

Environmental and Social Data Sheet

Overview

Project Name: Venice Airport Development Plan
Project Number: 20170360
Country: Italy
Project Description: The project comprises a number of investments at Venice Marco Polo International Airport (VCE), in Italy, which are aimed at increasing its capacity to accommodate future growth in traffic and alleviating current congestion and improving safety and security performance.

It includes the extension and upgrade of the passenger terminal, the repaving and upgrade of the existing runway system and the acquisition of Explosive Detection Systems (EDS) equipment meeting Standard 3 (S3).

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The project falls under Annex II of the EIA Directive 2014/52/EU amending the EIA Directive 2011/92/EC.

Project components are included in the Masterplan 2021 "Aeroporto Marco Polo di Tessera - Venezia" approved by ENAC on the 7th August 2014. In particular the project includes the investments related to Lot 2 of the flight infrastructure upgrade and regulatory compliance works and Lot 2a of the airport terminal expansion.

The Masterplan 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 19th January 2016. The Decree is valid for five 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.

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.

Luxembourg, 17.07.2018

It also obtained the approval of the procedure of urban planning compliance of the Ministry of Infrastructure and Transport on the 13 November 2017.

Considering all the above levels of consultation and approvals, ENAC granted the final approval and the permission to implement the investments included in the Masterplan 2021 on the 6th March 2018.

The Masterplan 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 its implementation and the relevant compensation and mitigation measures.

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

A monitoring plan has been agreed with the Veneto Regional Agency for the Environmental Protection (ARPA Veneto) to closely monitor water quality, noise and habitats conservation before the works, during construction and once the project becomes operational and over a period of at least ten years from thereon.

The main environmental impact of the Masterplan is an increased level of noise associated with future aircraft operations. With more than 80,000 flights every year, VCE is one of Italy's busiest airports, and the first after the airport systems of Rome and Milan. Its coastal location, with a hinterland of rural areas (the inhabited centres of Mestre and Venice are 5-10 kilometres away) and an operational configuration that uses RWY 04, means that noise impacts almost exclusively the immediate lagoon area. Despite this, the noise modelling performed as part of the EIA process highlights a worsening in the measured critical conditions for the 2021 scenario. The following measures have been identified to mitigate the impacts due to increased levels of noise envisaged during operation: the soundproofing of buildings (approximately 200 households) within the bands where the noise classification exceeds with respect to the acoustic zoning of the airport in 2013 and 2021; and the creation of planted embankments and tree-belts to dampen the noise and reduce the visual impact of the airport infrastructure with respect to the residential area of Tessera.

Impacts derived from the implementation of the Master Plan on water are also outstanding and mitigation measures relate to safeguarding the waters surrounding the airport and the quality of the natural/artificial surface pools, rivers and canals into which waste and drainage waters flow from the airport area. The Masterplan includes a comprehensive Hydraulic Plan that will contribute to the overall improvement of the drainage network of the surrounding areas while ensuring the airport's water safety. This component is not included in the present project.

Regarding biodiversity, there are two areas in close proximity to the airport that are classified as Sites of Community Importance (SCI) and Special Protection Areas (SPA):

- SPA IT3250046 "Laguna di Venezia" (Venice's lagoon);
- SCI IT3250031 "Laguna superiore di Venezia" (Venice's upper lagoon).

These areas are located at the edge of Venice lagoon, one of the most important coastal Italian wetland ecosystems and a key area for preserving biodiversity in Europe, in particular aquatic birds (Ramsar area). The appropriate assessment, undertaken as part of the EIA

Luxembourg, 17.07.2018

process in accordance to the Habitats and Birds directives, identified that potential impacts of the Masterplan on individual habitats and community species could be due to: land reclamation (to be done outside the SCI/SPA) of emerged-shoal habitats and consequent loss of suitability for the western marsh harrier and Montagu's harrier populations in the outlying Natura 2000 sites; air traffic, due to an increased number of operations and direct increase of impacts on wildlife of Community importance (wildlife strike); noise emissions and disturbance to birds, amphibians and mammals; and emission of pollutants and dust from aircraft and vehicle traffic on habitats and flora, amphibians, reptiles and terrestrial invertebrates of Community importance. However, the subsequent analysis concludes that no significant effects could be foreseen for any of the above points. The Competent Authority will be requested to confirm that point.

Terminal design will aim at reducing energy consumption with a view of achieving “nearly zero energy buildings” as requested by Directive 2010/31/EU.

It should be noted that, despite the fact that no negative impacts on the neighbouring area have been detected, considering the proximity of some residential areas (Tessera, Campalto and Ca' Noghera), which are in direct visual contact with the infrastructures, and the requests of resident populations, a number of measures have been identified that can suitably offset the disturbance perceived due to the airport's works by the inhabitants of Tessera, Campalto and Ca' Noghera. In addition to the noise and visual impact mitigation measures, a series of compensation measures have been identified as part of the various stakeholders engagement initiatives. Some of them are: the recovery of the Campalto Barena (saltmarsh), the rehabilitation of the Tessera Canal, the recovery and protection of the Via Annia (archaeological heritage) and the construction of cycle and pedestrian paths to improve the accessibility around the airport.

Construction works are phased in different lots depending on the implementation schedule. The implementation of key mitigation and compensation measures are part of the investments included in the Masterplan. In addition, Environmental and Social Management Plans (ESMP) are to be developed 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 ESMPs include *inter alia* best practice measures to mitigate impacts during construction such as noise impact in the public areas, 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.

Public Consultation and Stakeholder Engagement

The Masterplan had gone through a series of extensive stakeholder meetings and discussions, even earlier than the actual process started. Periodic meetings were held from the end of 2013 until October 2014 with local communities where key aspects of the development of the Masterplan were communicated and discussed. The above-mentioned compensations measures were agreed as part of those discussions.

In addition, the Masterplan was submitted to a formal public consultation process from January until October 2016 as part of the urban planning compliance procedure.

Other Environmental and Social Aspects

SAVE is an accredited company under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme, reaching the “3+/neutrality” level in 2015.

Luxembourg, 17.07.2018

Conclusions and Recommendations

Condition for first disbursement

- Prior to first disbursement, the Promoter shall submit to the Bank a copy of the opinion of the competent authorities confirming the effect of the project on Natura 2000 or other protected sites (Form A/B).

Undertaking

- The Promoter undertakes to submit to the satisfaction of the Bank a new or extended Decree on Environmental Compatibility (Valutazione d'Impatto Ambientale or VIA) once the current one expires in 2021.

With the above condition and undertaking being met, the project is acceptable for EIB financing in environmental and social terms.