

Luxembourg, 26th November 2025

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	HELSINKI AIRPORT EXPANSION II
Project Number:	2018-0778
Country:	Finland
Project Description:	The project concerns Phase IV of the expansion of HEL with the objective of providing additional terminal capacity, alleviating bottlenecks in the Schengen area and between the airport and rail, bus and taxi services as well as expanding the baggage handling system (BHS) and passport control areas. The project includes the extension of Terminal 2 with a new arrivals and departures hall, new gates, increased border control capacity for transfer traffic and enhanced links to public transportation. It is expected to increase the annual handling capacity from about 24 to 30 million passengers per year.

Summary of Environmental and Social Assessment at Completion

Helsinki Airport (IATA code: HEL) is the main international airport of the city of Helsinki, its surrounding metropolitan area, the Uusimaa region and the main international gateway to Finland. The airport is located in Vantaa, about 17 km; north of Helsinki city centre and is operated by state-owned Finavia, the project's Promoter.

HEL is by far the busiest airport in Finland with 16 times the traffic of the next-busiest, Rovaniemi and is the fourth busiest in the Nordic countries after the hubs of Copenhagen, Oslo and Stockholm. The airport handled a total of 16.3 million passengers in 2024.

EIB notes the following Environmental and Social performance and key outcomes at Project Completion

The project is now complete and operational. An environmental permit regulates the activity of the airport. It was first issued by the Environmental Board of the City of Vantaa (12th December 1992) and confirmed through the decision of the Supreme Administrative Court (29th November 2001). This environmental permit was subsequently renewed by the Southern Finland Regional State Administrative Agency (4th August 2011) and confirmed by the Supreme Administrative Court (21st January 2015) after consideration of lodged appeals.

Two undertakings were included in the Environmental and Data Sheet (ESDS) at appraisal:

1. *The Promoter shall keep the Bank informed of the schedule and outcome of the process of permit renewal and any material changes to the permit conditions such as the need for undertaking an EIA or other similar environmental assessments.*
2. *The Promoter shall ensure that adequate Environmental and Social Management Plans (ESMPs) are implemented and monitored accordingly during the construction of the project and will notify the Bank of any unexpected/unmitigated environmental impacts, serious incidents or accidents during the course of the works.*



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The Promoter reported that no major environmental incidents or issues were registered during construction, and the project was implemented and monitored in line with what was defined at appraisal stage.

In terms of decarbonisation, Helsinki airport has reached Level 5, the highest level of the Airport Carbon Accreditation programme in June 2025. This is a significant improvement from the level 3+ which the airport already had at appraisal and confirming net zero carbon balance for emissions under its control. To meet the criteria of Level 5, the airport has reduced by more than 90% of its Scope 1 and 2 emissions and committed to reaching net zero for Scope 3 emissions by 2050.

Finavia has taken major steps to increase the use of renewable energy across its operations. All of its airports are powered entirely by certified wind energy, while Helsinki airport also generates electricity through its own solar plant. In addition, the airport's field vehicles run on zero-emission diesel produced from waste and leftover materials.

Summary opinion of Environmental and Social aspects at completion

The EIB is of the opinion, based on reports from the Promoter, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.