

Luxembourg, 16th July 2025

Environmental and Social Data Sheet

Overview

Project Name:	NANTES AIRPORT CONCESSION
Project Number:	2022-0512
Country:	FRANCE
Project Description:	The Project consists of upgrading NantesAtlantique airport through the delivery of the mandatory "Initial Works". The Project focuses on restoring an adequate level of service, maintaining the highest safety and security standards and increasing the airport's operational resilience and efficiency by upgrading the terminal building, airside areas and utility networks.
EIA required:	requirements may vary
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

The EIB financed Project is part of a larger project to be implemented by the Promoter (the "overall project")

The EIB Project is limited to financing a part of the design, development, construction, testing and commissioning of the following components:

Airside works

- Compliance works on the airfield including runway levelling works and apron levelling works in line with EASA and ICAOs regulation and guidance.
- Upgrade of airport's runway pavement.
- Upgrade of the airfield lighting system including the installation of LED lighting.
- Upgrade of the airfield's water drainage network.
- Upgrade of the airport utility networks including electrical, water, wastewater.
- Upgrade of functional areas and equipment related to Rescue and Firefighting Services (RFFS).

Terminal works

- Upgrade of the existing terminal building to an adequate level of service, defined as IATA "Optimum" level of service (refurbishment and reorganization) including upgrade of systems and equipment.
- Environmental works (LED revamping, waste and water management systems...).
- Other works (security checkpoint, weather station, utilities adaptation...).
- Upgrade of utility networks including electrical, IT, Heating Ventilation and Air Conditioning (HVAC) and mechanical systems (lift, moving stairs, etc).

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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Environmental Assessment

The overall project falls under Annex II of Directive 2011/92/EU amended by the Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive). This, and the status of any existing development consents, will be reviewed and assessed once the future concessionaire is selected.

As per the draft airport concession contract, the responsibility for obtaining the required environmental permits lies with the future concessionaire. Given that the detailed airport development plans will only be known once the future concessionaire is selected, the Bank's assessment of the project impacts will be updated at the next stage of the Bank's appraisal.

The project has been assessed for Paris alignment and is aligned with the resilience goals as its residual climate risk is assessed as low.

Public Consultation and Stakeholder Engagement

Due to noise issues and to accommodate the increasing and expected traffic, between 2000 and 2018, French authorities considered replacing the existing airport with a greenfield one in *Notre-Dame-des-Landes*, located North of Nantes. This project was ultimately cancelled in 2018 due to local opposition, primarily stemming from concerns about the new infrastructure environmental impact.

The chosen alternative was to develop the existing airport site. The preliminary public consultation on the "Nantes Atlantique Airport Redevelopment Project", took place between May 27th and July 31st, 2019. During this period more than 2,100 participants participated in face-to-face consultations and more than 85,000 visited the project website.

The French government decided on October 28th to proceed with the project, which is being implemented by the DGAC (Directorate General for Civil Aviation). Within this framework, public participation and information has continued on a regular basis, with a dedicated website serving as a repository for all public consultation events, migration measures on the airport operation impacts and support to local residents. In this website, which is regularly updated, there are more than 30 documents and meetings registered, from the outcome the "preliminary consultation on the Nantes Atlantique Airport Redevelopment Project" in mid- 2019 to the most recent meeting in September 2024.

As part of the five-year update of the environmental noise prevention plan (*plan de prévention du bruit dans l'environnement - PPBE*), 2025 - 2029, a public consultation, presential and online, took place for two months between 31st January and 31st March 2025.

Other Environmental and Social Aspects

Nantes airport has obtained an ISO 9001 certification for its quality management systems, an ISO 14001 for its environmental management systems and has reached Level 4 "Transformation" (the second highest) under the Airports Council International Airport Carbon Accreditation (ACI-ACA) scheme, whereby airports are required to align their carbon management ambition with the global climate goals. Nantes Airport developed its own decarbonization strategy, aiming to reduce its greenhouse gas emissions (scope 1 and 2) by at least 90% by 2030, compared to 2019 levels.

Conclusions and Recommendations

Given the above, the following conditions are to be applied:

Conditions

Prior to first disbursement



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- The promoter shall provide evidence satisfactory to the Bank that the necessary environmental permits are in place and that any environmental and social issues have been adequately consulted on and dealt with. This shall include the submission to the Bank of the relevant studies and of the decisions by the environmental Competent Authority.

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