



Luxembourg, 13.10.2021

Public

Environmental and Social Data Sheet

Overview

Project Name: Bologna Airport Development Plan
 Project Number: 20190733
 Country: Italy
 Project Description: The project comprises a number of investments at Bologna Guglielmo Marconi Airport (Bologna Airport, BLQ) that are aimed at increasing operational resilience and passenger service standards and improving safety and security performance at the airport. It will also provide additional terminal and landside capacity in order to accommodate traffic growth.

In particular, the project includes the renewal and upgrade of the existing terminal facilities, a new apron and a de-icing pad, the renovation of the existing runway system, the acquisition of Explosive Detection Systems (EDS) equipment meeting Standard 3 (S3), the upgrade of the cargo facilities, a multi-storey car park and other minor investments. The project will increase the capacity of the airport from 9.5 to 12 million passengers per annum (mppa).

EIA required: yes

Project included in Carbon Footprint Exercise¹: yes

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The project falls under Annex II of the EIA Directive 2014/52/EU amending the EIA Directive 2011/92/EC.

Project investments are in accordance with the "2030 Master Plan" for the airport, which has been approved by ENAC (*Ente Nazionale Aviazione Civile*) on the 8th February 2021.

In particular, the project includes the investments related to the near to medium term horizon of the document, with the objective of achieving regulatory compliance, increasing capacity and improving service levels by means of internal retrofits and a limited physical expansion of the facilities. The Master Plan lets for a second phase the more substantial developments, such as Phase 1 of the Terminal expansion, which is planned to start to be built only in 2026, and it does not form part of the present operation.

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.



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The Master Plan started to be developed by AdB (*Aeroporto di Bologna*), the Promoter for this operation, more than ten years ago and the relevant EIA process was formally launched in June 2011. It obtained the Decree on Environmental Compatibility (*Valutazione d'Impatto Ambientale* or VIA) from the Ministry of the Environment and the Protection of Land and Sea (MoE), in consultation with the Ministry of Cultural Activities and Heritage, on the 25th February 2013.

The Master Plan included an Environmental Impact Assessment report (EIA) that incorporated the main findings of the EIA process such as the analysis of the relevant environmental aspects, the potential impacts caused by its implementation and the relevant mitigation measures.

However, the Promoter decided to undertake a review of the Master Plan in order to better align the facilities with its role as airport of “national interest with particular strategic relevance”, as defined in the 2015 Italian National Airports Plan (*Piano Nazionale degli Aeroporti*), and the changes in the airport's traffic base. While it kept the key elements, those were adapted to a more compact, flexible and efficient configuration focused on the expansion of the existing terminal, instead of building a new terminal to the east. It also deferred its implementation to 2030, instead of 2023 as originally planned.

The update of the Master Plan received technical approval from ENAC in 2017 and triggered, on the 20th of November of 2017, a formal request from AdB to the MoE for the revision of the EIA Decree. After the review of the updated documents, the MoE issued a formal confirmation of the validity of the prior VIA on the 26th November 2018. The document included five additional non-material prescriptions. The updated Master Plan was also exempted from repeating the town planning compliance process in 2020.

Considering all the relevant levels of consultation and approvals, ENAC granted the final approval and the permission to implement the investments included in the 2030 Master Plan on the 8th February 2021. The approval is granted subject to a series of provisions and conditions that AdB, as Promoter, and ENAC, as supervisory entity, are committed to comply with. These requirements concern both the construction and operation phases of the planned works.

A monitoring plan has been agreed with the Emilia Romagna Region and the Regional Agency for the Environmental Protection (ARPA) to closely monitor noise and air quality before the works, during construction and once the project becomes operational and over the validity of the Master Plan, including a review in 2024 of the real traffic levels in comparison with the forecast included there.

Construction works are phased in different lots depending on the implementation schedule. The implementation of key mitigation measures are part of the investments included in the Master Plan. In addition, a plan is to be developed for each one of the lots incorporating all the necessary mitigation measures for all the impacts caused during construction in accordance to the provisions of the EIA.

The main environmental impact of the Master Plan is the potential increase in the level of noise associated with future aircraft operations, in case that there would be no mitigation measures in place. The EIA shows that, in absence of specific noise abatement measures, there would be an increased pressure in the densely populated residential areas located to the East of the airport site, being RWY12 departures and RWY30 arrivals, the most critical operations. The main measure to mitigate the impacts due to increased levels of noise is the establishment of new Noise Abatement Procedures, defined within the aegis of the Airport



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Noise Local Commission. It includes the reduction of overflights, the undertaking of not trespassing the 2010 numbers for the RWY12 departures, and night flight bans for RWY 12 departures and RWY30 arrivals. There is also a continuous noise monitoring in place that uses a system that includes 7 fix noise stations located around the airport in correspondence of departing and arrival nominal routes and the continuous analysis of radar track data to determine the distribution of traffic over residential areas.

Regarding biodiversity, there is one area in close proximity to the airport that is classified as Site of Community Importance (SCI):

- SCI IT4050018 «GOLENA SAN VITALE E GOLENA DEL LIPPO».

An Appropriate Assessment was done within the EIA process, which concludes that impacts caused by the implementation of the Master Plan are not likely to be significant. Measures were proposed such as the installation of signposts in the educational area of the site, the provision of artificial nests for various bird species and bats, the construction of drywalls as habitat for xerophilous herbaceous species and the placement of woodpiles for saproxylic organisms, which are going to be implemented in collaboration with the local authorities.

One other measure included in the EIA is the creation, by the end of 2023, of a wooded strip (*Fascia Boscata*) that will cover an area of 40 hectares along the northern perimeter of the airport site. The project includes a bicycle and pedestrian path connecting the Bargellino industrial area with the urbanised areas of Lippo and San Vitale di Reno. The woodland zone is expected to capture around 2.400 tonnes of CO₂/year, which are considered to be equivalent to 35%-40% of the Scope 1 and 2 airport emissions (including aircraft landing and take-off cycles).

Finally, in relation to climate risks, the main vulnerability of the infrastructure is the potential flood risk due to the proximity of several water streams. To that extent, the Region has defined a Flooding Risk Management Plan (FRMP), which assigns a medium (P2) flood probability to the airport site. In compliance with national law, the local Consortium for the management of rivers and streams should provide the Maximum Water Level (MWL) to be considered by AdB in the project design.

EIB Carbon Footprint Exercise

The estimation of the carbon footprint follows the methodology defined in the EIB Project Carbon Footprint Methodologies (Version 11, December 2018) and is therefore subject to the specific considerations and caveats included in this document.

In line with this methodology, the absolute and relative emissions of the project are as follows:

- absolute emissions: 18,750 t CO₂e/year
- relative emissions: 59,547 t CO₂e/year

In following with standard carbon footprinting methodology, the measure of relative emissions excludes the effects of any carbon offsetting schemes that may apply to the project. In this case, the schemes that most commonly apply are the EU Emissions Trading Scheme (ETS) and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) of the United Nations (UN). This means that a project where ETS and/or CORSIA may apply shows the same relative footprint measure as if neither ETS nor CORSIA applied. The resulting relative carbon footprint is therefore incompatible with cost-benefit analysis. Should the effects of these two schemes be taken into account, the relative carbon footprint of the project would be 13,434 t CO₂e/year. For the annual accounting purposes of the EIB Carbon



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

Public Consultation and Stakeholder Engagement

The Master Plan had gone through a series of extensive stakeholder meetings and discussions, even before the actual EIA process started. The two main territorial agreements that have shaped the Master Plan are:

- Territorial agreement for Airport functional role (2008). Agreement between AdB and local Authorities in order to guarantee the right balance between the airport expansion and adaptation of local transport system, as well as other environmental interventions;
- Territorial agreement for the decarbonisation of Airport (2015). Agreement between AdB and local Authorities that includes a number of initiatives and projects (transport, energy, local forestation) to compensate airport carbon emissions. The above-mentioned compensation measure was agreed as part of these discussions;

In addition, the Master Plan was submitted to formal public consultation processes in 2012 and 2017, as part of the urban planning compliance procedure. As part of the update of the Master Plan process in 2018, a number of stakeholders also filed their considerations to the project, including the Municipality of Bologna, a real state fund or the Committee for the Compatibility of the Airport, which were mainly concerned about increased noise levels.

Other Environmental and Social Aspects

AdB is an accredited company under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme and currently holds the level “2/reduction”. It is also one of the signatories of the Net Zero Resolution since June 2019, which formally commits AdB to achieve net zero emissions under the control of the airport by 2050, at the latest.

AdB has also an Integrated Management System (IMS) compliant with the following standards:

- ISO9001 (Quality);
- ISO14001 (Environment);
- ISO50001 (Energy);
- OH-SAS18001 (Health & Safety).

The implementation of the IMS is supervised by members of internal departments (Quality, Health and Safety, Energy Management Team) through internal/external checking and audits for all defined processes. An independent entity also verifies and certifies them annually.

AdB has also been the first airport in Italy and among the first in the World to obtain the Airport Health Accreditation issued by ACI World and from ACI Europe. The program evaluates the health measures and procedures introduced by airports following the COVID-19 pandemic, in accordance with the recommendations of the International Civil Aviation Organization (ICAO - Council Aviation Recovery Task Force), the European Union Aviation Safety Agency (EASA), the European Center for Disease Prevention and Control (ECDC) Aviation Health Safety Protocol and the ACI Europe guidelines for an Healthy Passenger Experience at airports.



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Conclusions and Recommendations

Undertakings

The Promoter undertakes to report to the Bank about any changes to the conclusions of the Appropriate Assessment, in view of the site specific conservation objectives of the Natura 2000 SCI IT4050018 «GOLENA SAN VITALE E GOLENA DEL LIPPO» site as confirmed and defined by the competent authority.

The Promoter undertakes to report to the Bank on the implementation of conservation measures for the Natura 2000 SCI IT4050018 «GOLENA SAN VITALE E GOLENA DEL LIPPO» site, as agreed with the Competent Authority.

The Promoter undertakes to incorporate the design parameters provided by the local Consortium for the management of rivers and streams in the project detailed designs.

With the above undertakings being met, the project is acceptable for EIB financing in environmental and social terms.