

Environmental and Social Data Sheet

Overview

Project Name:	REGIONE PUGLIA 2014-2020 CO-FINANCING
Project Number:	2015-0362
Country:	Italy
Project Description:	Co-financing of mainly small and medium sized schemes under Regione Puglia's Operational Programmes for the programming period 2014 - 2020 financed under the European Regional Development Fund
EIA required:	Yes. This is multi-scheme, multi-sector SPL operation. Some of the schemes may require an EIA under Annex I or Annex II ("screened in") of the EIA Directive
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The Project is a multi-sector Structural Programme Loan comprising the Puglia's Regional Operational Programme (ROP) co-financed by the ERDF.

The investments included in the ROP are divided in thirteen priority axes: i) Research, Development & Innovation; ii) Access and quality of ICT, iii) SME Competitiveness, iv) Sustainable energy and quality of life, v) Climate change adaptation, risk prevention and management, vi) Environmental protection and promotion of natural and cultural resources, vii) Transport systems and network infrastructure, viii) Sustainability and quality of employment and professional mobility, ix) Social inclusion and poverty reduction, x) Education, training and lifelong learning, xi) Institutional capacity, xii) Sustainable urban development and xiii) Technical assistance.

The Puglia Region (Assessorato alla Qualità dell'Ambiente) is the Competent Authority for the Strategic Environmental Assessment as determined by the Regional Law n. 44/2012. The ROP has been subject to a SEA performed in compliance with the EU SEA Directive 2001/42/EC. The NTS of the SEA is available on the Region's website.

Depending on the size of the project and on the number of municipalities involved, the Competent Authority for the Environmental Impact Assessment will be the Region, the concerned Province or the concerned Municipalities, as established by the Regional Law n.11/2001. Given the scope of this operation and sectors included, it is likely that some infrastructure schemes fall under the EIA Directive 2011/92/EU, either under Annex I or Annex II. Should any scheme with a total cost exceeding EUR 25m under this SPL fall under Annex II and be "screened in" by the Competent Authority, or fall under Annex I, the Promoter shall deliver the NTS of EIAs to the Bank, if applicable, before the Bank funds are allocated. Should any scheme with a total cost below EUR 25m under this SPL fall under Annex II and be "screened in" by the Competent Authority, or fall under Annex I, the Promoter shall declare this to the Bank, if applicable, before the Bank funds are allocated.

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.

Puglia has 84 Natura 2000 sites, out of which 78 are classified as Special Areas of Conservation (SAC) under the Habitats Directive (92/43/EEC) and 11 as Special Protection Area (SPA) under the Birds Directive (2009/147/EC), representing approximately 30% of the overall territory of the Region. Some projects included in this operation might be located within or in the vicinity of these areas. Depending on the size of the project and on the number of municipalities involved, the Competent Authority for the Natura 2000 Assessment will be the Region, the concerned Province or the concerned Municipalities, as established by the Regional Law n.11/2001. The Competent Authority has to provide evidence, if applicable, of the compliance with the Habitats (92/43/EEC) and Birds (2009/147/EC) Directives (Form A/B or equivalent) before the Bank funds are allocated.

The Puglia region appears to be particularly prone to climate-related risks, particularly as with regards to coastal erosion, floods and induced landslides, forest fires, desertification and "heat islands" phenomena especially in large urban areas. The ROP includes climate adaptation measures under a specific priority axis which accounts for approximately 6% of the total investment co-financed by the ERDF.

The ROP comprises projects aiming at promoting energy efficiency measures and the use of renewable energy by corporates and SMEs, private households and public buildings, sustainable transport and multimodal urban mobility, climate change adaptation and disaster management (e.g. floods, coastal erosion) as well as sustainable waste and water management. In addition, it comprises measures to enhance environmental quality of natural habitats and promote the cultural heritage of the Region.

Social Assessment

No separate social impact assessment has been carried out for the ROP. However, the overall social impact of the operation is deemed to be positive, in particular through the investments in education, training and lifelong learning, measures to foster employment as well as social inclusion. It will contribute to reduce poverty and increase the quality of life of the inhabitants of the Puglia Region.

Public Consultation and Stakeholder Engagement

The SEA of the ROP has been carried out with positive outcome, including public consultation and appropriate assessment on Natura 2000 areas, in conformity with the national environmental legislation ("Codice dell'Ambiente" Law L.152/06) transposing the EU SEA Directive 2001/42/EC. The relevant stakeholders have been consulted since the beginning of the programming phase starting in May 2013. The SEA of the ROP was published in the regional official journal in 2014 and was open to public consultation for sixty days after the date of publication.

Other Environmental and Social Aspects

The individual project building permits will stipulate monitoring of environmental requirements prior to, during and post construction. The ROP puts a particular emphasis on the need to strengthen sustainable transport systems, particularly sea transport and multimodal transport, with a view to reducing carbon emissions and noise levels.

Conclusions and Recommendations

Overall, the net environmental and social impact is expected to be positive (i.e.: investments in energy efficiency in public buildings, sustainable transport, flood and disaster risk management, water and waste management, renewable energy, etc.). Potential negative effects (e.g. dust and noise during construction) will be alleviated by implementing effective mitigation measures.

The institutional capacity of the Promoter to manage the environmental issues is deemed adequate and therefore, subject to conditions mentioned above, the project is acceptable to the Bank in environmental and social terms.