

Luxembourg, 17<sup>th</sup> November 2022

## Environmental and Social Data Sheet

### Overview

Project Name:	AENA RESILIENCE AND SECURITY
Project Number:	20200928
Country:	Spain
Project Description:	The project consists of the financing of AENA's capex plan under the DORA II airport regulatory document in the 2022-2026 period. The works aim to finance safety & security, operational resilience, IT and innovation investments across AENAs TEN-T Core and Comprehensive airport network and its headquarters located in Madrid.

EIA required: requirements may vary

Project included in Carbon Footprint Exercise<sup>1</sup>: no

### Environmental and Social Assessment

#### Environmental Assessment

AENA, the Promoter, manages 46 airports in Spain, of which 39 belong to the TEN-T network, and its headquarters are in Madrid, Spain. This multi component, multi-location project will be carried out as subset of the projects put forward under the DORA II Documento de Regulación Aeroportuaria 2022 - 2026 – the technical and economic Airport Regulation Document, which is not subject to a Strategic Environmental Assessment. The document details the regulatory framework for the Spanish airports managed by AENA for the upcoming five-year period. The DORA II was drafted by the Directorate of Civil Aviation under the Ministry of Transportation and was approved at Government level by the Council of Ministers on 28.09.2021.

A number of components may fall under Annex II of the Directive 2014/52/EU amending the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on environment (EIA Directive). The Bank will require in those cases to be informed of the conclusion of the environmental process (screening decision or EIA decision) issued by the Competent Authority as well as whether any impact on Natura 2000 areas is expected.

<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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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The project will be implemented in the AENA headquarters and in the following TEN-T airports:

A Coruña (LCG)	Federico García Lorca Granada-Jaén (GRX)	León (LEN)	Seve Ballesteros- Santander (SDR)
Adolfo Suárez Madrid-Barajas (MAD)	Fuerteventura (FUE)	Melilla (MLN)	Sevilla (SVQ)
Alicante-Elche Miguel Hernández (ALC)	Girona-Costa Brava (GRO)	Menorca (MAH)	Tenerife Norte-Ciudad de La Laguna (TFN)
Almería (LEI)	Gran Canaria (LPA)	Málaga-Costa del Sol (AGP)	Tenerife Sur (TFS)
Asturias (OVD)	Ibiza (IBZ)	Palma de Mallorca (PMI)	Valencia (VLC)
Badajoz (BJZ)	Internacional Región de Murcia (RMU)	Pamplona (PNA)	Valladolid (VLL)
Bilbao (BIO)	Jerez (XRY)	Reus (REU)	Vigo (VGO)
Burgos (RGS)	Josep Tarradellas Barcelona- El Prat (BCN)	Salamanca (SLM)	Vitoria (VIT)
César Manrique-Lanzarote (ACE)	La Gomera (GMZ)	San Sebastián (EAS)	Zaragoza (ZAZ)
El Hierro (VDE)	La Palma (SPC)	Santiago-Rosalía de Castro (SCQ)	

The project has been assessed for Paris alignment and is considered to be aligned against the policies set out in the Bank's Climate Bank Roadmap and in the Transport Lending Policy.

### **EIB Paris Alignment for Counterparties (PATH) Framework**

The counterparty, AENA, is in scope and screened in the PATH framework, because it is considered high emitting.

The counterparty already meets the requirements of the EIB PATH framework with its existing alignment plan.

### **Other Environmental and Social Aspects**

The Promoter, AENA has implemented an Integrated Management System in accordance with international standards ISO 9001 (quality management) and ISO 14001 (environmental management) in its airports and corporate headquarters. Additionally, for the eight busiest airports, AENA has implemented ISO 14064 (calculation of carbon footprint) and for its six busiest airports ISO 20906 (unattended monitoring of aircraft sound in the vicinity of airports).

The Promoter is also present in ESG indices, such as FTSE4good, participates in international initiatives (Airports Council International Airport Carbon Accreditation Program, Net Zero Carbon), makes its climate and environmental data public through reporting to the Carbon Disclosure Project (CDP), and carries out collaborative work with airlines and handling agents to reduce emissions.



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## Conclusions and Recommendations

Given the above, the following environmental conditions and undertakings are to be applied.

### Conditions

- Prior to each disbursement the Promoter will inform the Bank with evidence of conclusion of the environmental process (screening decision or EIA decision, by the competent environmental authority), for those components subject to screening by the Competent Authorities under Annex I or Annex II of the EIA Directive.

### Undertakings:

- The Promoter shall ensure that adequate environmental, 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 notify the Bank of any unexpected environmental impacts or incidents during the works.

In case the above conditions and undertakings are met, the project is acceptable for EIB financing in environmental and social terms.