

Environmental and Social Data Sheet

Overview

Project Name: FINNLINES ENVIRONMENTAL RETROFIT
 Project Number: 2015 0428
 Country: Finland

Project Description: The project involves the retrofitting of sulphur oxide (SOx) “scrubbers” to the promoter’s fleet of approximately 22 vessels. In addition, 8 of these vessels will undergo propulsion and hull efficiency measures. The scrubber retro fittings are being performed in order that the promoter’s vessels comply with the EU Marine Sulphur Directive which restricts vessels operating in EU Sulphur Emission Areas (SECAs) from emitting more than 0.1% sulphur in their exhaust gases since January 2015. The propulsion and hull components of the project are designed to increase overall efficiency and thereby decrease fuel consumption and emissions.

EIA required: no

Project included in Carbon Footprint Exercise¹: no

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

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

Finnlines is a leading shipping operator of ro-ro and passenger services concentrating on the Baltic Sea and North Seas. The company’s passenger-freight vessels offer services from Germany to Finland and Sweden, as well as from Sweden via the Åland Islands to Finland. Furthermore, Finnlines high frequency, cargo capacity and information services offered by Finnlines contribute to flexibility, reliability and offer a sustainable alternative to land transport contributing to positive modal shift of heavy cargo traffic.

The project does not require an Environmental Impact Assessment (EIA) under the Directive 2011/92/EU. The project is expected to contribute and have a positive impact on emissions reduction and efficiency gains of the promoter’s fleet.

The shipyards are well established and hold all relevant environmental certification relating to this type of retrofitting. The promoter will arrange with the shipyard the safe and environmentally friendly disposal of the old engines, fuel tanks and other related equipment and parts. These elements will most likely be used as spare parts for ship repair.

The promoter and the shipyard hold the following Certification:

OHSAS18001:2007 Safety Management
 ISO14001:2004 Environmental Management System
 ISO9001:2008 Quality Management

The final residual risks are expected to be positive/neutral/non-significant and manageable and thus acceptable for EIB financing.

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.

Environmental and Social Assessment

Environmental Assessment

The promoter and engine suppliers claim the following approximate reductions in emissions from project vessels (all figures are approximate):

Particle emissions reduced by up to 98%.
SOx emissions 100% removed.

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