

## Environmental and Social Data Sheet

### Overview

Project Name: Atlantia Ambiente e Sicurezza Autostradale

Project Number: 2013-0010

Country: Italy

Project Description: The project consists of small and mid-sized investment schemes including installation of safety barriers, telecommunication and signalling systems, tunnel safety measures, noise barriers and photovoltaic panels to enhance the road safety and environmental performances of several motorway sections on the network managed by Autostrade per l'Italia (ASPI) and representing a total length of some 2854 km.

EIA required: **NO**

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 project aims at upgrading the road safety and environmental performances of the motorway network managed by Autostrade per l'Italia (ASPI) extended within 14 regions in the northern, central and southern Italy.

The works included in the project are part of a wider multi-annual programme of investments for Road Safety and Environment (i.e.: Sicurezza e Ambiente) included in the financial plan agreed by the Concessionaire with the Conceding Authority ANAS for the period 2007 – 2022.

The road safety and environmental investments composing the project are not part of a plan or programme as defined in the SEA Directive 2001/42/EC, the SEA Directive is therefore not applicable. Said investments also fall outside the scope of Annexes I and II of the EIA Directive 2011/92/EU and do not require an EIA. Moreover, the project will be executed within the premises of the existing motorways with negligible land acquisition and without affecting any Natura 2000 or protected area.

After its completion the project will have positive impacts in terms of road safety and noise reduction thus having overall positive effects at macro level in the short-medium term.

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

The project is acceptable for the Bank's financing from an environmental point of view.

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<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

At national level the Road Safety Directive 2008/96/EC has been transposed by decree n. 35 on 15.03.2011; the Tunnel Safety Directive 2004/54/EC has been transposed by decree n. 264 on 05.10.2006, whereas the Noise Pollution Directive 2002/49/EC has been transposed by the decree n. 194 on 19.08.2005.

The compliance of the investments included in the project with the above-mentioned legislative framework is documented in a form satisfactory for the Bank.

#### Environmental Impacts and their mitigation

During the execution phase, the impacts in terms of increased dust and air pollution are expected to be minimal. The works on the carriageway will have some impacts on disruption of traffic flows. Accordingly, standard mitigation measures are included in the construction methodology with the layout and number of lines per carriageway to be rearranged, as and where necessary, to accommodate safely the traffic flow.

The main measures implemented with the project, consisting of enhanced safety barriers (i.e.: 20.9% of the costs) and additional noise barriers (i.e.: 62% of the costs) are themselves mitigations measures in their essentiality.

The benefits deriving from the installation of the enhanced safety barriers can be characterised by an expected reduction in the average values of accident rates which are estimated to decrease by some 10% after project implementation.

The benefits deriving from the installation of noise barriers are characterised through the reduction of noise level from the motorway in terms of decibels per year (i.e.: dBA) and the theoretical number of people (i.e.: receptors) that might benefit from said reduction<sup>2</sup>. Based on the data provided by the Promoter, the services estimated that a theoretical number of approximately 314,000 receptors<sup>3</sup> will benefit by an average noise reduction of 7.96 dBA after project implementation.

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 deemed acceptable.

#### Nature Conservation

The project is to be executed within the premises of the existing motorways (land acquisition is negligible) and does affect 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.

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<sup>2</sup> These parameters are typically calculated for two distances from the noise barrier (i.e.: up to 100 meters and in the range 100 to 250 meters) and for nightly versus daily nuisance

<sup>3</sup> Along the overall length of 218 Km of noise barriers

## **Carbon Footprint**

The overall carbon footprint of the project is negligible both in relative and absolute terms. Existing traffic is not expected to increase with the project. The project is therefore not included in the EIB Carbon Footprint exercise.

## **Public Consultation and Stakeholder Engagement**

### Road Safety Investments

The design for upgrading the road safety barriers is developed by the Promoter and is not subject to authorisations of third-parties or public consultation procedures. The Concessionaire has, however, an obligation to inform the Conceding Authority and transmit the relevant updates to the yearly programme of investments according to the time schedules provided for in the Concession.

### Noise Mitigation Plan

The investments included in the project are part of a wider multi-annual programme to reduce noise pollution over a period of approximately 15 years. The programme includes investments on 18 motorways crossing the territory of 14 regions, 60 provinces and 706 municipalities. The project aims at implementing about 30-40% of the above mentioned plan in the period 2011-2016.

The public consultation activities for the investments to reduce noise pollution are regulated by law n. 241 of 07.08.1990 and the Decree n. 195 of 19.08.2005 transposing the European Directive 2002/49/EC on assessment and management of environmental noise.

The current design authorisation process implies the preparation of a detailed design and the subsequent submission to the municipalities involved. The detailed design is then deemed approved with completion of the unified public consultations activities which involve various entities at national level<sup>4</sup> as well as the Regions, Provinces and Municipalities concerned.

The investments schemes included in the project have been prioritised at national level and the first phase of their execution, including 44 schemes over the period 2009-2013, has been approved by The Conceding Authority (ANAS), the Unified Committee State-Regions and the Ministry of Environment respectively on 01.04.2009, 18.11.2010 and 11.03.2011.

A plan for a second phase of the execution, including 49 schemes over the period 2011-2015, has been prepared in December 2010 and is currently under approval by the relevant authorities.

## **Other Environmental and Social Aspects**

None

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<sup>4</sup> The Ministry for the Environment, Land and Sea, the Superintendence for Cultural Heritage and Landscape, the Superintendence for the Historical and Artistic Heritage, the Superintendence for Archaeological Heritage