



Overview

06/06/2025

Environmental and Social Data Sheet

Project Name:	DECARBONIZATION AIRPORT STUTTGART
Project Number:	2023-0246
Country:	Germany
Project Description:	The project consists of the implementation of a number of components of STRzero, Stuttgart airport decarbonisation programme. The scope of works consists of i) reconstruction of Terminal 4, construction of a new firefighting station and a new electrical vehicle maintenance centre, to the highest energy efficiency standards; ii) electrification of the airport's ground handling infrastructure and iii) acquisition of zero- emissions ground handling vehicles.
EIA required:	requirements might vary

Project included in Carbon Footprint Exercise¹:

Environmental and Social Assessment

The EIB financed project is part of a larger programme called STRZero. STRZero is Stuttgart's airport long-term programme (i.e. a group of different projects) to reach net zero emissions by 2040 (the "overall programme"), consisting of multiple investments over a 15-year period.

no

The EIB project is a multi-component project and consists of financing the design, development, construction, testing and commissioning of the following components:

- 1. Reconstruction of Terminal 4, consisting of the demolition of the existing terminal and the construction of a new one.
- 2. Construction of a technical maintenance centre.
- 3. Construction of a rescue and firefighting station.
- 4. Acquisition of about 100 new electric zero-emission ground handling vehicles.
- 5. Installation of about 100 electric vehicle chargers, ground power units and preconditioned air systems.

Environmental Assessment

The overall programme was not subject to a Strategic Environmental Assessment (SEA).

Regarding the EIB project, project components 2 to 5 do not fall 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), meaning that a screening decision by the Competent Authority (CA) based on these criteria is 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.



Regarding component 1 the Promoter will apply for a building and environmental permit. The Bank will put forward a disbursement condition (see below) requiring the Promoter to obtain environmental clearance prior to any disbursement.

The demolition and subsequent construction of Terminal 4 will have impacts related to civil construction works such as noise and dust emissions as well as increased heavy duty vehicle traffic in the vicinity of the other airport passenger terminal buildings. However, works will take place in a relatively small area, which is not accessible to the public at large and the Promoter will ensure that the adequate mitigation measures are in place.

The airport is located close to protected areas, as follows: i) *Filder* (DE7321341), which is protected under the Habitats Directive. This area is located approximately 2km North of the airport terminal buildings but is perpendicular to the runway direction and the aircraft approach paths, and ii) *Glemswald und Stuttgarter Bucht* (DE7220311), which is a protected area under the Habitats Directive and is located approximately 5km East of the closest runway threshold and is on the aircraft approach paths. Considering the size of the construction site, the scope of works and the expected mitigation measures to be put in place during the demolition and construction phases the expected impacts are considered to be minor.

The Project finances components consistent with Climate change mitigation requirements of the EIB Climate Bank Roadmap (CBR), namely zero direct emission of mobile assets (electrical vehicles) and infrastructure that is required for zero direct emission transport such as electric (vehicle) charging points. The Project also finances energy efficiency components, such as energy efficient buildings, consistent with the CBR.

In terms of the Carbon Footprint exercise, for which this Project is below the threshold, it is estimated that the Project will generate 0.6 kt of CO₂ emission (absolute) per year, on average over the project assessment period.

The Project is expected to result in indirect CO_2 equivalent (CO_2e) emission savings of approximatively 0.7 kt CO_2e per year, on average, over the project assessment period. The emission savings result from the replacement of internal combustion engine vehicles with zeroemission electric vehicles, the change to electrical power and air conditioning for parked aircraft (instead of using the conventionally powered aircraft auxiliary power units) and electricity savings for the energy efficient buildings. 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.

The EIB project has been assessed for Paris alignment and is considered to be aligned both against low carbon and resilience goals against the policies set out in the Climate Bank Roadmap and the Transport Lending Policy. The energy efficiency related investments are aligned with the Energy Lending Policy.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty, Stuttgart Airport, 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 plans.



Other Environmental and Social Aspects

Flughafen Stuttgart GmbH has been awarded a certification for its Environmental Management and Audit Scheme (EMAS). EMAS is an international standard for environment management systems developed by the European Commission. Additionally, the airport was awarded an ISO 50001 for its energy management system and has reached Level 3 "Optimization" under the Airports Council International Airport Carbon Accreditation (ACI-ACA) scheme.

Conclusions and Recommendations

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

Conditions

- Prior to disbursement of the amounts relating to components subject to screening by the Competent Environmental Authority, the Promoter shall submit to the Bank satisfactory evidence of a screening out decision or an EIA Report completed to the satisfaction of the Bank if such is required.

Undertakings

- The Promoter undertakes to provide evidence satisfactory to the Bank that the necessary building permits related to the construction of the buildings within the scope of the EIB project have been awarded 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/ or of the decisions by the environmental Competent Authority.

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