

Environmental and Social Data Sheet

Overview

Project Name:	<i>BAI – Mont St. Michel II Financing</i>
Project Number:	<i>20170070</i>
Country:	<i>France</i>
Project Description:	The project involves the construction of a dual fuelled passenger/vehicle ferry (which utilises either LNG or normal marine fuel oils) for the promoter's fleet. It will be constructed and operated to comply with EU & IMO specifications and regulations and operate under an EU flag. The vessel will be constructed to EU environmental standards and certified for operations within the EU's emission control areas. The ship is scheduled for operations on the promoter's channel route between the UK (Portsmouth) and France (Caen-Ouistreham). The vessels will be constructed in the Flensburger Schiffbau-Gesellschaft shipyard located in Flensburg, Germany.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project does not require an Environmental Impact Assessment (EIA) under the Directive 2014/52/EU amending the EIA Directive 2011/92/EU.

The Promoter is Brittany Ferries, a French company which operates a range of ferry services between the UK, Northern France and Northern Spain. It also provides holiday packages. The promoter operates a fleet of 11 vessels, 8 of which it owns and 3 are chartered in.

The shipyard, Flensburger Schiffbau-Gesellschaft, is well established and holds all relevant environmental certification for the construction of these types of vessels. The shipyard is located in Flensburg in northern Germany.

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.

Luxembourg, 04/05/2017

The promoter and engine suppliers claim the following approximate reductions in emissions from the project vessels when those vessels are operating on LNG fuel (all figures are approximate):

CO₂ reduced by 20-25%.
NO_x reduced by 86%.
Particle emissions reduced 98%.
SO_x emissions 100% removed.

Therefore, the project is expected to contribute and have a positive impact on emissions reduction and efficiency gains of the promoter's fleet.

Conclusions and Recommendations

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

PJ/SQM/ECSO 29/03/17