

Luxembourg, 17th February 2022

Environmental and Social Data Sheet

Overview

Project Name:	APS PADOVA TRAMWAY LINE
Project Number:	20200691
Country:	Italy
Project Description:	The Project concerns the construction and implementation of the SIR 3 tramway line in the city of Padova, together with improvements to and operational integration with the existing system. The Project includes investments in new infrastructure and rolling stock for the new line as well as revamping of existing rolling stock, acquisition of new generation batteries and extension of the existing depot at Guizza.
EIA required:	No (screened out by Competent Authority)
Project included in Carbon Footprint Exercise ¹ :	No (below threshold)

Environmental and Social Assessment

Environmental Assessment

The City of Padova intends to improve the quality of its public transport network through a new tramway system consisting of three lines called SIR. The tramway will cover services in the north-south (SIR 1), east-west (SIR 2) and south-east (SIR 3) directions of travel and will be accompanied by the reorganisation of the existing bus network and additional measures to limit the use of private vehicles such as P&R facilities.

The Project includes the construction of the SIR3 line totalling 5.5km and 13 stops. The Project also includes a new depot at Voltabarozzo, the extension of the existing SIR 1 depot at Guizza, construction of a P&R facility at Voltabarozzo, a new bridge over the 'canale Scaricatore' 90m in length, acquisition of 7 new tram sets, revamping 16 of the existing tram sets and acquisition of 30 new batteries.

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 Padova.

The Project is part of the Promoter's reference case for the 2020 Sustainable Urban Mobility Plan (SUMP), aiming at improving the quality of public transport services and consequently reduce reliance on private cars and maintain or increase the public transport share of urban mobility. The SUMP has gone through a Strategic Environmental Assessment (SEA) process,

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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in compliance with EU SEA Directive 2001/42/EC. However, the SIR 3 line to Voltabarozzo was already included in the baseline assumptions and therefore its strategic environmental impacts were not assessed in this latest planning document. Before the SUMP, the Project was included in the future scenario of the Territorial Plan of Padova (P.A.T.I, adopted in 2012), which was subject to a SEA in 2011.

In 2020, the SIR 3 project underwent an EIA screening as per Directive 2011/92/EU amended by Directive 2014/52/EU and the Competent Authority screened out the Project, with a series of conditions.

Environmental impacts

The construction phase is expected to have temporary negative impacts related to vibrations, noise, air pollution, possible traffic or pedestrian diversions. The screening out decision requires the Project to implement a series of environmental monitoring measures both during the construction and operational phase.

During the operational phase, the noise, environmental pollution and vibrations impacts along the route are expected to reduce due to lower levels of private vehicle traffic and the replacement of bus traffic with a fully electric tramline.

Based on the Promoter's information, the Project is not expected to negatively affect or intersect any Natura 2000 sites, due to its location. The closest Natura 2000 site is located at approximately 4.2km distance (IT3260018 "Grave e Zone Umide della Brenta"), whilst other sites are at 10km (IT3260017 "Colli Euganei - Monte Lozzo – Monte Ricco") and 17km (IT3250030 "Laguna medio-inferiore di Venezia ") distance.

The Project has undergone 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.

The planned tramway line requires, in part, the removal of vegetation and trees. The screening decision required the development of a plan regarding strengthening the vegetation and landscaping works along the line.

The expected hydrological impacts relate to resilience to flooding and water management due to increased impermeable surfaces, including at the depot. The proposed alignment and the depots (Voltabarozzo and Guizza) are in areas with no flooding risk according to the Promoter. There is one section of the line, in Parco Iris, where the flooding risk is medium and mitigation measures were included in the final project. The technical documentation also assesses that the existing sewer network needs punctual interventions to deal with runoff and avoid water accumulation.

Climate change mitigation and Paris Alignment

The Project is considered to be aligned with the Paris Agreement according to Annex 2 of the EIB Climate Bank Roadmap (2020), because it supports public transport infrastructure and zero direct emissions mobile assets required for public transport services.

The Project provides a substantial contribution to Climate Mitigation according to Annex 4 of EIB's Climate Bank Roadmap and a substantial contribution to Environmental Sustainability. Through the improvement of the quality and diversity of public transport options, the project



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supports modal shift and the reduction of negative impacts related to the use of private vehicles in urban areas and particularly GHG emissions.

Social Assessment

The Project requires expropriations in the areas between the Sografi and Cornaro stops, near the Nani stop and at the Voltabarozzo terminus. The total area identified for expropriation is approximately 79,000sqm (67% privately owned, 30% owned by the Municipality of Padova and the remaining owned by the State Property Office/Consortium). Demolition of buildings is not envisaged. The process is being managed by the Municipality of Padova. No significant impacts on the local residents and businesses have been identified by the Promoter.

Once operational, the Project is expected to have a positive social impact through the provision of a new public transport option, which diversifies access for residents across the city. Accessibility for passengers with disabilities, has been considered.

Public Consultation and Stakeholder Engagement

Public consultations and stakeholder engagement have been carried out for the SUMP and as part of the statutory planning and SEA process. Other public engagement meetings also took place to decide the alignment of the final section of the SIR 3 line in the area of Voltabarozzo. The Project was not subject to public consultation, as part of a full EIA process, since it was screened out by the Competent Authority and made public for information².

There are also specific conditions in the EIA screening decision regarding the obligation of the Promoter to ensure good access of the public to information regarding the environmental performance of the project during construction and operation.

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 decision as well as good construction practices, and a positive impact during operation, due to the new tram line which will reduce road based services and 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, diversifying public transport options through the promotion of sustainable urban mobility. The Promoter has confirmed at appraisal that the old tram batteries that will be replaced by the new generation ones will be returned to the manufacturer to deal with their disposal or reutilisation.

The Promoter undertakes to fulfil the conditions associated with the environmental screening decision 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 Promoter 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.

² [Pubblicazione provvedimenti di Valutazione Ambientale | Provincia di Padova](#)