

Public

Environmental and Social Data Sheet

Overview

Project Name:	ITALY HYDROGRAPHIC RESEARCH VESSELS
Project Number:	2019-0697
Country:	Italy
Project Description:	<p>The project concerns the construction of three vessels for the Italian Navy Hydrographic Office (Istituto Idrografico della Marina, IIM) located in Genoa, Italy.</p> <p>The project comprises the construction of one large and two smaller hydrographic vessels. The large vessel (NIOM) will perform hydrographic and oceanographic research activities in oceans and is meant to operate widely, including in the Arctic. The two smaller vessels (NIOC1 and NIOC2) will perform the same kind of research activities but will operate in the Mediterranean Sea and adjacent ones. The EIB project will support eligible costs during the construction of the vessels (2021-2027).</p>
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project concerns the construction of three vessels for the Italian Navy Hydrographic Office (Istituto Idrografico della Marina, IIM) located in Genoa, Italy. The IIM is Italy's central authority for marine surveying and mapping and one of Italy's most important collectors – in collaboration with national and international researchers – of oceanographic data for environmental monitoring and climate change research.

The new vessels will replace IIM's existing ones that are at the end of their useful life or will be at the time of the delivery of the new vessels.

The vessels will be used for climate relevant research, while also contributing to the safety of navigation by mapping the seabed and producing the official nautical charts of Italian waters.

The oceanographic data that will be collected by the vessels are a key component of climate models and contribute to public understanding of climate change and society's capacity to mitigate it and adapt to it.

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, 02 June 2020

The vessels will be constructed in an established EU shipyard and their construction does not require an Environmental Impact Assessment (EIA) under the Directive 2014/52/EU amending the EIA Directive 2011/92/EU.

The vessels will be constructed and operated in compliance with EU and International Maritime Organisation (IMO) regulations and will operate under the Italian Navy flag. They will be classed by an internationally recognised classification society, member of the International Association of Classification Societies (IACS).

The new ships will have a Green Passport, containing an inventory of all materials used in the construction of a ship that are potentially hazardous to human health or the environment, allowing their disposal at the end of their physical life according to the requirements of the Hong Kong Convention for the safe and environmentally sound recycling of ships.

Greenhouse Gas (GHG) emissions of the project were estimated using EIB methodology but were found to be below the EIB's reporting threshold.

Conclusions and Recommendations

Conditions:

- None

Undertakings:

- The Promoter shall ensure that all primary contractors and first-tier suppliers will operate consistently in accordance with the conditions and standards stated in the Bank's Environmental and Social Handbook and that these are monitored during project implementation by an independent member of the Promoter's supervisory team or a certified body, acceptable to the Bank;
- The Promoter shall notify the Bank of any social and/ or environmental observations or incidents during the works;
- The Promoter shall ensure that the vessel shall be constructed and operated in compliance with EU and International Maritime Organisation (IMO) regulations.
- The Promoter shall ensure that the vessels will not be used for fossil fuel exploration.

In light of the above, the overall environmental and social rating of the project is considered to be acceptable for the Bank's financing.