

## Environmental and Social Data Sheet

### Overview

Project Name:	Aéroport de Lyon Développement	
Project Number:	2012 0550	
Country:	France	
Project Description:	The project concerns the expansion of Lyon-Saint Exupéry Airport in order to cater for future growth in traffic and to improve passenger service standards. The main component is the construction of additional terminal infrastructure which will increase the terminal capacity of the airport as a whole from approximately 9 million passengers per annum (mppa) to 14mppa. Other components include additional taxiways, new aprons and additional landside infrastructure such as a long stay car park.	
EIA required:	yes	
Project included in Carbon Footprint Exercise <sup>1</sup> :	no	

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project falls under Annex II of the EIA Directive 2011/92/EC and requires a full Environmental Impact Assessment (EIA). The formal process of achieving environmental consent in France requires the different elements of a project (which can be grouped into 'programmes' if appropriate) to be submitted separately for approval. In this project, the Promoter envisages four or five separate 'programme' submissions, the three main ones being i) the Rapid Exit Taxiways (RET) and parallel taxiways ii) the main T1/T3 expansion works and iii) new apron M and the other works in connection with the relocation of the freight facility.

At present, only the RET/taxiway programme has received the necessary approvals (except for a specific approval in this case relating to the proposal to extract aggregate from within the current airport boundary rather than from an authorised quarry source elsewhere – which the Promoter is confident of securing in April of this year).

The environmental and social impacts of the T1/T3 programme have been assessed at a preliminary level using the Promoter's early conceptualisation of the facility, but formal submission to the various approval bodies will be subject to completion of preliminary design by the selected Design and Build Contractor. The impact assessment study will then be elaborated and refined accordingly, with submission currently scheduled for later in 2013. On that basis, approvals are expected by about the middle of 2014. This is also the anticipated schedule for the other programme(s).

Each individual programme submission is set within the broader context of the project as a whole and the longer term master plan for the airport. That the RET/taxiways programme has received approval is a strong indicator that the other programmes will be similarly considered. Granting of approval in respect of impacts on ecologically sensitive sites is particularly relevant in this respect.

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

The airport site is within a designated Zone Naturelle d'Intérêt Ecologique, Faunistique et Floristique (ZNIEFF) site and there are three other ZNIEFF sites within approximately 2km from the site. In addition, there are four Natura 2000 sites in the area situated to the north and east of the airport at about 7.5km distance. According to the Conseil National de Protection de la Nature (CNP), none of these sites are significantly impacted by the RET/taxiways programme and on that basis none are likely to be impacted by the project as a whole.

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

#### Condition

Disbursement of the amounts relating to the key work items subject to receipt of environmental and development consent (amounting in total to approximately 80% of the overall project cost) will be conditional on the satisfactory completion of the EIA process for those items and the provision of satisfactory evidence of clearance from the relevant competent authorities. This evidence shall include a copy of the opinion of the Conseil National de Protection de la Nature (CNP) that those items do not impact significantly on environmentally sensitive areas.

#### Undertaking

The Promoter shall provide to the Bank a copy of the Environmental Impact Statements including the Non-Technical Summaries for each submission made to the relevant environmental competent authorities.

Subject to the above condition being met, the project is acceptable for EIB financing.

## **Environmental and Social Assessment**

### **Environmental Assessment**

For each 'programme' there are four different strands to the approval. The first is the Public Enquiry and Déclaration d'Utilité Publique (DUP) procedure, which is controlled by an Enquiry Commissioner appointed on behalf of the State by the local courts for the purpose of independently assessing the project in the public interest and imposing conditionality on the approval should it consider it necessary to do so. The second is the ZNIEFF procedure which through the CNPN assesses the potential impact of the project on any ecologically sensitive sites. The third involves reporting to the Prefect of the Direction Régionale, de l'Environnement de l'Aménagement et du Logement (DREAL) on the potential impact on local natural water resources. For this there is an overall framework in place against which the project is checked for compliance. The fourth is a submission to the regional department for Cultural affairs in respect of potential impacts on archaeological sites.

In addition, the key strategic framework within which the airport is allowed to develop is the Plan d'exposition au bruit (PEB), also known as the Noise Exposure Plan. This is a town planning document that anticipates noise exposure in both the short and longer term and which makes it possible to limit the establishment of new populations in areas likely to be exposed to noise nuisance from air traffic. The PEB for Lyon-Saint Exupéry Airport is based on an airport layout which includes a long term traffic scenario and two sets of parallel runways, one set on the eastern campus as it is today and one on the western campus in the 900 hectare area safeguarded in the master plan for development into the longer term. The PEB therefore accepts a level of aircraft noise well in excess of the noise levels likely to occur within the lifetime of this project.

The PEB was originally approved by prefectural decree in 2005 with a further update and approval in 2008 to reflect the requirements of EU Directive 2002/49/EC, particularly in respect of the assessment of night noise. This was once again updated and approved by

prefectural decree in 2009 when a full population count was prepared of all those affected. In late 2011, noise maps and noise prevention plans for the airport also received prefectural approval. These guarantee noise related information for the public and allow action plans to be set up. The airport has a comprehensive noise monitoring system in place and there are night time operating restrictions on Chapter 3 aircraft.

A number of bird and reptile species have been identified as being resident in the area of the RET/taxiways site, including three birds (the Oedicneme Criard, the Bruant Proyer and the Petit Gravelot) and a frog (Bufo Calamita). The consent from the CNPN for the RET/taxiways programme has been made conditional on certain mitigation measures being implemented, the main one being relocation of any existing nests. They are considered to be highly adaptable species and because the area concerned represents only 4% of their overall habitat the impact is considered to be minor.

### **Public Consultation and Stakeholder Engagement, where required**

The Enquiry Commissioner for the RET/taxiways programme considered that there was no requirement to engage with the public given the scope of these particular works. It is expected that there will be a full Public Enquiry procedure for the T1/T3 programme in line with the EU EIA Directive and national requirements.

### **Other Environmental and Social Aspects**

In 2002, Lyon-Saint Exupéry Airport became the second airport in France to be certified under ISO 14001 and currently has a certification of compliance which is valid until March 2014. Under the European EFQM Excellence Model it has also been recognised for Excellence 4 star, which is a measure of the quality of its management systems in general, including its management of environmental and social issues.