



European Investment Bank (EIB)

Luxembourg, 18 December 2020

## Environmental and Social Completion Sheet (ESCS)

### Overview

Project Name:	<i>RFI AMMODERNAMENTO RETE</i>
Project Number:	<i>2014-0151</i>
Country:	<i>ITALY</i>
Project Description:	The project consists of a large number of railway infrastructure renewal and upgrading schemes throughout Italy. The schemes are included in the Program Contract between the Ministry of Infrastructure and Transport ("MIT") and Rete Ferroviaria Italiana ("RFI") aiming at providing the necessary investments to ensure high safety and performance standards on the Italian railway network.

### Summary of Environmental and Social Assessment at Completion

**EIB notes the following key Environmental and Social outcomes at Project Completion.**

No significant environment or social issues were noted.

The project consists of approximately 1,380 relatively small schemes, all of them included in the Service Part of the Program Contract between the Ministry of Infrastructure and Transport ("MIT") and Rete Ferroviaria Italiana ("RFI").

The schemes consists of renewal and improvement of the existing railway network, including works on track bed, civil engineering structures, track work, electrification system, level crossings, signalling, telecoms and stations. These relatively small investments are located throughout the Italian railway network; the highest cost of an individual scheme is EUR 26 million and in many cases, the cost of the individual schemes is below EUR 2 million. Most of the schemes included in the project are implemented within the existing right of way, and the overall land acquisition for the project is very limited.

Due to their nature, i.e. replacement of the existing installations that are close to the end of their economic life and some limited improvements, most of the schemes do not fall under Annex I or Annex II of Directive 2011/92/EU, the Environmental Impact Assessment (EIA) Directive, and do not have a significant effect on any Natura 2000 site or protected species.

The Promoter analysed the schemes on a case by case basis. For the few schemes falling under the requirements of the EIA Directive or requiring an assessment according to Article 6 (3) of the Habitats Directive, the Promoter complied with national and EU environmental legislation and received the necessary authorisations by the Competent Authority.

The minor residual negative impacts of the project during construction were managed through standard mitigation measures implemented by the promoter. The project contributed to the improvement in reliability, efficiency and safety of the railway network and the consequent contribution to preventing modal shift from rail to road and air.

The Promoter managed hazardous waste, such as dismantled wooden sleepers soaked with oil, according to the applicable environmental legislation.

#### **Summary opinion of Environmental and Social aspects at completion:**

EIB is of the opinion, based on reports from the promoter, that the Project was implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.