



Environmental and Social Data Sheet

Overview

Project Name:	<i>Porto di Livorno - Darsena Europa</i>
Project Number:	2021-0681
Country:	<i>Italy</i>
Project Description:	<i>Development of a new port area by expanding the existing facilities towards the sea, including new breakwaters, land reclamation and dredging works at the Port of Livorno (the "Project").</i>
EIA required:	Yes
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

The Promoter is *Autorità di Sistema Portuale del Mar Tirreno Settentrionale* (the "Promoter"), a public port authority responsible for the management of northern Tyrrhenian port system, including several ports, including Livorno and Piombino.

The Project covers Phase 1 of the Port expansion (towards the sea in a western direction) labelled as "Platform Europe". In order to implement such expansion, the Project includes new breakwaters protecting the future new port areas (and defining a containment area for the dredging sediments) and related dredging activities.

The Project is in line with the objectives of the following planning instruments:

- Current Master Plan of the Port of Livorno (2015)
- Technical Functional Adaptation (ATF) of the Masterplan (2022)
- Phase 1 of the new articulation of the implementation phases of the Masterplan for the named sea expansion areas "Platform Europe" (2020)
- Modification of phase 1 of the articulation of the implementation phases of the Masterplan for the expansion areas at sea called "Platform Europe" (2022).

Environmental Assessment

The Project falls into Annex I of the Directive 2014/52/EU amending the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive). The environmental competent authority for EIA purposes is the Ministry of Environment and Energy Security.

An Environmental Impact Assessment (EIA - VIA) was initiated in February 2022 and after two rounds of public consultation and integration of comments a Decision was issued on 11 March 2024 by the Ministry of Environment and Energy Security in coordination with the Ministry of Culture (Decreto DM_2024-0000081) on the basis of the positive opinion issued by the CTVIA (Commissione Tecnica di Verifica dell'impatto ambientale VIA e VAS), on 14 December 2023.

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.



An SEA was done for the Port Masterplan, which concluded with the issuance of an Opinion in 2014 (Parere Motivato, Determinazione n.4 del 3.6.2014) by the SEA Competent Authority.

According to the Environmental Impact Assessment Report and the Decision, the main environmental impacts, can be divided in temporary impacts during the construction and permanent impacts during operation. The ones qualified as significant include impacts to:

- Soil and subsoil: Permanent significant impacts when it comes to the modification of the current use of soil.
- Marine Water Environment: Permanent significant impacts in the morphological evolution, solid transport, wave propagation, hydrodynamic circulation, seabed evolution and bathymetry and wave agitation.
- Cultural Heritage: because of the probability of marine archaeological findings; mitigable with the proper archaeological supervision on site.
- Waste: The mobile inert waste recovery plant will allow to minimize waste production and produce reusable material for the planned works.
- Industrial accidents (positive impact): reduction of the risk of, due to the relocation of the oil moorings in the new Europa platform.
- Economic activity (positive impact) due to increase in the Port capacity and employment generation.

The impacts to biodiversity are qualified as non-significant. The Project is to be implemented in the vicinity of four Natura 2000 sites:

- ZSC Secche della Meloria IT 5160018
- SIC Tutela del Tursiops truncatus IT5160021.
- ZPS-ZSC Selva Pisana IT 51700002
- ZSC-ZPS Palude di Suese e Biscottino IT5160001

Within the context of the EIA an Appropriate Assessment (V.Inc.A) was done and concluded that the Project impacts generate slight interferences on habitats/species, which do not affect the integrity of the site and do not compromise its resilience. The conservation state of the habitat or species does not undergo significant variations.

It is noted that there are patches of Posidonia within the Project's basins that will be impacted by construction and, therefore, are proposed to be transplanted/regenerated in accordance with the findings of a pilot study and provisions of the EIA Decree, which require the following:

- mapping the biocenoses in the area and from the mouth of the Arno spillway during flood events and due to the consequent transport/deposition of sediments along the coastal strip north of the spillway itself;
- evaluate possible mitigation measures to contain the plume during flood events;
- in relation to the restoration project of Posidonia Oceanica, provide a detailed map showing the overlap between the planting/explanting areas, the bathymetry, the type of substrate/biocoenosis present at the chosen sites;
- provide specific indications on the quantification of the compensation surface in 6,000 m², also in relation to the overall surface of benthic biocenoses that the size of the Project is expected to eliminate.

The EIA report and the related technical opinion issued by the CTVIA (14 December 2023) include an analysis of the water bodies quality, both as per the Water Framework Directive 2000/60/EC and as per the Marine Strategy Directive 2008/56/EC. The impacted water body is the Scolmatore Arno (IT09CI_N002AR391CA) and the related impacts are considered as negligible or non-significant. It is concluded that the Project will not interfere with the objectives of the relevant river basin management plan.

According to the EIA Decree, the identified negative impacts are expected to be largely mitigated by the implementation of the Environmental Conditions introduced by the CTVIA (11 Environmental Conditions) as well as additional conditions introduced by the Ministry of Culture,



the Region of Tuscany, the Central Apennines District Authority and the Migliarino San Rossore Massaciuccoli Regional Park Authority.

The Project works include from the outset, the following mitigation/compensation measures:

- The “Sabbiodotto” del Calambre, which is an underground pipeline used to redistribute and compensate changes in the erosion and sedimentation mechanisms along a nearby beach;
- Implantation/rehabilitation of Posidonia fields;

Additionally, an Environmental Observatory will be established. The activities of the aforementioned Observatory are aimed at ensuring transparency and dissemination of information relating to implementation of the interventions covered by this provision and to verify compliance with the environmental conditions.

A monitoring program (before, during and after construction) is also considered in the EIA Decree in order to:

- control significant environmental impacts caused by the approved works,
- confirm the implementation of requirements for the environmental compatibility of the Project,
- timely identify any unexpected negative impacts in order to adopt the necessary corrective measures.

This monitoring tasks also cover aspects such as biodiversity, air emissions, subsea archaeology, induced traffic and waste.

The Project is expected to contribute to CA mitigation by enhancing the Port infrastructure. The Project will thus support a modal shift to less carbon intensive transport modes as they allow scale increase and enhance interoperability between transport modes and hence are expected to reduce the generalised cost of multimodal transport. The Project components can hence be considered as general port infrastructure where modal shift can be demonstrated and supporting intermodality within the transport network.

According to the Promoter and the available technical design documents, risk assessments and statistical considerations on sea level rise, currents, waves and other meteocean data are expected to be incorporated in the final maritime structures design, as required by best engineering practices. Therefore, the Project also contributes for the CA adaptation objectives.

Public Consultation and Stakeholder Engagement

Public consultation of the Phase 1 of the Masterplan and the related environmental documents was undertaken during the EIA procedure held in 2023. After the first round of consultation held between 4 January 2023 and 5 March 2023, specific integrations to the EIA were requested by the competent authority on the basis of the comments received. After the integrations were implemented, a second round of public consultation was held between 3 October 2023 and 2 November 2023. The consultations included:

- 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 Project. These observations were also made available to the public and summarized in the final environmental approval issued by the competent authority (Ministry of Environment).
- Involvement of local government authorities/Port stakeholders to collect their observations and advice.



Other Environmental and Social Aspects

The Promoter is an experienced port authority responsible for the implementation of several comparable projects in a similar maritime context. The preparation of all the documents related to environmental studies was carried out with the support of external consultants supervised by the Promoter. It is also foreseen that all the environmental monitoring activities required during construction will be undertaken under a similar arrangement.

PATH Framework alignment

The Promoter was considered to be a PSE type of counterparty and therefore, as per section 3.2 of the EIB Group PATH Framework, to be in the scope of the PATH Framework. It has been screened in due to the high climate vulnerability, for attaining a physical risk anchor score above 3.00.

The Promoter incorporates in their infrastructure development projects a climate vulnerability analysis of extreme climate events and adapts the technical solutions of the Project design to the findings of such assessment. The consistency of the design options with the scenarios of increase in intensity and frequency, of extreme meteo-climatic events (including expected sea level rise), and in relation to the coastal physiographic unit of reference, is confirmed during Project design by the responsible engineer. It is therefore understood that most of the existing, and all the future Port infrastructure are expected to be resilient to extreme weather and climate events.

Although the Promoter includes a climate vulnerability analysis in all projects involving maritime infrastructure, there is no structured resilience plan as such defined in the Port Authority planning instruments. The counterparty has agreed to develop a plan in line with the requirements of the PATH framework and to publicly announce the new or updated alignment plan.

Conclusions and Recommendations

In this context, the following conditions and undertakings have been defined and shall be applied:

Undertakings

- The Promoter shall ensure that adequate environmental, social and health and safety management plans, defined according to the legal requirements, are implemented and monitored during the construction of the Project. Additionally, the Promoter shall ensure that the environmental and social mitigation measures will be implemented in accordance with the relevant studies and the corresponding environmental authorisations. The Promoter will notify the Bank of any unexpected environmental impact or incident during implementation of the Project.
- The Promoter shall ensure that all the conditions indicated in the environmental authorisations issued by the environmental competent authorities are complied with before, during and after the construction works, as appropriate. For that, the Promoter will seek the required validation (*Verifica di Ottemperanza*) from the competent authorities.
- The Promoter will develop and approve a Resilience Plan for the Port infrastructure, in line with the EIB PATH Framework requirements.

Subject to the compliance of the above conditions, the Project is considered acceptable for EIB financing. Overall, residual impacts are considered to be manageable and acceptable.