

Environmental and Social Data Sheet

Overview

Project Name:	RFI INVESTIMENTI RETE
Project Number:	20150469
Country:	Italy
Project Description:	The project consists of a large number of railway infrastructure schemes throughout Italy. The schemes are included in the Program Contract for Investments between the Ministry of Infrastructure and Transport ("MIT") and Rete Ferroviaria Italiana ("RFI") aiming to provide the necessary investments to ensure high safety, environmental and performance standards on the Italian railway network. Schemes financed by the Bank will target level crossing protection, noise abatement, hydrogeological and seismic risk mitigation, tunnel safety as well as station accessibility and security.

EIA required:	Multi-investment project, requirements vary
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

The project consists of approximately 2400 relatively small schemes, all of them included in the Program Contract for Investment between the Ministry of Infrastructure and Transport ("MIT") and Rete Ferroviaria Italiana ("RFI").

Schemes financed by the Bank consist of improvement of the existing installations, such as safety improvement at level crossings, improvements of tunnel safety, station accessibility and security, noise abatement, seismic and hydrogeological risk mitigation. Most of the schemes included in the project are implemented within the existing right of way, and land acquisition for the project is not expected.

None of the schemes falls within Annex I of Directive 2011/92/EU (the Environmental Impact Assessment (EIA) Directive), and most of the schemes are not likely to fall within Annex II of the EIA Directive or to have a significant effect on any Natura 2000 site or protected species.

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 and, where required, the screening decision of the competent authority is requested. Where, in accordance with the criteria of Annex III of the EIA Directive or Article 6(3) of Directive 92/43/EEC (the Habitats Directive), an EIA or an assessment according to the Habitats Directive is necessary, the Promoter is required to carry out such assessments.

Without prejudice to the conclusions of these assessments, due to the nature of the works, 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

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.

Luxembourg, 13 October 2016

and track side dwellers, mostly related to dust and noise emissions and mainly affecting those investments involving stations, structures and buildings. 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.

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.

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.

Many existing station buildings are protected as historical buildings. Any works on them, such as those related to the improvement of accessibility, shall be subject to specific approvals.

Conclusions and Recommendations

For any scheme falling within the scope of the EIA Directive or requiring an appropriate assessment according to the Habitats Directive, the Promoter will be required to submit evidence of completion of the corresponding procedures prior to the commencement of the works.

Overall, the project will result in environmental benefits and is acceptable from the environmental perspective.