

Environmental and Social Data Sheet

Overview

Project Name: GREENWAY EV CHARGING NETWORK (EDP)

Project Number: 2018-0076

Country: Slovakia

Project Description:

Financing of the roll-out plan to commercialization of the electric vehicle network of Greenway featuring innovative ultrafast chargers and a complex flexible IT platform. Project will be implemented in Poland, Slovakia, Czech Republic and Baltic countries.

EIA required: no

Project included in Carbon Footprint Exercise¹: no

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

Environmental and Social Assessment

Environmental Assessment

The project concerns the development of electric vehicles charging infrastructure in Poland, Slovakia and Czech Republic. The project consists of the installation of 863 charging stations by 2020. The charging infrastructure includes 419 slow charging (ie. 3.7 kW - 22 kW) stations, as well as a roll out of 400 Fast Charging (ie. 22kW – 50 kW) stations and the first Ultra-Fast Charging (ie. 150 kW – 350 kW) network of 44 stations. The project also includes the demonstration of stations with Battery Assisted Charging System (BACHS).

The project components consist of short connections to the distribution grid networks and the respective charging stations. They are expected to have limited environmental impact, which will typically be related to noise nuisance and disturbance during construction. After completion, no environmental impact is expected from the ordinary operation of the stations.

EV infrastructure in itself is not subject to environmental impact assessment processes under either Annex I or Annex II of the EIA Directive. However, the building of green field parking locations where the EV infrastructure is installed and/or connections to the grid may be screened in under Annex II. The Bank will require in those cases to be informed.

The project is expected to have a very positive effect on the environment. The project will power electric vehicles with no emissions of pollutants (eg. NO_x, particle matters) and hence will contribute to meet air quality standards as set out by the European Union (EU) and the World Health Organization (WHO). The project will also contribute to reduce road transport noise pollution in Europe, as EVs are also much quieter than conventional vehicles. Finally, the project will have a significant impact on CO₂ emissions reduction as the electricity used

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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through the EV infrastructure will power electric and hybrid vehicles which are more fuel efficient compared to conventional vehicles. Compared to emissions from a conventional fleet, which is used as the baseline, the project is expected to generate over its economic life CO2 emissions savings of 11kt of CO2 per year and estimated absolute emissions of 68kt of CO2 emission per year.

Conclusions and Recommendations

The project will contribute to reducing emission of pollutants, CO2 and noise. The support to the uptake of electro-mobility through improved access to charging infrastructure 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.