Luxembourg, 14 May 2013

Environmental and Social Data Sheet

Overview

Project Name:	Porto di Savona
Project Number:	2012-0497
Country:	Italy
Project Description:	Design and construction of a 21 ha multipurpose platform, including the development of a modern dedicated container terminal (two berths 15-20 meters depth) and the relocation of existing dry and liquid bulk facilities.
EIA required:	yes
Project included in Carbon Footprint Exercise[1]:	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The Port Regulatory Master Plan (*Piano Regolatore Portuale - PRP*), which the project is part of, was granted environmental approval by the Ministry of Environment on 18 April 2005.
The project has been the subject of a full EIA procedure, including environmental impact studies and public consultation, concluded by an environmental authorization granted by the Liguria Region on 6 August 2009.
The major negative impacts of the project – resulting directly from the significant increase of the level of the port activities -- are related to traffic management, air and water quality and noise. Mitigation measures include monitoring of air and water quality, noise level and better integration of the platform and its access road in the urban environment. The project positive impacts are related to the modernization of the port operations with the use of innovative technologies for containerized cargo handling techniques, and direct/indirect job creations. The project is not expected to have any significant impact on protected areas, as confirmed by the nature conservation competent authority. Subject to compliance with the conditions spelled out in the environmental authorisations, the project is acceptable to bank financing.

Environmental and Social Assessment

Environmental Assessment

Main environmental impacts
The EIA has identified three major negative environmental impacts resulting from the proposed project: (i) air quality; (ii) water quality; and (iii) noise level. In addition, the project will have a significant visual impact due to the size of the new offshore platform. Besides appropriate works methodology, the EIA prescribes the implementation of the following monitoring measures, which are object of three detailed technical specifications reports dated 2010.

Air quality monitoring: The existing monitoring station, located on the Via Aurelia at the intersection with Via Ferraris, is the most appropriate to control of the impact of the platform on the atmosphere. In addition, a second monitoring station will be put in place to collect "baseline" data for a period of about 1-2 years before the full operation of vessels as well as

[1] Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO2e/year absolute (gross) or 20,000 tons CO2e/year relative (net) – both increases and savings.

during the construction stage and thereafter. Specific details are available in relation to the air quality monitoring in the city of Vado Ligure.

Water quality simulation: The objective of the computerized model was to obtain an evaluation indicative of the state of turbidity that may be generated under conditions of flood events along the coastline between Vado Ligure and Savona, due to the dispersion of the sediment, transported by the three streams Segno, Quiliano and Letimbro. The results of the simulation are useful to obtain information on the potential impact of the streams on the natural variability of turbidity along the coast and in sensitive sea grass areas.

Acoustic monitoring: This will be carried out according to the Ministerial Decree of 16 March 1998 and will be conducted in order to determine the equivalent level in dB (A) during the daytime (6 am – 10pm) and night-time (10pm – 6am). Surveys will also be carried out in the vicinity of construction sites, to assess compliance with usual standards.

The project positive impacts are related to the modernization of the port operations with the use of innovative technologies for containerized cargo handling techniques, and direct/indirect job creations.

Biodiversity issues
The nearest protected areas are Rocca dei Corvi - Mao - Mortou and Fondali Noli – Bergeggi (Natura 2000 areas). The first site is noteworthy for the intense vegetation contrast resulting from the variety of geological substratum and the sea proximity. The second (at approximately 1 km from the project site) is a Marine Protected Area surrounding the island of Bergeggi which includes a wealth of marine habitats, including some underwater caves and an important population of red coral (*Corallium rubrum*).

From the information made available by the promoter, the project does not appear to have any significant impact on these protected areas. This has been officially confirmed by the competent nature conservation authority.

Environmental authorization:
The project has been the subject of a full EIA procedure concluded by an environmental authorization granted by the Liguria Region on 6 August 2009 under the following conditions: (i) setting up of a monitoring system of air quality; (ii) container shuttles between the platform and the railway yard should be electrically powered; (iii) in all cases, their annual contribution to nitrogen oxides, sulfur dioxide and dust, shall not exceed maximum values based on the level observed in the regional inventory of 2005; (iv) setting up of a water quality monitoring system as well as a computerized model for the dispersion zone located between the port of Savona and the Marine Protected Area of Bergeggi; and (v) dredged material resulting from the construction and operation of the platform to be disposed within the platform.

Climate change aspects
The platform is being built at +4.50 m, i.e., more than 3.00 m. above maximum high tide level, which is considered sufficient for climate change adaptation.

Public Consultation and Stakeholder Engagement, where required

During the EIA process, public consultation took place from 3 April 2009 to 18 May 2009.
The concessionaire also engaged from early 2009 a dialogue with Vado citizens about the project and its potential impacts. A project website will be put in place in early 2013 to provide citizens with information about construction progress and environmental monitoring activities.

Other Environmental and Social Aspects

N/A