

Environmental and Social Data Sheet

Overview

Project Name: Porto di la Spezia
Project Number: 2014 0562
Country: Italy
Project Description: The project is a sub-operation of the TEN-T Medium Sized Italian Ports Programme Loan (2014-0171). The works consist of the extension and redevelopment of three terminals and rail development within the port and form part of a programme of works as contained in the Port's current Masterplan.

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

The Project is based on the port masterplan ("Piano Regolatore Portuale")(PRP) completed by the Promoter, Autorita Portuale di La Spezia and approved by the Regional Government in 2006 (Act 45/06). An Environmental Impact Assessment (EIA) for the PRP was undertaken and approved by the Ministry of Environment (MoE) in April 2006 (Decree DEC/DSA/2006/0317).

The EIA approval identified a number of impacts resulting from the port expansion and consequent traffic increase. These included water quality in the port, air and noise pollution, increased ship waste and the effect on the urban environment. The approval required these issues to be investigated further.

Some of the main mitigation measures to be implemented during the project life are:

- Protection of the marine environment by collection and disposal of ship and land waste; capture and purification of water flows before disposal to sea.
- Use of appropriate techniques to minimise air, noise and dust pollution during and after completion of the works.
- Development of an environmental buffer zone between port and urban areas to reduce impact of port activities on town.
- Implementation of an Environmental and Social Monitoring Plan (ESMP) during construction and operation.

The overall residual effects of the project are considered to be manageable and acceptable.

In November 2014 the Port Authority submitted to the MoE the proposals for the expansion of the railway within the Port. Discussions with MoE and other stakeholders took place in December 2014 and as a result a further submission was made to MoE in February 2015. Final approval for the railway works was granted in April 2015 (Decree DVA-DEC_2015_0000127) confirming compliance with the prescriptions of the 2006 EIA approval.

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.

To obtain the necessary permits for the terminal works included in the masterplan and present project, in January 2015, the Port Authority submitted the following documents to MoE to meet the requirements of the 2006 EIA approval:

- Concept Phase Design (“Progetto preliminare”)
- Related preliminary Environmental Impact Study (“Studio preliminare ambientale”);
- Landscape study (“Relazione paesaggistica”).

In December 2015 the MoE granted a final approval to the Port Authority to undertake the works on the Garibaldi Pier, Canaletto Terminal and Terminal Del Golfo subject to the implementation of the required mitigation measures (Decreets DVADEC-2015-0000474 and PRR-1930-04122015).

The nearest Natura 2000 sites are more than two kilometres from the project and no habitats assessment was required by the MoE. However, the Port Authority will be required to provide a formal declaration from the Consenting Authority that there will be non-significant effects on any Natura 2000 sites.

Public Consultation and Stakeholder Engagement

In accordance with Italian regulations, stakeholder engagement was undertaken during the permitting process for the PRP in 2006 and during subsequent assessments leading up to final approval in 2015. Consultation included the following:

- Publication of the design documents and environmental impact study on the Competent Authority website and in national and local newspapers.
- Submission (by public and/or local authorities/associations) of observations on the projects. These observations are published on the MoE web site.
- Involvement of local government authorities/port stakeholders to collect their observations and advice.

Other Environmental and Social Aspects

La Spezia Port Authority was a partner of EU funded project - Managing the Environmental Sustainability of Ports (MESP) for a Durable Development, which concluded its 40 month work in November 2015. As such it is committed to the reduction of CO2 emissions, to improve the energy efficiency, and the impact of the port activities on the adjacent urban areas. The Port Authority is carrying out several actions in the IT sector and energy sector as to improve the management of traffic flow in/out the port and to separate port traffic flow from urban traffic flow to reduce pollution.

Conclusions and Recommendations

Subject to the following conditions and undertakings the Project is considered acceptable for EIB financing in environmental and social terms.

Disbursement conditions

- Prior to first disbursement, the Promoter shall provide to the Bank a Form A certificate of non-significant impact on any Natura 2000 site caused by the project, signed by the Competent Authority.

Undertakings

- The Promoter shall ensure that the environmental and social mitigation measures will be implemented in accordance with the relevant ESIA and the corresponding environmental authorisations, and will notify the Bank of any unexpected environmental impact or incident during implementation of the project.