

Environmental and Social Data Sheet

Overview

Project Name:	Hub Portuale di Ravenna
Project Number:	20120636
Country:	Italy
Project Description:	The Project consists of the first phase of an investment programme in the port of Ravenna. Ravenna is the main port of the Emilia-Romagna Region in Italy, located on the Adriatic Sea coast and serving Northern Italy and central Europe, as well as the Eastern Mediterranean and Black Sea markets. The Project includes capital dredging, rehabilitation and upgrade of existing quay walls and the construction of a new container quay, in order to accommodate larger vessels in the port and increase the port's capacity, efficiency and productivity

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

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

The Project derives from the Port Master Plan² prepared by the Promoter in 2007 and a SEA of the Port Master Plan was carried out. The Project falls under Annex I of the EIA Directive 2011/92/EU and is located in the close vicinity of protected nature conservation sites. A full EIA and an appropriate assessment according to the Habitats Directive 92/43/EEC were carried out by the Promoter as part of the EIA, including a public consultation. During the detailed design stage the Promoter will carry out further environmental studies with regard to the materials to be dredged. Subsequently, the environmental consent for the Port Master Plan 2007 and the Project was granted on 20/01/2012.

The Project is expected to cause temporary adverse impacts during the construction phase. Furthermore, the dredging works and the related deposit of dredged materials will result in direct the loss of marine and terrestrial habitats. However, the ecological value of these habitats is expected to be limited and a rapid recovery to the baseline conditions is expected. No significant adverse impacts are predicted either on the water current patterns and the sediment transport patterns within the port boundaries and surrounding coastal areas. Once operational, additional vessel movements, port operations and road traffic are assumed to cause minor residual impacts on the water quality, air quality and noise levels in the project area and immediate surroundings.

The Bank will condition the financing on (i) the delivery of documentary evidence issued by the Competent Nature Conservation Authority that the requirements of the Habitats Directive have been fulfilled, (ii) the delivery of a copy of the decision by the Emilia Romagna Region with regard to the environmental studies of the materials to be dredged, which will be carried out during the detailed design stage, (iii) delivery of documentary evidence issued by the CIPE that the final project approval has been issued and (iv) the implementation of the mitigation and monitoring methodology in accordance with the Project's environmental authorisation and subject to any further modifications that may be identified during the detailed design stage. Provided that environmental monitoring and mitigation methodology is

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.

² Piano Regolatore Portuale

properly implemented by the Promoter, the overall residual impacts are expected to be minor and manageable. Subject to the above conditions and undertakings being met, the project is acceptable for EIB financing.

Environmental and Social Assessment

Environmental Assessment

Environmental procedures

The Project derives from the Port Master Plan³ prepared by the Promoter⁴ in 2007. The Italian national legislation n°84 of 28 January 1994 on the reorganisation of Italian ports⁵ requires master plans to be the subject of an environmental impact assessment, which is to be approved by the Region. Hence, in line with the EU SEA Directive 2001/42/EC, a SEA was carried out in 2008-2009. The Port Master Plan 2007 and related SEA received a favourable opinion from the Superior Council of Public Works⁶ on 29/10/2008, from the Emilia Romagna Region on 12/10/2009 and from the Province of Ravenna on 03/02/2010.

The Project falls under Annex I of the EIA Directive 2011/92/EU. The Italian national legislation n°152 of 3 April 2006 on environmental regulations⁷, as amended by the law 4/08, transposes the EIA Directive 2011/92/EU into domestic legislation. A full EIA was carried out by the Promoter in 2009-2010, including a public consultation during March-April 2011.

Subsequently, the environmental consent for the Port Master Plan 2007 was granted on 20/01/2012 by the Ministry of Environment⁸. This decision was made public⁹ and also covered the approval of the EIA for the Project, as was confirmed by the Ministry of Environment in the decision of 24/08/2012. The SEA, related NTS¹⁰ and the NTS of the EIA were provided to the Bank.

At the time of appraisal, the preliminary design of the Project was approved by the Inter-ministerial Committee for Economic Planning ("CIPE") on 26/10/2012. The CIPE approval includes recommendations to be taken into account during the detailed design stage, which will be the subject of a similar approval process by the CIPE. During the detailed design stage the Promoter will carry out further environmental studies with regard to the materials to be dredged. These analyses, which may identify the need for further detailed investigations and/or any changes to the capital dredging strategy and the monitoring and mitigation methodology, will be the subject of a separate approval by the Emilia Romagna Region.

Main environmental impacts

The Project consists of capital dredging works, as well as the rehabilitation and upgrade of existing quay walls, through the installation of additional anchors and jet grouting, and the construction of a new container quay wall, consisting of an anchored sheet pile wall. All works will be carried out within the existing port boundaries, although the discharge of dredged materials will take place partly at sea and partly on specific sites that have been identified in the surrounding areas of the port, depending on their chemical, physical and microbiological characterisation.

The project works are expected to cause temporary inconveniences during the construction phase, such as air pollutant emissions, underwater and airborne noise and vibrations, increased water turbidity, pollution through suspension of fine sediments and accidental spills,

³ Piano Regolatore Portuale

⁴ the "Autorità Portuale di Ravenna"

⁵ Legge 28 gennaio 1994, n°84 "Riordino della legislazione in materia portuale" (art. 5)

⁶ Part of the Ministry of Infrastructure and Transport

⁷ Decreto Legislativo 3 aprile 2006, n°152 "Norme in materia ambientale"

⁸ Decree n° DVA-DEC-2012-0000006

⁹ The decision was published in the Gazzetta Ufficiale Italiana ("GURI") on 19/05/2012, in the Italian national newspaper "Gazzetta Aste ed Appalti" on 29/05/2012 and on APR's website on 24/05/2012.

¹⁰ non-technical summary

etc. Furthermore, the dredging works and the related deposit of dredged materials will result in the direct loss of marine and terrestrial habitats. However, the ecological value of these habitats is expected to be limited and a rapid recovery to the baseline conditions is expected. The overall changes to the water current patterns in the inner port basins and surrounding coastal areas and the subsequent effects on the sediment erosion and deposition patterns are expected to be minor, but will be further investigated through numerical modelling in the detailed design. Once operational, additional vessel movements, port operations and road traffic are assumed to cause minor residual impacts on the water quality, air quality and noise levels in the project area and immediate surroundings.

The environmental consent of 20/01/2012 stipulates the required monitoring and mitigation methodology to survey air quality, water quality, noise sources and habitats and species of Community interest before, during and after the works and to address potential negative impacts. The capital dredging strategy, as well as the monitoring and mitigation methodology may need to be adjusted as a result of the outcomes of further studies that will be carried out during the detailed design stage, although no notably different residual impacts are expected.

Provided that the monitoring and mitigation methodology, as defined in the environmental consent of 20/01/2012 and subject to any further modifications that may be identified during the detailed design stage, will be carried out by the Promoter, the Project's environmental risks can be considered as acceptable with minor negative residual impacts.

Biodiversity issues

The Project site is located in the close vicinity of the following Natura 2000 sites: "Pineta di San Vitale, Bassa del Pirottolo" (Ref. IT4070003), "Pialasse Baiona, Risega e Pontazzo" (Ref. IT4070004) and "Pineta di Casalborsetti, Pineta Staggioni, Duna di Porto Corsini" (Ref. IT4070005), "Pialasse dei Piomboni, Pineta di Punta Marina" (Ref. IT4070006) and "Ortazzo, Ortazzino, Foce del Torrente Bevano" (Ref. IT4070009), which are classified as SPA's¹¹ under the EU Birds Directive 79/409/EEC and are part of the Regional/Provincial Nature Park "Delta del Po". The park is classified as Category V "protected landscape and protected seascape" by the IUCN.

As stipulated in the SEA, an appropriate assessment according to Art.6 of the Habitats Directive 92/43/EEC is deemed necessary for projects that derive from the Port Master Plan 2007. Consequently, the Promoter confirmed that they carried out an appropriate assessment as part of the EIA. Moreover, the Promoter consulted the management of the Regional/Provincial Nature Park "Delta del Po" to ensure that the Project is consistent with the park management plans. Further consultation with the park management will be carried out during the detailed design stage in order to obtain the final project approval. Prior to first disbursement, the Bank will require documentary evidence issued by the Competent Nature Conservation Authority -according to the Bank's environmental guidelines- that the requirements of the Habitats Directive 92/43/EEC have been fulfilled.

Climate Change aspects

According to the promoter, the existing quay walls are constructed at +2.50m above MSL¹² (on average) and the new quay wall will be built at +3.50m above MSL, which is considered acceptable with regard to climate change adaptation.

Social Assessment, where applicable

N/A

Public Consultation and Stakeholder Engagement, where required

A public consultation took place during March-April 2011¹³. Under the CIPE approval process, the preliminary design has been the subject of a Stakeholder Conference for Approval

¹¹ Special Protection Area

¹² Mean Sea Level

("SCA"). The main stakeholders who participated in the SCA for the approval of the preliminary design are: the Ministry of Infrastructure and Transport, the Ministry of Environment, the Environmental Agency of the Emilia Romagna Region, the Regional/Provincial Nature Park "Delta del Po", etc¹⁴. The SCA was concluded with a favourable opinion and some recommendations to be taken into account during the detailed design stage. The detailed project design will be the subject of a similar stakeholder consultation in order to obtain the final CIPE approval.

Other Environmental and Social Aspects

In July 2011, the Promoter has obtained an ISO 14001 certification for its Environmental Management Systems. The social and environmental capacity of the Promoter, who will be responsible for the implementation and monitoring of the environmental mitigation and compensation measures for the Project, is expected to be satisfactory.

The Project will have positive effects on employment in a region affected by unemployment.

¹³ The public was informed through publications in 2 national newspapers ("Gazzetta Aste ed Appalti" on 18/03/2011, "Corriere della Sera" on 16/03/2011), 1 regional newspaper (Emilia-Romagna Finanza" on 19/03/2011) and on the Promoter's website.

¹⁴ Other stakeholders include: the Superintendence for Archaeological Heritage of the Emilia Romagna Region, the Ministry of Heritage and Culture, the Province of Ravenna, the Municipality of Ravenna, etc.