

Public Environmental and Social Data Sheet

Overview

Project Name: *ENEL OPEN POWER EV CHARGING NETWORK*
 Project Number: *2017-0899*
 Country: *Italy*
 Project Description: *Financing of ENEL's Group electric vehicles charging network throughout Italy over the period 2018-2022.*

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

The project concerns the development of electric vehicle charging infrastructure in Italy and will involve the installation of approx. 14,000 charging stations and the associated connections to the distribution grid. The charging infrastructure will consist of 3.7 kW - 22 kW (slow, pole-mounted) AC charging stations, 22 kW - 22 kW (quick, pole-mounted) charging stations, 43 kW AC - 50 kW DC (multi-standard, fast) charging stations mainly in extra-urban areas and 150 - 350 kW (ultra-fast) charging stations in extra-urban areas. According to the Promoter's plan, approximately 80% of the charging points will be installed in urban areas, (21% in major metropolitan areas and 57% in other cities) and the remaining 20% in extra-urban areas and on motorways, to enable medium and long-range travel.

Environmental Assessment

The characteristics of the charging stations and of the associated connections to the distribution grid are such that they are listed neither under Annex I nor Annex II of the Directive 2014/52/EU (amending the EIA Directive 2011/92/EU).

Electric vehicle charging stations under the project will be installed in public areas and in private areas, which are publicly accessible. For public areas, the development of charging infrastructure for electric vehicles is carried out according to a Ministerial Decree published in December 2017². For the charging stations in areas which are subject to specific constraints (related to the landscape, the hydrogeological conditions, the archaeological conservation, etc.) the promoters needs to submit to the relevant municipality an impact assessment with a

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.

² Decreto 8090 del 3 Agosto 2017 del MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI, di concerto con MINISTERO DELL'AMBIENTE E DELLA TUTELA DEL TERRITORIO E DEL MARE, published in December 2017.

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detailed description of the assets to be constructed. This impact assessment is part of the notice of the start of works (Segnalazione certificata di inizio attività) and is subject to the approval of the relevant authority. Authorization is also required for excavations works in public areas.

Overall, the environmental impacts of the project are expected to be minor and related mainly to noise, vibration, dust, and traffic disruption during the construction. Particular attention will be paid to contain the effect of noise, vibrations and traffic disruption during the construction works. Mitigation measures include special waste collection procedures.

Appropriate procedures are established to streamline the disposal process of the electric vehicle charging stations and reduce the environmental impact of the waste disposal.

Considering the potential locations of the charging stations, it is not expected that the programme will adversely affect the integrity of any European site on view of the site's conservation objectives.

The charging stations will be compliant with Directive 2014/94/EU on the deployment of alternative fuels infrastructure and IEC 61851³, which address, among others, safety issues.

EIB Carbon Footprint Exercise

The Project is expected to result in indirect CO₂ equivalent (CO₂ e) emission savings of approximately 32 ktCO₂e per year from year 2022. The emission savings result from the replacement of conventional cars operating on fossil fuels with electric cars powered by less carbon intensive electricity. 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.

Public Consultation and Stakeholder Engagement

The Promoter presented publicly its deployment plan on November 9th 2017 and engaged in discussions with local authorities in Italy to promote this plan.

The National Plan for Electric Charging Infrastructure (PNIRE) is the main instrument at present in Italy for the development of electric vehicle charging infrastructure. It was issued by the Ministry of Infrastructures and Transport in 2013 following a public consultation. The last update was done in 2015.

Other Environmental and Social Aspects

The Promoter has experience in developing infrastructure under conditions similar to the conditions of the project. The Promoter is in the process of implementing an integrated environmental, health and safety management system with the objective to obtain ISO 14001 certification. ISO 14001 requirements are used for the implementation of the project.

Conclusions and Recommendations

The Bank reviewed the environmental and social capacity of the Promoter including its organisation, processes and procedures, and deemed them to be good. Based on the information available, the project is expected to be acceptable for Bank financing from an environmental and social perspective.

³ IEC 61851-1: General requirements

IEC 61851-21-1: Electric vehicle on-board charger EMC requirements for conductive connection to AC/DC supply

IEC 61851-23: DC electric vehicle charging station[

IEC 61851-24: Digital communication between a DC EV charging station and an electric vehicle for control of DC charging