1. For projects subject to an environmental impact assessment (EIA) after 16 May 2017\(^1\), in accordance with Article 8a(6) of the EIA Directive\(^2\), the competent authority shall verify if EIA related decisions are up to date when granting development consent for projects.

2. The obligation to complete the Pedemontana infrastructure in full\(^3\) is embedded in the concession agreement signed between the grantor\(^4\) and the concessionaire\(^5\). As common practice for this type of financing, the concession agreement cannot be amended without the previous written consent of the European Investment Bank (EIB). Therefore, the Bank has the right to accept or refuse any change to the original layout of Section D, even if Section D is not in scope of the EIB financing. If the concessionaire is not in a position to fund the construction of Section D, the concession agreement\(^6\) needs to be renegotiated with the grantor and submitted to the Bank’s approval.

3. In case a project is not completed but there is intention for such completion under an existing EIA decision/s, the consequences for the existing EIA decision/s will depend on the date the project was subject to an EIA referred in point 1\(^7\).

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\(^3\) Including section D, which is not in scope of the European Investment Bank (EIB) financing.

\(^4\) Concessioni Autostradali Lombarde S.p.A.

\(^5\) Autostrada Pedemontana Lombarda S.p.A.

\(^6\) Accompanied by an updated economic and financial plan demonstrating the viability of the entire project.

\(^7\) If the project was subject to an EIA before 16 May 2017, the verification of the validity of the existing EIA decisions is to be verified under applicable national legislation if such is provided for; if the project was subject to EIA after that date, the provisions of Art. 8a(6) of Directive 2011/92/EU have to be respected.