

Environmental and Social Data Sheet

Overview

Project Name:	<i>Porto di Trieste</i>
Project Number:	<i>20170849</i>
Country:	<i>Italy</i>
Project Description:	<i>The project comprises railway capacity expansion and operations enhancement at the Port of Trieste by redesigning the main railway marshalling yard and rehabilitating existing internal railways.</i>
EIA required:	No (subject to screening decision)
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The Promoter is the Port Authority of the Eastern Adriatic Sea (Autorità del Sistema Portuale del Mar Adriatico Orientale - ASPMAO), the public entity responsible for the management of the port infrastructure and assets in Trieste and Montfalcone.

The project is aligned with the Port Master Plan (Piano Regolatore Portuale - PRP) dated of June 2014, which has been subject to an integrated EIA/SEA procedure. This document received a positive opinion from the Competent Authority (Ministero dell'Ambiente e della Tutela del Territorio e del Mare) in August 7th, 2015 confirming the environmental compatibility of the works included in the PRP. This PRP was approved by the relevant authority (Giunta Regionale del Friuli Venezia Giulia) after favourable technical opinion from the Council of Public Works (Consiglio Superiore dei Lavori Pubblici) in April 1st, 2016.

All the project components are located in existing railway yards and infrastructure within, or in the immediate surroundings of, the Port and RFI (Rete Ferroviaria Italiana) service areas. The project consists of the reorganization of the existing main railway marshalling (manoeuvring) yard and the rehabilitation of existing port internal connection railways.

Both components of the project fall into Annex II of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU, requiring a screening decision from the Competent Authority.

Regarding the redesign of the railway marshalling yard (Trieste RailPort), a Preliminary Environmental Study was developed identifying the project main characteristics and some potential environmental impacts and risks. In October 2017, the Competent Authority (Ministero dell'Ambiente e della Tutela del Territorio e del Mare) issued a screen-out decision based on the opinion of the Technical Commission for environmental impacts (Commissione

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO2e/year absolute (gross) or 20,000 tonnes CO2e/year relative (net) – both increases and savings.

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tecnica di verifica dell'impatto ambientale VIA/VAS). This decision included the definition of several mitigation measures to be implemented before, during and after the construction works.

The second component consists of the rehabilitation of the existing railway lines between Aquilinia, Wartsila and Ex-Aquila is expected to fall into Annex II of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU, consequently requiring a screening decision from the Competent Authority, which has not yet been taken.

The closest Natura 2000 sites are "Aree Carsiche della Venezia Giulia" (IT 3341002); "Carso Triestino e Goriziano" (IT 3340006) and "Area Marina di Miramare" (IT 3340007) and are located at around 5 km East of the project site. The Preliminary Environmental Study confirmed that the project will not produce significant impacts in nearby protected areas. The Promoter has obtained from the Competent Authority (Servizio de Biodiversità of the Regione Autonoma Friuli Venezia Giulia) a declaration of no significant impacts confirming that the project Triest RailPort (railway manoeuvring yard) is located outside the area of influence of the protected sites. Regarding the rehabilitation of the existing railway lines between Aquilinia, Wartsila and Ex-Aquila, the Promoter will be requested to submit a similar signed declaration stating that no significant impacts on Natura 2000 sites are expected.

The Promoter also obtained from the Competent Authority responsible for water management (Autorità dei Fiumi dell'Alto Adriatico) a signed declaration confirming that the project will not modify any physical characteristics of existing water bodies, according to the requirements of Water Framework Directive 2000/60/EC.

The main environmental impacts briefly highlighted in the Preliminary Environmental Study are related with temporary occupation of soil, additional noise and air & dust emissions, and additional waste during the construction works. For the operational phase, as the project is limited to rearrangements and rehabilitation of existing infrastructure, no major additional impacts are expected. The identified impacts are expected to be largely mitigated. The area is also not accessible to public at large.

Public Consultation and Stakeholder Engagement

As part of the screening decision procedure by the Competent Authority (Ministero dell'Ambiente e della Tutela del Territorio e del Mare) and according to the legal Italian requirements, an official public consultation was held. The Preliminary Environmental Study and other project related information was made available to the public electronically in the website of the ministry and physically in the Ministry of Environment, Ministry of Cultural Activities, Regione Friuli Venezia Giulia and the Comune de Trieste. The documents were available for 45 days from 10th April 2017 according to Italian Law requirements.

Conclusions and Recommendations

Consequently, the following conditions and undertakings have been defined and will apply:

Disbursement conditions

- Before any disbursement related with the rehabilitation of the railway connection between Aquilinia, Wartsila and Ex-Aquila, the Promoter shall deliver to the Bank a copy of the screening decision issued by the Competent Authority and any other

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related environmental document or study in line with the requirements of EIA Directive 2011/92/EU as amended by Directive 2014/52/EU;

- Before any disbursement related with the rehabilitation of the railway connection between Aquilinia, Wartsila and Ex-Aquila, the Promoter shall deliver to the Bank a copy of the Form A declaration stating that the project will have no significant impacts on Natura 2000 sites and any other related environmental document or study in line with the requirements of Birds and Habitats Directives;

Undertakings

- The Promoter shall ensure that adequate environmental and social management plans, defined according to legal requirements and related environmental documents and approvals, are implemented and monitored during construction of the project. The Promoter will immediately notify the Bank of any related unexpected accident or incident during the construction of the Project.

Subject to compliance of the above conditions, the project is considered acceptable for EIB financing. Overall residual impacts are considered to be manageable and acceptable.

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