

Environmental and Social Data Sheet

Overview

Project Name:	HELSINKI AIRPORT EXPANSION II
Project Number:	2018-0778
Country:	Finland
Project Description:	The project concerns Phase IV of the expansion of Helsinki International Airport (HEL) with the objective of providing additional landside terminal capacity, alleviating bottlenecks in the Schengen area and between the airport and rail, bus and taxi transport modes. It includes the extension of Terminal 2 with new arrivals and departures halls, new gates, increased border control capacity for transfer traffic and enhanced public transportation links, including a multimodal travel centre.
EIA required:	no (pre-existing consents in place)
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

The project is the second operation of the Bank on the latest Helsinki Airport (HEL) expansion programme. The previous operation (HELSINKI AIRPORT EXPANSION 2014-0695) included financing for phases I to III. This document only includes additional or updated information and should be read in conjunction with the Environmental and Social Data Sheet (ESDS) of the previous operation, publicly available at the following [link](#).

Environmental Assessment

An environmental permit regulates the activity of HEL. This was first issued by the Environmental Board of the City of Vantaa (12th December 1992) and confirmed through the decision of the Supreme Administrative Court (29th November 2001). This environmental permit was subsequently renewed by the Southern Finland Regional State Administrative Agency (4th August 2011) and confirmed by the Supreme Administrative Court (21st January 2015) after consideration of lodged appeals.

A case-by case examination to determine if the works included as part of Phase IV of the expansion programme fall under the requirements of EU EIA Directive was carried out by relevant authority as confirmed by the Finnish Supreme Administrative Court (January 2015).

The examination has concluded that the relevant works do not have significant effects on the existing operation, runways or on the area already affected by noise. Subsequently, the Court has ruled that the respective works do not lead to significant changes in air traffic due to the

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB draft 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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increased activity of an already permitted airport and therefore, has determined that those are not considered as a change of an existing project in the meaning of the EIA Directive.

The expansion programme takes place under this permit (issued in 2011), which is still valid today.

The Promoter expects to renew the permit conditions in 2020 or 2021 due to required changes to the reporting practices.

The environmental permit includes several reporting and planning obligations.

Regarding noise management, Helsinki Airport has a general Noise Management Plan, which needs to be updated every three years in line with the requirements of the environmental permit. The current Noise Management Plan was published on 21st December 2018. Currently, approximately 25,000 residents (2016 population data) live within the $L_{DEN}>55$ dB noise area. The mitigation measures specified in the Noise Management Plan include, among others, the use of specific routes and runways to favour areas of lower population density, continuous descent operations (CDO), with 70% of all approaches already happening in CDO, noise limitations on aircraft for some departure routes, and limits on runway usage during the night. Noise is constantly monitored at nine stations. The results and any noise reduction measures taken are reported to the Competent Environmental Authorities. In addition, the Noise Management Plan and [Finavia's Terms of Service](#) refer to the charging system put in place to target the noisiest aircrafts.

The Finnish Traffic Safety Agency, Trafi, decided on 21st October 2015 that no night-time operational restrictions would be applied to the airport. The Municipality of Tuusula and the Association of Vantaa homeowners lodged appeals against this decision. The appeals were considered by both the Helsinki Administrative Court and the Supreme Administrative Court. Following the appeals process, the Helsinki Administrative Court confirmed on 18th June 2018 that no restrictions are applicable for night-time operations.

Regarding the environmental impact caused by winter maintenance, the use of chemicals for runway and pavement skid prevention and aircraft de-icing agents such as propylene glycol, the airport mitigates these through reduction in the quantity of chemicals or specific operating methods such as designating discharge areas. The glycol runoffs collected at Helsinki Airport are processed by the municipal water treatment plant. The urban runoff water that cannot be led to a wastewater treatment plant is discharged into the Vantaanjoki and Keravanjoki rivers via six ditches.

The management of urban runoff water has had positive results in the Kylmäoja stream running on the western side of Helsinki Airport. The latest report for the [Vantaanjoki and Helsinki Region Water Protection Association](#) shows that the quality of water in the Kylmäoja stream has improved and trout has increasingly returned to the stream since 2008 although the levels in the past years are not as high as in the peak recorded in 2012.

The Competent Authority, Uusimaa ELY Centre, confirmed in March 2019 that the project (Phase IV) has no significant impact on any Natura 2000 sites or other kinds of environmental conservation areas.

EIB Carbon Footprint Exercise

The estimation of the carbon footprint follows the methodology defined in the EIB Project Carbon Footprint Methodologies (Version 11, December 2018) and is therefore subject to the specific considerations and caveats included in this document.

In line with this methodology, the absolute and relative emissions of the project are as follows:

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- i) absolute emissions: 75,000 t CO₂e/year
- ii) relative emissions: 64,297 t CO₂e/year

In following with standard carbon footprinting methodology, the measure of relative emissions excludes the effects of any carbon offsetting schemes that may apply to the project. In this case, the schemes that most commonly apply are the EU Emissions Trading Scheme (ETS) and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) of the United Nations (UN). This means that a project where ETS and/or CORSIA may apply shows the same relative footprint measure as if neither ETS nor CORSIA applied. The resulting relative carbon footprint is therefore incompatible with cost-benefit analysis.

Should the effects of these two schemes be taken into account, the relative carbon footprint of the project would be -1,607 t CO₂e/year.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Public Consultation and Stakeholder Engagement

The public consultation and stakeholder engagement carried out for the environmental permit has been detailed in the previous ESDS of the project together with the WebTrak system regarding noise monitoring. In addition, the promoter publishes on its corporate website the [Noise Management Plan](#) (2018) and [Responsibility Report](#) (2018) which cover main issues regarding the environmental and social standards of the promoter such as safety, labour, environment and CSR.

Other Environmental and Social Aspects

Environmental Management is part of Finavia's management systems and received ISO 14001 certification in 2018. In 2017, Helsinki Airport received certification 3+ (highest level) under the ACA (Airport Carbon Accreditation) carbon dioxide emissions reduction programme of the Airports Council International (ACI).

In addition, details of Finavia's airports environmental responsibility issues are published in the Annual Report and the Responsibility Report of the company, also found at the following [link](#).

Conclusions and Recommendations

The examination has concluded that Phase IV component does not fall under the EIA Directive as the works related to this phase have no significant impact on environment and were not considered as a change of an existing project in the meaning of the EIA Directive.

The expansion programme takes place under the latest environmental permit issued in 2011, which is still valid today.

The permit conditions are expected to be renewed in 2020 or 2021 due to required changes to the reporting practices.

The following undertakings will be included in the Finance Contract:

- i) The Promoter shall keep the Bank informed of the schedule and outcome of the process of permit renewal and any material changes to the permit conditions such as the need for undertaking an EIA or other similar environmental assessments.



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- ii) The Promoter shall ensure that adequate Environmental and Social Management Plans (ESMPs) are implemented and monitored accordingly during the construction of the project, and will notify the Bank of any unexpected/unmitigated environmental impacts, serious incidents or accidents during the course of the works.

The project is the second operation of the Bank on the latest Helsinki Airport expansion programme. The previous operation included financing for phases I to III. The promoter is experienced and no particular problems are envisaged during the implementation and operation of the project.

In conclusion, the project is considered acceptable for EIB financing from an environmental and social point of view.