

## Environmental and Social Data Sheet

### Overview

Project Name: Aéroport de Nice Développement

Project Number: 2014 0075

Country: France

Project Description: The project concerns the expansion of Nice Cote d'Azur Airport (NCE) in order to cater for future growth in traffic, to optimise the mix of aeronautical and non-aeronautical space and to improve the airport's operational efficiency. The main component is the construction of additional terminal infrastructure which will increase the terminal capacity of the airport by approximately 4 million passengers per annum (mppa). Other components include various airside works to allow the landing and take-off of larger aircraft –and the preparatory works for the future construction of a tram connection to the city centre.

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. The environmental and social impacts of the project have been assessed at a preliminary level by the Promoter but formal submission for development consent and environmental clearance to the various approval bodies is at different stages for each of the project components.

The airport west boundary coincides with the limits of the Natura 2000 site “Basse Vallée du Var”, the Lower Var River Valley. It is classified as a Special Protection Area<sup>2</sup> (SPA) under the Birds directive and constitutes the most important wetland of the region and home to more than 150 different bird species. It is also an important stop-over of various migratory routes.

The Competent Authority will be required to confirm that the current Project will have no environmental significant impacts.

Given the above, appropriate environmental conditions and undertakings will be included by the Bank in the Finance Contract.

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

### Environmental and Social Assessment

#### Environmental Assessment

Depending on the characteristics of the project, the National legislation requires up to 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

<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.

<sup>2</sup> FR9312025.

necessary to do so. The second is the Zones Naturelles d'Intérêt Ecologique Faunistique et Floristique (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. The French authorities are in the process of confirming the required approval's process for each one of the components included in the Bank's project.

The airport has in place a Plan de Gêne Sonore (PGS), which is equivalent to a Noise Exposure Plan. This is a town planning document that acknowledges noise exposure and makes it possible to identify the residential areas likely to be exposed to noise nuisance from air traffic and, thus, susceptible of noise insulation aid as a mitigation measure. The PGS is periodically updated to reflect the evolution of the airport traffic profile. The document was originally approved in 1976, with a further update in 2003. The latest update is from 2010 and reflects the requirements of EU Directive 2002/49/EC, particularly in respect of the assessment of night noise.

In March 2014, the relevant noise prevention plan for the airport also received prefectural approval. The latter guarantees noise related information for the public and allow for aids in the framework of an insulation action plan. The Promoter has also established the "Espace Riverains", an information centre located at the airport premises which helps residents to prepare the dossiers to obtain the insulation aid. Up to now, more than 2,200 residences have profited from it. The airport has a comprehensive noise monitoring system in place and there are night time operating restrictions.

Besides noise, the "Charte Environnement 2012-2016" establishes the action plan to mitigate all the other environmental impacts caused by the airport's operation including air pollution and the airport's environmental footprint.

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

As part of the approvals process, the project will be presented to the Commission Consultative de l'Environnement de l'Aéroport Nice-Côte d'Azur (CCE) which meets once a year and consists of three joint colleges: aeronautical professions, local authorities and local associations, totalling more than thirty members. This committee is consulted on all important issues relating to the development or operation of the airport, which may have an impact on the environment.

A Public Enquiry procedure for the project may be required in line with the EU EIA Directive and national requirements.

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

ACA is an ISO14001 certified company that is fully committed to ensuring environmental sustainability and aims to employ best practice towards achieving that. They are an accredited company under the ACI Europe (Airport Council International Europe) Airport Accreditation scheme and they expect to reach the top "3+/neutrality" level by 2018.