

Environmental and Social Data Sheet

Overview

Project Name:	SPLIETHOFF SHIPPING RETROFIT
Project Number:	20180439
Country:	Netherlands
Project Description:	The project comprises the retrofitting of sulphur oxide (SO _x) 'scrubbers' and ballast water management systems (BWMS) to 42 Multi-purpose (MPP), Heavy Lift and RoRo vessels of the Promoter's fleet. The project is intended to ensure that the Promoter's vessels comply with IMO and EU regulations governing both the cleaning of exhaust gas emissions and prevention of the release of seaborne pathogens that are harmful to the marine environment.
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.

Spliethoff's Bevrachtingskantoor B.V. (SBK) was founded on 17 August 1953 in Amsterdam. SBK's primary business is the commercial, operational and technical management of sea-going vessels, including their construction, acquisition and sale. The Spliethoff Group operates a large and modern fleet of more than 100 vessels ranging in size from 2,100 to 23,000 tonnes. The fleet includes multipurpose, geared twin deckers, heavy lift vessels, shortsea vessels, Ro-Ro vessels and semi-submersible vessels. Almost all the Promoter's vessels have Swedish/Finnish Ice Class 1A and some 1A Super. SBK has a strong position in the markets dry bulk and heavy equipment transport as well as windfarm installation and maintenance subcontracting.

The Promoter and the shipyards possess all valid IMO, ILO and EU environmental and social certification for the operation and service/maintenance of general cargo vessels. The vessel will be classed by an internationally (EU or IACS) recognised classification society that establishes and maintains technical standards for the operation and service/maintenance of cargo ships. The society will also validate that shipyard works are according to these standards and carry out regular surveys in service to ensure compliance with the standards.

The project is expected to contribute to the reduction of both air emissions and waterborne pollution and have a positive impact for the Promoter's fleet.

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

Conclusions and Recommendations

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

PJ/SQM/ECSO 29/03/17

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.