



Ministero delle Infrastrutture e dei Trasporti

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IL PERSONALE ED I SERVIZI GENERALI
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UNIONE EUROPEA
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ENVIRONMENTAL ISSUES CONCERNING OPERATIONAL PROGRAMME “TRANSPORT”

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Agenda

ENVIRONMENTAL ISSUES CONCERNING OP “TRANSPORT”

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Introduction: 2 main issues



The first main issue regarding the OP Transport framework concerns the full compliance to the fixed ratio 60/40% between rail interventions as a whole (rail lines network, nodes and light rail) and road interventions.

At present, such ratio is fully accomplished. Anyway, besides ratios, also qualitative variables should be taken into account, some of which already used as “selection criteria” applied to projects on roads to be selected within the Programme, such as:

- landscape design
- low level of environmental impacts
- scarce incidence on the “Natura 2000” Network, in terms of areas occupied by roads and potential unused.

The second issue looks at the future. Selecting the projects on the basis of criteria or evaluating the impacts in the projects designing phase is as important as evaluating them in the construction and operating phases.

Introduction: 2 main issues



Accordingly, on the bases of 7 projects selected as “pilot”, the Italian Ministry of Infrastructures and Transport, in accordance with the National and the Regional Agencies for the Environmental Protection (APAT and ARPA), is planning to develop methodologies and practices (“Guidelines”) to be attached to tenders and bids drafts issued during the next programming period (2007-2013).

Such projects are:

- Catania Airport
- SS131 “Carlo Felice” – S. Giusta section
- A3 “Persano” and A3 “Macrolotto 1”
- SS106 “Jonica” –lots n. 8 and 9
- “Cervaro – Orsara” railway

In order to achieve this, a Conventional Agreement is going to be signed, which will be financed by the OP “Technical Assistance”. Such an initiative shows how much environment is “central” within the transport policy for Southern Italy.

Let's switch now to the description of the environmental issues concerning the Operational Programme “Transport”.

Managing Authority/Environmental Authority Partnership



Since the first steps moved by the Operational Programme “Transport”, a structured relationship between Managing Authority and Environmental Authority has been established.

Moreover, the two bodies have signed an Operative Plan for Systematic Cooperation providing a framework and specific tasks in which they would have worked together in implementing the OP, ensuring its compliance to environmental strategies (especially with Italy engagement in reaching Kyoto Protocol aims).

Accordingly, the Environmental Authority:

- produced an ex ante evaluation of the Operation Programme;
- cooperated to the project selection phase;
- cooperate to definition and analysis of environmental impact of OP intervention;
- took part to all held Monitoring Committee;
- participated at Mid Term Review Process;
- ensured its participation to the annual meeting with the Commission.

Managing Authority/Environmental Authority Partnership



Key issue on Managing Authority and Environmental Authority partnership

During the first period of implementation, Ministry of Infrastructures and Transport established a strong relationship with Environmental Authority and Environment Ministry.

It has been established a cooperation with technical assistance (PwC) in solving procedural problems about “Habitat” and “Birds” directives compliance declarations for Major Projects.

Environmental issues related to OP “Transport”



Environmental issues and projects selection process

Projects involving Structural Funds must ensure a sustainable development and the conserving of natural habitats and wild fauna and flora in the territory of Member States. They must also be compliant to Community Regulations concerning environment.

Priority is given, in projects implementation process, to EC Directives concerning environment and to ensure that their aims are reached, in order to fill the gap in the implementation of the Regulatory framework.

For what concerns the goal of environmental impacts reduction, actions must be taken both in the programming and projecting phases, where impacts on environment have to be taken into account and activities to provide the environment (including air pollution, noise effects and the potential impacts on landscape and visual amenity) with permanent protection have been planned.

As for the OP “Transport”, as shown in slide 14, environmental sustainability is one of the eligibility criteria for projects’ selection within the Programme.

Environmental issues related to OP “Transport”



Environmental issues and projects selection process

According to the priority given from EU rulers to environmental impacts reduction, the selection process within the OP “Transport” have ensured the financial resources concentration on projects which are compliant to the aim of sustainable development.

Moreover, with the aim of ensuring that every project plays its own part in reaching the environmental goals, *ad hoc* environmental indicators have been used as a guideline for projects selection.

Such indicators have been referred to the different environmental identified “themes” (air pollution, biodiversity, noise, natural habitats and wild fauna and flora), and will be also used in the monitoring process which follows the Programme and the projects implementation.

Environmental issues related to OP Transport



Monitoring environmental impacts during the OP implementation: environmental indicators

The above mentioned indicators have been reviewed in partnership by both the OP Managing and Environmental Authorities, starting out from the evaluation of projects' expected environmental impacts as indicated within the Community Support Framework (CSF).

Expected impacts have been set out from the OP Transport "Ex ante environmental evaluation" (updated to 31/12/2002), concerning:

- Air (including also noise)
- Water
- Land preservation
- Waste
- Natural Habitats
- Urban environment
- Landscape, visual intrusion, loss of important sites (archaeological, historical, etc)

Environmental issues related to OP Transport



Monitoring environmental impacts during the OP implementation: environmental indicators

Specific indicators have been set out for each of the above listed environmental “themes” in order to express the proper impact. They are divided into:

“Programme Indicators”, allowing the drafting of a framework of global environmental impacts at the Programme level. Programme indicators have been estimated by the Environmental Authority in March 2006:

1. Air Pollutants Emissions (CO₂, NO_x, SO_x, COV) for each mode of transport;

Emission level	Impact of OP
CO ₂	+1,8%
SO _x	- 0,16%
NO _x	+0,15%
COV	- 3,5%

Environmental issues related to OP Transport



Monitoring environmental impacts during the OP implementation: environmental indicators

2. Reduction of air pollution level in urban areas through traffic diversion from road to rail: CO2 emissions: - 9,1%; substantial reduction of NOx and COV emissions; total absence of PM10 emissions.

3. Number of “Natura 2000” areas affected by the projects: 17 areas affected, in 14 of which projects to be realised are proven to be compliant to Directives on “Natura 2000” network (see following slides).

“Measures Indicators”, coming from the aggregation of indicators measured for projects within a single financing line, as far as they can be summed up.

“Projects Indicators”, proposed at projects level and based on the data available from Environmental Evaluations of projects imposed by the national laws on public works realization. They provide detailed information on environmental impacts of single projects

Environmental issues related to OP Transport



Major Projects and Natural habitats (Natura 2000)

The European Union is seeking to ensure biodiversity by conserving natural habitats and wild fauna and flora in the territory of the Member States.

An ecological network of special protected areas, known as "Natura 2000", is being set up for this purpose. The network is given coherence by other activities involving monitoring and surveillance, reintroduction of native species, introduction of non-native species, research and education.

"Habitat" Directive and "Birds" Directive

The continuing deterioration of natural habitats and the threats posed to certain species are one of the main concerns of European Union (EU) environment policy. Directive 92/43/EEC, known as the Habitats Directive, is intended to help maintain biodiversity in the Member States by defining a common framework for the conservation of wild plants and animals and habitats of Community interest.

The Directive establishes a European ecological network known as "Natura 2000". The network comprises "special areas of conservation" designated by Member States in accordance with the provisions of Directive 92/43 and special protection areas classified pursuant to Directive 79/409/EEC on the conservation of wild birds ("Birds" Directive).

Environmental issues related to OP Transport



Major Projects and Natural habitats (Natura 2000)

“Habitat” Directive and “Birds” Directive (follows)

Special areas of conservation are designated in three stages. Following the criteria set out in the annexes, each Member State must draw up a list of sites hosting natural habitats and wild fauna and flora. On the basis of the national lists and by agreement with the Member States, the Commission will then adopt a list of sites of Community importance.

Member States must take all necessary measures to guarantee the conservation of habitats in special areas of conservation, and to avoid their deterioration. The Directive provides for co-financing of conservation measures by the Community.

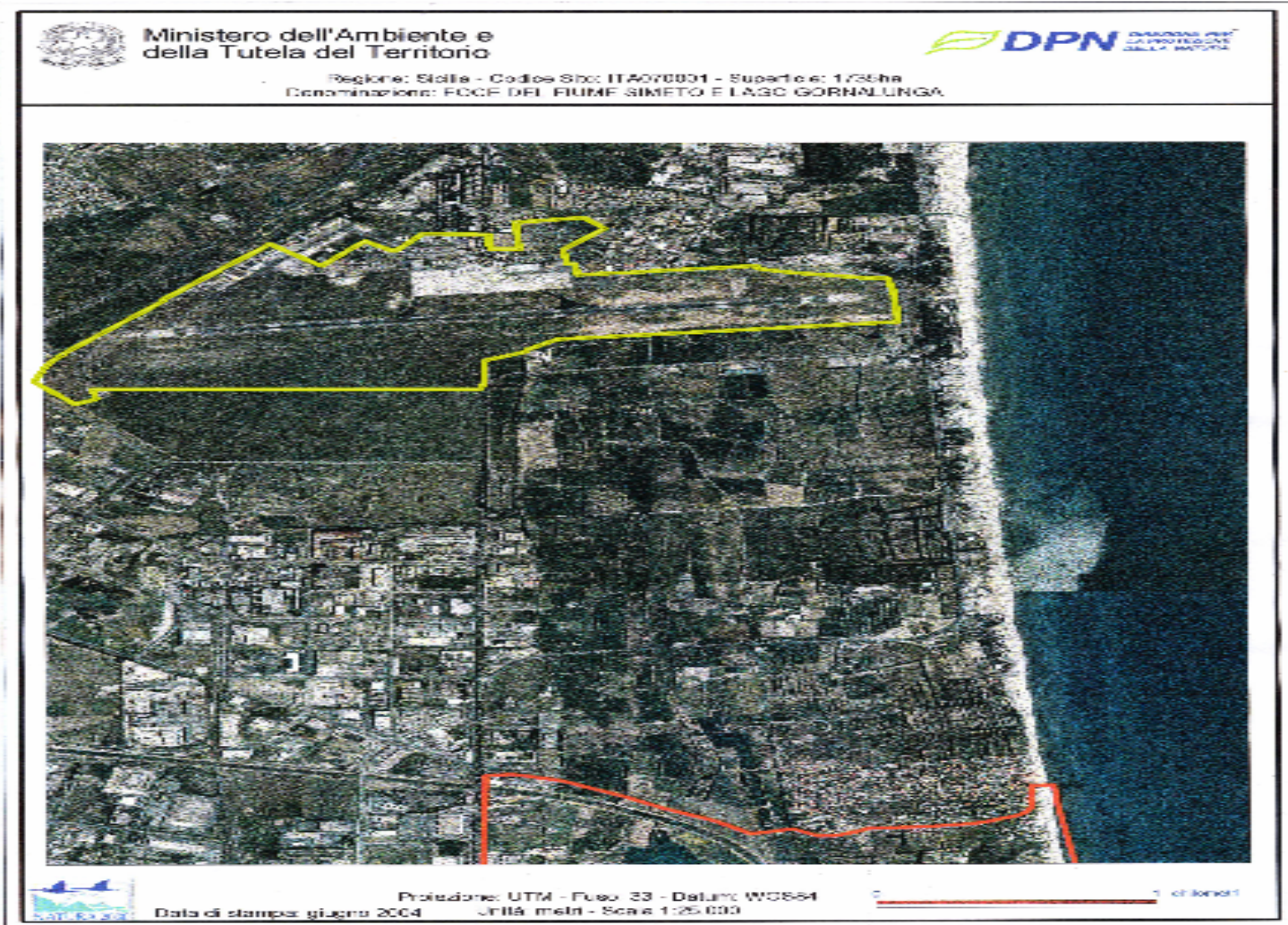
Member States must also:

- encourage the management of features of the landscape which are essential for the migration, dispersal and genetic exchange of wild species;
- establish systems of strict protection for those animal and plant species which are particularly threatened (Annex IV) and study the desirability of reintroducing those species in their territory;
- prohibit the use of non-selective methods of taking, capturing or killing certain animal and plant species (Annex V).

Environmental issues related to OP Transport



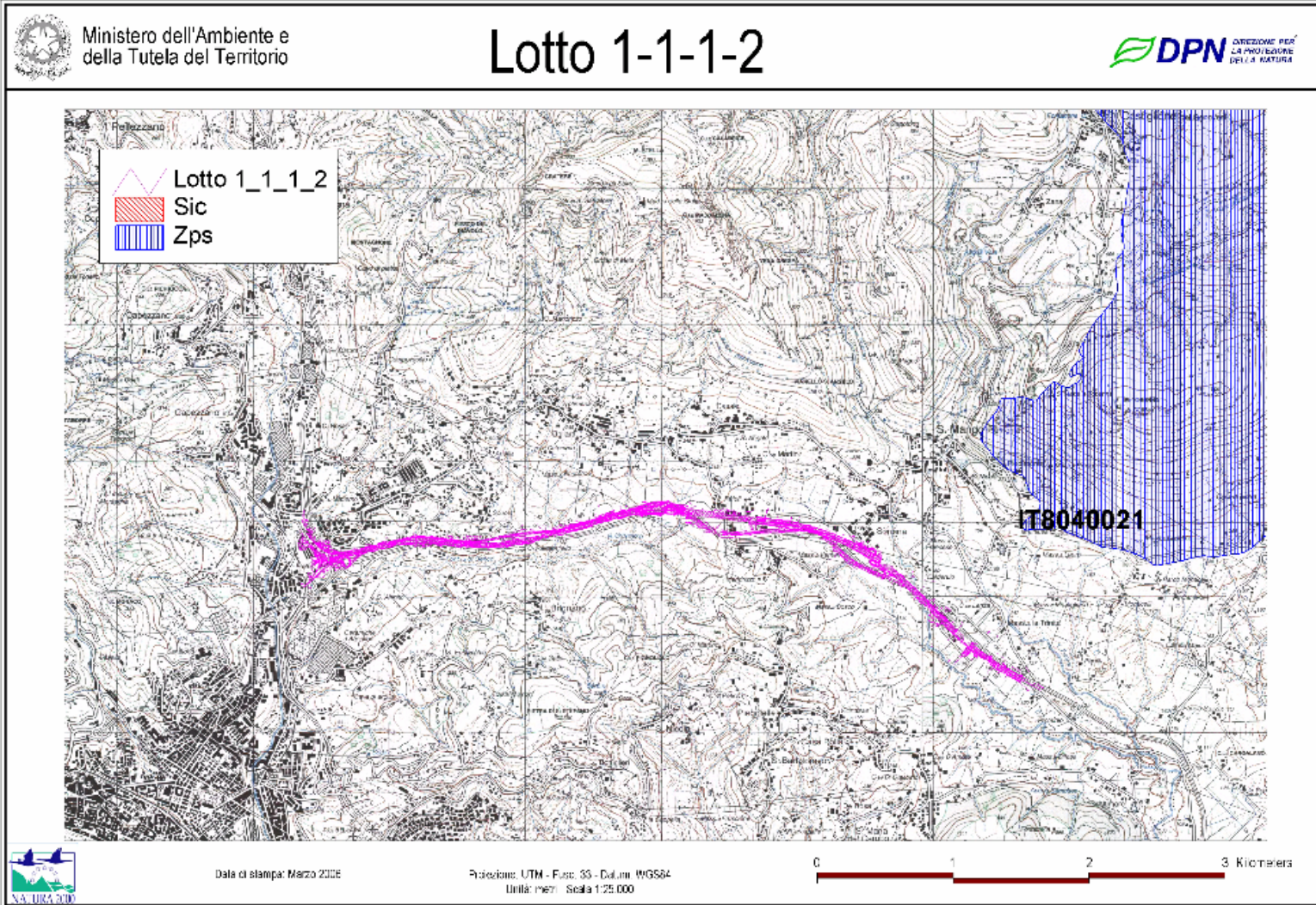
Major Projects and Natural habitats (Natura 2000) – Catania Airport



Environmental issues related to OP Transport



Major Projects and Natural habitats (Natura 2000) – A3 Motorway



Environmental issues related to OP Transport



The OP Transport and the Regional Operational Programmes in Objective 1 Area: evaluation of environment related impacts of infrastructure projects

A study promoted within the CSF is going to be made in order to obtain a quantitative and qualitative evaluation of environmental impacts of transport-related projects financed within the OP Transport and the Regional Programmes in Obj.1 Area.

The very heart of the study is the mapping of over 500 involved projects on a geo-referenced system, which will allow the:

- estimate of some of the environmental impacts of the examined projects (e.g. the number of the exposed population), with the reference to focus areas (Catania and Naples urban areas and the Adriatic Corridor) with the aim to evaluate synergies / antagonism between the different projects;**
- matching the projects network with the special protected areas network in order to evaluate projects' impacts in a "network" vision.**