



European Investment Bank (EIB)

Luxembourg, 21st October 2019

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	Aéroport de Lyon Developpement
Project Number:	20120550
Country:	France
Project Description:	The project concerns the expansion of Lyon-Saint Exupéry Airport in order to cater for future growth in traffic and to improve passenger service standards. The main component is the construction of additional terminal infrastructure, which will increase the terminal capacity of the airport as a whole from approximately 10 million passengers per annum (mppa) to 15 mppa. Other components include additional taxiways, new aprons and additional landside infrastructure such as a long stay car park.

Summary of Environmental and Social Assessment at Completion

Project overview

Lyon-Saint Exupéry Airport (LYS) is located about 20km southeast of the centre of the city of Lyon in the Auvergne-Rhône-Alpes region of France. It is the main airport in the region and the fourth largest in France, behind Charles de Gaulle and Orly in Paris and Nice in the south handling 11.0 million passengers in 2018.

LYS is the main Gateway to the Auvergne-Rhône-Alpes region and includes some hub operations serving provincial French cities. The most immediate alternative airports within a two-hour drive include Geneva Airport, some one and a half hours drive from Lyon, and the smaller Grenoble Airport, which is one hour away. The other main airport in Southern France is Marseille, a three-hour drive away. Lyon passengers can also access Paris Charles de Gaulle Airport with a two-hour long high-speed TGV rail service. The latter service becomes a viable option mainly for intercontinental trips.

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

The project is now complete. The project fell under Annex II of the EIA Directive 2011/92/EC and required a full Environmental Impact Assessment (EIA). The formal process of achieving environmental consent in France required the different elements of a project (which can be grouped into 'programmes' if appropriate) to be submitted separately for approval. In this project, the Promoter envisaged four or five separate 'programme' submissions, the three main ones being i) the airside works; ii) the main Terminal expansion works and iii) new apron and the other works in connection with the relocation of the freight facility.



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The most important impact identified by the EIA was noise emissions. Other impacts were mostly confined to the airport site and could be, to a large extent, mitigated. In this context, the key strategic framework within which the airport was allowed to develop is the Plan d'Exposition au Bruit (PEB), also known as the Noise Exposure Plan. This is a land use/town planning document that anticipates noise exposure in both the short and longer term and which makes it possible to limit the establishment of new populations in areas likely to be exposed to noise nuisance from air traffic.

The PEB for Lyon-Saint Exupéry Airport is based on an airport masterplan, which includes a long-term traffic scenario and a layout with four runways of two sets of close-space parallel runways each. One set of runways is located on the eastern campus (i.e. the existing runways) and the other one is to be located on the western campus (still undeveloped) in an area of about 900 hectares safeguarded for a long-term development.

The PEB was originally approved by prefectural decree in 2005 with a further update and approval in 2008 to reflect the requirements of EU Directive 2002/49/EC, particularly in respect of the assessment of night noise. This was once again updated and approved by prefectural decree in 2009 when a full population survey took place to account for all those potentially affected. In late 2011, noise maps and noise prevention plans for the airport also received prefectural approval. These plans make noise related information available for the public at large and allow action plans to be set up. The airport has a comprehensive noise monitoring system in place and night time operating restrictions can be imposed on noisier aircraft.

The original PEB envisaged that by year 2020 the airport would already have a four-runway system. This is not the case nor is planned to happen in the short and medium term. The PEB therefore considers a level of aircraft noise well in excess of the noise levels that occurred during the lifetime of this project. In fact, the current noise footprint of the airport is around half of what is ultimately allowed, and with recent technical development and operational procedures it is estimated that the noise footprint is smaller than the one estimated in 2005 for the two existing runways.

Additional information

In 2002, Lyon-Saint Exupéry Airport became the second airport in France to be certified under ISO 14001 and currently has a certification of compliance, which is valid until March 2014. Under the European EFQM Excellence Model, it has also been recognised for Excellence 4 star, which is a measure of the quality of its management systems in general, including its management of environmental and social issues.

In May 2017, Aéroports de Lyon has obtained the ACA3+ accreditation, the global carbon management programme. ACA3+ is the highest level and requires neutralising remaining direct carbon emissions by offsetting. This certification is a new stage in VINCI Airports' long-term commitment to environmental responsibility.

At strategic level Vinci Airports, the key private shareholder of Lyon Airport has developed its "Air Pact" global environmental strategy. This strategy sets four commitments for the period to 2020, while leaving individual airports a high level of flexibility in implementing it. The four shared goals defined for the airports in the group are: i) to obtain and maintain ACA (Airport Carbon Accreditation) for all airports; ii) to reduce VINCI Airports energy intensity by 20%



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between now and 2020 (compared with 2013 levels); iii) to conduct survey on biodiversity issues for all airports; and iv) to obtain ISO 14 001 certification for all airports.

Summary opinion of Environmental and Social aspects at completion:

The Bank is of the opinion based on reports from the Promoter that the Project has been implemented in line with the Bank's Environmental and Social Standards, applicable at the time of appraisal.