

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>Porti di Civitavecchia e Fiumicino</i>
Project Number:	<i>2012-0501</i>
Country:	<i>Italy</i>
Project Description:	<i>Expansion and reconfiguration of the port facilities for cargo and passenger traffic at the Ports of Civitavecchia and Fiumicino to improve land access, cater for demand growth and improve manoeuvrability for larger vessels</i>
EIA required	Yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

### Environmental and Social Assessment

#### Environmental Assessment

In **Civitavecchia**, the Project, which is located within the current port area, will involve the extension of the outer breakwater, dredging works, development of a new basin for short-sea shipping, nautical port services and fishing activities and construction of a new road access to the port (Access North). In **Fiumicino**, the Project, located on a new site, will involve the construction of two new breakwaters, dredging works for the new basin, construction of a multi-purpose berth for passengers' services and quays for fishing related activities.

The Promoter is a public port authority with tasks of management, planning and coordination of port operations and other commercial and industrial activities carried out in the ports of Civitavecchia, Fiumicino and Gaeta.

Both project components fall into Annex I of the Directive 2011/92/EU as amended by Directive 2014/52/EU, requiring an EIA to be undertaken. The two Project components have been the subject of EIA processes, and environmental authorisations have been granted by the competent environmental authorities (Ministero dell'Ambiente, della Tutela del Territorio e del Mare)

Regarding the **Civitavecchia** component, initial positive opinion on the PRP (Port Master Plan) and related permits have been issued by the Ministero dell'Ambiente, della Tutela del Territorio e del Mare, Commissione Tecnica di Verifica dell'Impatto Ambientale (VIA e VAS) by Minister Decree dated of 02.09.2012. Final environmental validation, including the outcomes from the discussions with the EC on the impacts in Natura 2000 protected areas was issued also by the Ministero dell'Ambiente, della Tutela del Territorio e del Mare in 12.01.2017 after positive opinion from the Commissione Tecnica di Verifica dell'Impatto Ambientale (VIA e VAS) dated of 20.12.2016.

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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.

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For **Fiumicino**, positive opinion on the PRP (Port Master Plan) and related permits have been issued by the Ministero dell'Ambiente, della Tutela del Territorio e del Mare, Commissione Tecnica di Verifica dell'Impatto Ambientale (VIA e VAS) Parere n.187 dated of 15.12.2008 and confirmed the environmental compatibility of the project by Minister Decree n.7 dated of 16.02.2010. Additionally, also the Ministero per I Beni e le Attività Culturali, Direzione Generale per il paesaggio, le belle arti, l'architettura e l'arte contemporanea (Parere Prot. DG BAP S02/30.19.04/4021/2009) and the Regione Lazio, Direzione Regionale Ambiente (Valutazione Impatto Ambientale e danno Ambientale, Parere Prot. N. 111560/25/25, Roma, 15 giugno 2009 from Determinazione n. B467 dell 11 giugno 2009); provided positive opinions on the PRP.

### Environmental Impacts

Main Project related environmental impacts include: (i) air quality; (ii) water quality; (iii) marine environment; and (iv) noise level.

For **Civitavecchia**, the main Project impacts are likely to result from the dredging and reclamation activities during construction works which have been completed in 2012. They have been adequately mitigated through the monitoring of the physical characterisation of dredging material, the use of dredging material for land reclamation techniques, as well as the monitoring of water quality. The Promoter has prepared and implemented an Environmental Monitoring Plan approved by the competent authority. The Environmental Department of the University of Tuscia and the Agenzia Regionale per la Protezione dell'Ambiente della Regione Lazio (ARPAL) have been assisting the Port Authority for the Project monitoring.

The Project will accommodate natural traffic growth, which will result in higher maritime and land traffic. In order to mitigate the associated risks, the reorganisation of the port road access (North Access) is included in the Project. Regarding the navigation conditions in the vicinity of the container terminal, physical model tests have been carried out in order to confirm that the Project is not expected to impact on navigation safety.

For **Fiumicino**, the Project is located on the northern side of the river Tiber and the main Project impacts are likely to result from the change in the geometry of the coastline which will likely impact the existing hydro-sedimentology regime as well as from the dredging and reclamation activities during construction works. They will be adequately mitigated through the monitoring of the physical characterisation of dredging material, the use of dredging material for land reclamation techniques, as well as the monitoring of water quality. APC has prepared an Environmental Monitoring Plan approved by the competent authority.

### Biodiversity

In **Fiumicino**, the nearest protected area is the Isola Sacra (Natura 2000 area) which interest lies in the necropolis which provides insight into the history of Roman Imperial art. The Project is not expected to have an impact on this protected area as defined in the EIA documents and confirmed by the Ministero dell'Ambiente, della Tutela del Territorio e del Mare in September 2017.

In **Civitavecchia**, the nearest protected marine areas are: (i) Fondali tra Punta S. Agostino e Punta della Mattonara, located in the direct vicinity of Civitavecchia; and (ii) Fondali tra Punta del Pecoraro e Capo Linaro (Natura 2000 areas). These two sites are noteworthy for its specific fauna (incl. the periodic presence of marine turtles *Caretta caretta*) and vegetation (sea grass *Posidonia oceanica*).

Biodiversity issues have been preliminarily assessed as part of the EIA procedures of the PRPs. Additionally, the impact of the Civitavecchia component on the SIC IT 60005 Fondali

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tra Punta S. Agostino e Punta della Mattonara has been the subject of an in-depth analysis in the context of the Environmental Impact Study for another project included in the Master Plan of Civitavecchia (Darsena Energetico-Grandi Masse), which concluded with a favourable opinion on 28.01.2002 (DEC/VIA/6923).

However, no explicit “appropriate assessment” in the sense of the art. 6 of Habitats Directives has been undertaken in such phase. This applied particularly to the Civitavecchia component, which has a direct impact on a marine protected area for which compensation measures have been required by the EIA.

The EC, the Italian Authorities and the Promoter were involved in extensive discussions on these matters and on the compliance of the requirements of Habitats Directive for the Civitavecchia component, which has a direct impact on a marine protected area. From these discussions, additional compensatory and mitigation measures were defined and are currently being implemented to the satisfaction of the EC. These measures include the plantation of additional posidonia fields and the increase and redefinition of the areas of the nearby protected sites as recognized and validated by the Regione Lazio, the competent authority. These works are currently being implemented and monitored and the Promoter will regularly report to the EIB on those activities.

### **Climate Change**

According to the Promoter, the new terminals both in Civitavecchia and Fiumicino are being built at 2.5 m above Mean sea Level which is considered acceptable with regard to climate change adaptation.

By promoting sea transport as an alternative to other more carbon intensive land based transport modes in Europe, the project is aligned with the MoS (Motorways of the Sea) concept, a priority within CEF (Connecting Europe Facility). Consequently, the project contributes towards the EIB Climate Change (Mitigation) transversal objective.

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

Extensive publicity took place at an early stage of the Project through press articles, public exhibition, meetings, or consultation. The outcomes of this process could feed into the design process to try to reduce the Project impacts.

The official Public Consultation was carried out in 23.12.2005 for Civitavecchia and 05.12.2003 for Fiumicino prior to the approval of both ports PRP (Piano Regolatore Portuale).

## **Conclusions and Recommendations**

### **Disbursement conditions**

- Prior to first disbursement corresponding to the Fiumicino component, the Promoter shall submit to the Bank documentary evidence issued by the competent nature conservation authority that the requirements of the habitats Directive have been fulfilled (Form A/B), including information obligations vis-à-vis the European Commission.

### **Undertakings**

- The Promoter shall ensure that an adequate ESMP, defined according to the relevant ESIA, biodiversity assessments and the corresponding environmental authorizations,



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is implemented and monitored during the construction of the project and will promptly notify the Bank of any unexpected environmental impact or incident during the construction of any project component.

Subject to the fulfilment of the above conditions and undertakings, the overall residual impacts of the project are considered to be manageable. The Promoter will be appropriately staffed and its environmental capabilities and track record are considered to be satisfactory.

PJ/SQM/ECSO 15.10.15