

Environmental and Social Data Sheet

Overview

Project Name: ATLANTIA FIRENZE-BOLOGNA IV
 Project Number: 2012-0126
 Country: Italy

Project Description: Upgrade and capacity increase of the section Barberino - Firenze Nord for a total length of 17 km of the A1 tolled motorway between Florence and Bologna in the central part of Italy. The A1 motorway is part of the TEN-T and is the backbone of Italy's motorway network. The project includes a combination of widening of the existing carriageways and construction of new stretches alongside the existing motorway.

EIA required: **YES**

Project included in Carbon Footprint Exercise¹: **NO**
 (Details are provided in the section: "Carbon Footprint")

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

The project is part of a broader plan to upgrade the motorway A1, initiated by Autostrade per l'Italia in the first half of the 80s. An initial strategic environmental assessment was carried out for the preliminary project of the overarching section between Barberino –and Incisa in 1988. The project has not substantially changed in terms of alignment since then and, considering the above timing, it does not have to comply with the SEA directive 2001/42/EC.

The project falls under Annex I of the EIA Directive 2011/92/EU and requires a full EIA process including public consultations. For the section Barberino - Firenze Nord, a comprehensive EIA has been carried-out in July 2004 and approved by the competent authorities in May 2009.

The main impacts of the project are in terms of visual intrusion and land occupation as well as increased noise and pollution of local water systems. However, the more efficient alignment and enhanced motorway standards will reduce congestion and fuel consumption of vehicles with a positive effect to the quality of air at macro level.

The two closest Natura 2000 sites are IT514008 - Monte Morello and IT510001 - La Calvana. Nature conservation related studies were carried out and taken into account in the approval process and stakeholders consultations. The project complies with the current legislation regarding the Habitat and Birds Directives. The Bank has received copies of the relevant studies and approval documents from the relevant Authorities which show that impacts on the nature conservation sites are not significant, thus considered acceptable (equivalent to Form A).

The Promoter will be required to comply with the general guidelines outlined by the EU Directive on Road Safety Management particularly with regard to road safety impact assessment, safety audits, inspections and data management. A related undertaking in this respect will be included in the finance contract.

The project is acceptable for the Bank's financing from the 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

A comprehensive EIA for the section Barberino - Firenze Nord has been carried-out in July 2004. The EIA and the preliminary design were approved by the Ministry of Environment (MATTM) on the 19/11/2007. An updated preliminary design, incorporating additional recommendations was submitted by ASPI to the MATTM on the 27/06/2008. The approval of the EIA and the preliminary design, which had to include the favourable opinion of the Tuscany Region, was then issued by the Ministry of Infrastructures on the 26/05/2009 (i.e.: Decreto di intesa Stato – Regione).

During the final design phases 9 tunnels and 6 viaducts were replaced with a new single 7.7 km long tunnel. Additional data demonstrating the environmental advantages of this solution were provided to the MAATM in August 2010. The preliminary project for the new tunnel was approved by ANAS on the 21/12/2010 and by the MAATM on the 14/01/2011. The approval of the preliminary design was then issued by the Ministry of Infrastructures on the 22/12/2011 (i.e.: Decreto di intesa Stato – Regione). With the accomplishment of these procedures, the EIA process for the section Barberino – Firenze Nord can be considered completed.

Environmental Impacts and their mitigation

The project's main negative impacts are in terms of visual intrusion, land appropriation, increased noise and pollution of local water systems. The associated mitigation measures are considered satisfactory.

The project's main positive impacts are the more efficient alignment and enhanced motorway standard, expected to reduce congestion and fuel consumption of vehicles with a positive effect to the quality of air at macro level.

On the section Barberino - Firenze Nord a sequence of 9 tunnels and 6 viaducts included in the original design has been replaced with a new single 7.7 km long tunnel (i.e.: Lotto 2 Variante Santa Lucia) during the final design phases. This will contribute to significantly reduce the negative effects of the project in terms of visual impact, noise and vibrations as well as land appropriation and impacts to flora and fauna during the construction and operation phases.

Nature Conservation

The project runs in proximity of two nature conservation sites included under the Habitat and Birds Directives. All studies received and copies of relevant approval documents show that impacts on the nature conservation sites are not significant, thus considered acceptable (equivalent of Form A).

The first site is the SIC IT514008 (SIR42) "Monte Morello". The motorway crosses this site for a total length of approximately 500 m with a tunnel located at a depth between 30 and 60 metres below the ground level. A nature conservation specific study was carried-out in May 2005. The approval document dated November 2007 from the Ministry of Environment included consideration on this Natura 2000 site as well as the study and the approval of the competent Authority Toscana Region.

The second site is the SIC IT5150001 (SIR40) "La Calvana". A discharge area, initially foreseen for storing the material from excavation (i.e.: former quarry Pizzidimonte), was located at a distance of approximately 150 metres from the southern boundary of the site. The nature conservation specific study carried-out for this site in May 2005 also received the approval from the Ministry of Environment and Toscana Region; however in the updated project design (in June 2006) the use of the above mentioned discharge area was not necessary.

Public Consultation and Stakeholder Engagement, where required

For the Section Barberino – Firenze Nord the public consultations were conducted on the 03/04/2008; a second round of public consultations had to be conducted by office–procedure following a re-organization of the Ministry of Infrastructures on the 16/02/2009. Further public consultations were also conducted on the 14/09/2011 during the final phases of the design

Other Environmental and Social Aspects

The A1 motorway link runs through the mountainous region of the Apennines in a seismic area with difficult geotechnical conditions and presence of slopes characterized in many cases by active or quiescent landslides.

Concerns have been raised by local communities with regard to the potential re-activation of quiescent landslides as a result of the tunnels excavation. The thorough monitoring system in place should be sufficient to maintain this risk to an acceptable level.

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