



MINISTRY OF THE ENVIRONMENT AND THE
PROTECTION OF LAND AND SEA

MINISTERIAL DECREES-REGISTRATION
MINISTERIAL DECREE 0000236 of 08/08/2013

The Minister of the Environment and the protection of Land and Sea

IN CONSULTATION WITH THE MINISTER OF CULTURAL HERITAGE AND ACTIVITIES AND OF TOURISM

CONSIDERING the Italian Legislative Decree of 3 April 2006, no. 152 containing "Environmental Regulations" as amended and supplemented by Italian Legislative Decree 16 January 2008 no. 4 containing "Further corrective and supplementary provisions of Italian Legislative Decree 3 April 2006, no. 152, containing rules on environmental matters", and Italian Legislative Decree 29 June 2010, no. 128 on "Amendments and additions to the Italian Legislative Decree of 3 April 2006, no. 152";

CONSIDERING the Italian Prime Ministerial Decree of 27 December 1988 on *"Technical standards for the preparation of environmental impact studies and the formulation of the compatibility assessment as per art. 6 of Italian Law of 8 July 1986, no. 349, adopted under art. 3 Italian Prime Ministerial Decree of 10 August 1988, no. 377"* as amended and supplemented;

CONSIDERING art. 9 of Italian Presidential Decree of 14 May 2007, no. 90, which established the EIA/SEA Environmental Impact Assessment Technical Committee, and subsequent amendments as per art. 7, paragraph 1 of the Italian Legislative Decree of 23 May 2008, no. 90, converted into Law no. 123 of 14 July 2008;

CONSIDERING the request for environmental compatibility presented by ENAC on 15/12/2011 with note reg. 161903/CIA acquired with reg. no. DVA-2011-32062 of 22/12/2011 regarding: *"Fiumicino Sud - Leonardo Da Vinci Airport (RM) Completion Project"*;

HAVING NOTED that the publication of the announcement relating to the request for an environmental compatibility declaration and the submission of the project and the environmental impact study for public consultation took place on 20/12/2011 in the newspapers "Corriere della Sera" and "Il Tempo";

CONSIDERING the supplementary documents submitted by ENAC on 09/07/2012, reg. 87819/CIA attached to the acts with reg. DVA-2012- 16948 of 13/07/2012;

HAVING NOTED that the publication of the announcement relating to the filing of additional documentation for public consultation took place on 11/07/2012 in the newspapers "Corriere della Sera" and "Il Tempo";

CONSIDERING the further summary documentation acquired with reg. DVA- 2012-30762 del 17/12/2012 and reg. DVA-2013-0000257 of 07/01/2013;

HAVING NOTED that the "Fiumicino Sud Completion Project" consists of the implementation of almost all of the actions already planned by the Airport Development Plan of 1978 and subsequent updates, which to this date have still not been carried out. The planned actions are:

- The reorganization of the flight infrastructure and aprons;
- The restructuring of the aprons to both East and West;
- The reorganization of the terminals system;
- The reorganization of the support structures;
- The reorganization of the baggage handling facilities;
- The reorganization of the system of internal mobility (car parks, people movers, new junction in Cargo City area).

HAVING NOTED the comments made under article 24 of Italian Legislative Decree no. 152/06, considered by the EIA/SEA Environmental Impact Assessment Technical Committee during the investigation and in the definition of the prescriptive framework;

HAVING NOTED the reception, in accordance with article 25 of Italian Legislative Decree no. 152/06 and subsequent amendments, of the following opinions, considered by the EIA/SEA Environmental Impact Assessment Technical Committee during the investigation and in the definition of the prescriptive framework:

- Positive opinion with provisions of Rome Capital (reg. 10437 of 20/02/2012 and reg. 52092 of 25/07/2012);
- Positive opinion of the Province of Rome (reg. 42686 of 19/03/2012);
- Positive opinion with provisions of the City of Fiumicino (reg. 57278 of 09/08/2012);
- Opinion of the Authority of the River Tiber basin (reg. 434 of 03/02/2012);

HAVING NOTED that with regard to direct or indirect interference, a study has been prepared for the Ecological Impact Assessment on SICs (Sites of Community Importance) and ZPSs (Special Protection Areas);

HAVING NOTED that, as is clear from the attached opinions, the EIA/SEA Environmental Impact Assessment Technical Committee, on the basis of the investigation it conducted regarding the analysis of the habitats present in the vicinity of the airport, found no significant direct or indirect interference with the habitats or with the species;

HAVING NOTED that as a result of various planning tools, including the Decree of the Minister of Infrastructure no. 371 of 04/06/2010 and the National Study of the Airports drafted by ENAC (currently available on the ENAC site), the Airport's future scenario for 2044 forecasts the transit of 90 million passengers per year, and that this increase of activity and the resulting expansion of the airport grounds and airport infrastructure will be the subject of a new Master Plan and a new Environmental Impact Assessment procedure;

CONSIDERING the Technical Authorization issued by ENAC with reg. no. 96987 of 22/07/2011;

HAVING ACQUIRED the favourable opinion with provisions no. 1156 of 25/01/2013 (reg. no. DVA-2013-02654 of 31/01/2013), formulated by the EIA/SEA Environmental Impact Verification Technical Committee as a result of the investigation on the project, attached to this decree and constituting an integral part of it;

HAVING ACQUIRED the positive opinion with provisions of the Ministry of Cultural Heritage and Activities reg. no. 7476 of 12/03/2013 (reg. no. DVA-2013- 6362 of 13/03/2013), supplemented with note reg. 10838 of 12/04/2013 (reg. DVA-2013-8972 of 17/04/2013), which is attached to this decree and forms an integral part of it;

HAVING NOTED that in the opinion reg. no. 7476 of 12/03/2013 (reg. no. DVA-2013-6362 of 13/03/2013), supplemented with note reg. 10838 of 12/04/2013 (reg. DVA-2013-8972 of 17/04/2013),

Ministry of Cultural Heritage and Activities recommends that the applicant *"promote a technical panel with all the Bodies involved insofar as it concerns them for the strategic transformation of the wider area under consideration including, beyond the airport and its direct appurtenances, the complex network of relationships of the same with the local context in which it is inserted: Lazio Region, Ferrovie dello Stato (National Railways), Anas/Autostrade del Lazio (Lazio Highways), the Port Authority, the Municipality of Rome and Fiumicino and the Province of Rome and this Ministry to define the infrastructure and the integrated transport system. All this remembering that this issue had already been highlighted by this General Directorate in the approval opinion, subject to the design and implementation of the adequate infrastructure system, issued by this Ministry regarding the Alteration of the Municipal Development Plan for the Port of Fiumicino with note reg. no. DG PAAC/34.19.04./4021/2009 of 24/09/2009 transposed later in the DEC VIA no.7 of 16/02/2010"*.

HAVING CONSIDERING the request for clarifications by the General Directorate for the Environmental Considerations to the EIA/SEA Environmental Impact Assessment Technical Committee (reg. DVA-2013-7597 of 28/03/2013) regarding Opinion no. 1156;

HAVING ACQUIRED the supplementary opinion no. 1241 of 31/05/2013 (reg. no. DVA-2013-13509 of 11/06/2013), which attached to this decree constitutes an integral part of it, formulated by the EIA/SEA Environmental Impact Verification Technical Committee to fulfil the aforementioned request for clarifications of the General Directorate for the Environmental Considerations;

HAVING NOTED that in opinion no. 1156 of 25/01/2013, as supplemented by opinion no. 1241 of 31/05/2013, the EIA/SEA Environmental Impact Assessment Technical Committee recommends:

1. Prior to any request for initiation of the Environmental Impact Assessment procedure concerning the expansion of the airport grounds (Future project Fiumicino Nord included in the National Plan for Airports), it is suggested that the Applicant promote the establishment of a special technical panel (consisting of ANAS, RFI, ATAC, ENAC), in order to prepare a preliminary report containing the reasoned and cumulative estimate of the environmental impacts of all the infrastructure planned in the wider area;
2. As highlighted by the Municipality of Fiumicino (managing body of the Roman Coast State Reserve) during the preparation of the final design, we recommend seeking the opinion of the Roman Coast State Reserve Management Committee concerning small ancillary works (not related to the functionality of the airport) located in an area at the edge of the grounds, but falling within the Reserve (in particular it concerns the construction of the building intended to accommodate the expansion of the Museum of Ships and the adjustment of the roads through the implementation of a roundabout located to a small extent inside the reserve);

HAVING NOTED that we have not received within the time limits provided by art. 25, paragraph 2 of Italian Legislative Decree 152/2006, as amended by Italian Legislative Decree 4/2008, the opinion of the Lazio Region;

CONSIDERING that under article 26, paragraph 4, of Italian Legislative Decree 152/06 and subsequent amendments and additions, the provisions for the environmental impact assessment replace or coordinate all authorizations, agreements, concessions, licenses, opinions, clearances and consents on any environmental matters;

GIVEN that under article 26, paragraph 4, of Italian Legislative Decree 152/06 and subsequent amendments and additions, on the basis of what is indicated by the applicant at the time of the submission to the EIA, steps were taken to gather the authorizations, agreements, concessions, licenses, opinions, clearances and consents on any environmental matters, to be acquired in the procedure of environmental impact assessment and at the level of the design object of the EIA process itself;

This without prejudice to the acquisition during the definition of the authorization procedure of any authorizations, agreements, concessions, licenses, opinions, clearances and consents on any environmental matters.

This without prejudice, and therefore not included in this Act, to the authorizations, agreements, concessions,

licenses, opinions, clearances and consents in relation to cultural heritage that may be issued by the Ministry of Cultural Heritage and Activities and of Tourism and by the Region.

DEEMING it, on the basis of the foregoing, necessary to carry out under art. 9 of Italian Legislative Decree 3 April 2006, no. 152 and subsequent amendments and additions, the wording of the measure of environmental impact assessment

DECREES

the environmental compatibility of the project referred to as "Leonardo Da Vinci Airport - Fiumicino Sud Completion Project" submitted by ENAC, subject to the following conditions and provisions:

A. Provisions of the EIA/SEA Environmental Impact Assessment Technical Committee:

1. Under art. 26, paragraph 6, of Italian Legislative Decree 152/2006, taking into account the characteristics of the Project mentioned above, it is decreed that the project must be completed within seven years from the publication of the EIA Decree;
2. Before the beginning of the works that lead to the production of excavation materials, the Plan of use under art.5 according to DM 161/2012 must be submitted to the MoE for approval;
3. In view of the duration of the works, whose final conclusion is planned for 2019, subject to the limits laid down in paragraph 1 above and the intention to carry out the planned works by functional lots, the applicant must prepare before the beginning of the works of each lot an update report on the construction site systems, covering all phases of the works and verifying its compliance with the MoE, in addition to confirming the adoption of operational measures with the lowest environmental impact, setting out in particular:
 - a. a timely in-depth examination of all environmental mitigation measures provided in the SIA;
 - b. detailing with the utmost care, and with the help of a specific project, the measures to mitigate the noise impact in the areas open to the public during any stage of the works. In particular, temporary architectural solutions will have to be planned to allow an optimal level of quality of airport services to passengers even during the phase of the renovation and redesign of the terminals;
 - c. containing the updates related to the total of the earth and rocks from the excavation, as well as that of all the materials that will be used with precise information on the quantities and handling (transport and routes) and with specific reference to Ministerial Decree 161/2012;
 - d. containing updates on the operating procedures for the characterization of materials from demolition and/or excavation in order to verify whether or not they have a concentration of pollutants that exceeds the limits of the law;
 - e. identifying in detail the storage areas of the materials (earth, aggregates, asphalt) as well as the tools to be used for their protection in order to avoid raising dust;

- f. containing the identification of the landfills and quarries closest to the project site and the paths of least impact of the vehicles both for the supply of materials and for their landfilling;
4. For each functional lot, the construction start date with a report attesting the compliance with the requirements of this opinion must be notified to the Ministry of the Environment, the Lazio Region, ARPA Lazio, the Ministry of Cultural Heritage and Activities and of Tourism, and the Superintendencies;
5. For each functional lot, a specific update will have to be prepared for the geological and geotechnical report, with technical specifications and precise locations, taking particular account of the characteristics of the land on which the structures will be created under the project. This requirement must be checked for compliance with the MoE;
6. In view of possible interference with the groundwater in the construction phase during the excavation operations, monitoring wells must be previously installed in accordance with ARPA Lazio. A specific and detailed hydrological and hydrogeological report of the entire area must also be presented, containing the quality status of the surface water and groundwater, and the related measures and monitoring agreed with ARPA Lazio, attesting to the consistency between the design choices and the water table, in particular analysing all the possible abnormalities such as changes in the height of the water table, changes in the natural flow of rainwater in relation to the variation of permeable surfaces, reclaiming of contaminated water, and so on. Should potentially impactful changes emerge, the report must include the appropriate identified containment and/or mitigation measures to avoid any negative impact both during construction and in operating condition. This report must be submitted in accordance with the MoE;
7. A monitoring of the subsidence phenomenon must be set up, with particular reference to runway 3. The modalities of the monitoring must be agreed with ARPA Lazio;
8. The executive project of the hydraulic solutions adopted must be submitted to the MoE, consistent with the reports prescribed above, and in compliance with all current rules and regulations concerning the protection and prevention of pollution of water resources (both during construction and in operating conditions). The project must include a thorough analysis of the water treatment system that can reveal, through careful dimension checks, the "effective" treatment capacity in terms of pollutant scope and load, to confirm the statements of the Applicant. The waters of the site must be conveyed to a suitable treatment plant before being discharged into the water supply: to this end, said executive project must describe its operational procedures;
9. The executive project of the oil extraction pools must be submitted to the MoE, ensuring the proper disposal of all potentially polluted waters (white and storm water) related to air traffic, aircraft on the ground and all the vehicles circulating in the airport grounds, so as to exclude any possibility of pollution of the groundwater;
10. The executive project of the new sewage network for wastewater delivery from the East treatment plant to the West treatment plant must be submitted to the MoE;
11. The executive project of any works to upgrade the West treatment plant sections in view of the

delivery of the wastewater currently sent to the East treatment plant must be submitted to the MoE;

12. In light of the most recent technical regulations, the feasibility of spreading the sewage sludge in agriculture must be verified. This requirement must be checked for compliance with the MoE;
13. In relation to the planned cutting of trees outside the airport grounds and in accordance with ARPA Lazio, with the Superintendency of Archaeological Heritage of Lazio and the Roman Coast National Reserve:
 - a. A naturalistic study must be prepared, detailing for each tree species the number of specimens present and to be removed, their quality condition and the year of growth cycle;
 - b. An appropriate area must be identified near the airport in which to plant similar species to those being cut down, in accordance with item c below. This area must be instrumental in creating an Environmental Park for public use, in spreading biodiversity, creating a green connection path between the terminals system and the area of the Archaeological Park of the Port of Trajan, where the Museum of Ships must be expanded;
 - c. The tree species planting plan must provide for the planting of at least 10 new trees for each cut tree. The new trees will have to be monitored (and eventually replaced) for at least the first 10 years of their growth cycle.

This requirement must be checked for compliance with the MoE after the technical-scientific verification of the Roman Coast National Reserve Committee.

14. Within one year of enactment of this opinion, a specific Environmental Monitoring Plan must be prepared in accordance with ARPA Lazio, aimed at all the environmental components to be monitored analysing separately the following phases: pre-construction, during construction and post-construction, and carefully defining the monitoring techniques, the methods of measurement, the timing of the surveys and any other significant information concerning the correct subsequent use of the gathered data. Such monitoring must include:
 - a. In accordance with ARPA Lazio, a network of stations (two or more) must be prepared where none exists and if it exists it must be updated, for the monitoring of air quality in the airport area, as well as the surrounding environment, concerning the main macro-pollutants (PM10, PM2.5, NOx, CO). Every six months, monitoring should also be carried out on the VOC and PAH pollutants, under Italian Legislative Decree no. 155/2010. Such monitoring campaigns must be carried out for ten years from the date of commencement of the works. The conclusions of this monitoring campaign must be described in a separate report, comparing the new results with those presented in the EIS, to be submitted in accordance with the MoE;
 - b. All the measures to monitor bird strikes must be implemented; in particular, specific and updated ornithological studies must be carried out in order to characterize the avifaunal population present around the airport. Compliance with this requirement must be verified by ARPA Lazio;

- c. Noise monitoring campaigns must be carried out around the airport grounds, with particular reference to the areas that fall between the 65-75 Lva isophones, as well as areas that fall between 65-60 Lva isophones. Such monitoring must constitute a deeper examination of the data provided in the EIS in order to identify operational solutions for the elimination of critical issues in the wider area;
- d. An in-depth examination must be prepared for the monitoring of emissions from the electricity and thermal power plants, existing and planned. The modalities of the monitoring, as well as the parameters to be measured, must be agreed with ARPA Lazio;

The environmental data collected by the monitoring campaigns must be made public on the website of the airport operator;

- 15. For the protection of the vegetation and the salt-tolerant grasslands in the SCI Macchia Grande Focene IT6030023 bordering runway 1 heading 16R, a monitoring plan for oxides of nitrogen and sulfur must be prepared to be submitted to the MoE and subsequently implemented, for the verification of compliance with the limits set out in point 3 of Annex XI of Italian Legislative Decree 155/2010;
- 16. With reference to the increases in air traffic expected with the project for the completion of the current infrastructure of Fiumicino Sud, with particular reference to Runway 2 Heading 7 and then Runway 1 Heading 34 L, for the purpose of evaluating the effects of noise in all the residential buildings falling within Zone "B" - as identified by the Airport Commission, adequate soundproofing measures must be taken at the applicant's expense, in accordance with current legislation, if the LVA index recalculated based on the monitoring reported below is higher than 65 dBA. The field survey of the SEL - sound exposure level by type of aircraft during take-off and landing to determine the LVA (defined according to the calculation and measurement procedures set out in Annex "A" of Ministerial Decree 31/10/1997), the choice of data points (not less than 8) and the identification of noise insulation measures to protect the health of residents, agreed with ARPA Lazio and the Municipality with territorial jurisdiction; the results of the monitoring must be forwarded to the MoE for compliance. The field survey must be completed before the works begins Airside and Landside and the measures of sound insulation on buildings will have to be made in the next 18 months. The monitoring using the same methods to verify the effectiveness of the measures taken must continue in the subsequent years, and the results must be sent to the Ministry of the Environment;
- 17. The future expansion of the energy production plant will be subject to verification of compliance with the MoE in order to verify the adoption of best and most environmentally friendly technologies;
- 18. Before the beginning of the works on each functional lot, a status report must be prepared outlining all measures of mitigation and compensation provided for the operation of the infrastructure and for each environmental sector, with a description of the methods for their implementation. These reports must be prepared in compliance with the MoE;
- 19. Given the timing of the project, it is required that, for new construction and/or major renovation of the airport terminals, measures aimed at reducing the energy consumption of buildings be provided during final design, with a view to *"nearly zero energy buildings"*, as provided by Directive 2010/31/EU; to this effect, a specific report containing the technical solutions adopted for the purpose must be submitted to the Ministry of the Environment prior to the commencement of the works;
- 20. In order to confirm the non-interference of the project with the areas of responsibility of the River Tiber

Basin, the Applicant must forward to said Authority an excerpt from the next project phase that includes all the actions that may fall under and/or influence the spheres of competence of said Authority. In addition, the analysis of the water management solutions referred to in the above requirements 8, 9, 10, 11 must take into account what is specified in Annex A of the technical regulations for the implementation of the PS5 -Basin Plan excerpt for the metropolitan section of the Tiber from Castel Giubileo to the river mouth, and in particular the "Criteria for the management of water resources". This requirement must be checked for compliance with the MoE after the technical-scientific verification of the aforementioned Authority.

21. The next project phase of the People Mover must be submitted in accordance with the MoE in order to confirm the adoption of the technological and design solutions with the lowest environmental impact by comparing - by way of example - the construction of tracks versus shuttles on rubber (technology currently used in the airport). Particular attention must be given to the problem of interconnection between the people mover and the train station, and the travel course must be verified together with the Ministry of Cultural Heritage and Activities and of Tourism with respect to the landscape aspects;
22. The Applicant must prepare a specific and detailed report describing the results of the management of the waste produced by the airport: in particular, it must show an increase in the rate of selective collection of waste (until 50% is achieved by 2020, as planned by the Applicant). This report must be forwarded in compliance with the MoE.

B. Requirements of the Ministry of Cultural Heritage and Activities:

1. In subsequent phases of design, drawings at a 1:100 scale must be developed, with the description of materials and different technologies chosen for the construction of the buildings planned in the 6 unit areas of the project; the drawings must provide a clear reading of the new works to verify their integration into the existing context;
2. A chronological study of the construction phases of the airport must be carried out in order to identify the valuable buildings (such as Terminal 3) and to safeguard and enhance their architectural features; to this end, for interventions to be performed on the external elevations of Terminal 3, a specific executive project and construction details must be drafted, on an appropriate scale where it is necessary for the understanding of the project, verifying the possibility of maintaining a respectful reading of the work by architects Luccichenti - Morandi;
3. An in-depth project must be created for the interventions planned in Unit Area A highlighting the coherence and integration of the newly built Terminal 4 and of Terminal 1 and 2 to be renovated with the existing Terminal 3;
4. Terminal 4 must include, in line with what was shared with the applicant during the inspection of 07/09/2012 and the meeting held 18/01/2013 at this Ministry, an adequate space for cultural purposes with a retelling of the history of the Port of Claudius and Trajan, illustrated through scale models;
5. Given the impact resulting from the junction planned on the territory of the Roman Coast National

Reserve, a remodulated design solution must be prepared and submitted limiting as much as possible the use of the protected area;

6. In order to better assess the impact of the new works on the landscape, overall cross-sectional and longitudinal sections (skyline) must be drafted, at the most significant points to allow the reading of the planned relationships between the new volumes and those already in place;
7. Given the central location and the vicinity of the main access road to the airport building, labelled as no. 26 on the attached site plan, which, from drawings received, appears to have a particular impact on the surrounding environment, a project addition must be drafted (sections and elevations of the most significant points) to evaluate a solution as much as possible in harmony with the site, also providing a possible moving back of the perspective drawing;
8. An in-depth study must be prepared and a project addition must be drafted for the planned expansion of the Museum of Ships;
9. The measures envisaged in the project in question must not impact the pine forest of Coccia di Morto;
10. An in-depth study must be prepared and a project addition must be drafted for the environmental park mentioned in the Non-technical Summary;
11. The mitigation works of the intervention must be studied and broadened;
12. As already expressed to the Applicant during the inspection of 07/09/2012 and the meeting of 18/01/2013 held at the Ministry, the placement and size of the buildings facing Terminal 3 and the new Terminal 4 (Unit area E) must be re-evaluated, with a retreat and a lowering of the height of the new buildings to ensure greater protection of free residual spaces at the entrance to the airport (Unit area A), also providing a redevelopment through an appropriate selection of urban features and vegetation;
13. A plan of reorganization and regulation of all advertising installations must be studied;
14. Archaeological surveys must be carried out (at the client's expense) prior to the implementation of all the works included in the Fiumicino Sud Completion Project. The opinion of the Superintendency is dependent on the completion of these surveys, whose details will be evaluated and calibrated on the basis of the projects of the individual works that must be sent to the undersigned Office;
15. No new works may be built on the area occupied by the Port of Claudius;
16. The entire new system of external and internal connection to the airport (both those to be carried out under this project and planned by other organizations, institutions etc.) presents several critical issues (see opinion MBCA/SBA/34.07.11/3416 of the relevant Superintendency of 08/02/2012), especially in the outdoor area of the airport, critical issues in some cases already expressed at other times by this Superintendency (for example, with regard to the New Dragona Bridge, the C5 Corridor etc.). Therefore, also regarding the upgrading of the airport access system, preliminary archaeological surveys must be carried out (at the client's expense), on whose outcome the opinion of this Office

depends;

17. The preliminary archaeological surveys required on all the works to be performed must also cover the construction site areas (if outside the areas of the interventions), the areas where demolitions and reconstructions are planned that have not already been subject to surveys and, finally, also all the works that, like the People Mover, fall within areas currently devoted to parking and traffic.
18. The drawing "Landscape study - Perspective view Terminal 3" must be reconfigured according to the directions already provided to the Applicant by the General Directorate for landscape, fine arts, architecture and contemporary art during the inspection of 07/09/2012 and the meeting held on 18/01/2013 (shown in this opinion) held at the headquarters of the Ministry of Cultural Heritage and Activities.

The verification of compliance with the provisions of item A) nos. 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 14.a, 15, 16, 17, 18, 19, 21 and 22 will be carried out by the Ministry for the Environment and the Protection of Land and Sea.

The verification of compliance with the provisions of item A) nos. 7, 14.b, 14.c, 14.d will be carried out by ARPA Lazio, notifying the results to the Ministry for the Environment and the Protection of Land and Sea.

The verification of compliance with the provisions of item B) will be carried out by the Ministry of Cultural Heritage and Activities and of Tourism, notifying the results to the Ministry for the Environment and the Protection of Land and Sea.

This decision will be notified to ENAC, the Ministry of Cultural Heritage and Activities and of Tourism, the Ministry of Infrastructure and Transport, the Lazio Region, ARPA Lazio, the Tiber River Basin Authority.

It is the responsibility of the Lazio Region to communicate this decision to the other Administrations and/or Agencies that may be affected.

ENAC will publish an excerpt of this decision in the Official Journal, in accordance with art. 27 of Italian Legislative Decree 3 April 2006, no. 152 as amended by Italian Legislative Decree no. 16 January 2008, no. 4, notifying the Ministry of the Environment and the Protection of Land and Sea - General Directorate for Environmental Assessments, and will forward to the same and to the Ministry of Cultural Heritage and Activities and of Tourism a copy of the final authorization order issued under art. 11, paragraph 10 of Law 24/11/2000, no. 340.

Under art. 26, paragraph 6 of Italian Legislative Decree 152/2006 and subsequent amendments and additions, the project referred to in this decision must be implemented within seven years from its

publication in the Official Journal, as expressly stated by prescription no. 1 of opinion No. 1156 of 25/01/2013 of the EIA/SEA Environmental Impact Verification Technical Committee. Once this period has elapsed, without prejudice to the right to an extension at the request of the applicant, the Environmental Impact Assessment procedure must be repeated.

This decree is made available, together with the opinion of the EIA/SEA Environmental Impact Verification Technical Committee and the Ministry of Cultural Heritage and Activities on the website of the Ministry of the Environment and the Protection of Land and Sea.

An appeal against this decision may be lodged with the TAR Administrative Court within 60 days and with the Head of State within 120 days from the publication in the Official Journal.

THE MINISTER OF THE
ENVIRONMENT
AND THE PROTECTION OF
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THE MINISTER OF CULTURAL
HERITAGE AND ACTIVITIES
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