

Luxembourg, 26 June 2025

Environmental and Social Data Sheet

Overview

Project Name:	AENA PALMA MALLORCA TERMINAL REHABILITATION
Project Number:	20230008
Country:	Spain
Project Description:	The Project consists of the rehabilitation of AENA's Palma de Mallorca terminal under the DORA II airport regulatory document. The project-related works consist of: i) rehabilitation of the existing terminal building including the optimisation of existing passenger processing and commercial areas; ii) upgrade of the terminal electric, HVAC and IT networks; iii) optimisation of landside accessibilities; iv) upgrade of passenger boarding bridges, and; v) upgrade of rescue and firefighting detection, response systems and equipment.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The Promoter's project refers to a project which scope is broader than the scope of the EIB project (as described above). The EIB project will only finance certain components included in the scope of the Promoter's project.

The Promoter's project falls under Annex II of Directive 2014/52/EU amending the EIA Directive 2011/92/EC on the assessment of the effects of certain public and private projects on the environment (EIA Directive). The Promoter indicates in his environmental application that the project falls within section c) of article 7.2. of Law 21/2013, of December 9th, on Environmental Evaluation (the transposed EIA Directive), which implies the submission of a simplified environmental impact evaluation procedure, although given the magnitude of the project, the Promoter AENA has considered as appropriate to request the procedure for the environmental impact assessment as an ordinary one, under section d) of article 7.1 of the aforementioned Law.

The decision of the Competent Authority was published on 9 November 2021 in the Spanish Official Gazette. This decision includes a condition in relation to the airport capacity after the project which is to remain capped at 66 aircraft movements per hour and 97 aircraft parking positions, therefore maintaining the existing airport capacity.

Amongst the key impacts, the EIA study identifies the noise and air pollution, soil and water contamination during construction and operation, although these have been considered as not

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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significant. The study notes that most of the works will be carried out in already built areas or in land that is already impermeabilized.

The airport is located close to protected areas, namely the *Xorrigo* (ES5310102), which is protected under the Habitats Directive. This area is located approximately 5km Northwest of the closest runway threshold and is located in the aircraft approach paths. The *Cap Enderrocat i cap Blanc* (ES5310128), which is a protected under the Habitats Directive and the *Cap Enderrocat - Cap Blanc* (ES0000081), which is protected under the Birds Directive are located approximately 5km South of the closest runway threshold and are not located close to the aircraft approach paths. The EIA permit states that there will be no negative impacts on these areas given the distance of the protected areas to the airport.

Paris alignment: The project has been assessed for Paris alignment and it is considered to be aligned with the Bank's Climate Bank Roadmap and the Transport Lending Policy.

EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty, AENA, 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 plan.

Public Consultation and Stakeholder Engagement

The announcement regarding public consultation was made in the Spanish Official State Gazette No. 17, of January 20, 2020, with the public consultation period taking place during the following 30 working days. Simultaneously with the public consultation process, the affected public administrations bodies have been consulted.

Other Environmental and Social Aspects

The Promoter, AENA has implemented an Integrated Management System in accordance with international standards ISO 9001 (quality management) and ISO 14001 (environmental management) in its airports and corporate headquarters. Additionally, for the eight busiest airports, AENA has implemented ISO 14064 (calculation of carbon footprint) and for its six busiest airports ISO 20906 (unattended monitoring of aircraft sound in the vicinity of airports).

The Promoter is also present in ESG indices, such as FTSE4good, participates in international initiatives (Airports Council International Airport Carbon Accreditation Program, Net Zero Carbon), makes its climate and environmental data public through reporting to the Carbon Disclosure Project (CDP), and carries out collaborative work with airlines and handling agents to reduce emissions.

Conclusions and Recommendations

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

Conditions

- Not applicable.

Undertakings:

- Not applicable.



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In this context, the project is acceptable for EIB financing in environmental and social terms.

The Project benefits from financing under the Recovery and Resiliency Fund (RRF) and is expected to ensure that it does no significant harm to any of the six environmental objectives within the meaning of the art. 17 of the Taxonomy Regulation (EU) 2020/852 (the principle of “do no significant harm” (DNSH)). Based on the information provided by the Promoter and documentation provided as part of the due diligence, a DNSH assessment was carried out for all six environmental objectives, it was concluded that, due to the location and the type of investments, the Project aims not to have significant foreseeable impact on any of the six environmental objectives. Overall, the Project aims to comply with the DNSH principle by satisfying the conditions stipulated in the Council Implementing Decision Annex on the approval of the assessment of the recovery and resilience plan for Spain.