

Luxembourg, 30th December 2024

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	SEA AEROPORTI DI MILANO III
Project Number:	2013-0486
Country:	ITALY
Project Description:	The project comprises a number of investments aimed at further redefining the infrastructure requirements at the airport since Alitalia relocated from Malpensa to Fiumicino in 2008. They include a reconfiguration and refurbishment of Terminals 1 and 2, structural alterations to meet new Italian seismic codes, a new rail connection between the two terminals and various airside works to improve the level of compliance with ICAO civil aviation safety standards.

Summary of Environmental and Social Assessment at Completion

EIB notes the following Environmental and Social performance and key outcomes at Project Completion.

The investments under this project remain largely in line with the principles of the original 'Malpensa Master Plan' (*Piano Regolatore Generale dell'Aeroporto*) that was approved by the Ministry of Transport and Infrastructure in 1987.

The Regional Territorial Plan (PTR) approved in 2010 and its subsequent updates stress the strategic imperative for the region that Malpensa airport is a TEN-T an intercontinental airport and that its connectivity to the rail and road networks is improved, noting the extension of the current rail line from Terminal 1 to Terminal 2. The rail link encourages a modal shift from road to rail and increases public transport connectivity of the airport, having a positive environmental impact since it will contribute to the reduction of pollution from road traffic in the region.

The project is now complete and fully operational. Part of the rail connection has been financed by the railway infrastructure management company and the project cost and scope has been adjusted to reflect this. The financing for the project has been fully disbursed.

In terms of environmental screening, the new rail link component falls under Annex II of the Directive 2011/92/EC, the applicable Directive at the time of the appraisal. All the other components included in the project are within the airport boundaries not falling under the EIA Directive and therefore not subject to a screening decision. An EIA process for the rail link has been carried out, obtaining Decree on Environmental Compatibility (*Valutazione d'Impatto Ambientale* or VIA) from the Lombardy Region on the 5th of October 2012. Subsequently, the Region also granted the Technical Approval of the Final Design on the 10th of October 2012.

The airport site boundary is adjacent to the *Valle del Ticino* Regional Park and two Natura 2000 sites are located in its vicinity. "*Brughiera del Dosso*" is classified as Site of Community Importance (SCI) under the Habitats Directive and "*Boschi del Ticino*" is classified as a Special Protection Area (SPA) under the Birds Directive. The Competent Authority has confirmed that the current Project has no significant impacts in these areas.

The 3.4km new rail link between Malpensa airport Terminals 1 and 2 was to a large extent built as an underground railway line, using the cut & cover tunnel construction methodology. The alignment runs alongside the SP52 and the SS336 roads, which is the option that minimised



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the land occupancy. As there was an expected increase in traffic, noise and air pollution during the construction period, mitigation measures proposed in the Environmental Impact Study (EIS) included, among others, damping down areas likely to be affected by dust, mobile noise barriers and monitoring of air quality.

The EIS also includes the study of the impacts on the Natura 2000 sites nearby, as required by the Habitats and Birds directives. Mitigation and compensation measures included inter alia: fencing of the site during construction to prevent wildlife from crossing it, compensation of the affected woodland areas through reforestation, action to limit foreign species and the construction of an ecological bridge and an underpass below the SP52 road for terrestrial wildlife. Habitats, plants and animal species considered as priority species are not meant to be directly impacted. Post works monitoring were put in place for vegetation and wildlife.

SEA Milano, the project Promoter and airport operator, is an ISO14001 (environmental management) and ISO 50001 (energy management) certified company that is committed to ensuring environmental sustainability and aiming to employ best practices. Milan Malpensa airport has been awarded level "4+ Transition" level under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation (ACA)scheme. Level 4+ is the second highest level under the ACI-ACA scheme.

Level 4+ Transition requires a commitment to absolute emissions reductions, development of a more extensive carbon footprint, formulation of an absolute long-term emissions reduction target, development of a Carbon Management Plan (setting out the trajectory, interim milestones and the measures required to achieve the target), and development of a Stakeholder Partnership Plan to address third party emissions. Moreover, the airport offsets its residual carbon emissions.

SEA monitors aircraft noise on a continuous level with 17 fixed stations and 5 mobile monitoring units for specific measurement campaigns. They work in partnership with ARPA (Environmental Regional Agency) in order to jointly define the best monitoring actions in terms of noise emissions.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter, inputs provided by Lenders' Supervisors and others, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.