

Environmental and Social Data Sheet

Overview

Project Name: AUTOSTRADA BREBEMI PPP
 Project Number: 2011-0555
 Country: ITALY

Project Description: The project consists in the construction of a 2x3 lane 62.2 km long green-field motorway between the cities of Brescia and Milan. It includes the construction of 4 viaducts for a total length of 3.279 km, two artificial galleries for a total length of 625 m, improvement of 23.3 km of access roads and rehabilitation of approximately 17.0 km of local roads.

EIA required: YES
 Project included in Carbon Footprint Exercise¹: YES/NO
 (Details are provided in section: "Carbon Footprint")

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

The project will substantially relieve the traffic between Brescia and Milan which are currently linked by the heavily congested A4 motorway. Its main impacts are the increased air, water and noise pollution, as well as land appropriation and visual intrusion of the new infrastructure which includes interchanges, bridges, viaducts and protection walls. The Project falls under Annex I of the EIA Directives 85/337 and 97/11 and requires a full EIA including public consultations. A comprehensive EIA for the project has been carried out in July 2003 and approved by the competent authorities in May 2009

Overall some EUR 67 million of mitigation measures have been foreseen, representing approximately 6.7% of the construction cost. Monitoring measures will continue for a period of three years after project's completion and should be sufficient to maintain the environmental risk to acceptable levels.

The project is neutral in terms of environmental impact as increased CO₂ emissions due to a dual effect. On the one hand, the project is expected to increase average travel speed and therefore to reduce ridership fuel-efficiency, as well as to induce traffic. On the other hand, the project will provide a shorter route for the transit traffic formerly travelling on A4. It is estimated that, as a whole, the project will increase CO₂ emissions by less than 4,000 tons per average operating year (an infinitesimal fraction of baseline emissions of some 1.4 million tons).

The two closest Natura 2000 sites ("IT-2050009 Sorgenti della Muzzetta" and "IT-2060013 Fontanile Brancaleone") should suffer no direct impact. However, confirmation from the Competent Authority (i.e.: Form A) on compliance with the EU Habitats Directive still has to be provided.

In November 2011, a preventive seizure of some 8 km of the work-sites has been ordered by the Public Prosecutor of the Court of Brescia within the context of an investigation concerning the use of polluting materials in some parts of the motorway. Based on the information available at the time of appraisal it should be possible to implement remedial measures for achieving full compliance with environmental and design prescriptions.

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 2++0,000 tons CO₂e/year relative (net) – both increases and savings.

The project is acceptable for the Bank's financing subject to the submission, prior to first disbursement, of a written confirmation from the Competent Authority - in a form satisfactory for the Bank - that the provisions of the EU Habitats Directive, as transposed into the local legislation, have been complied with (Form A or B or equivalent), as well as evidence that adequate remedial works have been executed in the sections of the motorway under investigation by the Court of Brescia for achieving full compliance of the project with the environmental and design prescriptions.

Environmental and Social Assessment

Environmental Assessment

Compliance with applicable Environmental Legislation

The Project falls under Annex I of the EIA Directives 85/337 and 97/11 and requires a full EIA including public consultations. The BreBeMi motorway is included in the resolution no. 121/2001 of the Inter-Ministerial Committee for Economic Planning (CIPE) establishing the infrastructures of strategic national interest. For these infrastructures the law n. 443/2001 "Legge Obiettivo" and its implementing decree n. 190/2002 establish that the EIA is to be assessed by a special commission (i.e.: Commissione Speciale di Valutazione Impatto Ambientale) after consultations with the regions during the preliminary design phase. The pronouncement of environmental compatibility is then issued by the CIPE, together with the approval of the design. The procedures for conducting the environmental impact for major projects are detailed in Section II of the Legislative Decree 163/2006 which transposes the European Directives 85/337 and 97/11.

An EIA for the project has been carried out in July 2003. The request for approval of the EIA and the Preliminary Design of the project was submitted by the Roads National Authority (ANAS) to the Ministry of Environment (MATTM) in May 2004. The Special Commission for the assessment of the EIA (CSVIA) issued a positive opinion with prescriptions in March 2005. The CIPE approved the EIA and Preliminary Design with prescriptions in July 2005 (i.e.: resolution 93/2005).

The final design and the environmental assessment of the variations to the preliminary design were requested by the Conceding Authority (i.e.: CAL S.p.A.) to the MATTM in February 2009. A positive opinion with prescriptions and recommendations on the final design was issued by the CSVIA in March 2005. The CIPE then approved the final design and the EIA with prescriptions and recommendations in July 2009 (i.e.: resolution 42/2009).

Following the accomplishment of these procedures, the EIA process can be considered completed.

Environmental Impacts and their mitigation

The project's main negative impacts are: increased air, water and noise pollution, land appropriation and visual intrusion of the new infrastructures including interchanges, bridges, viaducts and protection walls.

The project's main positive impacts are: shorter road distance between Brescia and Milan², decrease of emissions along the existing A4 motorway and in the populated areas of the municipalities served by the new motorway.

The project's main mitigation measures are: alignment of the new motorway alongside the future high-speed railway line to reduce the physical appropriation of land, optimised vertical profile of the motorway including 14.700 km of road trenches to minimise the visual impact on the landscape, construction of single span bridges over the rivers with approaching viaducts designed for a maximum river flood of 200 years, construction of drainage systems to collect

² This circumstance will materialise after the completion of the external bypass roads in Milan (TEEM) and Brescia (Tangenziale Ovest) which are currently under construction but not included in the BreBeMi project.

and treat polluted waters, biological revitalization of the area nearby the project, construction of 10.789 km of noise barriers and a 465 m long artificial tunnel to minimise noise disturbance on three highly sensitive receptors.

Nature Conservation

In Italy, the classification of the protected natural areas are defined within the Framework Law 394/91 establishing the Official List of Protected Areas (i.e.: Elenco Ufficiale delle Aree Protette), regularly updated by the Italian Ministry for the Environment and Territory. The list includes the Special Protection Area (i.e.: ZPS) defined by the criteria of the EU Directive "79/409/EEC Birds"; which together with the Areas of European Importance (i.e.: SIC), identified by the Directive "92/43/EEC Habitat", define the "Natura 2000" network. The list also includes other types of Protected Areas such as Regional, Inter-regional and National Parks as well as Natural Reserves and various other terrestrial and marine protected natural areas.

There are not ZPS within the zone of influence of the project. The closest ZPS (i.e.: "ZPS IT-2070020 Torbiere d'Iseo") is located approximately 14 km away from the Motorway alignment. Two SIC are located within 1 km from the motorway alignment: "SIC IT-2050009 Sorgenti della Muzzetta" and "SIC IT-2060013 Fontanile Brancaleone". The environmental studies included in the final design have confirmed that the project has no tangible impact on these sites and will not require any use of the natural resources from the SIC. However, confirmation from the Competent Authority (i.e.: Form A or B or equivalent) on compliance with the Habitats Directive still has to be provided.

In the areas where the motorway crosses the three rivers Oglio, Serio and Adda the project affects three Regional Parks included in the Official List of Protected Areas "*Parco Oglio Nord*", "*Parco Serio*" and "*Parco Adda Nord*". Adequate mitigation measures have been discussed with the relevant Park Authorities during the public consultations and incorporated in the Final Design approved by the Inter-ministerial Committee for Economic Planning (CIPE) with its resolution 42/2009 on 26 June 2009.

EIB Carbon Footprint Exercise

The project is neutral in terms of environmental impact due to a dual effect on CO₂ emissions. On the one hand, the project is expected to increase average travel speed and therefore to reduce ridership fuel-efficiency, as well as to induce traffic. On the other hand, the project will provide a shorter route for the transit traffic formerly travelling on A4. It is estimated that, as a whole, the project will increase CO₂ emissions by less than 4,000 tons per average operating year (an infinitesimal fraction of baseline emissions of some 1.4 million tons).

Public Consultation and Stakeholder Engagement, where required

The final design (i.e.: Progetto Definitivo), approved by the Conceding Authority (i.e.: CAL S.p.A.) on 12 December 2008, was delivered to the "Ministry of Infrastructure and Transport" on the 27 January 2009 and forwarded to all entities to be invited to the Public Consultation (i.e.: Conferenza dei Servizi) by 30 January 2009. The Public Consultation was then called by the same Ministry on the 26 April 2009. Overall, 255 prescriptions were incorporated in the final design as a result of the Public Consultations along with 228 design recommendations formulated by the Inter-ministerial Committee for Economic Planning (CIPE) which approved the final design with its resolution 42/2009 on 26 June 2009.

Other Environmental and Social Aspects

Legal issues

In November 2011, a preventive seizure of approximately 8 km of the work-sites has been ordered by the Public Prosecutor of the Court of Brescia within the context of an investigation concerning the use of polluting materials for the execution of the substrate and the embankments of the motorway. The investigation concerns the materials provided by a subcontractor (i.e.: Locatelli) of the EPC company. Based on the information available at the time of appraisal the seizure affects only a limited part of the project and would be limited to the time for conducting technical assessments in situ such as sampling and analysis. It should be possible to implement remedial measures for achieving full compliance with the

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environmental prescriptions and the completion date of the project should also be substantially maintained. A disbursement conditions on the adequate remedial works for achieving full compliance with environmental and design prescriptions will be included in the finance contract.

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