

## Environmental and Social Data Sheet

### Overview

Project Name: TUNNEL DU FREJUS (CNA) - SECURITE  
 Project Number: 2012-0258  
 Country: France/Italy  
 Project Description: Construction of a 13-km long, 8-meter diameter safety tunnel alongside the existing Frejus road tunnel between Italy (Bardonecchia) and France (Modane) to allow separate two-way circulation of vehicles and meet the enhanced minimum safety standards prescribed by the Mont Blanc Directive EC/2004/54. The project includes the construction of 34 emergency shelters between the existing tunnel and the new safety tunnel, of which 5 will be accessible to emergency vehicles as well as the construction of a building on the Italian side hosting the Traffic Control Centre, the Maintenance Centre, the Fire Brigade and other services instrumental to the tunnel operations.

EIA required: **YES**

Project included in Carbon Footprint Exercise<sup>1</sup>: **NO**

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The works for tunnel safety improvements are not part of a plan or programme as defined in the SEA Directive 2001/42/EC and consequently the SEA Directive is not applicable.

The project falls under Annex II of the Directive 2011/92/EU under which the need for an Environmental Impact Assessment (EIA) is decided by the national authorities. The project has been screened in by the competent authorities both in France and Italy and an EIA has been carried out and approved in July 2007.

For the Italian section, approval of the Italian Ministry of Environment has been granted on 14.11.2008 and, as usual practice in Italy, the Ministry delegated the EIA Department of the Piedmont Region to make sure that the recommendations included in the approval statement were adequately followed in the project preparation phase. For the French section, a Declaration d'Utilite' Publique (DUP) was granted to the project on 26.06.2008.

The project does not affect any Natura 2000 protected area. The Bank has received copies of the relevant studies and approval documents which show that impacts of the project on the nature conservation sites are not significant, thus considered acceptable (equivalent to Form A).

The project will not generate new capacity and or new traffic. Negative impacts in terms of increased dust, air pollution noise and vibrations at the location will be minimal. The positive impacts of the project are in terms of the improved safety for the users of the tunnel. A recommendation to include the rehabilitation of the banks of the mountain river located at the Italian side near the control and maintenance centre has been taken into account following the public consultation process.

The environmental procedures followed are acceptable to the Bank.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

## **Environmental and Social Assessment**

### **Environmental Assessment**

#### Compliance with applicable Environmental Legislation

Because of the need to respect two different legislative contexts in Italy and France, distinct designs for the two sub-projects corresponding to the Italian and French tunnel safety sections, have been developed and are implemented separately by SITAF and SFTRF, Italian and French concessionaires respectively. Nevertheless, being a cross-border project, compliance with the ESPOO Convention addressing the cumulative environmental impacts of the project on the whole mountain region has been sought.

#### Environmental Impacts and their mitigation

Impacts of the project in terms of increased dust and air pollution at the location will be minimal since the project will not generate new capacity and or new traffic. Some considerations on energy efficiency were made for the transport of waste material to the disposal sites (low-emission trucks), the electric installations and tunnel equipment (low energy consumption) as well as the Control and Maintenance Centre on the Italian side (Eco Building design). Particular attention has been paid to make sure that the disposal of the excavated material will not affect in particular the Valle di Susa in Italy and it was decided to bring the waste material to the site of "Torrazza Piemonte", some 100 km away from the project location. The tunnelling waste will thus be used to rehabilitate a quarry utilised for the realisation of the high speed railway line between Turin and Milan. The Promoter engaged to require the contractor who will be awarded with the civil works of the Italian section to use low-emission trucks for the transport of waste material. On the French side the disposal area is located in proximity of the project and a convenient technical solution to transport the excavated material through conveyor belts directly into the disposal area has been adopted.

#### Nature Conservation

The Bank has received copies of the relevant studies and approval documents which show that impacts of the project on the nature conservation sites are not significant, thus considered acceptable (equivalent to Form A). On the French side, the Compliance with the Habitats Directive 92/43/EEC and Birds Directive 79/409/EEC has been taken into consideration in the DUP process positively completed in June 2008.

### **Carbon Footprint**

The overall carbon footprint of the project is negligible both in relative and absolute terms. Existing traffic is moderate and it is not expected to increase with the project. The project is therefore not included in the EIB Carbon Footprint exercise. The EIB carbon footprint exercise currently only includes emissions from Direct Investment Loans or large allocations under Framework Loans above the methodology thresholds.

### **Public Consultation and Stakeholder Engagement**

The process for developing the project included both National and Joint trans-national public consultation processes.

On the Italian side, the project is located in Valle di Susa. In the last years local authorities and the civil society have been extensively and repeatedly active in opposing to realisation of the High Speed railway link between Turin and Lyon. Notwithstanding a general adverse position of the public opinion to new investments in Valle di Susa, a deep awareness of the public consultation process and an extensive stakeholder engagement in the region, the Frejus safety tunnel project did not raise any particular concern. Some recommendations

were made to include in the project the rehabilitation of the banks of the small mountain river located near the entrance of the tunnel on the Italian side. This can be considered a positive, though secondary, impact of the project.

**Other Environmental and Social Aspects**

None

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