

Luxembourg, 07.06.2023

Environmental and Social Data Sheet

Overview

Project Name: SITAF A32 TEN-T REHABILITATION
 Project Number: 2022-0148
 Country: Italy
 Project Description: The Project concerns the rehabilitation works to improve the A32 highway connecting the North-West of Italy to France (Torino-Bardonecchia) via the Frejus Tunnel. The highway is part of the Trans-European Transport Network (TEN-T) Mediterranean Corridor.

EIA required: no

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

A significant number of the components² included in the scope of the project fall under Annex II of the EIA Directive 2014/52/EU as amended by Directive 2014/52/EU. As per the Italian legislation, interventions are either classified as "modifications or extensions of the projects listed in Annex II" (of the Legislative Decree 152/2006) or "Works related to motorways and main suburban roads" and are consequently subject to a preliminary assessment. In this regard, a screening procedure been conducted for each of the relevant component, based on the checklist provided in Art. 6 paragraph 9 of Legislative Decree 152/2006, and in all cases the components were screened out.

The evaluation from the General Directorate for Sustainable Growth and Development Quality (CreSS) concluded that that there are no significant and negative potential environmental impacts, either during the construction phase, following precautionary measures in the construction phase, or during the operation of the proposed interventions.

As a result of the procedure, all the plan projects approved to date by the Ministry of Infrastructure and Sustainable Mobility (MIMS) have obtained the necessary environmental authorisation.

Positive impacts

A number of project components are expected to contribute to environmental sustainability, particularly by reducing water pollution (improvement of drainage system in tunnels, building of

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.

² Other components do not require a screening procedure, in line with the relevant national regulations.



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new retention ponds), noise pollution (construction of noise barriers, improvement of pavement wearing course) and light pollution (retrofitting of lighting installations with LED).

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 120 000 tonnes of CO₂ equivalent per year;
 - Forecast relative emission (created) are 0 tonne of CO₂ equivalent per year.
- The project boundaries are the same with and without project; they are made of the motorway continuous sections connecting Turin to the Frejus tunnel, near Bardonecchia (72.3 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.

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.

Project Paris alignment

The Project aims at improving the A32 motorway in relation with EU and national directives and without expanding its capacity. It is therefore Paris aligned, in accordance with the policies set out in the Climate Bank Roadmap (CBR) and more specifically the low carbon criteria listed in Annex 2 of the EIB's Climate Bank Roadmap (CBR³) for the Transport sector:

- Road safety;
- Infrastructure investments where there is an overriding public interest (environmental, safety and security, resilience, accessibility), unplanned security, accessibility requirements, emergency rehabilitation of existing infrastructure, crisis response, etc;
- Rehabilitation of road infrastructure.

Counterparty alignment with the PATH framework

The Project has been screened out for PATH being an SPV established for the sole purpose of constructing, operating and maintain the project and which is not wholly owned. According to the PATH framework, the engagement with CDP, as an NPI, will consist of dialogue and knowledge exchange on Paris alignment and climate policies.

Vulnerability to climate change, climate mitigation and adaptation

While the existing A32 motorway has been designed to be resilient to extreme natural disasters as a strategic infrastructure, some project components are expected to contribute to protecting further the motorway from precipitation and temperature increases due to climate change (additional slope protection, restoration of bridge piers and decks, new pavement surface facilitating rainwater drainage...).

In addition, a project component consists of the retrofitting of the lighting system in tunnels and at interchanges to replace conventional bulbs with LED technology. This work is expected to reduce electricity consumption, as well as light pollution. It is also to be noted, in parallel of this

³ [EIB Group Climate Bank Roadmap 2021-2025](#)



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project, that SITAF is implementing investments aimed at mitigating climate change directly with the private sector, through the concession of its service areas (e.g. charging stations).

Water and pollution prevention

A number of project components will contribute to environmental sustainability, in particular the protection of water reserves via the upgrade of water collection and treatment system along the motorway and in tunnels, and the prevention of noise pollution via the replacement of noise barriers for a total of 1.415 m on the basis of the acoustic mapping conducted in the previous regulatory period.

Social Assessment

Involuntary resettlement

No expropriation has been/will be carried out as part of the project.

Road safety

The project will improve the safety of the A32 corridor and its major structures (tunnels and viaducts). Activities include the improvement of the pavement rugosity, upgrade of accident detection system, improvement of security 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.

Occupational Health and Safety

The risk of accident during construction activities under traffic is significant.

Public Consultation and Stakeholder Engagement

In accordance with the Italian legal and regulatory framework, and in the absence of material social impact of the project, no public consultation was conducted.

Other Environmental and Social Aspects

Promotion of local employment

As part of its investment plan, the promoter has assigned some of the works (distributed over several years of the work programme) to one of its subsidiaries, SITALFA, which is based in Bruzolo (Commune of Val Susa). This company relies on local suppliers, collaborators and subcontractors. A series of Memorandums of Understanding for the execution of works for the benefit of the local community have also been signed in collaboration with the local authorities.

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 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.



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Conclusions and Recommendations

The project consists of an improvement of an existing infrastructure in order to align it with the latest European and National standards. There is no capacity increase and therefore no creations of CO₂ emission.

Negligible or minimal residual environmental impact is expected if all the identified avoidance, reduction and compensation measures are properly implemented. Some of the project components are even expected to have positive environmental and social impacts.

On the basis of the above elements, the project is acceptable to the Bank for financing.

The ESDS might need to be updated after the Stage II appraisal.