

Environmental and Social Data Sheet

Overview

Project Name:	Oslo Airport Terminal 2
Project Number:	2011 0266
Country:	Norway
Project Description:	The Project concerns phase 1 of the planned extension of Oslo Airport by expanding the existing terminal with a new pier, additional departure and arrival areas as well as new baggage handling facilities and associated apron areas. The Project will increase the airport's capacity from 22 to 28 million passengers per annum.

EIA:	Required	<input checked="" type="checkbox"/>
	Not required	<input type="checkbox"/>

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

Oslo airport (OSL) is located around 50 km Northeast of Oslo and is the main hub airport for Norway.

The project itself represents a relatively modest increase in passenger capacity and will be built entirely on existing airport grounds. An Environmental Impact Assessment has been carried out and concluded that due to its location, size and characteristics the project will not have a significant adverse environmental impact. Appropriate mitigating measures and environmental management procedures are in place. In terms of energy consumption the T2 project targets a reduction of 50% when referenced to the current situation. The Project's overall residual impacts are acceptable and the Project is in line with EU Directives.

Environmental and Social Assessment

Environmental Impact and Mitigation

Within the EU the project would be classified under Annex II of the EU EIA Directive 85/337, thus requiring a decision by the competent authority whether or not a formal Environmental Impact Assessment process is required. Furthermore, an airport master plan, due to its impact on land use planning, would fall under the EU SEA Directive 2001/42/EC.

The project is based on a land-use plan established in 1993/95, which was approved after a comprehensive impact assessment, including public consultation. This zoning plan includes provisions from 1995 and subsequent adopted development plans for various sub-areas and sets the boundaries for all developments of the airport area. Provisions for development and operation also exist through an Environmental follow-up programme, a Design manual, an Airport plan and a Restriction plan. A Land conservation plan is intended to protect the tower and parts of the existing terminal. Otherwise there are general provisions through the National Transport Plan, the county plan, various county sub-plans and the municipal plans of Ullensaker and Nannestad. National political guidelines are also mentioned. Although an update of the land-use plan was considered urgent due to numerous smaller changes, no particular SEA was deemed necessary as long as the development was limited to the

boundaries of the current zoning plan. The issue of any third runway will have to be handled through a different process.

The competent authority decided that an Environmental Impact Assessment had to be carried out for the T2 project in accordance with the Planning and Building Act and a study programme was established in November 2007. The assessment covered the full development of T2 for up to 35 million passengers p.a.

The most important impact areas are water management and emissions. Like for all other possible impacts, detailed follow-up measures, including continuous monitoring and trend modelling, have been agreed. Strict environmental requirements are imposed on contractors participating in the T2 project to prevent any emissions to soil, groundwater or river systems and to ensure that the natural water balance is maintained.

The competent authority approved the EIA on condition that a new area plan for the airport area is approved before a building permit is issued for the new terminal and the "land side" of the project. Furthermore comments are included to request OSL to employ best available technology/best practice to reduce noise and emissions, to update the noise zone map and to maintain the current share of public transport.

A study on biodiversity in Oslo Airport AS carried out in June 2011 concluded that the planned activities regarding T2 most likely will not have any negative impact on biodiversity. The areas impacted by the T2 construction work were not assigned nature type localities, freshwater localities, wildlife areas or red listed species. There are adjacent areas were nature of high value are identified, however the study concludes that these areas most likely will not be affected by the construction work. The conclusions from the study were confirmed from another study carried out in autumn 2011. A particular biodiversity assessment for the project is not required, as the project will be implemented in an already appropriately zoned location.

Oslo airport is well prepared to adapt to climate change impacts like extreme wheather phenomena, as they already today have to cope regularly with issues like heavy snow removal and water runoff.

Since 2006, OSL has purchased emission allowances through the UN-system to compensate greenhouse gas (GHG) emissions. OSL became Airport Carbon Accredited at the highest level in 2010. This involves having set GHG-emission reduction targets in a long term action plan, with ambition to decouple emissions from projected traffic growth. OSL is a carbon neutral airport operator compensating for the remaining direct emissions within its control by purchasing emission allowances. OSL prepares an annual carbon inventory in compliance with ISO 14064 and the Greenhouse gas Protocol. In 2010 emissions under OSL's direct control totalled 4759 tonnes of CO₂ equivalent.

Social Assessment, where applicable

Oslo Airport is Norway's biggest and most important traffic hub and also one of Norway's largest employers. OSL has a policy aimed at ensuring a sustainable development of the airport, balancing growth and efficiency against social and environmental considerations.

Public Consultation and Stakeholder Engagement

The EIA was circulated for public review from November 2009 until January 2010.

Other Environmental and Social Aspects

Environmental Management is an integral part of OSL's overall management system, which is based on international standards such as ISO 9001 and 14001. OSL methodologically applies environmental management tools in order to ensure comprehensive supervision of the environment work within the company as well as that of other parties at the airport. ISO 14001 certification is expected by the end of 2011. Details of OSL's environmental performance are published in annual environmental reports.

Luxembourg, 10th February 2012

Strict constraints on the airport operations are imposed by the airport's licensing requirements, the discharge permits and noise abatement regulations. Audits are performed internally by OSL as well as by the regulatory authorities.