy on Climate Change and EU emissions reduction objectives in the transport sector.

Therefore, the project is considered acceptable for EIB financing from an environmental and social point of view.