

Luxembourg, 12th March 2025

Environmental and Social Data Sheet

Overview

Project Name:	VENICE AIRPORT SUSTAINABLE INVESTMENT PLAN
Project Number:	2024-0188
Country:	Italy
Project Description:	The Project consists of the electrification of airport operations, and operational resilience upgrades under the Venice airport Masterplan 2021. Works consist of the implementation of low carbon infrastructure, acquisition of electrical vehicles, upgrade of the electrical network, IT systems (including cybersecurity), waste management, runoff water treatment, and other decarbonisation measures.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

The Project includes the design, development, construction, testing and commissioning of the following components with the Venice airport site:

- Upgrade of the airport's electrical network underground, including electrical sub-stations.
- Upgrade and reconfiguration of the rainwater drainage network, including water treatment and control of accidental spills in the aircraft parking aprons, taxiways and runways.
- Upgrade of the Rescue and Firefighting hydrant networks.
- Upgrade of the IT network, equipment and systems including cybersecurity software.
- Installation of a solid waste pneumatic waste disposal network and plant.
- Installation of low carbon airport infrastructure dedicated to the zero direct emissions: electric charging points, electricity grid connection upgrades.
- Acquisition of zero emissions electrical vehicles.

The Project components do not fall under Annex I or II of Directive 2014/52/EU amending the EIA Directive 2011/92/EC on the assessment of the effects of certain public and private projects on the environment (EIA Directive).

The Project components are part of the *Venice airport Masterplan 2021* (the “Masterplan”), which includes other components which are not financed by the EIB.

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.



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Environmental Assessment

The *Masterplan 2021 "Aeroporto Marco Polo di Tessera - Venezia"* was subject to an EIA procedure and the promoter obtained the Decree on Environmental approval (*Valutazione d'Impatto Ambientale* or VIA) from the Competent Authority, the Ministry of the Environment and the Protection of Land and Sea, in consultation with the Ministry of Cultural Heritage and Activities and of Tourism, on the 19th January 2016. A subsequent Decree extended the validity of the approval until the 29th of June 2027 (ref. D.M. n.81 of 15th of February 2023).

Amongst the key impacts of the Project, the EIA study identifies the noise and air pollution, soil and water contamination during construction and operation, although these have been considered as not significant. The study notes that the works related to the Project components will be carried out in already built areas within the airport site and/ or in land that is already impermeabilized.

The airport is located near two areas that are classified as Sites of Community Importance (SCI) and Special Protection Areas (SPA):

- SPA IT3250046 "*Laguna di Venezia*" (Venice's lagoon) Protected under the Birds Directive.
- SCI IT3250031 "*Laguna superiore di Venezia*" (Venice's upper lagoon) Protected under the Habitats Directive.

An appropriate assessment, undertaken as part of the EIA process in accordance to the Habitats and Birds Directives. It concludes that no significant effects could be foreseen for any of the above points.

The Project is assessed as being vulnerable to climate change risk. A climate risk vulnerability assessment of the Project has been carried out by the Promoter that has identified "sea level rise" and "extreme precipitation (flood) events" as the major physical climate change risks. Extreme precipitation (flood) events are also identified as a climate risk for airports in Italy's National Strategy of Adaptation to Climate Change (*Strategia Nazionale di Adattamento ai Cambiamenti Climatici*). The Project takes future climate change risks into account by significantly upgrading the water drainage network to account for higher average and peak precipitation that can be drained without accumulating and impacting negatively the regular operation of the airport infrastructure.

The Project finances infrastructure components, such as the upgraded water drainage network, that integrate measures to manage physical climate risks and ensure that the Project's intended objectives are realised despite these risks. As such, the project is considered to partially contribute to the Bank's Climate Action adaptation objectives.

The Project finances components consistent with Climate Action mitigation requirements of the EIB Climate Bank Roadmap (CBR), namely zero direct emission mobile assets (electrical vehicles) and low carbon infrastructure that is required for zero direct emission transport such as electric (vehicle) charging points.

The project has been assessed for Paris alignment and is aligned both against low carbon and resilience goals against the policies set out in the Bank's Climate Bank Roadmap and the Transport Lending Policy.

EIB Carbon Footprint Exercise

Estimated emission average annual net savings are about 13,000 tonnes of CO₂. The emission savings result from the electrification of car parking places, airport operations and the



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replacement of the airport's fleet of internal combustion engine vehicles by zero-emission (electric) vehicles.

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.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty, Venice Airport, is in scope and screened in the PATH framework, as considered operating in a high emitting sector. The counterparty already meets the requirements of the EIB PATH framework with its existing alignment plan.

Public Consultation and Stakeholder Engagement

The airport Masterplan has gone through a series of extensive stakeholder meetings and discussions, even earlier than the EIA public consultation process started. Periodic meetings were held from the end of 2013 until September 2014 with local communities where key aspects of the development of the Masterplan were communicated and discussed. Mitigation measures were agreed as part of those discussions.

The Masterplan was submitted to a formal public consultation process from January until October 2015 as part of the urban planning compliance procedure. Public announcements were made at local and national newspapers, namely the *Corriere de Veneto* and the *Corriere della Sera* on the 30th of September 2014 with a 60-day public consultation period and later on the 29th May 2015 again with a 60-day public consultation period for comments on the final version of the Masterplan and of the EIA study.

Other Environmental and Social Aspects

Venice airport has been awarded with level 4+ "Transition" (the second highest level) under the Airports Council International – *Airport Carbon Accreditation*, whereby airports are required to: set up a policy commitment to reduce absolute emissions, formulate an absolute long-term emissions reduction target, develop a Carbon Management Plan (setting out the trajectory, interim milestones and the measures required to achieve the target), and develop a Stakeholder Partnership Plan to address third party emissions.

As a member of Airport Council International – Europe (the airport Industry Association), the Promoter, SAVE, is a signatory to *Destination 2050*, which is the European aviation sector roadmap, which also includes airlines, airports, air navigation service providers and manufacturers, to achieve net zero carbon emissions by 2050, which was released in February 2021. *Destination 2050* shows a possible pathway that combines new technologies, improved operations, sustainable aviation fuels and economic measures.

Conclusions and Recommendations

Given the above, the following environmental conditions and undertakings are to be applied:

In this context, the project is acceptable for EIB financing in environmental and social terms.