

Luxembourg, 17 December 2024

## Environmental and Social Data Sheet

### Overview

Project Name: SASEMAR MARITIME SAFETY AND NATURE PROTECTION  
 Project Number: 2024-0424  
 Country: Spain  
 Project Description: The Project involves the acquisition of 8 high speed response crafts ("Salvamares"), 2 mid-size rapid response vessel ("Guardamares"), 2 salvage tugs, and 1 rescue helicopter, for maritime search and rescue operations (including assistance to vessels), protection of the marine environment, and maritime traffic control for the Spanish Maritime Safety and Rescue Agency (SASEMAR).

EIA required: no

Project included in Carbon Footprint Exercise<sup>1</sup>: no

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

### Environmental and Social Assessment

Sociedad de Salvamento y Seguridad Marítima ("SASEMAR", the "Promoter"), is a public sector entity owned by the Kingdom of Spain under the aegis of the Ministry of Transport and Sustainable Mobility (MITMA). SASEMAR is entrusted with a service mandate to carry out State responsibilities stemming from EU and international legislation, notably maritime traffic control and monitoring, environmental protection, vessel towing and assistance.

The Project aims at maintaining and improving the service level of the Promoter's fleet of marine and aerial assets, which are used for marine search and rescue operations, protection of the marine environment, and maritime traffic control.

#### Environmental Assessment

The Project does not fall under Annex I or II or the Environmental Impact Assessment (EIA) Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

The Project is in line with the policies set out in the Bank's Climate Bank Roadmap, which includes provisions for transport mobile assets where there is an overriding public interest case, including environmental, safety and security, and crisis response.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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### **EIB Paris Alignment for Counterparties (PATH) Framework**

The counterparty SASEMAR is in scope and screened out of the PATH framework, because it is not considered high emitting and high vulnerability.

Given the nature of its activities (public service company for maritime search and rescue, anti-pollution detection and maritime traffic control), SASEMAR is screened out of the PATH framework for high emitting and high vulnerability for PATH purposes.

### **Social Assessment**

The Project is expected to have positive social impacts. Improving the Promoter's maritime traffic control and search and rescue capabilities is expected to help reducing the number of accidents and fatalities at sea.

Potential risks arising due to the Project are: (i) poor occupational and community health and safety during construction; and (ii) poor application of relevant labour standards related to employee working conditions during construction.

These will be addressed primarily through the inclusion of contractual obligations for the first-tier suppliers and contractors, setting forth minimum workplace standards and business practices expected of any supplier or contractor, including on occupational and community health and safety standards and labour conditions. The application of these will be monitored and reported by the Promoter's supervisory team throughout project implementation.

### **Other Environmental and Social Aspects**

The vessels will be constructed and operated in compliance with EU and International Maritime Organisation (IMO) regulations and will operate under an EU flag.

All end-of-life vessels in the Promoter's fleet replaced by the new project vessels will be decommissioned and recycled in yards included in the European List of Ship Recycling Facilities, in compliance with the EU Ship Recycling Regulation (EU) 1257/2013.

The Promoter has received the following quality and environmental systems accreditation:

- ISO 9001:2015 – Quality management systems
- ISO 14001:2015 - Environmental management systems

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## Conclusions and Recommendations

The following environmental conditions and undertakings are to be applied:

### Disbursement 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 Standards 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.
- All end-of-life vessels replaced by the new project vessels shall be decommissioned and recycled in yards included in the European List of Ship Recycling Facilities, in compliance with the EU Ship Recycling Regulation.

Subject to the above conditions and undertakings being met, the project is acceptable for EIB financing in environmental and social terms.