

Environmental and Social Data Sheet

Overview

Project Name: Anas Sicurezza Rete e Piano Gallerie
Project Number: 2015-0095
Country: Italy
Project Description: The project consists of several small and mid-sized investments, including installation of road safety barriers, noise barriers, equipment and tunnel improvements distributed on 156 national roads and 13 motorway sections representing a total length of some 5,800 km within the road network managed by ANAS.

EIA required: **NO**
Project included in Carbon Footprint Exercise¹: **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 part of the network managed by ANAS extended within 19 regions in the northern, central and southern Italy.

The works included in the Project are part of a wider multi-year program of investments prepared by the Promoter and containing, amongst other, investments aiming at improving progress towards the compliance of the road network managed by ANAS with the EU directives 2008/96/EC on road safety, 2004/54/EC on tunnel safety and 2002/49/EC on noise pollution.

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; the Project also falls outside the scope of Annexes I and II of the EIA Directive 2011/92/EU and do not require an EIA. In addition, the project it is not expected to generate new capacity and or new traffic and will be executed within the premises of the existing roads with no land acquisition and without affecting any Natura 2000 or protected area. Given its location and nature the residual impact on landscape is acceptable.

The enhanced road safety and environmental performances will prevent the introduction of low speed limits on specific road sections and allow the traffic to flow more fluidly with reduced risks for road users within the road network thus having overall positive effects at macro level in the short-medium term.

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

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.

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. Standard mitigation measures are included in the construction methodology with the layout and number of lines per carriageway to be rearranged to accommodate safely the traffic flow as and where necessary.

The main measures implemented with the Project consist of new safety barriers (i.e.: 33% of the cost), enhancements to tunnels structures and equipment (63% of the cost) and installations of noise barriers (4% of the cost) with no tangible impact on the environment.

The benefits deriving from the project can be characterized by an expected reduction in the average values of accident rates which are estimated to decrease by some 10% 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 with no land acquisition and without affecting 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.

Public Consultation and Stakeholder Engagement

The design for upgrading the road safety barriers, noise barriers, tunnel structures and equipment composing the project is developed by the Promoter and is not subject to authorizations of third-parties or public consultation procedures.