

Environmental and Social Data Sheet

Overview

Project Name:	SEA Aeroporti di Milano IV
Project Number:	20160023
Country:	Italy
Project Description:	<p>The project mainly comprises investments included in the first and second phases of the Milano-Linate Airport (LIN, Linate) Master Plan 2015-2030 to restore the airport's level of service, improve commercial performance, enhance safety and security and improve the environmental management of the facilities. It also includes safety and security investments in the Milano-Malpensa airport (MPX, Malpensa).</p> <p>In LIN, the project includes: a revamping of the existing terminal (Corpo F) and the rebuilding of the block C (Corpo C), the resurfacing of the runway and taxiways, a new de-icing area, an upgrade of the Aeronautical Ground Lighting (AGL) and apron lighting, the improvement of the landside road access to the airport and extension of the P3 car park and various other investments including the reinforcement of the buildings to meet new seismic standards, the upgrade of various utilities networks and the acquisition of Explosive Detection Systems (EDS) equipment meeting Standard 3 (S3).</p> <p>In MPX, the project includes an upgrade of the AGL and apron lighting, the upgrade of the various existing utilities networks and the acquisition of EDS equipment meeting S3.</p>
EIA required:	Yes, for the Linate components included in the 2030 Master Plan. No, for all the other components.
Project included in Carbon Footprint Exercise ¹ :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

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

Linate

Main project components to be implemented in Linate are included in the Master Plan 2015-2030 “Aeroporto di Milano Linate” that was technically approved by ENAC, the Italian civil aviation authority, on the 26th January 2017. This is the first planning document for LIN, which has as main objectives the definition of the relationship of the airport with the city of Milan and the broader region and setting the principles for the short, mid and long term development of the airport. There are, consequently three phases of development, which are understood as an upgrade of the facilities to deliver an increased level of service and operational functionality but without providing an increase in the overall capacity. This is due to the airport operations being limited to 18 mov/hour since 2001. Therefore, the Master Plan will revamp the current terminal facilities, expand the commercial areas, increase the security and safety compliance, expand the apron and the de-icing areas, improve the public transport connectivity and develop the city airport. The document specifies that the development does not provide for expansion of the current site. In particular, the present project includes investments related to Phase 1 and 2 of the Master Plan.

ENAC initiated the Environmental Impact Assessment (EIA or VIA) procedure for the Masterplan on the 27th February 2017. Currently, the Environmental Impact Study (EIS) has been completed, there have been two rounds of Public Consultation and it is under the EIA-SEA Technical Committee’s assessment. After this stage, it is expected to receive the final approval from the Ministry of the Environment and the Protection of Land and Sea. The final approval of the Master Plan will follow the EIA approval.

The following project components to be implemented in LIN fall under Annex II of the Directive 2011/92/EC:

Terminal works

- Revamping of the existing terminal building (Corpo F).
- Rebuilding of the Block C (Corpo C) to be integrated in the terminal facilities as additional commercial areas, improved security control and new office space.

Airside works

- New de-icing area to be built as an extension of the main apron.
- Rehabilitation and upgrade of the pavement of runway 18/36 and Taxiway T.
- Preparatory works for the implementation of a 400 Hz network in the apron.

Landside works

- Improvement of the landside road access to the airport and extension of the P3 car park.

The “Corpo F” has received a screening out decision from the competent authority on the 12th April 2018, meaning that ENAC has authorised SEA to implement the component without waiting for the final approval of the EIA and the Masterplan.

The Bank will request satisfactory evidence of development and environmental clearance for all the other components included in the above list (Corpo C and the landside works).

The project includes other components to be implemented in LIN, such as the upgrade of the AGL and apron lighting, the reinforcement of the buildings to meet new seismic standards, the upgrade of various utilities networks and the acquisition of EDS equipment, which are all

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within the airport boundaries and not likely to have any significant effects on the environment and, thus, not subject to the approval of the EIA.

The EIS 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. It has undergone through a comprehensive analysis of the potential impacts of the airport development over the following elements: atmosphere, water, soil and subsoil, vegetation, flora, fauna, ecosystems, public health, noise, ionizing and non-ionizing radiation, landscape and historical-cultural heritage.

The main environmental impact caused by the airport operations is aeronautical noise and this is the main reason for the current cap on the number of movements. Given that the number of movements is not expected to increase during the planning period and that the future fleet is expected have a better noise performance, the modelling for the 2030 scenario shows a significant improvement in the noise footprint of the airport and a 66% decrease in the number of households above the 60dB(A) levels, from 12.942 to 4.275 households.

Regarding biodiversity, there is one area located 6.3km from the airport that is classified as Site of Community Importance (SCI):

- SCI IT2050009 "Sorgenti della Muzzetta".

SEA has commissioned the "Studio di Incidenza Ambientale" to analyse the potential negative impacts of the Master Plan on this site. The document, dated February 2017 and part of the EIS, has been elaborated based on the guidance provided in the "*Assessment of plans and projects significantly affecting Natura 2000 sites. Methodological guidance on the provisions of Article 6 (3) and (4) of the Habitats Directive 92/43/EEC*" from Oxford Brookes University and commissioned by DG ENV. The document undertakes a Screening Exercise and concludes that the implementation of the Master Plan will have no significant effects on any Natura 2000 site nearby the airport.

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

Construction works will be phased in different lots depending on the implementation schedule. Environmental and Social Management Plans (ESMPs) 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 will 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 handling procedures and anti-dust measures.

Malpensa

All the components included in the project to be implemented in MPX are located within the airport boundaries and not likely to have any significant negative effects on the environment or on any of the sites of EU importance (Natura 2000) nearby and, thus, not subject to an EIA or an Appropriate Assessment under Directive 92/43/EEC on Habitats and Directive 2009/147/EC on Birds.

Public Consultation and Stakeholder Engagement

The Linate Master Plan has gone through two series of public consultations. The first one was held from the 27th February 2017 until 30th April 2017 and the second one from 6th February 2018 to 13th April 2018. It is expected that the main outcomes of the process will be incorporated in the final EIA approval document.

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SEA has a number of tools in order to involve stakeholders in sustainable development policies. They include the so-called annual “multi-stakeholder workshop”, which is designed to start a systematic dialogue with the main stakeholders to discuss about competitive, social and environmental aspects of the latest innovation and development projects of the company.

Other Environmental and Social Aspects

SEA is an accredited company under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme, reaching the “3+/neutrality” level in 2014. It also holds the ISO 14.000 and OHSAS 18001 certification since 2006 and 2012, respectively.

Conclusions and Recommendations

Disbursement conditions

All disbursements:

- Prior to disbursement of the amounts relating to project components in Linate pending environmental clearance (amounting to approximately 40% of the total project costs), the Promoter shall submit to the Bank satisfactory evidence of environmental and development consent for such from the relevant Competent Authorities. If the components are deemed not subject to an EIA procedure, the screening out decision should be justified based on Annex III criteria of the EIA Directive 2011/92/EC.

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