



Luxembourg, 27 April 2022

Public

Environmental and Social Data Sheet

Overview

Project Name: ROLAND GARROS AIRPORT – REUNION (Phase 2)
 Project Number: 20170810
 Country: France
 Project Description: The project is a major scheme under the Framework Loan (FL) "Roland Garros Airport-Reunion (20150068)", approved on 12th December 2017.

The project consists of the Phase 2 of the airport Development Plan 2022 and includes investments that have the objective of improving safety performance, increasing climate resilience and alleviating current operational constraints and bottlenecks in order to maintain target levels of service. It includes the construction of new runway-end safety areas (RESAs) at both ends of the two runways, the reinforcement of the protection dike of one of the runways, the reconfiguration and renewal of the existing passenger terminal facilities, new car parks and other minor upgrades. There is no capacity expansion of the facilities.

EIA required: Multi-investment project, EIA requirements vary

Project included in Carbon Footprint Exercise¹: no

(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.

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;

¹ 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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- 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 Development 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.

Within the scope of this project, the construction of the new RESAs and the reinforcement of the protection dike of one of the runways were subject to a joint environmental impact assessment under Article R122-2 and a public enquiry under Article R123-2 of the French Environmental Code. They obtained the final approval (Arrêté Préfectoral) on the 27th June 2017.

The extension and development of car parking facilities was subject to a case-by-case examination under Article R122-2 of the French Environmental Code, for which the environmental authority did not require a full impact assessment. However, it did require compliance with the Water Act, obtaining a positive prefectural order on the 25th March 2019.

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.

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 Phase 2 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 2 components can be considered as climate resilient.



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Public Consultation and Stakeholder Engagement

Public Consultation relevant to the EIA for the New RESAs and the reinforcement of the protection dike of one of the runways was carried during the first semester of 2017, including a number of public hearing meetings held between the 20th March and 21st April 2017.

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.