



Luxembourg, 21 July 2023

## Environmental and Social Data Sheet

### Overview

Project Name:	ENAV AIR TRAFFIC CONTROL UPGRADE
Project Number:	20220651
Country:	Italy
Project Description:	The project consists of the financing of the modernisation and digitalisation of infrastructures and systems of the Italian Air Navigation Service Provider (ANSP), ENAV (formerly <i>Ente Nazionale Assistenza al Volo</i> ), as follows: i) the Communication, Navigation and Surveillance (CNS) systems and infrastructures for en-route and terminal traffic; ii) the implementation of local digital towers and remote tower control systems for smaller, less busy airports, to be managed from existing control centres; iii) Air Traffic Management (ATM) infrastructure refurbishment and construction of the new area control centre in Milan Linate, and iv) IT upgrades including cybersecurity and cloud computing services. These investments are aimed at maintaining the highest levels of safety, security, and efficiency in the management of en-route air traffic and in lower airspace around a number of airports in Italy. Additionally, the Project will enhance the interoperability of the different systems within ENAVs IT network and with other airspace users.

EIA required:	EIA requirements vary
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The project will upgrade ENAV's air navigation systems through the implementation of several investments included in the Italian Air Traffic Management (ATM) Programme, which has been approved by the Italian Civil Aviation Authority and is aligned with the European ATM master plan.

Components i), ii), iii) ATM refurbishment and iv) i.e. the installation and operation of radar, air navigation systems and/ or communication system and IT software do not fall under Annex I or Annex II of the the Directive 2011/92/EU amended by the Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive).

The construction of a new Area Control Center (ACC) at Milan Linate airport (included under component iii) was part of the *Valutazione di Impatto Ambientale* (VIA) done for Milan Linate Airport Master Plan, ("Masterplan 2030" through the VIA n. 348 issued on 5/12/2019 by the

<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO2e/year absolute (gross) or 20,000 tonnes CO2e/year relative (net) – both increases and savings.



Luxembourg, 21 July 2023

Competent Authority). Following the approval of the Master Plan, ENAV started the design of the new ACC and submitted a Preliminary Assessment request to the competent environmental authority (pursuant to article 6, c. 9, of Legislative Decree 152/2006). The competent authority concluded that the ACC does not fall under Annex II 13 a) of the EIA Directive because significant environmental impacts can be excluded, since the ACC:

- Is located within an airport whose masterplan has undergone a positively concluded EIA procedure;
- The impact of this intervention is marginal;
- Envisages innovative design solutions that will guarantee greater efficiency from an environmental, energy and sustainability point of view, compared to the existing Area Control Centre;
- Will be built in an area currently unused, which according to the intended use of the land, is an artificial surface;
- It has no consequences in terms of increase in air traffic;
- It has no significant consequences in terms of increased vehicle traffic within the airport;
- Generates a negligible impact on the environmental components compared to the works envisaged by the Master Plan,

Nevertheless, the obligation to comply with the mitigation measures set by the EIA decision for the masterplan still remain valid.

### **Public Consultation and Stakeholder Engagement**

For the ACC and under the Milan Linate EIA process, public consultation has been undertaken in accordance with Italian and European legislation.

In addition, as a member of Eurocontrol, ENAV is bound to certain provisions of the Single European Sky (SES) legislation. This includes requirements for stakeholder consultation when setting user charges or making significant investment decisions.

### **Other Environmental and Social Aspects**

ENAV holds an ISO 14001 Management Services certificate, an ISO 14031 Environmental Performance Evaluation certificate and an ISO 50001 Energy Management certificate. ENAV is aligning with the goals of the Paris Agreement. As a member of CANSO (the ATM Industry Association), it is a signatory to Destination 2050, which is the European aviation sector roadmap, which also includes airlines, airports, ANSPs and manufacturers, to achieve net zero carbon emissions by 2050, which was released on February 2021. Destination 2050 shows a possible pathway that combines new technologies, improved operations, sustainable aviation fuels and economic measures.

Moreover, according to the Science Based Targets initiative (SBTi) ENAV already commits to measures to achieve a 1.5C goal by 2030. ENAV commits to reduce absolute scope 1 and 2 GHG emissions by 70% by 2030 from a 2019 base year. ENAV Group commits to reduce absolute scope 3 GHG emissions from capital goods, fuel-and-energy-related activities, and employee commuting by 13.5% by 2030 from a 2019 base year.



Luxembourg, 21 July 2023

## **Conclusions and Recommendations**

In the context of this Project, the related conditions and undertakings are as follows:

### **Undertakings**

- The Promoter shall report to EIB any event that would result in the necessity of undertaking an EIA process. For those components the Promoter shall submit to the Bank the screening decision or EIA report.
- For all project components that are likely to have an impact on Natura 2000 sites, the Promoter shall obtain and submit to EIB the confirmation from the Competent Authority that the components will not have a significant impact on Natura 2000 sites.

Based on the above and undertakings being met, the Project is acceptable in environmental and social terms.