

Environmental and Social Data Sheet

Overview

Project Name: SEA Aeroporti di Milano III
 Project Number: 20130486
 Country: Italy
 Project Description:

Malpensa Airport (Malpensa) is situated 50km northwest of Milan city centre. In 2013 it handled 17.8 million passengers, making it the second largest airport in Italy behind Rome-Fiumicino (Fiumicino). The project comprises a number of investments aimed at further redefining the infrastructure requirements at the airport since Alitalia relocated from Malpensa to Fiumicino in 2008. They include a reconfiguration and refurbishment of Terminals 1 and 2, structural alterations to meet new Italian seismic codes, a new rail connection between the two terminals and various airside works to improve the level of compliance with ICAO civil aviation safety standards.

EIA required: Yes, for the new rail link connection.
 No, for all the other components.

Project included in Carbon Footprint Exercise¹: No
 (details for projects included are provided in section: "EIB Carbon Footprint Exercise")

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

The investments under this project remain largely in line with the principles of the original 'Malpensa Master Plan' (Piano Regolatore Generale dell'Aeroporto) that was approved by the Ministry of Transport and Infrastructure in 1987.

Only the rail link component falls under Annex II of the Directive 2011/92/EC. All the other components included in the project are within the airport boundaries and not likely that they will have any significant effects on the environment and, thus, not subject to an EIA.

An EIA process has been carried out, obtaining Decree on Environmental Compatibility (Valutazione d'Impatto Ambientale or VIA) from the Lombardy Region on the 5 October 2012. Subsequently, the Region also granted the Technical Approval of the Final Design on the 10 October 2012.

The airport boundaries coincide with the limits of the Valle del Ticino Regional Park and two Natura 2000 sites are located in its vicinity. "Brughiera del Dosso" is classified as Site of Community Importance² (SCI) under the Habitats Directive and "Boschi del Ticino" is classified as a Special Protection Area³ (SPA) under the Birds Directive.

The Competent Authority will be required to confirm that the current Project will have no significant impacts there.

¹ 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 CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

² IT2010012.

³ IT2080301.

The environmental condition below will therefore be applied:

“Prior to first disbursement, the Promoter will submit to the Bank a copy of the opinion of the competent authorities confirming that the project does not impact significantly on Natura 2000 sites and air quality (Form A)”.

Subject to the above condition being met, the project is acceptable for EIB financing. The overall residual impacts are considered to be minor and manageable.

Environmental and Social Assessment

Environmental Assessment

The Regional Territorial Plan (PTR) approved in 2010 and its subsequent updates stress the strategic imperative for the region that Malpensa airport is reaffirmed as an intercontinental airport and that its connectivity to the rail and road networks is improved, noting the extension of the current rail line from Terminal 1 to Terminal 2.

The rail link encourages the modal shift from road to rail and increases the public transport connectivity of Malpensa airport, having a positive environmental impact since it will contribute to the reduction of pollution from road traffic in the region.

It will be built as an underground rail line, using the cut&cover tunnel construction methodology. The final alignment runs alongside the SP52 and the SS336 roads, which is the option that minimises the land taken. There will be an increase in traffic, noise and air pollution during the construction period. Mitigation measures proposed in the EIS include among others damping down areas likely to be affected by dust, mobile noise barriers and monitoring air quality emissions.

The EIS also includes the study of the impacts on the Natura 2000 sites nearby, as required by the Habitats and Birds directives. Mitigation and compensation measures include inter alia: fencing the site during construction to prevent wildlife from crossing it, compensation of the affected woodland areas by reforestation, action to limit foreign species and the construction of an ecological bridge and an underpass below the SP52 road for terrestrial wildlife. Habitats, plants and animal species considered as priority species are not meant to be directly impacted. Post works monitoring is envisaged for vegetation and wildlife.

Public Consultation and Stakeholder Engagement, where required

The preliminary consultation phase with the competent authority for the rail link project was initiated by the Promoter on 17 February 2012 and concluded on 23 May 2012. As a result, the Lombardy Region formulated a set of indications for the preparation of the Environmental Impact Study (EIS).

Following that phase, on the 8 June 2012, the announcement of the public hearing for the Project and the EIS was published in the local press.

Three public hearings that included the presentation of the project and the EIS and the consultation and comments of the local entities were held between the end of June and the end of September 2012.

Other Environmental and Social Aspects

E&S management arrangements

SEA is an ISO140001 certified company that is fully committed to ensuring environmental sustainability and aims to employ best practice towards achieving that. Since 2010, they maintain the “3 + - neutrality” level under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme.

SEA is actually engaged in the monitoring of aircraft noise and have 17 fixed stations with an additional 5 mobile monitoring units for specific measurement campaigns. They work in partnership with ARPA (Environmental Regional Agency) in order to jointly define the best monitoring actions in terms of noise emissions.

SEA has recently obtained the ISO50001 certification for Energy Management (October 2013).

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