

## Environmental and Social Data Sheet

### Overview

Project Name:	Grimaldi Fleet Environmental Retrofit
Project Number:	20190176
Country:	Italy
Project Description:	The project involves the retrofitting of sulphur oxide (SO <sub>x</sub> ) exhaust gas cleaning systems (scrubbers) to 44 vessels of the Promoter's fleet. The project is intended to ensure that the Promoter's vessels comply with International Maritime Organisation (IMO) and EU regulations governing the cleaning of exhaust gas emissions. This project is included under the Bank's Green Shipping Programme Loan approved by the Board of Directors in 2016.
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The project involves the retrofitting of sulphur oxide (SO<sub>x</sub>) scrubbers to 10 passenger/vehicle (RoPax) ferries, 17 container/vehicle (ConRo) vessels, 11 roll on - roll off cargo (RoRo Cargo) vessels and 6 vehicle carriers (total 44 vessels) of the Promoter's fleet.

The project does not require an Environmental Impact Assessment (EIA) under the Directive 2014/52/EU amending the EIA Directive 2011/92/EU.

The Promoter is Grimaldi Group SPA, a private investment group based in Italy. Established in 1947, Grimaldi is a multinational logistics group specialising in maritime transport of cars, rolling cargo, containers and passengers. It provides maritime transport services between North Europe, the Mediterranean, the Baltic Sea, West Africa, and North and South America and passenger services within the Mediterranean and Baltic Sea. The company also provides liner services, such as car carriers, Ro/Ro, and container services, and short sea shipping across the Mediterranean, Northern Europe and the Baltic Sea.

The Promoter is certified for compliance with all IMO safety and environmental requirements for the operation and maintenance of its fleet. The Promoter is also certified for quality and environment management systems compliant with ISO9001:2015 and ISO14001:2015 respectively.

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<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 15<sup>th</sup> October 2019

Project works will predominantly be carried out by three shipyards, two located in the EU (Italy and Poland) and one in Turkey. The retrofitting works will be supervised and classed by RINA (Registro Italiano Navale), which is an EU and internationally recognised classification society and member of the International Association of Classification Societies (IACS). RINA establishes and maintains technical standards for the operation and service/maintenance of all vessel types included in the project. RINA will also validate that shipyard works are according to these standards and carry out regular surveys in service to ensure compliance with the standards.

The Promoter has established a Project Implementation Unit (PIU) that consists of project management and technical experts for the implementation of the project. The PIU personnel will be based both in the Promoter's offices in Italy and the shipyards across the different phases of the project.

The project is expected to contribute to the reduction of pollutant emissions and have a positive impact for the environment.

The resulting emissions shall meet all IMO, EU and national maritime regulations in any waters in which the retrofitted vessel operate.

The project's overall residual risks are expected to be minor and manageable and thus acceptable for EIB financing.

## **Conclusions and Recommendations**

The project is acceptable for EIB financing in E&S terms.