

Environmental and Social Data Sheet

Overview

Project Name: SCHALLSCHUTZPROGRAMM BRANDENBURG
Project Number: 2013-0217
Country: Germany
Project Description: Framework Loan to finance a regional programme comprising noise prevention measures in existing buildings (high efficient glazing and insulation of walls and roofs) to protect the population in the designated areas against noise from the new Berlin-Brandenburg airport.

EIA required: no

Project included in Carbon Footprint Exercise¹: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

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

This is a mitigation component of the Annex I project Flughafen Berlin Brandenburg (2001-0389). The EIA for the airport project was done and consulted with the public concerned. The nature of works undertaken within this project does not require a separate EIA.

The project is expected to deliver a positive environmental effect, reducing the noise impact on the population living in the neighbourhood of the airport and thus improving the quality of life. Secondary energy efficiency gains are also expected.

The Financial Intermediary shall verify the compliance of the schemes with the relevant and applicable rules of the European Union legislation, in particular in the fields of environment.

Environmental and Social Assessment

Environmental Assessment

- This is a mitigation component of the Annex I project Flughafen Berlin Brandenburg (2001-0389). The approval process for the extension of Schönefeld was undertaken prior to 2004 and therefore a Strategic Environmental Assessment (SEA) was not required. A full Environmental Impact Assessment (EIA) was carried out.
- The nature of works undertaken within this project does not require a separate EIA.
- Since the processing of development consent of the airport started in 2000 and the development consent was approved in 2004 (Planfeststellungsbeschluss), the noise mitigation programme does not fall within the provisions of the updated Act on the protection against aircraft noise (FluLärmG, 31 October 2007).
- The objective of the programme is to improve the quality of life of the population affected by the airport noise. Its implementation will improve the urban fabric in the neighbourhood of the airport with the prime objective being noise reduction within the individual buildings. Secondary energy efficiency gains are also expected.

¹ 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 CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

- The project is implemented in built environment and no biodiversity issues are expected.

Public Consultation and Stakeholder Engagement, where required

- The Promoter is committed to maintaining regular dialogue and consultations with the public concerned, through various channels, including Aircraft Noise Commission (with inhabitants), Dialogue Forum (with surrounding local authorities).

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