

<b>Annex to the guarantee request from Sustainability Proofing Summary<sup>1</sup></b>	
The summary <sup>2</sup> is in line with the sustainability proofing guidance and should be presented only for direct financing.	
<b>Identification of the project</b>	
Overview	<p><b>Project Name:</b> <a href="#">Speeding up the Rome-Pescara railway line - doubling the 'Interporto-Manoppello' section (Lotto 1)</a></p> <p><b>Country:</b> <a href="#">Italy</a></p> <p><b>Project Description:</b> The project falls within the Memorandum of Understanding for the "Establishment of a Working Group for the enhancement of the Rome - Pescara railway connection" between the Ministry of Infrastructure and Transport, the Abruzzo Region, the Lazio Region, and Rete Ferroviaria Italiana S.p.A. The broader program (named "Global Project") aims to improve the frequency of services and reduce travel times for connections along the Apennine cross-section between the Abruzzo region, Rome, and the Adriatic axis.</p> <p>The contract was awarded by RFI to a Temporary Grouping of Companies between the Eteria Consortium, which includes Itinera SpA, a Company leader in the construction of roads, motorways, railways and bridges, and Salcef Group SpA, a holding company that coordinates companies and subsidiaries specializing in construction, maintenance, design and services for the rail sector.</p> <p>Specifically, the project related to Lotto 1 "Interporto d'Abruzzo-Manoppello" falls within the territory of the Provinces of Pescara and Chieti in the municipalities of Chieti and Manoppello.</p>
Project total cost (exclusive of VAT):	<input type="checkbox"/> below EUR 10 million <input checked="" type="checkbox"/> equal to or higher than EUR 10 million
<b>Based on the threshold, the project is not exempted from screening/proofing.</b>	
<b>EIA Directive</b>	
	<p>2014 EIA Directive applicable</p> <p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> Annex I projects (EIA required)</p> <p><input type="checkbox"/> Annex II projects (screening)</p> <p><input type="checkbox"/> EIA required (project screened in)</p> <p><input type="checkbox"/> EIA not required (project screened out)</p>
	The project is listed within the Annex I of the EIA Directive, as it involves the "Construction of railway lines for long-distance traffic" (art. 7.a, Annex

<sup>1</sup> In line with Article 8 (5) of the Invest EU Regulation and the sustainability proofing guidance ([C\(201\)2632 final](#)).

<sup>2</sup> In line with section 3.2 of the Investment Guidelines, the sustainability proofing summary shall be made public after the Investment Committee has approved the use of the EU Guarantee for a specific operation (with due regard to rules and practices regarding confidential and commercially sensitive information).

	<p>I, EIA Directive). In accordance with article 6, paragraph 7 of Legislative Decree 152/06, the project falls under annex 2 to part 2, "state-competence projects" for which the EIA is mandatory.</p> <p>The EIA received a positive opinion with environmental conditions on 04/05/2023 (<a href="#">Interministerial Decree MASE-MIC no. 174 of 04/05/2023</a>).</p> <p>The project was subject to an Incidence Assessment Screening (VINCA, Italian "Valutazione di Incidenza Ambientale") according to the Habitats Directive 92/43/EEC and with the Italian national guidelines (2019). The screening was aimed at evaluating the potential environmental impacts of the project on the ZSC IT7140110 "Calanchi di Bucchianico (Ripe dello Spagnolo)" and IT7130105 "Rupe di Turrivalignani e Fiume Pescara", both external to the site affected by Lotto 1. Based on the analysis carried out by RFI and the planned mitigation actions, it is believed that, as a result of the construction of the work, there will be no negative incidences for the aforementioned Natura 2000 network sites.</p>
<p><b>Sustainability proofing process</b></p>	<p><input checked="" type="checkbox"/> <b>Climate</b></p> <p><input type="checkbox"/> <b>Environmental</b></p> <p><input type="checkbox"/> <b>Social</b></p>
<p><b>Climate Dimension</b></p>	
<p><i>Legal framework</i></p>	<p>"Sustainability proofing" ensures that projects and investments align with environmental, social, and governance (ESG) sustainability goals. The legal framework that supports and guides sustainability proofing is reported below.</p> <ol style="list-style-type: none"> <li>1. EU Taxonomy Regulation (Regulation (EU) 2020/852): Criteria for determining whether an economic activity can be considered environmentally sustainable, with a particular focus on climate change mitigation.</li> <li>2. EU Climate Benchmark Regulation (Regulation (EU) 2019/2089): Climate transition benchmarks and Paris-aligned benchmarks.</li> <li>3. EU Green Bond Standard (under development): Criteria for the issuance of green bonds, Climate change mitigation and adaptation.</li> <li>4. Task Force on Climate-related Financial Disclosures (TCFD) Guidelines: Recommendations for the disclosure of climate-related financial information. Voluntarily adopted by companies and financial institutions to improve transparency and the management of climate risks.</li> <li>5. European Commission's Sustainable Finance Action Plan: Measures adopted by the European Commission to direct capital flows towards sustainable investments, manage financial risks stemming from climate change, and promote transparency and long-termism in economic and financial activities.</li> </ol> <p>The above legislation has been transferred in the Italian legislation through the following key legislative measures:</p> <ol style="list-style-type: none"> <li>1. Legislative Decree No. 254/2016: Implements the EU Non-Financial Reporting Directive (Directive 2014/95/EU);</li> <li>2. National Integrated Energy and Climate Plan (PNIEC): Outlines the country's strategies and measures to meet its energy and climate targets for 2030;</li> </ol>

	<p>3. Climate Decree (Decreto Clima): Measures to contrast climate change and promote environmental sustainability;</p> <p>4. Decreto Rilancio (Relaunch Decree): Response to the COVID-19 pandemic that includes measures to support green investments and promote economic recovery through sustainable development;</p> <p>5. National Recovery and Resilience Plan (PNRR): Renewable energy, energy efficiency, sustainable mobility, and biodiversity protection, aligning with the EU’s Green Deal objectives.</p>
<p><i>Climate dimension (screening)</i></p>	<p><b>Adaptation:</b> Yes</p> <p><b>Mitigation:</b> Is the project recommended to undergo Carbon footprint as per Chapter 2.2 of the sustainability proofing guidance?  <input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No</p> <p>In line with the technical guidance on sustainability proofing for the InvestEU Fund, a screening of the operation regarding greenhouse gases (GHG) emissions has been conducted to identify if the proposed Project has to undergo a carbon footprint assessment. The project falls into the “Road and Rail infrastructure, urban transport” category, for which a carbon footprint assessment is required.</p> <p>It has been estimated that, related to the <b>Global Project (Rome-Pescara line)</b>, of which Lotto 1 is part, the increase in emissions related to the greater use of trains results in emissions of 3.507 tonnesCO<sub>2e</sub>/year, however, the emissions avoided from road transport in the reference year amount to 40.642 tonnesCO<sub>2e</sub>/year, <b>leading to a net total benefit of 37.135 tonnesCO<sub>2e</sub>/year</b>, of which about 1.303 tonnesCO<sub>2e</sub>/year related to Lotto 1.</p> <p>In the DNSH assessment, it is indicated that the project makes a substantial contribution to climate change mitigation as an activity that supports climate change objectives to the extent of 100%. This assessment highlights the contribution that the creation of a railway infrastructure makes to climate change mitigation according to the European Community. The modal shift effect it brings to vehicle traffic, by allowing some traffic to shift from private road transport to public rail transport, contributes to the reduction of greenhouse gases necessary to achieve the goal of climate neutrality by 2050, as envisaged by the European Green Deal, and to the saving of non-renewable natural resources related to fossil fuel energy sources no longer used for private mobility.</p>
<p><i>Climate adaptation (proofing), as applicable</i></p>	<p>A <b>Climate Change Vulnerability and Risk Assessment (CCVRA)</b> of the project was carried out by Risk Management in collaboration with an independent auditor. The assessment, <i>related to the climate resilience/adaptation dimension analysis, within the sustainability proofing guidelines requirements</i> (hereinafter “SPG”) under the InvestEU</p>

	<p>Fund, is based on the procedure for the Evaluation of climate risk and vulnerability (“CVRA”) presented in the different Annexes 2 of the several Reports of the Evaluation of Do Not Significant Harm (DNSH) criteria for the project (DNSH Assessment), prepared by Italferr, on answers provided by the Project developers, plus on screening and review of public databases and tools on climate-related hazard and consequential expert judgment.</p> <p>The project regards the doubling, speeding up and upgrading the railway line between the cities of Rome and Pescara, for the railway portion between Scafa and the Interporto D’Abruzzo in Abruzzo region.</p> <p>The assessment was <b>divided into two phases</b>:</p> <p><b>Phase 1:</b> First, the information provided in the CVRAs and the data consulted from public tools and databases were used to classify hazards considering no.3 levels of sensitivity and exposure. The assessment was based on the guidelines released by the European Commission, specifically the criteria indicated by the SPG and the <i>“Technical guidance on climate-proofing of infrastructure projects for the period 2021-2027”</i> to score the different hazards and obtain a vulnerability matrix for the Project. This phase identified the following hazards: <b>high vulnerability to flooding and wildfires; medium vulnerability to extreme precipitation events, heat waves, cold waves, landslides, tornadoes and subsidence.</b></p> <p><b>Phase 2:</b> Eventually, a high-level risk assessment was carried out, evaluating the likelihood of occurrence and the potential impact of each relevant (medium or high) hazard from phase 1, considering the adaptation measures described in the DNSH Assessments, the CVRAs, and other technical documents for the Project including the impact assessment report, as well as the clarifications and additional information provided by the Project developer, and obtaining a risk score. Based on project-specific information provided by the technical documentation, and on expert judgment, the following risk levels were identified, after assessing likelihood of occurrence and potential impact (on 5 levels each as indicated by the SPG): <b>high risk of flooding and medium risk for wildfire, heat waves, and tornadoes.</b></p> <p>The CCRVA also aimed to <b>evaluate the adaptation measures</b> designed in the project by assessing their capability to mitigate the identified <b>potential climate-related risks</b>. In particular:</p> <ul style="list-style-type: none"><li>• Against <b>flooding</b>: for Lot 1 (Manoppello-Interporto D’Abruzzo), infrastructure interventions are designed to withstand extreme precipitation and flooding, as detailed in the provided hydrological study: the project accounts for climate change projections between 2061 and 2090, anticipating a maximum daily precipitation increase of up to 17%, which reflects on the</li></ul>
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discharge rates accounted (QTr=200). The railway hydraulic crossings are engineered to maintain positive hydraulic clearance even under these projected conditions, in order to show resilience to extreme flooding events. Special attention is given in Lot 2 (Scafa-Manoppello) to the use of "lattice/metal girder" structures to cross the Pescara River, adhering to hydraulic compatibility standards: here to account for increased flows the design incorporates predicted precipitation increases between 10% and 22%, with the intent that hydraulic structures can handle projected conditions without raising hazard levels.

- Against **wildfires**: to mitigate the risks of overheating and fire hazards in railway technological installations, infrastructure design reportedly incorporates fire-resistant, non-propagating cables housed in protected conduits beneath platform walkways. Buildings associated with the railway will be constructed using durable materials with high thermal inertia and sound insulation, featuring fire-resistant prefabricated panels. Comprehensive fire detection systems will monitor for smoke and fire, allowing for remote control and prompt intervention. Furthermore, regulations restrict vegetation growth within designated distances from the tracks to minimize wildfire risks.
- Against **heat waves**: the Project incorporates several design and monitoring strategies to mitigate wildfire risks and manage temperature fluctuations. Long welded rails are securely fastened to ties and are welded at a calculated "neutral" temperature derived from regional extremes, minimizing movement and deformation. The parallel tracks are mounted on ballast to evenly distribute vertical loads and resist horizontal deformations. Additionally, all cables for lighting and safety systems are designed to be fire-resistant with low toxic emissions, enhancing overall safety
- Against **tornadoes**: The railway's technological design emphasizes redundancy to maintain operations during extreme wind events while enhancing safety. Regulations under Article 52 of D.P.R. 753/80 prohibit planting near railway tracks to reduce risks from falling trees and branches, mandating that plants and hedges be at least 6 meters away from the rails, with exceptions for lower hedges. Municipalities are required to issue ordinances for the trimming of hazardous branches and trees, while property owners must monitor tree stability and maintain clear zones.

For these reasons the residual risks can be considered acceptable, as long as all works are carried out according to the conservative design and best practices.

	<p>Overall, considering the adaptation measures described for the Project in the CVRAs, plus the assumption that interventions will follow the designed technical guidance and best practice to be resilient to extreme climate-related events, the project design should be adequate to mitigate the potential climate risks identified. In conclusion, <b>the project is affected only by few residual climate-related risks</b>, which are estimated to be acceptable as long as adaptation measures are carried out as planned and as assumed.</p>
<p><i>Climate mitigation (proofing), as applicable</i></p>	<p>The calculation carried out to assess the carbon footprint was set up in accordance with the 'Technical Guide on the Climate-proofing of Infrastructure in the period 2021-2027' published in the Official Journal of the EU on 16/09/21, which serves as the main reference for the assessment of greenhouse gas emissions. The methodology for calculating the carbon footprint of the Global Project was defined by the European Investment Bank. The calculation of emissions was performed considering the entire Global Project, which includes Lotto 1. In order to quantify the specific contribution of this segment, a re-proportioning of emissions has been carried out based on the length of the individual section in relation to the total length of the Rome-Pescara railway line, considering that the length of the entire Rome-Pescara line is 142.5 km, while that of Lotto 1 'Interporto d'Abruzzo-Manoppello' is 5 km.</p> <p>The assessment starts with the input of kilometres travelled by private vehicles and heavy goods vehicles, which are reduced by rail travel. According to the traffic analyses in the Transport Study, the new railway infrastructure will increase the attractiveness of rail, improving the performance of the system and leading to an increase in rail use in the "Scenario with Project" compared to the "Scenario without Project" or "Reference Scenario". This results in an increase in rail traffic and a decrease in road traffic, both for short- and medium-distance passenger transport and for freight transport. An annual reduction of 227.235.962 vehicle/km for passenger cars and 8.310.000 vehicle/km for heavy goods vehicles is estimated, based on a comparison of the "Project Scenario" and the "Reference Scenario" for the year 2029 regarding the Rome-Pescara line.</p> <p>Carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) were considered for the estimation of greenhouse gas emission reduction benefits. Emission levels were calculated using SINAnet - ISPRA parameters, considering the evolution of the vehicle fleet, fuel type, road type and emission class. Emissions of CH<sub>4</sub> and N<sub>2</sub>O were converted to CO<sub>2</sub> equivalent using global warming potential (GWP) parameters. The emission factors, expressed in grams per vehicle.km, are derived from ISPRA's "Average Emission Factors for Road Transport in Italy 2019" database, based on the EMEP/EEA guidebook.</p> <p>As far as rail transport is concerned, the use of electric trains is envisaged, therefore, the impact of emissions related to domestic electricity production was considered. A reduction in emissions over time was assumed, in line with the Italian government's projections to 2050 under the Paris Agreement. Average unit emissions (per vehicle.km) take into</p>

	<p>account the introduction of increasingly less polluting vehicles. Finally, the average emissions in CO<sub>2e</sub> (g/vehicle.km) for heavy and private vehicles have been multiplied by the estimated reductions in vehicle-km on the road, thus calculating the <b>total annual emissions that can be avoided</b> thanks to the shift from road to rail envisaged by the project at 37.135 tonnesCO<sub>2e</sub>/year, of which <b>about 1.303 tonnesCO<sub>2e</sub>/year related to Lotto 1</b>.</p> <p>As mentioned above, the project aims to reduce the GHG emissions in the Project Scenario compared to the Reference Scenario, thus the Global Project contributes to the achievement of the goal of climate neutrality by 2050 as per the European Green Deal, which encompass, among other things, an acceleration of the transition towards sustainable and smart mobility.</p>
<p><i>Voluntary measures (Positive agenda checklist)</i></p>	<p>Although a positive agenda has not been drawn up, RFI's doubling of section 'Interporto d'Abruzzo-Manoppello' on the Rome-Pescara line is capable of generating positive climate impacts, through the reduction of greenhouse gas (GHG) emissions.</p> <ul style="list-style-type: none"> <li>• Reuse of soil and rocks from excavation: this practice not only reduces the volume of material transported off-site but also decreases the need to source external materials to meet the project's requirements, resulting in a reduction in traffic flows associated with soil transportation, with an estimated saving of 4.092 tonnes of CO<sub>2e</sub> for Lotto 1.</li> <li>• Photovoltaic system: to comply with the minimum environmental criteria (CAM), a photovoltaic system will be installed on the roofs of the station's technical buildings to generate electricity. The energy produced by the photovoltaic field will power the station's utilities, and any excess will be fed into the distribution network.</li> <li>• Guarantees of Origin: electricity is purchased through supply contracts from the market, fully certified by Guarantees of Origin as a result of a specific contractual appendix that includes a "Green Option" certifying the source from 100% renewable energy sources (RES). Consequently, over 50% of the total energy consumed comes from Renewable Energy Sources.</li> </ul>
<p><b>Environmental Dimension</b></p>	
<p><i>Legal framework</i></p>	<p><b>European Legal Framework for the Environmental Dimension:</b></p> <ol style="list-style-type: none"> <li>1. Regulation (EU) 2020/852 on the Taxonomy of Sustainable Activities: Criteria for determining which economic activities can be considered environmentally sustainable.</li> <li>2. Regulation (EU) 2019/2088 on Disclosure (SFDR): How financial markets integrate sustainability risks, including environmental risks, into decision-making processes.</li> <li>3. Regulation (EU) 2021/241 on the Recovery and Resilience Facility (RRF): Projects funded by the Recovery and Resilience Facility adhere to the principle of "do no significant harm" (DNSH) to the environmental objectives defined in the Taxonomy Regulation.</li> </ol>

4. Directive 2014/52/EU on Environmental Impact Assessment (EIA): Amends Directive 2011/92/EU. Assessment of the effects of certain public and private projects on the environment.
5. Directive 2008/98/EC on Waste (Waste Framework Directive): This directive measures to protect the environment and human health by preventing and reducing the negative impacts of waste production and management.
6. Directive 2000/60/EC on Water (Water Framework Directive): Framework for protecting and improving the quality of water in the EU, ensuring the sustainable use of water resources.
7. Regulation (EU) 2018/1999 on the Governance of the Energy Union and Climate Action: Requires Member States to develop Integrated National Energy and Climate Plans (NECPs). Includes measures to achieve the EU's climate and energy objectives.
8. Paris Agreement: It strongly influences EU environmental policies. Reduction of greenhouse gas emissions to limit global temperature increases to well below 2°C above pre-industrial levels.

**Italian Legal Framework for the Environmental Dimension:**

1. Decreto Legislativo 152/2006 (Codice dell'Ambiente): Principles and rules for environmental protection in Italy. Includes regulations on environmental impact assessment (VIA), strategic environmental assessment (VAS), and integrated pollution prevention and control (IPPC).
2. Decreto Legislativo 49/2010 (Attuazione della Direttiva 2008/98/CE sui Rifiuti): Implements the EU Waste Framework Directive. Set measures for the prevention and reduction of waste impacts on the environment and human health.
3. Decreto Legislativo 152/2006, Parte Terza (Tutela delle Acque dall'Inquinamento): Focuses specifically on water protection in accordance with the EU Water Framework Directive.
4. Decreto Legislativo 49/2014 (Attuazione della Direttiva 2012/19/UE sui Rifiuti di Apparecchiature Elettriche ed Elettroniche - RAEE): Transposes the EU Directive on Waste Electrical and Electronic Equipment (WEEE), promoting the collection, recycling, and recovery of such waste to minimize its environmental impact.
5. Decreto Legislativo 46/2014 (Attuazione della Direttiva 2010/75/UE sulle Emissioni Industriali): Implements the EU Industrial Emissions Directive (IED), aiming to reduce harmful industrial emissions into the air, water, and land. Sets out the requirements for integrated pollution prevention and control (IPPC) to ensure high levels of environmental protection.
6. Decreto Legislativo 102/2014 (Efficienza Energetica): This decree implements EU Directive 2012/27/EU on energy efficiency, setting out measures to promote energy efficiency and reduce energy consumption.
7. Decreto del Presidente della Repubblica 357/1997 (Attuazione della Direttiva 92/43/CEE - Habitat): Implements the EU Habitats Directive, aimed at conserving natural habitats and wild flora and fauna.



	<p>8. Legge 221/2015 (Collegato Ambientale alla Legge di Stabilità 2016): Introduces various measures to promote green economy and sustainable development.</p> <p>9. Piano Nazionale Integrato per l'Energia e il Clima (PNIEC): Outlines Italy's strategy to achieve its climate and energy targets by 2030.</p>
<p><i>Environment dimension (screening)</i></p>	<p><b>Context</b></p> <p>The project has undergone several environmental analyses as it has been subject to the mandatory Environmental Impact Assessment (EIA), which includes in-depth studies to analyse the impact of the construction on the environment during its various phases: the construction aspect (realization of the work), the physical aspect (the structure itself), and the operational aspect (the functioning of the work once completed). Among these, the impact on soil, water, air and climate, acoustic climate, biodiversity, land and agricultural heritage, material goods and cultural heritage, landscape, population, and human health has been evaluated. Furthermore, as the project was falling under those eligible for funding from the PNRR (National Recovery and Resilience Plan), it has been subject to a Do No Significant Harm (DNSH) assessment. This evaluation examines the project's relationship with the following environmental objectives defined in the EU Regulation 2020/852 ("Taxonomy Regulation"):</p> <ul style="list-style-type: none"> <li>a) climate change mitigation;</li> <li>b) adaptation to climate change;</li> <li>c) sustainable use and protection of water and marine resources;</li> <li>d) transition to a circular economy;</li> <li>e) pollution prevention and reduction;</li> <li>f) protection and restoration of biodiversity and ecosystems.</li> </ul> <p>The project has been approved by the Ministry of the Environment and Energy Security (Directorate-General for Environmental Assessments) in agreement with the Ministry of Culture (Special Superintendence for the National Recovery and Resilience Plan) with environmental prescription mandated by the Ministry of Culture and the PNRR Technical Commission.</p> <p><b>Screening</b></p> <p>According to the Sustainability Proofing guidelines (Annex 3 of the "Technical guidance on sustainability proofing for the InvestEU Fund – 2021/C 280/01") an analysis was carried out to evaluate the risk level of impacts on the environmental dimensions (air, water, land and soil, biodiversity, noise and odour). The screening analysis was carried out based on the type of interventions, available documentation, professional judgment and expertise, and the <u>analysis returned a low risk of impacts on the six dimensions analysed (air, water, land and soil, biodiversity, odour, noise)</u>.</p> <p>No substantial criticalities are expected during both the construction and operation phases; however, monitoring activity in the Ante Operam, Corso Operam and Post Operam phases has been foreseen.</p> <p>A unique point of attention is to be put on the dimension of 'Biodiversity', regarding contaminated and potentially contaminated sites within and near the railway area. Regarding Lotto 1, there are two potentially contaminated sites, for which discussions are underway with the</p>

	<p>competent authorities to whom the Preliminary Investigation Plan has been presented in accordance with current regulations. Based on the comprehensive analysis conducted and the ongoing discussions with environmental authorities, there are currently no evident risks to designated areas or locally important habitats or natural ecosystems already subject to pollution or environmental damage where existing legal environmental standards are exceeded. However, the situation will continue to be closely monitored, and any necessary measures will be implemented in accordance with the updates to the regional and national registries and the project's progression to ensure the protection of these areas.</p> <p>Moreover, through the Environmental Impact Assessment, all the potential impacts on the environmental components have been evaluated and appropriate mitigation measures have been identified. In conclusion, the project's adherence to the approved Environmental Impact Assessment (EIA) and the diligent application of the prescribed environmental conditions, coupled with rigorous monitoring throughout all phases of work, ensures that there will be no significant residual risk to the environment.</p> <p>For further information related to the six environmental dimensions during the construction and operational phases of the project, please refer to the Checklist.</p>
<i>Environment dimension (proofing), as applicable</i>	Not applicable, since the findings of the environmental screening process did not require the need to continue with the proofing phase.
<i>Voluntary measures (Positive agenda checklist)</i>	<p>Although a positive agenda has not been drawn up, RFI's doubling of section 'Interporto d'Abruzzo-Manoppello' on the Rome-Pescara line is capable of generating positive environmental impacts, especially in the Air and Noise dimensions.</p> <p>Indeed, with the increased capacity and reliability of the railway network, a greater number of passengers and goods are expected to choose the train as their preferred mode of transportation. This shift is expected to reduce the impact on local communities and the natural environment. In fact, the reduction of traffic and congestion on the affected road sections makes it possible to contribute to the reduction of air and noise pollution as well as greenhouse gas emissions compared to road transport, especially when considering heavy vehicles and peak traffic.</p> <p>Another positive impact of the project from an environmental perspective is related to the reuse of excavated soil and rock within the same project, maximizing reuse as a by-product rather than disposal as waste. In addition, maximum internal reuse of excavated materials allows not only a reduction in the volumes transported off-site but also in the quantities to be procured from outside to meet the needs of the project in the face of the overall containment of traffic flows for the transport of soils resulting in reduced air and noise pollution.</p>
<b>Social Dimension</b>	
<i>Legal framework</i>	<b>European Legal Framework for Social Dimension</b>

	<ol style="list-style-type: none"> <li>1. Regulation (EU) 2019/2088 on Sustainability-Related Disclosures (SFDR): Requires financial market participants and advisers to disclose how they consider principal adverse impacts on sustainability factors, including social aspects such as labour rights, equality, and community impacts.</li> <li>2. Directive 2014/95/EU on Non-Financial Reporting (NFRD): Mandates large companies to report on non-financial information, including social matters like employee conditions, respect for human rights, and anti-corruption measures.</li> <li>3. European Social Charter: Treaty that guarantees social and economic human rights (housing, health, education, employment, and social protection).</li> <li>4. Directive (EU) 2019/1152 on Transparent and Predictable Working Conditions: Aims to improve working conditions by promoting more transparent and predictable employment while ensuring labour rights.</li> <li>5. Directive 2000/78/EC on Equal Treatment in Employment and Occupation: Establishes a general framework for equal treatment in employment and occupation.</li> <li>6. European Pillar of Social Rights: Principles and rights to support fair and well-functioning labour markets and welfare systems.</li> </ol> <p><b>Italian Legal Framework for Social Dimension</b></p> <ol style="list-style-type: none"> <li>1. Legislative Decree 254/2016 on Non-Financial Reporting: Transposes the EU Non-Financial Reporting Directive (NFRD) into Italian law, requiring large companies to disclose information on social and environmental matters, human rights, and anti-corruption measures.</li> <li>2. Law 68/1999 on Employment of People with Disabilities: Promotes the integration and employment of people with disabilities through job quotas and other support measures.</li> <li>3. Legislative Decree 81/2008 on Health and Safety at Work: This decree sets out comprehensive measures to ensure health and safety in the workplace, protecting workers from accidents and occupational illnesses.</li> <li>4. Law 300/1970 (Statuto dei Lavoratori): Provides fundamental rights for workers, including freedom of association, protection against unfair dismissal, and the right to information and consultation.</li> <li>5. Legislative Decree 198/2006 (Code of Equal Opportunities): Consolidates various laws on gender equality, promoting equal treatment and opportunities for men and women in work and employment.</li> <li>6. Law 38/2009 on Palliative Care and Pain Therapy: Guarantees the right to access palliative care and pain management, ensuring dignity and quality of life for people with serious illnesses.</li> <li>7. National Plan for Social Inclusion: Outlines strategies and measures to combat poverty and social exclusion, promoting social integration and equal opportunities for all citizens.</li> </ol>
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<p><i>Social dimension (screening)</i></p>	<p>Eteria Consorzio Stabile (also “Eteria”) meets the obligations arising from the regulations in force regarding the criteria and procedures for recruiting personnel in compliance with the provisions that establish prohibitions or limitations on the hiring of personnel, containment of contractual charges and of salary or compensation nature.</p> <p>Eteria contributes to the pursuit of the strategic sustainability goals defined in accordance with the SDGs of the 2030 Agenda, aimed at ensuring Health &amp; Safety in the workplace (SDGs no. 3,8).</p> <p>The Global Project does not present any risks of child labour, forced labour, discrimination or restrictions on freedom of association, or other risks of violation of fundamental labour rights, considering that Eteria operates in Italy, a European Union Country where laws on forced and child labour, freedom of association and other fundamental labour rights are regulated. To this end, Eteria has adopted the SA8000 international management system on CSR, the international standards and policies on Gender Equality (UNI PdR 125:2022) and D&amp;I (ISO 30415).</p> <p>The Global Project is not likely to have adverse impacts on vulnerable people and/or specific groups/minorities. It will also bring substantial advantages to the impacted communities, thereby increasing the quality of life in the project area and negative social impact would be only temporary and very limited (i.e., occupation of public and private spaces, safety hazards during construction, traffic, noise).</p> <p>For example, the Global Project includes the construction of pedestrian underpasses: these works include the creation of pedestrian ramps for the removal of architectural barriers and/or stair ramps depending on the general context in which they will be located (e.g., in station access areas). In cases where such interventions would not be feasible, (e.g., due to lack of space to insert the pedestrian ramp), provision has been made for the installation of alternative solutions, such as elevators.</p> <p>With reference to Health &amp; Safety and security, the Global Project does not entail any major risks because of the application of the prescription within the Italian Legislative Decree 81/08 “Testo Unico sulla Sicurezza”, as well as because of the implementation of a Health and Safety Management System compliant with the Standard UNI EN ISO 45001:2018. This system is based on careful risk assessment, which guarantees constant alignment with best practices reference standards and legal requirements, in the identification of prevention and protection measures aimed at both its own employees and those of the companies operating in the supply chain.</p> <p>In addition, improvement measures related to station security will be implemented (for further details, please refer to the Checklist).</p> <p>In general, the Global Project aims to upgrade the Roma-Pescara line, in accordance with both European and National improvement objectives, such as:</p> <ul style="list-style-type: none"> <li>- increased safety on the road system resulting from the elimination of existing level crossings and the construction of new crossings aimed at stitching up the local urban road system;</li> </ul>
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	<p>- increased hydraulic compatibility of the infrastructure and the safety and resilience of the area, given the upgrading of hydraulic crossings.</p> <p>For what concerns the protection of Cultural Heritage, the project underwent a national EIA procedure and received the endorsement of the Italian Ministry of Culture, with positive conditions with Interministerial Decree MASE-MIC no. 174 of 05/04/2023.</p> <p>A specific archaeological study has been drawn up for the Global Project, on which a favourable intra-procedural opinion with prescriptions has been expressed by SABAP (Italian “Soprintendenza Archeologica, Belle Arti e Paesaggio”). As a conclusion, along the railway track there are no significant interferences between work areas or fixed construction sites and assets pertaining to the historical-cultural heritage, therefore it is concluded that the significance of the effect can be considered negligible. Although the project will increase the quality and reliability of stations and railway infrastructure, and bring substantial advantages to the impacted communities, there will be some negative social impacts. Nevertheless, these impacts would be only temporary and very limited (i.e., occupation of public and private spaces, safety hazards during construction, traffic, noise).</p> <p>In order to ensure that the company's conduct is sound, fair, and consistent with the business objectives defined by the Board of Directors, and aware of the risks that may affect the achievement of these objectives and the value and reputation of the Company, Eteria defines, updates, and incentivizes the constant implementation and strengthening of the system of internal controls and risk management (Italian “Modello 231”).</p> <p>Moreover, since the realization of sustainable infrastructure cannot disregard the active and systematic involvement of all those directly or indirectly affected during the different stages of the entire life cycle (stakeholders), the Project Promoter considered strategic to structure an effective model of territorial governance based on continue and ongoing dialogue between Civil Society, Institutions, Territorial Authorities and Mayors with the aim of building a scenario of integrated interventions that can direct the sustainable growth of territories in a single long-term perspective. To this end, innovative Social Web Monitoring tools were used for the “active listening” of the main Stakeholders in order to identify key issues of interest and to assess their status with respect to the specific infrastructure, through the acquisition and processing of large amounts of data and information available on the web (websites, social networks, blogs or forums).</p>
<i>Social dimension (proofing), as applicable</i>	Not applicable since the findings of the social screening process did not reveal the need to continue with the proofing phase.
<i>Voluntary measures (Positive agenda checklist)</i>	Although a positive agenda has not been drawn up, the implementation of the proposed project can generate several positive social impacts. By increasing the quality and reliability of stations and railway infrastructure, the Global Project will increase the quality of life while bringing substantial advantages to the impacted communities in the project area.
<b>Other sustainability aspects (as applicable)</b>	

	<p>Eteria Consorzio Stabile has demonstrated sound practices with respect to environmental, health and safety and social management. In addition to procedures to meet regulatory requirements (Italian laws "Decreto Legislativo 152/06 (Testo Unico Ambientale" and "Decreto Legislativo 81/08 (Testo Unico sulla Sicurezza)", Eteria has adopted:</p> <ul style="list-style-type: none"><li>• an Environmental management system in accordance with international standards ISO 14001;</li><li>• an H&amp;S management system in accordance with international standards ISO 45001;</li><li>• the Gender Equality certification and policy in accordance with UNI PdR 125:2022;</li><li>• the SA8000 international management system on Corporate Social Responsibility (CSR);</li><li>• the D&amp;I certified international standard ISO 30415.</li></ul> <p>Finally, there have been no complaints or negative media or NGO coverage on social issues.</p>
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