

Environmental and Social Data Sheet

Overview

Project Name: GRIMALDI RORO III
Project Number: 20130381
Country: ITALY
Project Description:

The project consists of construction of six RORO / multi-purpose cargo vessels. The vessels will be employed within Grimaldi's existing Northern Europe – West Africa routes. The project vessels will replace nine older vessels of the promoter's fleet which currently operate these routes and therefore introduce increased fuel efficiencies and reduce overall emissions on these routes.

This project is effectively a reorder of vessels similar in technical specification to those previously constructed as part of the last Bank funded project for the promoter (20090797).

EIA required: No

Project included in Carbon Footprint Exercise¹: Yes

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

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 promoter and the shipyard hold the following Certification:

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

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

The promoter states that technical innovations include the reduction of harmful emissions from the project vessels (CON-RO 31300dwt HMD (hulls 8138 – 8143), which will be equipped with following innovations:

- Principal Machinery, Wartsila RTA Flex, will be both in compliance with IMO Tier II NOx emissions limits and include electronic injection enabling reduction in Specific Fuel Oil Consumption (SFOC) below 170 gr/kwh at MCR.
- Equipment layout arrangement enables future retrofitting with installation of wet scrubber system able to reduce SOx emissions below 0,1%.
- In order to reduce harmful invasive species the vessels will be equipped with Ballast Water Treatment System based on electrocatalisys technology, and will be in compliance with further IMO regulations.
- Vessels will be designed in CFD to reduce the fuel consumption not only at design speed but also at lower speeds
- Vessels will be equipped with mass Coriolis flowmeter to check the exact bunker quantity delivered
- Vessels will be one of the most automatized regarding performance monitoring and fuel consumption
- The hull dimensions are optimized to reduce ship resistance, specially the block coefficient and L/B ratio.

EIB Carbon Footprint Exercise

Project baseline emissions are 280 ktonCO₂eq/year, and estimated emissions savings are 82 ktonCO₂eq/year, which represents approximately a 29% of reduction in CO₂ emissions.

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.