

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>Porto di Gaeta - PL</i>
Project Number:	<i>20150327</i>
Country:	<i>Italy</i>
Project Description:	The project is the final part of the current port masterplan to increase the length and depth of the quay and the depth of the access channel to enable larger ships to use the facility, to develop more yard area within the port and to improve road access.
EIA required:	yes
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 is based on the port masterplan ("Piano Regolatore Portuale")(PRP) completed by the Promoter, Autorita Portuale di Civitavecchia, Fiumicino e Gaeta and approved by the Regional Government in 2006 (Act 123/06). An Environmental Impact Assessment (EIA) for the PRP was undertaken and approved by the Ministry of Environment in July 2005.

The nearest Natura 2000 sites are more than two kilometres from the project. The Promoter has obtained from the Consenting Authority, Direzione Regionale Infrastrutture Ambiente E Politiche Abitative of the Regione Lazio, a formal declaration that there will be non-significant effects on any Natura 2000 sites.

Impacts of the Project during construction and operation are mitigated in accordance with the requirements of the EIA. Residual impacts are expected to be minor and manageable.

Legal proceedings were started by the Public Prosecutor's Office in August 2015 following a two year investigation by the Coast Guard into irregularities in the handling, management and storage of contaminated ferrous materials in the port, the runoff from which may have caused significant damage to the marine environment. The Port Authority has recently completed a programme of testing of the marine environment to assess the potential increase in pollution. These analyses were undertaken under the supervision of ARPA (the regional agency for environment protection), the University of Salerno and the Regione Lazio. The results showed no increase in pollution compared to the results of similar testing in 2013.

#### Environmental Disbursement Conditions

- The first disbursement for the project will be conditional on the receipt from the Port Authority of documentation demonstrating to the satisfaction of the Bank that procedures are in place to avoid contamination of the marine environment from materials stored in or passing through the port.

#### Environmental Undertakings

- The Promoter shall ensure that the environmental mitigation measures will be implemented in accordance with the project EIA and corresponding environmental authorisations, and will notify the Bank of any unexpected impact during environmental monitoring.

Subject to the above conditions and undertakings being met, the project is acceptable for EIB financing.

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<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.

## **Environmental and Social Assessment**

### **Environmental Assessment**

In accordance with national requirements, an application to undertake the EIA for the project was submitted to the government in 2000 based on the then current PRP. In 2001 details of the project were announced in the national press and following this the work was undertaken by the Ministry of Environment through the EIA Technical Committee (Commissione Tecnica).

During the EIA the PRP was amended and the final results are based on this latter document. The studies assessed the environmental impacts of the works and future operation and these were tabulated and appropriate mitigations considered.

The final EIA was approved by the Ministry of Environment in July 2005 (National Regulations DPCM 27/12/1988 and DPCM 10/08/1988 No. 377 and following amendments; Law 8/7/1986). Minor technical amendments ("Adeguamento Tecnico") were made to the amended port master plan post approval, but these were not deemed to require an update or amendment to the EIA approval by the regulatory authority.

The project EIA approval included a number of conditions regarding environmental monitoring and control of construction and operation of the project works. As a result monitoring programmes have been established for the marine environment, noise and air pollution. Archaeological and historical features of the project area were also to be surveyed and protected as appropriate.

The main impacts of the project during construction relate to the marine environment resulting from the dredging works and the landside resulting from increased noise and air pollution. The effects of the dredging works are being monitored by the University of Tuscia during construction and for the following five years of operation. Dredging is required to be undertaken using equipment and methods to minimise pollution of the marine environment. Monitoring of the air quality and noise in the proximity of the project area is being undertaken. During operation of the completed works, the main impact will arise from the increase in traffic in and around the port. Mitigation measures for this include use of noise barriers, traffic management and landscaping.

### **Public Consultation and Stakeholder Engagement**

In March 2001 details of the project were published in two national daily newspapers, "Il Messaggero" and "Il Mattino" to invite comments from the general public. These were considered in the preparation of the EIA and planning application. Subsequent to the approval of the EIA in 2005, minor amendments were made to the project. These were approved by the Ministry of Environment who considered that they did not warrant further public consultation. However, details are available to the public on demand.

### **Other Environmental and Social Aspects**

The Port of Gaeta is managed by the Autorita Portuale di Civitavecchia, Fiumicino e Gaeta which has a central Department for Environment with responsibility for a coordinated, sustainable approach to the safeguarding and enhancement of the environment across the three ports. It monitors and manages the levels of noise and air quality, port water and waste, seawater quality, electrical systems and historical and natural heritage. The environmental capability of the Promoter is considered acceptable.