Luxembourg, 20 December 2012

Environmental and Social Data Sheet

Overview

Project Name:	**URBAN MOBILITY COSENZA (FL 2007-0029)**
Project Number:	2010-0232
Country:	Italy
Project Description:	Construction of the first tramway line running north-south over 11 km from Cosenza to Rende and serving 34 stations plus the subsequent acquisition of rolling stock under FWL Regione Calabria Convergenza 2007-2013

EIA required: NO (annex II, screened out)

Project included in Carbon Footprint Exercise[1]: NO

(Details are provided in section: "Carbon Footprint")

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

The new tramway line falls under Annex II of the EIA Directive. Accordingly, the need for a full EIA is decided either on certain pre-established criteria set by the Member State or on a case-by-case basis. Based on the outcomes of a full preliminary environmental study and following Annex III criteria, the project has been screened-out by the Competent Authority. The environmental decision was issued on 3th December 2009.

The new tramway will mainly run through a consolidated urban environment. The terminus station, "university", is located close to two Natura 2000 sites. Given the configuration of the site, the nature of the works and the mitigation measures foreseen, there will be no significant impact on the two nearest Natura 2000 sites as confirmed on the certificate of compliance with the Natura Conservation signed by the competent authority.

The project has some limited residual negative impacts, but mitigation and compensation measures to be implemented are considered adequate. On the other side, the project's significant enhancement of the public transport network, the energy performance of the tramways and the subsequent expected modal shift from private cars to public transport is likely to contribute to reduce air pollution (i.e. - 3000 tCO2/year), energy consumption, with an overall improvement of the urban environment. The project will also increase accessibility and mobility of local population, thus fostering social inclusion.

Environmental and Social Assessment

Environmental Assessment

- *Location and impacts on Natura 2000 sites:* The new tramway will mainly run through a consolidated urban environment. The terminus station "university" is located close to two Natura 2000 sites: at some 1350 metres from the site "Bosco di Mavigliano" and at some 185 metres from the site "Orto Botanico – Università della Calabria". Given the configuration of the project (station located in the university campus and on the opposite hillside of the later), the nature of the works and the mitigation measures foreseen (in particular for particle dispersion during construction), there will be no significant impact as confirmed on the certificate of compliance with the Natura Conservation signed by the competent authority.

[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.

- *Impacts during construction:* The project will have temporary negative impacts due to demolition activities, particle dispersion, noise, vibration and traffic disruption. However mitigation/compensation measures (construction best practices such as batching, dust screens, traffic management plan) to be implemented are considered appropriate.

- *Impacts during operation:* The last section (2km long) linking the University runs trough a current agricultural already changed into a developable area as per planning documents, so the project does not have a negative impact in land-use. The main negative impacts will be noise and vibration. Nevertheless levels will be kept below the maximum regulatory thresholds by the means of appropriate mitigation measures such as improved design, insulation technologies and anti-vibrating systems (rubber track-bed).

All the above mentioned aspects will be monitored by the competent authority.

- *Climate change mitigation:* Urban public transport projects are characterised in general by low levels of absolute emissions related to the service operation, and by a global reduction in greenhouse gasses due to the positive modal shift from private cars to public transport. The potential saving in CO2 emissions is estimated at some 3000 tCO2/year.

EIB Carbon Footprint Exercise

Project is not included as its absolute and relative CO2 emissions fall below the related thresholds.

Social Assessment, where applicable

The project is largely built within existing road corridors. No major negative impacts due to relocation are foreseen. The project will have a positive social impact thanks to increased accessibility and mobility of local population, thus fostering social inclusion.

Public Consultation and Stakeholder Engagement, where required

As in this case a full EIA was not compulsory (project was screened-out), a public consultation was not required and therefore it was not carried out. Nevertheless, the public administrations were consulted under the Conference of Concerned Bodies (named “Conferenza dei Servizi”) that took place in March 2010 and gave a favourable opinion on the project in April 2010. Besides, there has been a close cooperation with the city and the university, the main stakeholders of the project. This cooperation is acted in a MoU signed in 2000.

Other Environmental and Social Aspects

N/A