

Environmental and Social Data Sheet

Overview

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| Project Name: | NIDEC PSA EMOTORS |
| Project Number: | 2018-0863 |
| Country: | <i>France</i> |
| Project Description: | The project concerns the promoter's expenditure in the development of electric motors for electric and electrified (hybrid) vehicles, as well as the investments for setting up the manufacturing process |
| EIA required: | yes |
| Project included in Carbon Footprint Exercise ¹ : | no |

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

Environmental and Social Assessment

Environmental Assessment

The project concerns the development and manufacturing of electric motors for battery electric and plug-in hybrid electric vehicles, and it supports a more sustainable, electrified transport sector based on a new range of electric motor products addressing the needs of the upcoming EV models. The investment can be expected to contribute to the reduction of CO₂ emission resulting from the acceleration of electrification of automotive fleets.

The whole project is consistent with the EIB Transport Lending Policy because it concerns research, development and innovation as well as deployment of innovative technologies contributing to the development of a more efficient and sustainable European transport system, and is in-line with the Bank's Climate Mitigation objectives.

The investment programme concerns the R&D and manufacturing activities and both areas will be carried out in existing facilities authorized for similar scope of activities. The R&D and test activities do not require any environmental authorisations under the EIA Directive. The production process falls under Annex II of the Directive 2014/52/EU amending the EIA Directive 2011/92/EU. In the process of updating the current authorisations the production facility (PSA site of Tremery) has filed a request for the authorization to operate (Demande d'autorisation d'exploiter) to the Regional Directorate of Environment (Direction Régionale de l'Environnement, de l'Aménagement et du Logement). The process, which concerns the modification of the existing authorisations, will imply an environmental impact assessment, and the outcome of which (as well as of the entire process) is expected by the end of 2020 / beginning of 2021 at the latest, and its receipt will be made a condition for disbursement for the relevant amount.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

Luxembourg, 18/11/2019

Given the existing expertise on the matter and the ongoing communications with the competent authorities, no issues in the environmental authorisation process are expected.

Other Environmental and Social Aspects

The production facility in Tremery, has an ISO 14001 Environmental Management certification since 2001.

Conclusions and Recommendations

- The manufacturing of engines for motor-vehicles falls under Annex II of the Directive 2014/52/EU amending the EIA Directive 2011/92/EU. The existing production facility holds valid Environmental authorisations, and is in the process of updating them to reflect the new production activities, has filed a request for the authorization to operate to the competent authorities. The authorisation will imply an environmental impact assessment.
- Given the promoter's expertise on the matter, no issues in the environmental authorisation process are expected. Nevertheless, the successful completion of the environmental authorisation process will be made a condition for disbursement of the relevant amounts.

The project is not expected to have any significant additional impact neither on the natural and human environment nor on public health. In addition, the outcomes of the project are expected to have a strong contribution to the decarbonisation of the automotive sector. Pending the conclusion of the environmental authorisation process, the project is considered as acceptable for EIB financing