

Environmental and Social Data Sheet

Overview

Project Name:	CIE AUTOMOTIVE RDI & CONVERGENCE
Project Number:	2018-0041
Country:	Spain, Czech Republic, France, Slovakia, Romania, Portugal and Lithuania
Project Description:	The project concerns the Promoter's expenditure in RDI and capex in convergence regions in the period 2018-2022.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

The project comprises two components for a large automotive supplier, investments in R&D activities and capital investments concerning key manufacturing equipment. All investments will take place in existing facilities in the EU.

The first component concerns R&D investments that will be carried out in existing facilities already authorised for similar activities. The results of the promoter's RDI activities are expected to contribute to the development of lighter components and more fuel efficient vehicles and to the introduction of more environmental-friendly production processes.

The second component concerns capital expenditure investments, including the installation of new production lines and investments to increase capacity and reduce environmental footprint of existing manufacturing processes. In addition it includes the acquisition of key manufacturing equipment such as milling machines, welding installations, presses and heat treatment equipment to enhance the promoters manufacturing processes of forging, casting, machining, stamping, moulding and assembly. So far no EIA process has been requested by any competent authority.

The project is overall considered as environmentally acceptable with minor negative residual impact as the resulting manufacturing activities will still add to the environmental load.

Environmental Assessment

The results of the RDI activities to be undertaken by the promoter are expected to contribute to the reduction of GHG emissions, through the development and implementation of lighter and more resistant vehicle functional components, thus contributing to the fulfilment of more stringent EU emissions and safety targets of the automotive sector. The project will therefore

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, 17 July 2018

contribute to the development of a more efficient and sustainable European transport system and lead to increased environmental sustainability.

The project also focuses on productivity improvements and reducing the environmental impact of manufacturing processes through the application of advanced manufacturing technologies.

Other Environmental and Social Aspects

The promoter fulfils international industry standards for environmental management and occupational health and safety documented through ISO 14001 and OHSAS 18000 respectively.

Conclusions and Recommendations

The investment will be primarily implemented in existing facilities without changing their already authorised scope and without significantly increasing the manufacturing capacity of the sites. An Environmental Impact Assessment (EIA) is therefore not required under Directive 2011/92/EU as amended. The promoter undertakes to inform the Bank if it is determined that an Environmental Impact Assessment is required for any part of the project.

The project is therefore considered eligible for the Bank's financing with minor negative residual environmental impact.

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