

Environmental and Social Data Sheet

Overview

Project Name:	PROVINCIA AUTONOMA DI TRENTO INFRASTRUCTURE
Project Number:	2015-0145
Country:	ITALY
Project Description:	Investment programme encompassing a number of average sized public transport schemes in the Autonomous Province of Trento that will include the renewal of the existing bus fleet, a selective upgrade of an existing railway line and a new ground funicular.
EIA required:	Multi-scheme project, requirements vary
Project included in Carbon Footprint Exercise ¹ :	No

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

The project consists of several components related to transport infrastructure and rolling stock. Three of the infrastructure components fall within the scope of Annex II of Directive 2011/92/EU (the Environmental Impact Assessment (EIA) Directive). These three components are the following:

- 1) Construction of an underground section and railway station in Lavis, which was screened out by Competent Authority in July 2007;
- 2) Prolongation of the railway line Trento-Malè-Marilleva to Mezzana. For this subproject an EIA was carried out in 2005 – 2006, the environmental approval was granted in May 2009 and its validity was extended in 2014;
- 3) Construction of the funicular Trento – Povo. This subproject is in a preliminary phase. The finance contract will include disbursement conditions requiring the completion of the environmental screening procedure and, if required, of the EIA, assessment as per Article 6(3) of the Habitats Directive and environmental approval.

Other smaller components consist of minor infrastructure works, modernisation of rolling stock and supply of buses; they do not fall within the scope of the EIA Directive.

Several components are in the vicinity of Natura 2000 sites; so the provisions of Directives 92/43/EEC (the Habitats Directive) and 2009/147/EC (the Birds Directive) apply. For some of the schemes the statement of the competent authority concerning the potential impact on these sites is not yet available to the Bank. They will be obtained prior to disbursement for these schemes.

The project's residual negative impacts during construction and operation are limited and offset by the expected positive effect on the modal share facilitated by the investment. Overall, the project is acceptable from an environmental perspective.

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.

Environmental and Social Assessment

Environmental Assessment

The components included in the project are not part of any program that has been subject of a Strategic Environmental Assessment (SEA) in the meaning of Directive 2001/42/EC (the SEA Directive).

The construction of an underground section and railway station in Lavis is an extension of a project completed in 2007, which was screened in by the Competent Authority, underwent an EIA and received an environmental approval in 2001. The works will be carried out along the existing alignment mostly in built-up areas. The main impacts will be in the construction phase, such as dust and noise. The additional land take is 1.3 ha of non-developed land. The screening out decision specifies certain conditions for the works, such as monitoring of the water conditions in potable water wells, limiting noise and vibrations and archaeological monitoring. The project will improve the urban environment, eliminating severance, visual impact of the railway and noise. Several level crossings will be eliminated with the consequent improvement of transport safety.

The prolongation of the railway line Trento-Malè-Marilleva to Mezzana and the construction of the new station in Mezzana will be carried out along the river Noce. The works will be mostly carried on the alignment of the existing road Via Marilleva. The new station will be connected with Mezzana by a pedestrian bridge and a pathway. The project also includes the related modifications in the road network, providing a new connection from Via Marilleva to National Road SS42 including a bridge over the river Noce. The main impacts will be in the construction phase, such as dust and noise, as well as some landscape impact. The additional land take is 4.1 ha of non-developed land. Concerning the nature conservation areas, the competent authority concluded that no such area is likely to be affected by the project. The environmental approval requires the mitigation measures identified in the EIA to be followed. These measures include adaptation of the construction works planning according to the seasons of agriculture works, so that road congestions is avoided, reuse of excavated granular soil, temporary storage of vegetable soil so that it may be reused, restoration of affected areas, construction of fauna crossings. The project design takes into account the 200-year return period flooding of the river Noce. The project also includes re-naturalisation of the banks of the river Noce. The project will improve the mobility as it will make Mezzana accessible by train and its net impacts will be mostly positive, such as noise and pollution reduction and improvement in transport safety.

The new funicular Trento – Povo will connect the city centre of Trento with the neighbourhood of Povo where several faculties of the University of Trento are located. The expected impacts are the disturbance during construction, urban and agricultural the land take, while the expected benefits consist of improvements in mobility and reduction of road traffic. The environmental procedures are yet to be carried out.

Other infrastructure components included in the project are of limited nature, such as some renewal works on the existing railway line, improvements of bus stops and bicycle parking facilities. For one these components, consolidation of the La Rocchetta tunnel, an appropriate assessment of the potential impact on the adjacent Natura 2000 site La Rocchetta (IT3120061) has been carried out. Following this assessment, the competent authority, issued a positive opinion on the project. The approval of the project specifies the mitigation measures to be taken, such as the way in which the affected areas are to be restored to their natural condition and monitoring after the works completion. Other components are not likely to have impact on any protected areas. In any case, their approval is subject to the opinion of the Conference of Provincial Services; the Provincial Agency of Environmental Protection always takes part in this Conference.

The new urban buses will be fitted with natural gas engines and the new interurban buses will be fitted with diesel Euro VI engines. Moreover, the new buses will be more fuel-efficient than the existing ones. The renewal of the fleet will result in reduction of emission of pollutants and CO₂. The new urban buses will be accessible for persons with reduced mobility.