

## Environmental and Social Data Sheet

### Overview

Project Name:	RFI AMMODERNAMENTO RETE
Project Number:	2014-0151
Country:	Italy
Project Description:	The programme consists of a large number of railway infrastructure renewal and upgrading schemes throughout Italy. The schemes are included in the three-year Program Contract between the Ministry of Infrastructure and Transport ("MIT") and Rete Ferroviaria Italiana ("RFI") aiming to provide the necessary investments to ensure high safety and performance standards on the Italian railway network.
EIA required:	Multi-investment project, requirements vary
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

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

The project consists of approximately 1 380 relatively small subprojects or schemes, all of them included in the Service Part of the Program contract between the Ministry of Infrastructure and Transport ("MIT") and Rete Ferroviaria Italiana ("RFI"). Due to their nature, that is, replacement of the existing installations that are close to their end of useful life and some limited improvements, none of these schemes is likely to have any significantly adverse effects on the environment. Most of the schemes are not likely to fall under Annex I or Annex II of Directive 2011/92/EU (the Environmental Impact Assessment (EIA) Directive) and to have a significant effect on any Natura 2000 site or protected species.

The Promoter analyses the schemes on a case by cases basis according to the procedures established in the organisation. The environmental capacity of the promoter is certified according to ISO 14001.

For those few schemes that may fall under the EIA Directive or require an assessment according to Article 6 (3) the Habitats Directive, the Promoter will submit to the Bank relevant documents providing evidence of compliance with these EU environmental directives.

Without prejudice to the conclusions of these assessments, the minor residual negative impacts of the project during the construction phase are likely to be limited and offset by the expected improvement of reliability, efficiency and safety of the railway services and the consequent contribution to preventing a modal shift towards road and air. Overall, the project is acceptable from the environmental perspective.

### Environmental and Social Assessment

#### Environmental Assessment

The project consists of a renewal and improvement programme on the existing railway network, including works on track bed, civil engineering structures, trackwork, electrification system, level crossings, signalling and telecoms and stations. These relatively small investments are located throughout the country; the highest cost of an individual scheme is EUR 26 million and in most of the cases the cost of the individual schemes is below EUR 2 million. Most of the schemes included in the project are implemented within the existing right of way, and the overall land acquisition for the project is limited.

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

According to the procedures established in the 15 territorial units of RFI, the potential impact of the schemes on the environment, as well as, on the nature conservation areas or protected species is analysed on a case by case basis. Where relevant (i.e., in accordance with criteria of Annex III of the EIA Directive or Article 6 (3) of the Habitats Directive, respectively) this leads to an EIA or an assessment according to the Habitats Directive.

Taking into account the nature of the works, most of the schemes are not likely to fall under Annex I or Annex II of the EIA Directive and are not likely to have a significant effect on Natura 2000 sites or protected species. That is, for most of the schemes neither EIA nor assessment according to Article 6 (3) of the Habitats Directive would be needed.

Some schemes may need an EIA or an assessment according to Article 6 (3) of the Habitats Directive. In these cases, the promoter is required to carry out such assessments. Without prejudice to the conclusions of these assessments, due to the nature of the works, the usual mitigation measures during the construction phase, such as appropriate waste collection and avoiding use of heavy machinery during the breeding seasons, are likely to be sufficient for avoiding any unacceptable impacts.

Most equipment included in the project (specialised signalling, lighting systems and telecommunications equipment) is manufactured in plants; therefore, it is outside the scope of the EIA Directive. The project will generate some hazardous waste (dismantled oil impregnated wooden sleepers), which is handled according to RFI waste management programme and in line with the relevant regulations.

Based on the nature of works included in the project, only minor adverse residual effects on the environment are expected in the construction phase. There may be small disturbances to the environment and nuisances to passengers and track side dwellers, mostly related to dust and noise emissions and mainly affecting those investments involving stations, structures and buildings.

The capacity and environmental procedures of RFI are deemed to be good. The promoter has a commitment to waste prevention and waste separation, noise protection and protection of the biodiversity. Each of the 15 territorial units and the central units of RFI are certified under ISO 14001. The certification covers most of the processes related to the project, such as track construction including welding of rail.

Overall, the project will improve the reliability, efficiency and safety of the railway network. This should contribute to preventing a modal shift to road and aviation, and thereby result in environmental benefits.