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Public

Environmental and Social Data Sheet

Overview

Project Name:	ROLAND GARROS AIRPORT – REUNION (Phase 3)
Project Number:	20210555
Country:	France
Project Description:	The project is a major scheme under the Framework Loan (FL) ¨Roland Garros Airport-Reunion (20150068). The Framework Loan was approved on 12th December 2017, prior to the Climate Bank Roadmap (CBR) adoption, and, as such, the transitional provisions foreseen there are applicable (as per article 58 of the CBR). The project consists of the Phase 3 of the airport Development Plan 2022 and includes investments that have the objective of increasing the capacity of the facilities, from 2.5 to 3.5 million passengers per year, through a climate resilient and environmentally sustainable design. It will also improve the security performance of the Baggage Handling System in compliance with the latest EU Security regulation[1]. The project includes the: (i) construction of a new energy efficient Arrivals terminal designed around a system of natural ventilation ensured by an aerodynamically designed roof and located to the west of the existing building; (ii) the reconfiguration of the existing terminal into the Departures hall; and (iii) the extension and reconfiguration of the Baggage Handling System, equipped with Explosive Detection Systems (EDS) type 3.

EIA required:	Yes
Project included in Carbon Footprint Exercise[2]:	Yes

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

Environmental and Social Assessment

Environmental Assessment

The airport development project is part of the Regional Development Plan (*Schéma d’Aménagement Régional* – SAR) established by the Région Réunion and approved by the Decree of 22 November 2011, which was subject to a SEA process. It is the main strategic document for spatial development and environmental protection in Réunion and it identifies the airport as a measure aimed at meeting the objectives of reinforcing the economic dynamics of the region by ensuring accessibility.

[1] EU Regulation 1087/2011.

[2] Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100 000 tons CO2e/year absolute (gross) or 20 000 tons CO2e/year relative (net) – both increases and savings.

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The following strategic documents at the local level, which were subject to environmental assessment, are also coherent with the airport Development Plan:

- Regional Infrastructure and Transport Plan (*Schéma Régional des Infrastructures et des Transports*, SRIT, approved by the Région Réunion at the end of 2014.
- Territorial Coherence Plan (*Le Schéma de Cohérence Territoriale* (SCoT) de la CINOR), approved by the Council of the Community of Municipalities (Saint-Denis, Sainte-Marie, Sainte-Suzanne) at the meeting of 18 December 2013.
- The urban development plan of the Sainte-Marie municipality (*Le Plan Local d'Urbanisme PLU de la commune de Sainte-Marie*), approved on 27 December 2013 and amended on 18 December 2017.

The investments included in this major scheme fall under Annex II of the EIA Directive 2014/52/EU amending the EIA Directive 2011/92/EC.

The Development Plan for the airport was subject to a framework environmental impact assessment procedure carried out in accordance with the national legislation. The EIA report was submitted on 16 March 2011 to the DEAL Réunion (*Direction de l'Environnement, de l'Aménagement et du Logement*), which on 30 May 2011 issued an environmental opinion (*Avis de l'Autorité environnementale*). It determined for the whole plan groups of operations subject to further environmental procedure, including impact study, a public inquiry and a consultation with the environmental authority in accordance with the articles L.122-1 to L 122-3, R.122-1 to R 122- 16 of the French Environmental Code.

The relocation of maintenance activities following the demolition of the western buildings was subject to and EIA that was carried out in 2013-2014 and that obtained the building permit issued by the Prefecture of La Réunion on 18 October 2018 and the Prefectural Order regarding the Water Act on 30 January 2015 (*l'arreté préfectoral no. 2015-127/SG /DRCTCV*).

The construction of the new west arrivals terminal (EOAP) and the reconfiguration of the existing building was subject to an EIA that was carried out in 2019. The study not only assessed the impact of the project but also the cumulative impact of associated projects and operations. The mitigation measures proposed are incorporated in the project as an integral part of the overall design. The study concluded that, subject to the proposed mitigation measures being incorporated during the design and construction phases, the project has a relatively small overall impact on the area (permanent impacts linked to the project exploitation mainly negligible). The building permit was issued by the Préfecture de La Réunion on 12 August 2020 (dossier no. PC 974 19 A0084).

Regarding biodiversity, as the project is located in La Réunion island in the Indian Ocean, a French overseas department, the Natura 2000 network and the regulations that establish and rule it are not applicable. The airport is furthermore located in an urban area, in an environment subject to high anthropopressure. However, the airport site limits with the valley of the *Rivière de Pluies* that is integrated into the area of accession to the Charter of the Réunion National Park and classified as a natural zone of ecological interest, fauna and flora (ZNIEFF). The project site is hydraulically connected to the '*Fonds de la Rivière de Pluies*', since a large proportion of the surface runoff of the airport platform is directed to this water course. Taking into account the sensitivities of this environment, the design will ensure that the water discharged to the *Rivière de Pluies* is fully managed.

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Finally and in order to assess the climate resilience of the project, ARRG commissioned in 2019 a Climate Risk and Vulnerability assessment to the consultancy company ATRIA environment. The study analysed climate variability at global and local level and concluded that the main climate risks that might affect the project are: -sea level rise; increased wave action and erosion; extreme heat waves and increased average temperatures; increased frequency and intensity of flood episodes; and increased frequency and strength of tropical storms. The study also analysed how investments have been designed to adapt to these climate risks by identifying design parameters used and additional elements included in the project. The assessment concluded that, with the adaptation measures in place, Phase 3 components can be considered as climate resilient.

EIB Carbon Footprint Exercise

The estimation of the carbon footprint follows the methodology defined in the EIB Project Carbon Footprint Methodologies (Version 11.1) 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:

i) absolute emissions: 7 500 t CO2e/year
ii) relative emissions: 47 545 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 19 468 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 EOAP EIA included a public enquiry procedure. The environmental authority, the General Council for the Environment and Sustainable Development (CGEDD), was consulted in October 2019 and issued an opinion (*Avis délibéré de 46 l'Autorité environnementale sur l'extension et la restructuration de l'aérogare passagers et des infrastructures côté piste de l'aéroport de La Réunion Roland Garros (974) n°: 2019-90*) on 6 November 2019. A response to this opinion was drawn up for the public inquiry. The public inquiry took place from 26 February to 17 March (interrupted due to the COVID pandemic) and was resumed from 15 to 29 June 2020. No comments were submitted during the procedure. The final authorization of the project was issued by the Prefecture of La Réunion on 12 August 2020. The public was informed about all the stages of the procedure by the announcements on the web page of the Prefecture of La Reunion, the Roland Garros Airport and in the town hall of Sainte Marie.

Regarding the relocation of maintenance activities following the demolition of the western buildings, the public was informed about all the stages of the procedure by the announcements on the web page of the Prefecture of La Reunion and the Roland Garros Airport and in the town hall of the Sainte Marie.

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Other Environmental and Social Aspects

The Promoter is ARRG, a competent Promoter that integrates environmental management as part of its overall management systems. The company methodically applies environmental management tools in order to ensure comprehensive supervision of the environmental issues during operations within the airport. This is done under the coordination and supervision of the Technical and Environmental Department of the company, under the Operations Division. ARRG is deemed to have the necessary experience and capability to successfully implement and operate the Project.

ARRG is an accredited company under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme and currently holds the level “3/optimisation”. It is also one of the signatories of the Net Zero Resolution since June 2019, which formally commits ARRG to achieve net zero emissions under the control of the airport by 2050, at the latest.

ARRG has also an Integrated Management System (IMS) compliant with the following standards:

- ISO9001 (Quality), since 2006;
- ISO14001 (Environment), since 2014;
- ISO50001 (Energy), since 2014; RUN was the first French airport to gain ISO 50001 certification.

Conclusions and Recommendations

The project is acceptable for EIB financing in environmental and social terms.