

Environmental and Social Data Sheet

Overview

Project Name:	RFI HIGH SPEED RAIL NAPOLI-BARI
Project Number:	2019-755
Country:	ITALY
Project Description:	The project consists of upgrading of 121 km of railway, part of the existing 311 km Napoli-Bari railway line, to higher technical standards, including increase of maximum design speed to 200 km/h and doubling of existing single track sections. Napoli-Bari railway is a mixed traffic line (passenger and freight) part of the Scandinavian-Mediterranean TEN-T corridor. The project connects the biggest city in southern Italy, Napoli, with another major city, Bari, crossing two southern Italian Regions (i.e. Campania and Puglia).
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

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

Environmental and Social Assessment

Strategic Environmental Assessment (SEA)

The Napoli-Bari railway upgrading project is part of a strategic infrastructure programme, Infrastructures Annex to the Economy and Finance Document (Allegato Infrastrutture al Documento di Economia e Finanza, 2015), issued by the Italian Ministry of Infrastructures and Transport, which was subject to a SEA conducted in accordance with the provisions of Directive 2001/42/EC (the SEA Directive). The programme and the SEA documentation were published for public consultation on the websites of the Ministry of Infrastructures and Transport and the Ministry of Environment. The announcement to the public was given in the Italian Official Journal (Gazzetta Ufficiale, Parte Seconda, no.150, 31-12-2015). The public was invited to send comments to the Ministry of Environment within 60 days from the publication. Following the public consultation, the programme was adopted.

Environmental Assessment

The works to be financed regard 121 km of existing single track railway line which will be upgraded to double track and to higher technical standards. The 121 km of railway are located between Napoli and Foggia, on the Napoli-Bari railway line. The new double track railway sections will be built on a new alignment, in variant from the existing one, which will be dismantled after the opening of the new railway.

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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The design of the 121 km of railway, object of the EIB financing, was delivered in six different sections. Each of the six project sections falls under Annex I of Directive 2011/92/EU, the Environment Impact Assessment (EIA) Directive, therefore requiring an EIA. The EIA independent procedures for the six project sections included in the Project are: 1. Napoli-Cancello, 2. Cancello-Frasso Telesino, 3. Frasso Telesino-Vitulano, 4. Apice-Hirpinia, 5. Hirpinia-Orsara, and 6. Orsara-Bovino. The steps of the EIA procedures for the six sections are described in the following text.

1. Napoli-Cancello

The EIA procedure started on 17/08/2009. This project was in the scope of special legislation (law 443/2001) which allowed the EIA to be carried out at preliminary design stage. The public was informed of the procedure with publication in national newspapers on 11/08/2009 and was given time to submit comments until 16/10/2009. An EIA positive opinion, with prescriptions to be implemented in the following design stages, was issued by the EIA committee² in 2010 (CTVIA Opinion no. 452 25/05/2010). Following this opinion, the competent authorities, i.e. the Ministry of Environment and the Ministry of Cultural Heritage, issued the environmental decision for this section.

The project alignment is located about 3.5 km away from the Habitats Directive Site “Dorsale dei Monti del Partenio (IT8040006)” and about 4.5 km away from the Habitats Directive Site “Monte Somma (IT8030021)” and Birds Directive Site “Vesuvio and Monte Somma (IT8030037)”. The competent authority declared that the project is not likely to have significant effects on the Natura 2000 sites, therefore an appropriate assessment, according to Article 6 of Directive 92/43/EEC (the Habitats Directive), was not deemed necessary.

2. Cancello - Frasso Telesino

The EIA procedure started on 17/08/2009. This project was in the scope of special legislation (law 443/2001) which allowed the EIA to be carried out at preliminary design stage. The public was informed of the procedure with publication in national newspapers on 11/08/2009 and was given time to submit comments until 10/10/2009. An EIA positive opinion, with prescriptions to be implemented in the following design stages, was issued by the EIA committee in 2010 (CTVIA Opinion no. 434 25/03/2010). Following this opinion, the competent authorities, i.e. the Ministry of Environment and the Ministry of Cultural Heritage, issued the environmental decision for this section.

The project alignment is located about 0.9 km from the Habitats Directive Site “Volturno e Calore Beneventano (IT8010027)”. The competent authority declared that the project is not likely to have significant effects on any Natura 2000 sites, therefore an appropriate assessment, according to Article 6 of the Habitats Directive, was not deemed necessary.

3. Frasso Telesino-Vitulano

The EIA procedure started on 3/6/2010. This project was in the scope of special legislation (law 443/2001) which allowed the EIA to be carried out at preliminary design stage. The public was informed of the procedure with publication on national newspapers on 31/5/2010 and was given time to submit comments until 30/7/2010. An EIA positive opinion, with prescriptions to be implemented in the following design stages, was issued by the EIA committee in 2011 (CTVIA Opinion no. 629 4/2/2011). Following this opinion, the competent authorities, i.e. the Ministry of Environment and the Ministry of Cultural Heritage, issued the environmental decision for this section.

² The EIA Committee is a group of experts, appointed by the Ministry of Environment, who have the responsibility to analyse the design and environmental documentation submitted by the promoter and issue an opinion on the EIA. Then the opinion is endorsed by the competent authority.

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The project alignment crosses the Habitats Directive Site “Volturno e Calore Beneventano (IT8010027)” and is located about 2 km away from the Habitats Directive Site “Camposauro (IT8020007)” and about 6 km from the Habitats Directive Site “Massiccio del Taburno (IT8020008)”. Given the interaction of the project with the first Natura 2000 site, an Appropriate Assessment of the impacts was carried out.

The Calore Beneventano river is crossed three times by the project, two times within the Natura 2000 site. The Appropriate Assessment analysed in detail the impacts of the viaducts that cross the river and concluded that, due to the mitigation measures both during the construction phase and during operations such as reinstatement of vegetation and noise barriers in sensitive areas, the impact of the project on the Natura 2000 site is not significant. The Appropriate Assessment of the impacts on the second and third sites, given the distance of the project from the site, ended at the screening stage with conclusion that the project does not have significant impacts on those sites. The competent authority endorsed the conclusion of the Appropriate Assessment with their EIA decision.

4. Apice-Hirpinia

The two sections Apice-Hirpinia and Hirpinia-Orsara were initially part of the same design, i.e. the Apice-Orsara section. The EIA procedure for the Apice-Orsara section started on 3/6/2010. This project was in the scope of special legislation (law 443/2001) which allowed the EIA to be carried out at preliminary design stage. The public was informed of the EIA procedure for Apice-Orsara with publication in national newspapers on 31/5/2010 and was given time to submit comments until 30/7/2010. An EIA positive opinion, with prescriptions to be implemented in the following design stages, was issued by the EIA committee in 2011 (CTVIA Opinion no. 628, 4/2/2011). Following this opinion, the competent authorities, i.e. the Ministry of Environment and the Ministry of Cultural Heritage, issued the environmental decision for this section.

Due to the redesign of the Hirpinia-Orsara part of the section, Apice-Orsara was split in two parts, Apice-Hirpinia and Hirpinia-Orsara. The two parts followed separate EIA procedures for their final design.

The project of the Apice-Hirpinia section does not have significant impacts on any Natura 2000 sites, because it is far from any of these sites, and no Appropriate Assessment was carried out for this section. The competent authority endorsed the conclusion that no Appropriate Assessment was needed with their EIA decision.

5. Hirpinia-Orsara

The final design of Hirpinia-Orsara followed a new EIA procedure, due to its redesign. The public was informed of the EIA procedure for Hirpinia-Orsara with publication in national newspapers on 8/5/2019 and was given time to submit comments until 7/6/2019. An EIA positive opinion, with prescriptions to be implemented in the following design stages, was issued by the EIA committee in 2019 (CTVIA Opinion no. 3178 15/11/2019). Following this opinion, the competent authorities, i.e. the Ministry of Environment and the Ministry of Cultural Heritage, issued the environmental decision for this section.

The project alignment of the Hirpinia-Orsara section crosses the Habitats Directive Site “Valle del Cervaro, Bosco dell’Incoronata (IT9110032)” and is located about 2 km away from the Habitats Directive Site “Accadia – Deliceto (IT9110033). However, the alignment runs in a 27 km tunnel, almost the entire length of the section (27.1 km). An Appropriate Assessment was carried out for this section, which concluded that with the implementation of appropriate mitigation measures, no significant impacts are likely to result from construction and operations on the Natura 2000 sites. The competent authority endorsed the conclusion of the Appropriate Assessment with their EIA decision.

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6. Orsara-Bovino

The EIA procedure was carried out at final design stage and started on 24/04/2019. The public was informed of the procedure with publication in national newspapers on 13/5/2019 and was given time to submit comments until 12/7/2019. An EIA positive opinion, with prescriptions and recommendations to be implemented in the following design stages, was issued by the EIA committee in May 2020 (CTVIA Opinion no. 3427, 22/05/2020) and published on the Ministry of Environment website on 22 July 2020, after a period of public consultation. The environmental decision of the competent authority is expected soon.

The project alignment of the Orsara-Bovino section crosses the Habitats Directive Site "Valle del Cervaro, Bosco dell'Incoronata (IT9110032)". However most of the alignment (11.8 km) runs in a 9.8 km tunnel. An Appropriate Assessment was carried out for this section. The potentially most significant impacts identified are the interruption of ecological corridors and the impact on fauna. The proposed mitigation measures include the dismantling of the existing single track railway in order to balance the loss of natural land caused by the construction of the new line. The measure aims at creating a natural environment with similar characteristics to the subtracted land. Moreover, the fauna would be supported by some installations, such as nest boxes for birds and microhabitats for reptiles and mammals.

General aspects of EIAs

The EIAs for the six project sections analysed the main impacts connected to the project implementation as well as to railway operations, including impacts on animals, plants, habitats, water and soil, air and climate, landscape and cultural heritage. Construction activities will cause some disruptions that are monitored and, in any case, limited in time.

The main impact factors during construction concern landscape and habitats modifications, particularly in protected sites. Mitigation measures for these impacts include using eco-friendly construction materials, planting autochthonous trees, preserving natural corridors for animals.

Moreover, each EIA contains a plan for the sites due to supply material for earth works and to receive excavation material. These plans were reviewed by the EIA committee together with the other EIA documentation. In particular the sections Hirpinia-Orsara and Orsara-Bovino will produce a significant amount of excavated material, i.e. about 5 and 1.8 million cubic metres respectively, mainly from the long tunnels to be built (Hirpinia tunnel, 27 km and Orsara tunnel, 10 km). The mentioned plans aim at the optimisation of the reuse of this material for construction, minimising the production of waste. Moreover, the material which is dumped in identified sites, will be properly arranged in these sites in order to recreate a natural environment.

The construction of tunnels, particularly long tunnels, will also involve constant monitoring of the level of the water table, both for the sections excavated with traditional methods and for sections excavated with tunnel boring machines (TBM) using EPB (Earth Pressure Balance). The tunnels excavated with TBM / EPB methodology will also be monitored for the potential polluting impact that liquids, which are sprayed at high pressure at the front of the tunnel excavation for stabilising it, may have on ground waters or on the earth itself.

The main impact factors during the operational phase concern noise emissions and permanent land take. Mitigation measures for noise emissions include installation of noise barriers. Permanent land take, particularly in protected areas, was designed with the objective to mitigate as much as possible its impact on habitats.

Overall, the project will contribute to reduction of journey times, railway capacity increase and improvement of quality and reliability of railway services for both passengers and freight. This project will generate some modal shift from road and air to rail with reduction of congestion on the road network as well as reduction of emissions of pollutants and CO₂. The "with project

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Scenario”, despite some local negative impacts, will bring an overall improvement to the environment if compared with the “without project scenario”.

The implementation of the project includes about 412 hectares of land acquisition for the new railway alignment, the construction of road underpasses and overpasses, stations and other buildings. Procedures for land acquisition are ongoing. All procedures are carried out in compliance with the national legislation.

EIB Carbon Footprint Exercise

Based on Promoter’s forecast of passenger and freight volumes, the Bank Services estimated that the project will produce about 149 ktonnes CO₂e/year. Project emissions savings are estimated to be about 158 ktonnes CO₂e/year. The estimated values refer to an average year of the 30-year appraisal period.

The absolute emissions calculation assumes the effects generated by the project on the transport network. The baseline (without project scenario) considers emissions from existing rail and the road network of both passenger and freight traffic. Relative emissions are calculated considering modal shift from the road network to the new railway and the overall savings at network level.

The calculation of emissions may be different from the promoter’s estimate because of different assumptions and boundaries.

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.

Social Assessment

The land acquisition process includes the demolition of 115 buildings with the consequent need for resettlement of about 100 households and 10 businesses. The procedures for resettlement and compensation of people and businesses are ongoing and are carried out in compliance with the national legislation.

Public Consultation and Stakeholder Engagement

The public was regularly informed about the planning stages related to this project through community forums and advertising material.

In the context of the EIA process, public consultations were carried out for each individual section at different times as specified in the Environmental Assessment section above.

Conclusions and Recommendations

The project is part of an infrastructure programme, which was subject to SEA.

Each of the six sections of the Napoli-Bari railway corridor, object of EIB financing, was subject to an EIA procedure, including public consultation. An Appropriate Assessment of the potential impacts on Natura 2000 sites was carried out for three of the six sections. The competent authority issued an environmental decision for five sections, i.e. Napoli-Cancello, Cancello-Frasso Telesino, Frasso Telesino-Vitulano, Apice-Hirpinia, Hirpinia-Orsara. The environmental decisions identify appropriate mitigation measures for environmental impacts during construction and operations. In the positive opinions issued for all the six railway sections to be built, the EIA committee stated that the project does not have significant impacts on any Natura 2000 sites.

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The project's residual negative impacts during construction and operations, considering the planned mitigation measures, are acceptable. The impacts during the operation phase are partly offset by the expected modal shift facilitated by the investment.

The Promoter will inform the EIB about any changes to the project and any additional mitigation measures, prescribed by the competent authority, as result of the final approval of the detail design for the sections which still have to complete this design stage.

The Promoter will inform the EIB with regards to the implementation of all mitigation measures defined in the EIA decisions issued by the competent authority.

Prior to the disbursement of the last 10% tranche of the loan, which includes the financing of the works on the Orsara-Bovino section, the borrower shall provide to the Bank a copy of the environmental decision for this section.

Under the circumstances indicated above, the project is acceptable for EIB financing from an environmental and social perspective.