

Environmental and Social Data Sheet

Overview

Project Name:	Aeroporto di Roma Fiumicino Sud
Project Number:	20130594
Country:	Italy
Project Description:	The project concerns the expansion and upgrade of Leonardo da Vinci–Rome Fiumicino Airport (Fiumicino, FCO) in order to cater for future growth in traffic and to improve passenger service standards. The airport, which is the main hub in Italy, is located 35km southwest of Rome city centre and handled 36.3 million passengers in 2013. The project will increase the capacity of the airport from 35 to 45 million passengers per year and will improve the level of service offered by the existing facilities which are operating above capacity and with many of the airport subsystems heavily congested. It includes the extension of Terminals 1 and 3 and their associated Baggage Handling Systems (BHS), additional apron capacity, the rehabilitation of Runway 3 and the provision of a new inner Taxiway Bravo.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes
(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 Project falls under Annex II of the EIA Directive 2011/92/EC.

Project components are included in the Master Plan “Leonardo Da Vinci Airport – Fiumicino Sud Completion Project” approved by ENAC on the 22 July 2011.

This master plan obtained the Decree on Environmental Compatibility (Valutazione d’Impatto Ambientale or VIA) from the Ministry of the Environment and the Protection of Land and Sea in consultation with the Ministry of Cultural Heritage and Activities and of Tourism on the 8 August 2013. The Decree is valid for seven years from the decision date. Once this period has elapsed, the Promoter will need to seek either an extension or to repeat the EIA procedure.

There are four areas in close proximity to the airport that have been classified as sites of Community Importance². Although it is understood that the Project will have no significant impact there, this should be confirmed by the Competent Authority accordingly.

The environmental condition and undertaking below will therefore be applied:

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 Machia Grande di Focene e Macchia dello Sagneto (SIC IT6030023) adjacent to the airport), Lago di Traiano (ZPS IT6030026) located 1 km from the airport and Machia Grande di Ponte Geleria (SIC IT6030025) and Isola Sacra (SIC IT6030024) located 4km from the airport.

“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 (Form A)”.

“The Promoter undertakes to submit to the satisfaction of the Bank a new or extended Decree on Environmental Compatibility once the Ministerial Decree 236/2013 expires in August 2020”.

Subject to the above condition and undertaking 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 Master Plan includes an Environmental Impact Study that incorporates the main findings of the EIA process such as the analysis of the relevant environmental aspects, the potential impacts caused by the implementation of the Master Plan and the relevant compensation and mitigation measures.

The Environmental Compatibility of the Project is granted subject to a series of provisions and conditions that AdR, as Promoter the Project, and ENAC, as supervisory entity, are committed to comply with. These requirements concern both the construction and operation phases of the planned works.

Some of the requirements need to be checked for compliance by the different competent bodies before the start of the works, constituting the final step required to close the EIA process.

Terminal design will aim at reducing energy consumption with a view of achieving “nearly zero energy buildings” as requested by Directive 2010/31/EU. The architectural and landscaping project for the new buildings will ensure the integration within the existing context and the preservation of the existing Terminal 3 building which is considered to be of architectural relevance.

Construction works are phased in three different lots depending on the implementation schedule. The submission of the required information is at different stages for each one of the lots but the intention from the Promoter is to submit all the relevant documents prior to the expected start of works date.

The Promoter will develop an Environmental and Social Management Plan (ESMP) for each one of the lots incorporating all the necessary mitigation measures for all the impacts caused during construction in accordance to the provisions of the EIS and relevant National Legislation. The ESMP will include *inter alia* measures to mitigate noise impact in the public areas during construction, groundwater monitoring and management plan and earthworks and excavation materials management plans including mass balances, handling procedures, anti-dust measures and disposal sites, specifying the means of transport and routes.

The Promoter will also develop a report outlining all mitigation and compensation measures during operation.

A monitoring plan will be agreed with the Lazio Regional Agency for the Environmental Protection (ARPA Lazio) to close monitor air quality, bird strikes, noise and electromagnetic emissions before the works, during construction and once the Project becomes operational.

EIB Carbon Footprint Exercise

The estimated annual emissions relevant to the Project are 224,000 tonnes of CO₂. The relative emissions assuming a 10% induced traffic are therefore 22,400 tonnes of CO₂. These emissions correspond to emissions from aircraft movements, passengers and staff

travel to the airport, direct emissions from FCO operations and indirect emissions from consumption of electricity and waste disposal.

The estimated annual emissions have been calculated using the Bank's methodology for assessing the carbon footprint of airport projects, which is consistent with what the airport industry itself is doing under the Airport Carbon Accreditation (ACA) Scheme. The main point to note is that the methodology considers only emissions from the Landing and Take-off (LTO) part of the flight cycle, not the full flight cycle as a whole. In this case, baseline emissions have been calculated using 2013 emissions data from FCO. The relative emissions are derived from an assumed level of induced traffic.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Public Consultation and Stakeholder Engagement, where required

The announcement for the public consultation process related to the request for the environmental compatibility declaration for the Master Plan was published in the national press on the 20 December 2011.

The publication of additional information related to the project was announced in the national press on the 11 July 2012.

Other Environmental and Social Aspects

AdR is an ISO140001 certified company since 1998 that is committed to ensuring environmental sustainability and improving performance over time. The airport has an Environmental Management System in place that includes a noise monitoring programme. Since 2010, they are an accredited company under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme, reaching the "3+/optimisation" level.

PJ/ECSO 16/07/2014