

## Environmental and Social Data Sheet

### Overview

Project Name:	NAPOLI URBAN TRANSPORT
Project Number:	20160658
Country:	Italy
Project Description:	The operation concerns a programme of a limited number of average sized and large schemes aiming to foster urban transport and mobility in the city of Naples. The programme includes works on the existing metro line 1 to improve its signalling system, safety standards and accessibility for persons with reduced mobility; the purchase of 20 new metro trains and the associated works on the existing depot; the technological upgrade and the improvement of safety and accessibility of the existing four cable car systems; energy efficiency measures for public road lighting; road rehabilitation schemes aiming to increase safety, reduce congestion and improve the urban environment.

EIA required: Multi-scheme project, requirements vary

Project included in Carbon Footprint Exercise<sup>1</sup>: No

### Environmental and Social Assessment

#### Environmental Assessment

The project is part of a Sustainable Urban Mobility Plan which is approved but has not undergone through a formal Strategic Environmental Assessment according to the SEA Directive which will have to be performed by the Promoter.

The components included in the project do not fall under the scope of the EIA Directive with the exception of the extension of the metro depot which is a green field project and should fall under Annex II of the EIA Directive. This scheme is currently at feasibility study stage and, once the design is finalized, the Promoter will have to provide either the screening out decision issued by the competent authority (based on annex III criteria of the EIA directive) or the EIS and the related favourable opinion issued by the competent authority as applicable.

The components included in the project are not in the immediate vicinity of a Natura 2000 sites and therefore no negative impact on protected habitats or species as defined in the Habitats and Birds Directives is anticipated. A formal confirmation of the competent authority in this respect will be sought.

<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.

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Due to the nature of the works which will essentially occur on existing infrastructure, negative impacts during construction should be low and limited to the works for the construction of the depot as well as minor works for urban road renovation included in the programme. Potential disruptions on the existing public transport services may also occur due to the temporary interruptions of funiculars and metro services.

During operation, schemes included in the programme are expected to have an overall positive environmental impact which will essentially stem from a significant increase in the supply of metro services and the associated modal shift from less environmentally friendly transport modes, in particular private cars and mopeds, with an anticipated reduction in air and noise emissions as well as an increase in transport safety. Schemes related to the rehabilitation of urban roads and the upgrade of the four funicular will add further benefits in terms of safety and the quality of the urban environment.

Finally, the investment programme is expected to contribute to climate change mitigation thanks to a more efficient street lighting system and the anticipated modal shift to public transport which are due to reduce energy consumption and associated greenhouse gas emissions.

### **Social Assessment, where applicable**

No major social impact is expected due to the nature of the works which will essentially occur on existing infrastructure. Land acquisition will therefore be limited to the extension of the depot. Neighbours and shops nearby the road schemes may suffer from traffic diversions during project implementation, but this is considered to be very limited in time.

## **Conclusions and Recommendations**

The project's residual negative impacts during construction and operation are low and offset by the expected positive effects stemming from the anticipated modal shift towards public transport and energy savings in the street lighting system. The following contractual conditions will apply:

- prior to the first disbursement, the Promoter will provide formal confirmation issued by the competent authority for Natura 2000 that all the schemes to be financed under the programme are not likely to have significant effects on any Natura 2000 site;
- prior to the disbursement of the last 20% of the loan, the Promoter will provide the building permit along with either the screening out decision issued by the competent authority (based on annex III criteria of the EIA directive) or the Environmental Impact Study (EIS) and the related favourable opinion issued by the competent authority as applicable in relation to the extension of the depot;
- the Promoter undertakes to provide the Bank with the formal approval of its Sustainable Urban Mobility Plan and the related Strategic Environmental Assessment as available.

Under such conditions, the project is acceptable for EIB financing in environmental and social terms.