European Investment Bank

Luxembourg, 3 November 2023

Environmental and Social Data Sheet

Overview

Project Name:	ANA AIRPORTS SUSTAINABILITY INVESTMENT PROGRAMME
Project Number:	2023-0177
Country:	Portugal
Project Description:	The Project consists of the implementation low carbon infrastructure at nine TEN-T airports located in Portugal that are operated under a long-term concession by ANA - Aeroportos de Portugal S.A., subsidiary of VINCI Airports and VINCI Group. The scope of the Project consists of components to be implemented in the company's airport network, as follows: i) ground power supply (GPS) to stationary aircraft in all 250 aircraft parking stands across the nine airports, ii) about 130 associated ground power units (GPU) and preconditioned air equipment (PCA), and iii) about 600 electricity charging points for ground handling vehicles in the airside areas.
EIA required:	no
Project included in Carbon Footprint Exercise[1]:	yes

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

Environmental and Social Assessment

Environmental Assessment

The project enables the electrification of ground handling operations with the supply of power and preconditioned air to aircraft through new fully electric equipment to be installed in aircraft parking spaces, replacing diesel trucks and generators.

The installation and operation of the project components does not fall under Annex I or 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), meaning that a screening decision by the Competent Authority (CA) based on these criteria is not required.

EIB Carbon Footprint Exercise

It is estimated that the Project will generate 3 kt of CO_2 emissions (absolute) per year, on average over the project assessment period. This is an estimation based on the initial expected consumption figures as reported by the Promoter, and it takes into account the electricity consumption using the grid factor of the respective countries, Portugal in this case. The Promoter will purchase renewable electricity. If this renewable electricity is accounted as zero emissions, there will be no upstream absolute CO_2 emissions.

Moreover, the project is expected to result in indirect CO_2 equivalent (CO_2e) emission savings of approximatively 24 kt CO_2e per year, on average, over the project assessment period. The

[1] 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.

emission savings result from the reduced use of the aircraft auxiliary power units during ground operations and the replacement of conventional diesel trucks and generators operating on fossil fuels, with fixed electric equipment for ground power supply and preconditioned air as well electrical vehicle charging points for cars and buses powered by less carbon intensive electricity.

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.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty ANA Aeroportos de Portugal is in scope and screened into 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(s).

Other Environmental and Social Aspects

The Promoter has implemented an Environmental Management System certified under the ISO 14001 standard. The promoter has also certifications for ISO 9001 and 45001, respectively for Quality Management System and Occupational Health and Safety Management.

The Promoter's decarbonisation strategy commits to having a net zero network of airports (for the emissions under its control) by 2030. In this context, ANA's airports have reached the highest possible carbon accreditation level under the Airports Council International (ACI) Airport Carbon Accreditation programme with Level 4+ Transition. This level requires airports to align their carbon management plans with the global climate goals and transform their operations with absolute emissions reductions in mind, including to: i) set out a policy commitment to absolute emissions reduction; ii) formulate a long-term absolute carbon emissions reduction target, with a target amount and date that shall be aligned with the Intergovernmental Panel on Climate Change (IPCC) 1.5°C or 2°C pathways; and iii) develop a Carbon Management Plan to achieve the target, whereby the airport shall define its trajectory to achieve its carbon emissions reduction target and the actions it expects to implement to remain on that trajectory.

Conclusions and Recommendations

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

Conditions

- Not applicable.

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.

With the above undertakings being met, the project is acceptable for EIB financing in environmental and social terms.