

Luxembourg, 27.05.2025

Environmental and Social Data Sheet

Overview

Project name: PORT OF ROTTERDAM SHORE POWER
 Project number: 2023-0181
 Country: Netherlands
 Project description: The project includes investments in onshore electric power supply (OPS) equipment for vessels that berth at the main deep sea container terminals in Port of Rotterdam's Maasvlakte II, at the APMT Maasvlakte II, ECT Delta South and ECT Euromax terminals. The investments will include the required grid connections, equipment, civil works, cabling works and connection systems.

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

The project is not part of any plan or programme subject to a strategic environmental assessment (SEA) in accordance with the Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment is required for the plan (SEA Directive).

Furthermore, the project does not fall under Annex I or Annex II of the EIA Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive).

The project is located next to three protected sites, namely the adjacent Voordelta (NL4000017) and Voornes Duin (NL9803077); and Solleveld & Kapittelduinen (NL1000016) (at approximately 3km), with other protected sites located farther away. However, the project is not expected to generate any additional ship movements in the port terminals, and it will reduce emissions from ships at quay, therefore reducing overall emissions from ships calling at these terminals. According to the Promoter it can be stated in advance that the construction and use of the shore power installation does not lead to disruption factors that have a negative effect on adjacent Natura 2000 areas.

The project is expected to contribute to the Bank's Climate Action – Mitigation objectives as it concerns infrastructure dedicated to the provision of shore-side electrical power to vessels at berth.

The project is Paris aligned with the resilience goals as its residual climate risk is assessed as low.

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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EIB Carbon Footprint Exercise

The estimated annual emissions of the project in a standard year of operation, taking into account upstream electricity grid emissions in the Netherlands, amount to 23.3 kt CO₂e/year.

The project is expected to result in indirect carbon emission savings from the avoided combustion of marine fuel. Net emission savings are estimated at 45.2 kt CO₂e per year, on average, over the project assessment period.

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 Port of Rotterdam (project Borrower of the EIB loan) is in scope and screened in under the PATH framework, because of high vulnerability to physical climate risks.

The counterparty is assessed to already meet the requirements of the EIB PATH framework with its existing alignment plan(s).

Other Environmental and Social Aspects

The Port of Rotterdam has in place policies to mitigate climate impacts, reduce pollution of air and water, protect nature and biodiversity, and reduce material use. The Port of Rotterdam has in place policies to increase occupational safety and on working conditions in the port.

Conclusions and recommendations

The project is considered to have an acceptable environmental impact rating according to EIB Group's Environmental and Social Policy.

On that basis, the project's is acceptable for EIB financing in environmental and social terms.