



European Investment Bank (EIB)

Luxembourg, 15 December 2022

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name: Anas Sicurezza Rete e Piano Gallerie
 Project Number: 2015-0095
 Country: Italy
 Project Description:

The project originally consisted of several small and mid-sized investments, including installation of road safety barriers, noise barriers, equipment and tunnel improvements distributed on 156 national roads and 13 motorway sections representing a total length of some 5,800 km within the road network managed by ANAS. After a mid-term review in 2017 the project entailed 250 schemes spread across approximately 4,713 km within the national road and motorway network managed by ANAS in 19 Italian regions.

Summary of Environmental and Social Assessment at Completion

EIB notes the following Environmental and Social performance and key outcomes at Project Completion.

The project aimed at upgrading the road safety and environmental performances of part of the network managed by ANAS extended within 19 regions in the northern, central and southern Italy.

The works included in the Project were part of a wider multi-year program of investments prepared by the Promoter and containing, amongst other, investments aiming at improving progress towards the compliance of the road network managed by ANAS with the EU directives 2008/96/EC on road safety, 2004/54/EC on tunnel safety and 2002/49/EC on noise pollution.

The project was not part of a plan or programme as defined in the SEA Directive 2001/42/EC, the SEA Directive is therefore not applicable; the Project also falls outside the scope of Annexes I and II of the EIA Directive 2011/92/EU and did not require an EIA.

Environmental Impacts and their mitigation

The project was not expected to generate new capacity and or new traffic.

During the execution phase, the impacts in terms of increased dust and air pollution were minimal.

The enhanced road safety and environmental performances aimed to prevent the introduction of low speed limits on specific road sections and allow the traffic to flow more fluidly with reduced risks for road users within the road network thus having had overall positive effects at macro level in the short-medium term.

The benefits deriving from the project can be characterized by a considerable reduction in the average number of accident and death rates, compared to the 10% decrease estimated at the time of appraisal.



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Given its location and nature, the residual impact of the project on landscape, deriving from the increased length of noise barriers and higher safety barriers, is acceptable.

Nature Conservation

The project was executed within the premises of the existing motorways with no land acquisition and without affecting any Natura 2000 area or protected area or site of environmental interest. The project is thus considered acceptable in terms of compliance with the Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.