

Environmental and Social Data Sheet

Overview

Project Name:	<i>IRISH CONTINENTAL GROUP FERRY</i>
Project Number:	<i>20170239</i>
Country:	<i>Ireland</i>
Project Description:	The project involves the construction of a passenger/vehicle ferry for the Promoter's fleet. It will be constructed and operated in compliance with EU & IMO specifications and regulations. 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 Irish Sea route Dublin/Holyhead as well as on their Dublin/Cherbourg route.
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.

Irish Continental Group is a shipping, transport and leisure group. The group's operations involve the transport of passengers and wheeled vehicles, ro-ro freight and containers on routes between Ireland, the United Kingdom and continental Europe. ICG also operate container terminals in the ports of Dublin and Belfast. The Group comprises two main divisions; Ferries and Container (transport) & Terminal.

The project vessel will be assigned to the Irish Ferries division, a leading ferry operator providing services to and from the Republic of Ireland. Irish Ferries operates five ferries on international routes between Ireland and the UK and between Ireland and France. The principal revenue streams are passenger revenue (travelling with or without vehicles), ro-ro freight, on board and ancillary sales.

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.

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, 1st June 2017

The Promoter and the shipyard possess all valid IMO, ILO and EU environmental and social certification for the construction and operation of passenger vessels. The vessel will be classed by DNV GL register which is an internationally recognised classification society that establishes and maintains technical standards for the construction and operation of ships and offshore structures. The society will also validate that construction is according to these standards and carry out regular surveys in service to ensure compliance with the standards.

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

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

Conclusions and Recommendations

The project is acceptable for EIB financing in E&S terms.

PJ/SQM/ECSO 15.10.15