

**Public**

**Environmental and Social Data Sheet**

**Overview**

Project Name:	Boryspil Airport Development
Project Number:	2018-0240
Country:	Ukraine
Project Description:	The project comprises the delivery of the initial phase of Kyiv Boryspil Airport (KBP) master plan. It consists of a number of infrastructure enhancements at KBP designed to ensure that the highest levels of aviation safety and security are preserved and strengthen its operational resilience. Major works include the rehabilitation of the western airfield system, including the western runway (18R-36L), which has been operating for more than 50 years and is in poor condition, the associated parallel taxiway, the airfield ground lighting and the instrument landing systems, plus a range of other associated airside infrastructure works.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

**Environmental and Social Assessment**

**Environmental Assessment**

In May 2018 by the Cabinet of Ministers of Ukraine approved The National Transport Strategy of Ukraine 2030. It sets an agenda for an infrastructure development. For KBP the strategy states the goal of enhancing competitiveness of the airport and sets the goal to harmonize of the airport infrastructure with international standards through its modernization.

In May 2019, the Cabinet of Ministers of Ukraine approved the Development Concept of the Boryspil International airport until 2045 i.e. the airport masterplan. Under this plan, the main priorities are the development of the existing infrastructure, the improvement in the level of service to passengers, airlines and third parties and the compliance with the most recent safety and security measures. This project corresponds to the initial phase of the masterplan.

The key component of the project is the construction of a new 3,800 meter runway located 80 meters to the west of runway 18R-36L, which will be shut down as soon as the construction works of the replacement runway start. The project is therefore classified under Annex I of the Ukrainian EIA law, meaning that an Environmental Impact Assessment (EIA) is mandatory.

<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.

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The project's EIA covers not only the construction of the new replacement runway, but also the associated project infrastructure such as, all taxiways, aircraft parking stands, utility networks, approach and ground lighting and a new rescue and firefighting station.

The works will be located mostly within the existing airport site. Additional agricultural land plots of about 50 hectares at the thresholds of the runway will be required, which the Promoter has committed to purchase.

KBP is operating an independent two runway system since 2012. However, the western runway being replaced is currently obsolete; it handles about 10% of the total take-offs and landings and it does not accommodate mid- and large-sized aircraft (A320, B737 aircraft family and larger ones) due to its poor condition. This means that the eastern system is already congested at peak times.

The new runway will restore the airport's runway system to its previous standards by accommodating all types of aircraft and restoring it to a similar level of utilisation of the eastern runway.

The EIA report was submitted to the Competent Authority on 28.09.2020.

The implementation of the project implies two types of impacts, during construction and during operation. Construction impacts of the project are small in magnitude, site-specific and temporary. In this context, five types of impacts have been identified: air emissions, ground emissions, noise emissions, treatment and disposal of construction materials and handling and usage of equipment. All of the construction works will take place within the existing airport site plus the land plots to be acquired, in a secure area without public access. Most of the identified impact during construction, such as noise and dust emissions will take place within the site and will not impact any public areas. Another impact is the removal of about 200 trees, will be either compensated for, or an equivalent number of trees will be replanted. The EIA also identified the existence of two waste disposal sites in the proximity of the eastern runway (18L-36R). These sites attract an undesired concentration of birds close to an airport infrastructure. The Promoter has dedicated specialised equipment to keep away the birds from the airport and air routes.

The impacts during operation are localized and permanent. In this context, four types of impacts have been identified: air emissions, ground emissions, noise emissions and impacts from ground handling operations. Except for noise the other impacts are of small magnitude as operation patterns will not change significantly and will occur almost exclusively within the airport site. The noise impact is expected to be found in the area around the airport site and along the axis of the runways. The impacted area is largely agricultural, but there are a number of villages that will be affected.

The mitigation measures that will be put in place include the introduction of operational restrictions such as a partial night curfew between 23:00 and 05:00.

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

The public consultation process has started on 03.10.2020 and finished on 10.11.2020.

Due to COVID-19 pandemic and associated restrictions on public events introduced by Cabinet of Ministers of Ukraine (Decree No. 211 from 17.03.2020), the public consultations of this document is being organized virtually. The EIA report is available at the website of the CA for consultation and comments for the public at large. Hard copies of the EIA report and

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Annexes have been sent to and are available for public consultation in the town hall and announcements have been placed on three notice boards in the towns of Hora, Martusivka and Voronkiv.

The Report on Public Consultation prepared by the Competent Authority reflecting the comments/suggestions received from the public and how these have been considered in the decision has been added to the Single Environmental Impact Assessment registry (EIA national database) and made available to the public.

## Conclusions and Recommendations

The Bank reviewed the environmental and social capacity of the Promoter including its organisation, processes and procedures, and deemed them acceptable. The Promoter holds an ISO 14001 management services certificate from TUV NORD.

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

### Conditions

Prior to first disbursement:

- The Promoter shall submit to the Bank the EIA decision granted by the Competent Authority;
- The Promoter shall submit to the Bank a copy of the building permit for the project;
- The Promoter shall provide evidence to the satisfaction of the Bank that the acquisition of the land required for the project has been completed in adherence to the EIB Environmental & Social Standards;
- The Promoter shall submit to the Bank a Resettlement Action Plan, in line with the Resettlement Framework Policy, to the Bank's satisfaction;
- The Promoter shall submit to the Bank an opinion provided by a specialized consultant that mitigation measures are implemented as required by the EIA Report and the EIA decision.

Prior to subsequent disbursements:

- The Promoter shall submit to the Bank an opinion provided by a specialized consultant that the mitigation measures continued to be implemented as required by the EIA Report and the EIA Decision.

### Undertakings

- The Promoter shall ensure that adequate environmental, social, health and safety management plans, defined according to the legal requirements and related documents, are implemented and monitored during the construction of the project, and will promptly notify the Bank of any unexpected impacts, incidents or accidents during the works.

As such, subject to the aforementioned conditions and undertakings being met, the project is considered acceptable for EIB financing from an environmental and social point of view.