

## Environmental and Social Data Sheet

### Overview

Project Name: EUROMED RORO  
 Project Number: 2015 0563  
 Country: Italy  
 Project Description: The project comprises the construction of 10 Pure Car/Truck Carrier vessels which are to be employed on their Europe-North-America route. The vessels will be constructed to the highest EU environmental standards. The vessels will be EU flagged and registered and will be constructed in the Jinling and Yangfan shipyards in China.

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

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

### Environmental and Social Assessment

#### Environmental Assessment

Grimaldi Euromed S.p.A. is part of the Grimaldi Group. The Grimaldi Group, founded in 1947, is a specialist in roll on/roll off traffic and currently owns one of the largest fleets of ro-ro multipurpose and car-carrier vessels in the world. After developing its maritime services in the 1960's within the Mediterranean, the Group expanded into other areas of the world. The Grimaldi Group, with a fleet of about 140 owned and chartered vessels, offers today regular liner services covering North Europe, the Mediterranean, West/Central Africa, North and South America for the transport of cars, vans, trucks and other commercial vehicles, all types of containers as well as general cargo (paper, forestry products, etc.).

The Grimaldi Group includes the following companies: Grimaldi Group S.p.A., Grimaldi Euromed S.p.A., Grimaldi Deep Sea S.p.A., Atlantic Container Line, Minoan and Finnlines.

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 shipyards Jinling and Yangfan are well established and hold all relevant environmental certification for the construction of these types of vessels.

The promoter and the shipyard hold the following Certification:

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

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

The promoter undertakes to determine that any third party, such as first-tier suppliers and primary contractors, that will engage workers to perform core work related to the project for a substantial duration are legitimate, reputable and that their workers are protected consistently with labour standards as stated in the Bank's Environmental and Social Handbook.

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

## Conclusions and Recommendations

### **EIB Carbon Footprint Exercise**

Baseline emissions for ten vessels of the current type deployed on the routes are estimated at 521.5 kt CO<sub>2</sub>eq/year. After the project is implemented the current vessels will be replaced with the project vessels, which have a higher capacity and are more fuel efficient. This is expected to result in estimated emission savings of approximately 95 kt CO<sub>2</sub>eq/year, which represents an 18% reduction in CO<sub>2</sub> 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.

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