

Luxembourg, 20th September 2024

Environmental and Social Data Sheet

Overview

Project Name:	DUBLIN AIRPORT SUSTAINABILITY FRAMEWORK LOAN
Project Number:	2022-0912
Country:	Ireland
Project Description:	The Project consists of vehicle charging infrastructure and zero emission vehicles, upgrading the existing surface water collection network and construction of a photovoltaic farm and the upgrades of Terminals 1 and 2 in terms of energy efficiency.
EIA required:	maybe, some of the underlying schemes may require an EIA.
Project included in Carbon Footprint Exercise ¹ :	no (scheme under appraisal)
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

All schemes of the Project to be allocated within this framework loan will be located in Dublin airport or in its immediate vicinity in already built-up areas. At this stage, three schemes are planned:

- **Mobility-related schemes** including electric vehicle charging stations and associated grid connection infrastructure; acquisition of zero-emissions electric vehicle fleet.
- **Water & Wastewater schemes** including upgrading the existing surface water collection network and building of an anaerobic digester.
- **Energy schemes** including the construction of phase 2 of the photovoltaic solar farm and the upgrades of Terminals 1 and 2 in terms of energy efficiency.

Other schemes remain possible.

The schemes described above and any other scheme that may be financed by the Bank are part of the airport's Carbon Reduction Strategy and not of the airports' capacity expansion investments, which are currently undergoing screening by the Competent Authority.

Environmental Assessment

Dublin airport is located in Fingal County in Ireland. The Dublin airport Local Area Plan (LAP) was adopted by Fingal Council on 9th December 2019. In complying with Directive 2001/42/EC on the assessment of the effects of certain Plans and programmes on the environment, the Strategic Environmental Assessment (SEA) Directive and the planning and development regulations, the Fingal County Council has carried out a SEA on the likely significant effects on the environment of implementing the Local Area Plan. A Screening for Appropriate Assessment pursuant to Article 6 of the EU Habitats Directive 92/43/EEC has been carried out and Fingal County Council has determined that a full Appropriate Assessment was not required.

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.



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The Fingal (County) Development Plan 2023-2029 came into effect on 5th April 2023. The plan sets out the spatial framework to guide future development within the county to meet the needs and aspirations of citizens of Fingal and the country, not only for the 6-year life of the Plan, but for the long-term. The plan incorporates the Dublin Airport LAP in its development guidelines.

Scheme allocations

The first allocation of this framework loan will finance the mobility-related schemes. The remaining schemes (water and energy components) will be appraised at a later stage after the environmental procedures related to those schemes are completed.

The installation and operation of the mobility-related components of the Project 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). For the mobility schemes, environmental assessments conducted by the Promoter, concluded that an environmental impact assessment study was not required for their implementation. Planning Permission by the Competent Authority is expected to be issued shortly.

EIB Carbon Footprint Exercise

It is estimated that the mobility scheme will generate 0.3 kt of CO₂ 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, Ireland in this case. If this renewable electricity is accounted as zero emissions, there will be no upstream absolute CO₂ emissions.

Moreover, the project is expected to result in indirect CO₂ equivalent (CO₂e) emission savings of approximately 2.4 kt CO₂e per year, on average, over the project assessment period. The 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 DAA (formerly known as Dublin Airport Authority) 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).

Public Consultation and Stakeholder Engagement

Public consultation for the Dublin Airport Local Area Plan, accompanying SEA Environmental Report, Appropriate Assessment Screening Report and Strategic Flood Risk Assessment and Surface Water Management Plan took place from 03rd September 2019 to 15th October 2019, both physically and online.

Public consultation for the Fingal (County) Development Plan 2023-2029 including its SEA Report took place between February and May 2022. The Draft Plan was put on public display on the 24th February 2022 for a period of 12 weeks (until 12th May 2022), both physically and



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online. A total of 1,937 submissions and observations were received during the prescribed period in response to this stage of public consultation.

In case any mobility-related scheme is not granted Planning Permission and would require an EIA, public consultation as per the EIA Directive regulations is expected.

Other Environmental and Social Aspects

Dublin airport currently has Level 3+ certification from the Airport Carbon Accreditation (ACA) programme. The airport is progressing to apply for Level 4+ with a view to submit a certification application in October 2024. 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.

DAA is a participant of the UN Global Compact and supports the United Nations Sustainable Development goals.

Both renewable energy and energy efficiency investments will generate social benefits, in terms of supporting better health through improving indoor air quality and supporting employment generation. Recent reports are pointing out the possibility of use of forced labour in the supply chain of solar photovoltaic panels. To mitigate the risk of forced labour in the photovoltaic supply chain of the projects, the promoter undertakes to use reasonable effort to perform supply chain due diligence. As part of this due diligence, the Promoter shall aim to obtain a complete mapping of the supply chain of the PV module manufacturers reaching the level of silicon/polysilicon suppliers or obtain signed declarations by the PV module manufacturers concerning the origin of the components used in the PV modules. The Promoter shall pass down to its suppliers the requirement to avoid forced labour.

Conclusions and Recommendations

In the context of this Project, the related conditions and undertakings are as follows:

Conditions

- Prior to any disbursements the Promoter will send to the Bank confirmation of the Decision by the Planning Authority granting a Permission.
- Prior to any disbursements, should the relevant Competent Authority screen in a scheme, the Promoter shall deliver to the Bank the Non-Technical Summary (NTS) of the EIAs, the Environmental Impact Study (EIS) and the decision issued by the Competent Authority before the Bank funds are allocated.

Undertakings

- The Promoter shall aim to obtain a complete mapping of the supply chain of the solar PV module manufacturers reaching the level of silicon/ polysilicon suppliers or obtain signed declarations by the solar PV module manufacturers concerning the origin of the components used in the modules.



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Based on the above and with conditions and undertakings being met, the Project is acceptable in environmental and social terms.