

## Public Environmental and Social Data Sheet

### Overview

Project Name:	VENICE CLEAN URBAN TRANSPORT FLEET RENEWAL
Project Number:	20190015
Country:	Italy
Project Description:	<p>The project includes two sets of investments in passenger public transport complemented by the upgrade and integration of the ticketing system as follows:</p> <ul style="list-style-type: none"><li>• Investment in bus fleet renewal, electric bus charging infrastructure on the island of Lido, including adaptation of the depot for electric operations and provision of on - street charging stations</li><li>• Investment in the vessel fleet and associated infrastructure for navigation in the form of pontoons and footbridges</li></ul> <p>The renewal and improvement of public transport fleets (bus and navigation) aims to improve the quality of public transport services and maintain public transport mode share.</p>
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes

### Environmental and Social Assessment

#### Environmental Assessment

Fleet renewal, either for navigation or land public transport is outside of the scope of the EIA Directive 2011/92/EU amended by Directive 2014/52/EU. The installation of electric charging infrastructure for buses, including adaptation of the depot and investment in pontoons and footbridges for navigation are not specifically identified in the Directive.

#### Pontoons and footbridges

The associated infrastructure for navigation will represent a replacement of the existing pontoons and footbridges. The pontoons and footbridges are the floating parts of what are effectively the 'stops' for the navigation services. The pontoons are anchored on piles which were traditionally made out of wood but there are also locations where metallic piles have been installed.

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<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.

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The pontoons and the piles are considered one structure for the design and permit process. Due to their nature they are treated similarly to vessels and are issued class certificates by a classification society (RINA). These certificates are renewed every six years.

Because none of these pontoons and footbridges will be new structures, they are not required to receive any particular permits or permission from Soprintendenza di Venezia, part of the Ministry for Patrimony and Cultural Activity<sup>2</sup>.

Effects on the water body are considered temporary and associated with the process of replacing the existing piles. Due to the nature of the project, effects on the water body are expected to be temporary and, assuming best practice construction methods will be followed, no impact on biodiversity or the water body of the lagoon are expected.

The Promoter has confirmed that the impact of flooding on the new shipyards at Isola di Pellestrina e Isola del Tronchetto have already been considered in the design of these facilities.

#### Electric bus charging

The introduction of electric buses on the island of Lido and replacement of the existing fleet requires changes to the charging infrastructure on street and in the depot resulting in the need for permits both related to the civil infrastructure works and the connection to the network.

The final project for the island of Lido was submitted for approval to the Venice Municipality on 12<sup>th</sup> October 2018 (ref. PG 496551\_2018) and approved on 15<sup>th</sup> January 2019. The project has received favourable opinions as well as a series of favourable opinions with conditions or prescriptions from the institutional stakeholders. The majority of conditions and prescriptions have already or are in the process of being addressed by the Promoter.

The Promoter has confirmed that the bus depots are not situated in a flooding area.

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

No public consultation was foreseen as no EIA was required.

#### **Other Environmental and Social Aspects**

The operator has standardised environmental and social procedures, ISO certified.

The design and implementation of the pontoons (including piles) and footbridges needs to adhere to standards of safety and accessibility (Prot. Gen. n. 56719, D.P.R. n. 631/1949 art. 125).

#### **EIB Carbon Footprint Exercise**

With the project, the annual emissions in a standard year of operation were estimated at 20.5 kT CO<sub>2</sub> equivalent per year (absolute emissions). Without the project (i.e. with the current fleet), the annual emissions of the project were estimated at 24.0 kT equivalent per year (baseline emissions).

Therefore, the emissions savings for the project in a standard year of operation were estimated to be approximately 3.5 kT of CO<sub>2</sub> equivalent per year.

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<sup>2</sup> D.Lgs. n. 42 del 22/01/2004

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These estimates mainly consider the changes to the bus fleet composition. This is due to the fact that, the acquisition of new vessels is driven by an operational and maintenance need, whilst the retrofitting programme aims to reduce environmental pollutants and has limited to no impact in reducing fuel consumption directly linked to CO2 emissions. In addition, the annual hours of navigation are planned to remain unchanged.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

## **Conclusions and Recommendations**

Fleet renewal, either for navigation or land public transport is outside of the scope of the EIA Directive 2011/92/EU amended by Directive 2014/52/EU. The installation of electric charging infrastructure for buses, including adaptation of the depot and investment in pontoons and footbridges for navigation are not specifically mentioned in the Directive.

The final electric charging infrastructure project has been approved by the Municipality of Venice in January 2019. Due to the nature of the project, and assuming best practice construction methods will be followed, no impact on biodiversity or the water body of the lagoon are expected.

The Promoter shall undertake to decommission the 253 buses subject of the bus fleet renewal investment, in line with the applicable EU and national legislation as well as industry best practice, by providing the relevant scrapping certificate(s).

In conclusion, subject to the above undertaking being met, the project is considered acceptable for EIB financing from an environmental and social point of view.

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