

Luxembourg, 13 December 2023

**Public**

## Environmental and Social Data Sheet<sup>1</sup>

### Overview

Project Name:	<i>IMPROVEMENT PROGRAMME ITALIAN HIGHWAY NETWORK</i>
Project Number:	<i>2022-0729</i>
Country:	<i>Italy</i>
Project Description:	<i>Modernisation programme aiming at improving resilience, security and safety of the motorway network managed by ASPI (total length of 2,855 km). The main objectives are to upgrade, maintain or improve road safety, to develop ITS services or to guarantee infrastructure integrity and standards, to develop recharging and refuelling stations for alternative fuels.</i>

EIA required: no

Invest EU sustainability proofing required yes

Project included in Carbon Footprint Exercise<sup>2</sup>: yes

(details for Projects included are provided in section: “EIB Carbon Footprint Exercise”)

### Environmental and Social Assessment

#### Environmental Assessment

During appraisal the Promoter has confirmed that none of the Project’s components are included in the categories of works listed Annexes II, III and IV, as set out in Article 6(6) of the Italian Consolidated Environmental Law (Testo Unico Ambiente - TUA) D.Lgs 152/06 which transposes EIA Directive 2011/92/EU amended by 2014/52/EU and therefore are not subject to an EIA procedure.

Some of the interventions take place in areas of with landscape, hydraulic or hydrogeological restrictions; in such cases the Promoter has obtained/ will have to obtain the relevant authorizations from the competent authorities.

During the construction and operation phase, standard precautionary measures will be taken to avoid significant or negative environmental impacts.

#### Habitat Directive:

Some of the Project components under the category of works “rehabilitation of bridges and viaducts” and “installation of noise barriers” were subject to appropriate assessments

<sup>1</sup> The information contained in the document reflects the requirement related to the environmental, social and climate information to be provided to Investment Committee as required by the Invest EU Regulation and it represents the equivalent of the information required in the template of the InvestEU sustainability proofing summary

<sup>2</sup> 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 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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(Valutazione di Incidenza – VincA) in accordance with article 6.3 of the Habitats directive 92/43/EEC and with the Italian national guidelines on appropriate assessment (2019) .

Rehabilitation of bridges and viaducts:

<b>Project component</b>	<b>Screening/ Appropriate Assessment (VINCA)</b>	<b>Competent Authority</b>	<b>Current status of the procedure</b>
Adeguamento sismico V.tto Leone	VINCA	Comune di Vallesaccarda	Approved with no significant negative impacts
Intervento evolutivo Ponte Torrente Enza	Screening	Regione Emilia-Romagna	Screening out decision obtained
Adeguamento strutturale V.tto Carafone	Screening	Comune di Taurano	On-going
Intervento evolutivo Ponte Fiume Taro	Screening	Regione Emilia-Romagna	On-going
Intervento evolutivo Ponte sul Fiume Lamone	VINCA	Regione Emilia-Romagna	On-going

Installation of Noise barriers:

<b>Project component</b>	<b>Screening/ Appropriate Assessment (VINCA)</b>	<b>Competent Authority</b>	<b>Current status of the procedure</b>
MI 79-80 - Interventi di risanamento acustico in A13 Bologna – Padova	VINCA	Provincia di Rovigo	Approved with no significant negative impacts

Positive environmental impacts

A number of Project components are expected to contribute to environmental sustainability, in particular:

- the protection of water reserves via the upgrade of water collection and treatment system along the motorway network,
- the prevention of noise pollution via the installation of noise barriers for a total of 85.086 m on the basis of the acoustic mapping conducted in line with the relevant legal requirements and norms,
- the reduction of light pollution via the retrofitting of lighting installations with LED and other ITs systems, and
- the reduction of GHG emissions via the installation of EV charging stations.

**Climate Assessment**

Climate adaptation

Based on work from Euro-Mediterranean Centre on Climate Change (CMCC) and the Bank's internal screening tool of physical climate hazards, the most relevant are precipitation increase, flooding and snow landing, with a medium risk related to temperature and wind speed increase. The EIB discussed with the Promoter how they are assessing and adapting to physical climate risks. The Project adheres to national design standards<sup>3</sup> and plans and strategies as relevant. It is not fully transparent how these have taken into account relevant climate change vulnerabilities. However, some of standards have been recently updated (especially for the risk assessment procedures) and at least reflect climate change impacts as already underway. The new Project, by complying with the relevant laws and regulations, includes an improvement in climate resilience compared to the 'do nothing scenario'. The climate risk of the Project is rated as "low".

<sup>3</sup> [pdf \(gazzettaufficiale.it\)](https://www.gazzettaufficiale.it)



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### Project Paris alignment

The Project was assessed by the Bank's services for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap ("CBR"). The Project is considered being aligned with the low carbon goal as it consists of investments in rehabilitation of existing road infrastructure including measures that will improve road safety. Italy's alternative fuel infrastructure national policy framework has been assessed to address the requirements in the EU latest assessment<sup>4</sup>.

The residual climate risk of the Project is assessed as "low" and the Project is therefore considered to be aligned with the resilience goal.

### **EIB Paris Alignment for Counterparties (PATH) Framework**

#### Counterparty in scope but screened out:

ASPI is in scope of PATH, being a Corporate, but screened-out both for low carbon (less 20% annual consolidated revenues from high emitting sector) and resilience (based on Physical Risk Combined Anchor Score lower than 3x).

### **EIB Carbon Footprint Exercise**

The Project is included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of Project in a standard year of operation:
  - Forecast absolute (gross) emissions are almost 12 million tonnes of CO<sub>2</sub> equivalent per year;
  - Forecast relative emission (avoided) are 21,000 tonnes of CO<sub>2</sub> equivalent per year.
- The Project boundaries are the same with and without Project; they are made of ASPI's motorway network (2855 km).

The baseline is the forecast third party emission, in the absence of the Project, from the existing network, only within the boundary defined above. The forecasts reflect the Services' assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

The CO<sub>2</sub> emissions avoided are stemming from two main factors:

- Installing electric charging stations, and hence allowing electric vehicles to develop on the network.
- Energy efficiency and usage of renewable sources by ASPI, for example retrofitting the lighting installations with LED technology.

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.

### **Social Assessment**

#### Involuntary resettlement

Temporary access, during construction to private owned areas, is foreseen. The Promoter has confirmed that the involuntary resettlements (temporary occupation of soil for public utility needs) follow DPR 327/2001 "Consolidated text of laws and regulations on expropriation for public utility".

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

#### Occupational Health and Safety

The risk of accident during construction activities under traffic is significant. The Promoter will implement the Project in line with the relevant Italian norms and standards on OH&S.

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<sup>4</sup> [Register of Commission Documents - SWD \(2019\)29 \(europa.eu\)](https://eur-lex.europa.eu/eli/reg/2019/29/oj)



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Road safety

The Project will improve the safety of the overall ASPI's network. Activities include the replacement of safety barriers, improvement of security in galleries, collection of hazardous liquids, seismic adaptation of viaducts, etc. The Project will not result in substantial modifications to the road layout itself but may affect traffic flow during construction.

Noise barriers

The Project will significantly reduce noise pollution for over 2,300 people living alongside the motorway network, by an average of over 6 dBA.

Promotion of local employment

As part of its investment plan, the promoter has/ will assign some of the works (distributed over several years of the work programme) to some of its subsidiaries (Tecne, Movyon, Amplia and Free-to-Xperience) and in some other cases to local SME construction companies. Local suppliers, collaborators and subcontractors are envisaged to be involved in the implementation of the Project.

Summary of E&S management arrangements

The Promoter has the capacity and capability to manage E&S risks with dedicated departments and units looking after the implementation of the relevant Environmental and Social Management Plans (ESMPs). The Promoter makes extensive use of its subsidiaries for design and implementation phases, which have the necessary qualifications required by National and European standards (SOA certification - UNI EN ISO 9001:2015 - UNI EN ISO 14001:2015 - UNI ISO 45001:2018) as appropriate for the types and complexity of the works to be performed.

## **Conclusions and Recommendations**

The Project consists of a modernisation of an existing infrastructure motorway network to align it with the latest European and National standards.

There is no capacity increase and therefore no additional CO<sup>2</sup> emission.

Negligible or minimal residual environmental impact is expected if all general mitigation measures are properly implemented. Some of the Project components are even expected to have positive environmental and social impacts.

Sustainability proofing conclusion: The Project is carried out in compliance with applicable national and EU environmental and social legislation. Based on the environmental, climate and social information and based on the review of the likely significant environmental, climate and social risks and impacts and the mitigation measures and management systems in place, the Project is deemed to have minor residual environmental, climate and social risks and impacts. No further sustainability proofing is therefore required.

E&S&C Contractual Undertakings:

- The Promoter undertakes to inform the EIB in case any modification to the Project that has implications on the permitting process.
- The Promoter undertakes to inform the EIB about the outcome of the ongoing screening processes with regards to Natura 2000 sites. The Promoter will provide the screening decisions and appropriate assessment (VINCA), as applicable.

Based on the above elements, the Project is acceptable to the Bank for financing.