



Luxembourg, 3 December 2024

Environmental and Social Data Sheet

Overview

Project Name: AYVENS PAN-EUROPEAN CLEAN TRANSPORT FLEET

Project Number: 2023-0728

Country: France, Netherlands, Germany and Italy

Project Description:

The proposed operation concerns the deployment of a fleet of c. 19,000 zero-emission electric light vehicles across 4 EU countries.

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

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.

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of the acquisition of zero direct emission vehicles that meet the Substantial Contribution criteria under the EU Taxonomy and therefore, it is aligned with the low carbon goal. The climate risk of the project is assessed as low and, therefore, it is aligned with the resilience goal.

EIB Carbon Footprint Exercise

The project consists of a fleet of new electric vehicles that emit zero direct emissions. Compared to a fleet of conventionally fuelled new vehicles, which is used as the baseline, the estimated emissions savings for are estimated at 20kt of CO₂ equivalent per year for the project fleet.

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.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty Ayvens is part of Société Générale Group. Société Générale is in scope and screened in to the PATH framework because it is considered as a large financial intermediary.

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.



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Société Générale publicly discloses a dedicated TCFD report. On this basis, Société Générale (including Ayvens) meets the requirements of the EIB PATH framework.

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.

Conclusions and Recommendations

The introduction of the new electric vehicles will significantly reduce emission of pollutants, CO₂ and noise. The deployment of zero direct 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.