

## Environmental and Social Data Sheet

### Overview

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| Project Name:  | AMT VERONA TROLLEYBUS PROJECT  |
| Project Number:  | 2020-0563  |
| Country:   | Italy  |
| Project Description:   | Construction of four new trolleybus lines in the city of Verona including depot, reorganisation of the existing public transport network and purchase of zero-emission vehicles. |
| EIA required:  | No (screened out by Competent Authority)   |
| Project included in Carbon Footprint Exercise <sup>1</sup> : | No   |

### Environmental and Social Assessment

#### Environmental Assessment

The City of Verona intends to improve the quality and sustainability of its public transport network. The Project, initially conceived as a tramway system, has been the object of several years of studies, leading to the choice to reorganise the existing bus network around four electric trolleybus lines.

The Project includes investments that are necessary to the transition to an electrified trolleybus network including four lines for a total length of 23 km and with 55 stops. The Project includes also the acquisition of 39 trolleybuses, equipped with batteries, and a new depot dedicated to their maintenance and siding activities.

The Promoter, the Municipality of Verona, and the Borrower, the Azienda Mobilita e Trasporti (AMT) must act in accordance with the provisions of the relevant EU Directives, including SEA (2001/42/EC), EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives.

#### Compliance with applicable environmental legislation

The Project falls under Annex II of EIA Directive 2014/52/EU amending Directive 2011/92/EU, and requires a screening decision by the Competent Authority, Province of Verona.

The Project is part of the Promoter's reference case for the Sustainable Urban Mobility Plan (SUMP) approved in 2020, aiming at improving the quality of public transport services and consequently reduce reliance on private cars and maintain or increase the public transport

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

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share of urban mobility. The SUMP has gone through a Strategic Environmental Assessment (SEA) process, in compliance with EU SEA Directive 2001/42/EC. However, since the trolleybus was already included in the baseline assumptions, its strategic environmental impacts were not assessed in this latest planning document. Before this, the Project, in its tramway form, was included in the 2007 Territorial Plan, which was the subject of an SEA.

In 2012, the Project in its trolleybus form underwent a first EIA screening as per Directive 2011/92/EU. The Competent Authority screened out the Project, with a series of conditions.

Due to subsequent technical changes, the Project had two further EIA screenings in 2014 and 2019 in line with Directive 2011/92/EU amended by Directive 2014/52/EU. Both times the screening out decision for the variations was re-confirmed. The conditions accompanying the decision remained largely unchanged from 2012, with a few amendments to reflect the new technical solutions for various project components.

### **Location, Natura 2000 and Biodiversity**

The Project is not expected to negatively affect any Natura 2000 sites due to its location in an urban environment at 7.2 km of Adige River, the closest Natura 2000 site.

The 2019 EIA screening decision also referenced the impact assessment on flora, fauna, ecosystems and Natura 2000 sites. This decision focused on the changes to the depot component and concluded it had a non-significant impact on the conservation of the Natura 2000 network.

The planned trolleybus routes require, in part, the removal of vegetation and trees. All screening out decisions, starting with the one from July 2012, required the development of a plan regarding the reinstatement and maintenance of vegetation.

The Project as gone through a Natura 2000 screening according to national legislation and the Bank will seek formal confirmation from the Competent Authority that the Project has no significant negative impacts on the Natura 2000 network.

### **Temporary environmental impacts during construction**

The construction phase is expected to have temporary negative impacts related to vibrations, noise and air pollution, possible traffic or pedestrian diversions. The screening out decisions, starting with the ones in 2012, requires the Project to implement a series of mitigation measures during the construction phase.

### **Permanent environmental impacts during operation**

The expected impacts relate to water management and the increase in impermeable surfaces particularly for the depot. The proposed mitigation measures would allow the temporary accumulation of excess rainfall and progressive discharge in the underground. During the operational phase, the noise, environmental pollution and vibrations impacts are expected to reduce due to lower levels of private vehicle traffic and the use of fully electric vehicles for the trolleybus system.

### **Contribution to climate change mitigation**

The Project is considered to be aligned with the Paris Agreement according to the criteria set out in the EIB Climate Bank Roadmap (2020) because it supports public transport infrastructure and zero direct emissions mobile assets required for public transport services.

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Through the improvement of the quality and diversity of public transport options, the project supports modal shift and the reduction of negative impacts related to the use of private vehicles in urban areas and particularly GHG emissions.

### **Social Impact Assessment**

The Project requires a series of expropriations, which have already been identified and budgeted for. The process is being managed by the Municipality of Verona. No significant impacts on the local residents and businesses have been identified, except for the long duration of construction works and diversions, also accentuated by the pandemic. The Promoter is exploring technical solutions to speed up construction works.

Once operational, the Project is expected to have a positive social impact through the provision of more affordable public transport options, which diversify access for residents across the city. Accessibility for passengers with disabilities, has been considered both for the infrastructure and vehicle fleet.

### **Public Consultation and Stakeholder Engagement**

Public consultations and stakeholder engagement have been carried out for the SUMP and as part of the SEA process. The Project, in its trolleybus form, was screened out from the EIA and therefore it will not be subject to further public consultation.

There are also specific conditions of the EIA screening regarding the obligation of the Promoter to ensure good communication during the construction phase regarding impacts such as vibrations, noise, diversions.

## **Conclusions and Recommendations**

The Project will have a limited negative environmental impact during construction, mitigated via a series of conditions included in the screening out decisions as well as good construction practices, and a positive impact during operation, due to the full electrification of the new routes, which will reduce localised air and noise pollution.

The Project is also expected to reduce the use of private vehicles, lowering GHG emissions and improving the urban environment, offering more affordable public transport options and increasing connectivity for citizens, through the promotion of sustainable urban mobility.

Where the new trolleybuses will replace existing bus routes, the Borrower will inform the Bank about the possible change in the use of vehicles serving those routes. Should these vehicles be scrapped, the Borrower undertakes to communicate all arrangements to the Bank prior to the last disbursement by providing the scrapping certificate(s) in line with European and national regulation and industry best practice. For any vehicles sold on the second hand market, the Borrower undertakes to inform the Bank of the buyer and the country of operation before the final disbursement.

The Borrower undertakes to fulfil the conditions associated with the environmental screening decisions and provide the Bank with evidence of this from the Competent Authority ahead of the last disbursement or at Project's completion stage the latest.

The Borrower shall provide the Bank with the formal confirmation from the Competent Authority regarding no significant negative impacts on the Natura 2000 network prior to first disbursement.

Under those conditions, the Project is acceptable for EIB financing in environmental and social terms.