

Luxembourg, 20th July 2022

Environmental and Social Data Sheet

Overview

Project Name:	LSCT Updated Investment Programme
Project Number:	20210585
Country:	Italy
Project Description:	The project consists of an investment programme aiming at increasing the capacity and improving the efficiency of a container terminal of the Port of La Spezia (located in the "Marina del Canaletto" area) operated by the Promoter, LSCT, under a concession granted by the public port authority.
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project, located within the existing port service area, is to be implemented in the "Marina del Canaletto" area and is included in the port masterplan (PRP Piano Regolatore Portuale). The project includes the construction of new quays, the related land reclamation behind those structure, the pavements of the terminal, the new handling equipment and the improvement of the rail access to the terminal.

The Port Masterplan was completed by the public port authority and approved by the regional authorities in 2006. This masterplan was globally subject to an EIA (Environmental Impact Assessment) procedure, which was validated by the Ministry of Environment in April 2006 (Decree DEC/DSA/2006/0317).

As defined in the prescriptions of the above-mentioned environmental approval, the project was subsequently subject to a screening procedure (Verifica di assoggettabilità alla VIA) by the environmental competent authority. As a result, the project was screened out and a full EIA was found unnecessary as per the opinion of the Technical Committee issued in December 2015 (Parere n. 1930 del 04/12/2015). The screen-out decision was confirmed by the competent authority in December 2015 (Decree DVA/DEC/2015/0474), also defining some prescriptive conditions to be complied before and during construction works.

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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Currently, the promoter is undertaking the relevant studies and actions to comply with all the required prescriptions. An official decision by the competent authority will be required to confirm such compliance before the start of the construction works.

All the projects included in the masterplan were globally subject to an EIA procedure (including all the related relevant foreseen investments) and the subsequent screening decision was made considering, not only all the project components, but also other projects expected to take place in a near future. Therefore, it is understood that the cumulative impacts of the works have been adequately addressed and to the satisfaction of the environmental competent authority.

The main environmental impacts, as indicated in the relevant environmental documents and related permits, can be divided in temporary impacts during the construction and permanent impacts during operation.

The main negative impacts foreseen for the construction phase are: temporary decrease of water quality and increase in turbidity, disturbance of traffic and human activity within the port and in the port vicinity, additional noise and vibrations and decrease of air quality; additional soil occupation and landscape changes and additional lighting during night works.

Regarding the operational phase, the main negative impacts pointed in the pertinent documents are additional soil occupation and landscape changes; additional maritime and port associated traffic with the related additional emissions (noise, vibrations and air & water quality) as well as generation of waste.

As positive impacts during operation, the relevant documents indicate: increase in economic activity due to increase in the port capacity and employment generation.

The identified negative impacts are expected to be largely mitigated by the implementation of the following measures as prescribed in the relevant documents and permits: implementation of monitoring and management plans, including continuous monitoring of environmental parameters (turbidity, air quality, noise, etc.); adequate organization and planning of the construction works; use of appropriate working methods and good working practices as well as adequate equipment to reduce the impacts; proper handling of polluting substances; implementation of adequate waste management plans.

Due to the location of the project, inside the existing port service area and away from the closest protected sites, it is understood that the project is not likely to have significant impacts on Natura 2000 and other nature protected sites, as confirmed by the competent authority (Regione Liguria) in December 2016.

The project is expected to contribute to CA mitigation through its partial contribution to modal shift from road to less carbon intensive transport modes, like rail and maritime. The project enhances the port infrastructure at the Port of La Spezia and is aligned with the EIB Climate Bank Roadmap.



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Public Consultation and Stakeholder Engagement

In accordance with Italian regulations (namely art. 6 of D.Lgs 349/86), public consultation of the PRP and the related environmental documents was undertaken during the EIA procedure held in 2006. Additionally, a public consultation procedure was also carried out during the screening of the individual project, which took place in 2015 (as per art. 20 of D.Lgs 152 aprile 2006). These consultations included the following:

- Publication of the design documents and environmental impact study on the Competent Authority website and in national and local newspapers.
- Submission (by public and/or local authorities/associations) of observations on the projects. These observations were also made available to the public and summarized in the final environmental approval issued by the competent authority (Ministry of Environment).
- Involvement of local government authorities/port stakeholders to collect their observations and advice.

Other Environmental and Social Aspects

The Promoter is an experienced terminal operator responsible for the operation of the container and general cargo terminals at the Port of La Spezia. The preparation of all the documents related to environmental studies was carried out with the support of external consultants supervised by the Promoter. It is also foreseen that all the environmental monitoring activities required during construction will be undertaken under a similar arrangement.

Conclusions and Recommendations

In this context, the following conditions and undertakings have been defined and shall be applied:

Disbursement Conditions

- Prior to first disbursement, the Promoter shall provide to the Bank a copy of the decision from competent authority(ies) confirming the compliance of all the prescriptions defined in the screening procedure (Verifica di assoggettabilità alla VIA) for pre-construction phase;

Undertakings

- The Promoter shall ensure that the environmental and social mitigation measures will be implemented in accordance with the relevant studies and the corresponding environmental authorisations, and will notify the Bank of any unexpected environmental impact or incident during implementation of the project;

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