

Environmental and Social Data Sheet

Overview

Project Name:	Galicia Airport Infrastructure
Project Number:	2011-0453
Country:	Spain
Project Description:	The project consists of a number of improvements to upgrade the Galician airports of A Coruña and Vigo in northwest Spain, both owned and operated by Aeropuertos Españoles y Navegación Aérea (AENA). The investments are primarily aimed at achieving full compliance with international safety recommendations as required by the State Agency for Aviation Security (AESA) under the new certification process of Spanish airports. The improvements comprise strip widening, obstacle removal and taxiway and strip re-profiling. The project also includes the expansion of the passenger terminal building at A Coruña, increasing its capacity to cater for traffic growth up to 1.9 million passengers per annum.

EIA required: **X**

EIA not required: ☐

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

Project components at both airports fall under Annex II of the EIA Directive 85/337/EC as amended by Directives 97/11/EC and 2003/35/EC, leaving to the Competent Authority the decision whether an EIA is required or not. The runway extension at A Coruña, which is classified under Annex I, is not included in the EIB project.

At Vigo, project components are included in the updated Master Plan of the airport (Plan Director) approved in June 2010 by the Ministry of Public Works. The Master Plan incorporates the Environmental Report that is a binding document elaborated and approved by both the Ministry of Environment and the Ministry of Public Works. The document includes the main findings of the EIA process such as the analysis of the relevant environmental aspects, the analysis of the different alternatives considered, the potential impacts caused by the implementation of the Master Plan and the relevant compensation/mitigation measures. It also incorporates the guidelines resulting from the public consultation process.

The updated Master Plan of A Coruña is currently under the public consultation and approvals process, which is expected to conclude at the end of 2012. The final document will incorporate, as in the case of Vigo, the relevant Environmental Report.

The Promoter has already submitted some of the components for environmental evaluation to the Competent Authority who considered these to have no significant adverse environmental impacts and therefore to fall outside the scope of Annex II. These components are:

At A Coruña,

- Safety compliance works including strip widening, obstacle removal, strip and taxiway re-profiling, the upgrade of the airfield lighting system, repositioning of N-550 road

affected by the strip widening and a number of other minor elements (Resolution of 3rd December 2009).

At Vigo,

- Safety compliance works including upgrade of the airfield lighting system, strip and taxiway re-profiling and obstacle removal (Resolution of 26th September 2008).

For the rest of the components, which may also fall within the scope of Annex II of the Directive but will not be implemented until slightly later in the investment programme, the Promoter has carried out a detailed review and screening of the degree to which each component might potentially be classified under Annex II and therefore on which it would need to seek an opinion from the Competent Authority as to whether a formal EIA is required or not. The review has found that only 5 elements are of any real significance:

At La Coruña,

- Terminal expansion and refurbishment.
- New falconry building.
- New RFFS Station.
- SAR Helicopter hangar.

At Vigo,

- Northeast strip widening.

Requesting the opinion of the Competent Authority as to whether an EIA is required for these items or not, and the undertaking of an EIA if one is required, is at different stages for each item.

In addition, and although it is understood that the investments will have no significant impact on environmentally protected areas, it should be confirmed by the competent Authority accordingly.

The environmental conditions below will therefore be applied:

“Prior to first disbursement, the promoter will submit to the Bank a copy of the opinion of the competent nature conservation authority, confirming that the project does not impact significantly on environmentally protected areas (Form A).”

“Disbursement of the amount corresponding to the expansion of the passenger terminal building at A Coruña (equivalent to 30% of the total eligible project cost) will be conditional on the receipt by the Bank of the approval of the Airport Master Plan (Plan Director) granting planning permission for traffic growth up to 1.9 million passengers per annum. Additionally, the promoter will also provide satisfactory evidence of environmental clearance from the Competent Authority for the terminal works by submitting the DIA or relevant documentary evidence to the Bank”.

“Disbursement of the amount corresponding to the elements pending environmental clearance from the Competent Authority (equivalent to 20% of the total eligible project cost) will be conditional on the satisfactory receipt by the Bank of the DIAs or relevant documentary evidence.”

Subject to the above conditions being met, the project is acceptable for EIB financing. The overall residual impacts are considered to be minor and manageable.

Environmental and Social Assessment

Environmental Assessment

Safety compliance works involve an increase of the current footprint of the airports and, consequently, involve some land acquisition. In particular, the project requires the acquisition of 15.15 ha of land in the case of A Coruña and 25.02 ha in the case of Vigo (including the area affected by the northeast strip widening). A golf course in Vigo and several houses close to both airports are affected. This is unavoidable due to the particular location of both airports, situated close to sparsely populated areas. The Promoter has analysed different alternatives, reviewing the plots affected by each one and assessing their socio-economic characteristics and finally selecting the option that minimises the overall environmental impact. AENA is an experienced promoter that has the commitment and capacity to fairly deal with expropriation processes, in line with the applicable Spanish legislation. Therefore, residual impacts should be minor.

At A Coruña, the terminal expansion will provide extra capacity to the system that could be translated into increased air traffic. As a result of this, there will be an increase in noise and gaseous emissions. The EIA of the Master Plan will analyse the impacts of increased noise and gaseous emissions levels up to the maximum traffic growth (up to 1.9 million passengers per annum) and will propose the necessary mitigation measures according to EU Directive 2002/49/CE concerning the assessment and management of environmental noise.

The northeast strip widening in Vigo ends close to the source of Lagares river (a small lake integrated in the golf course). The EIS will include a detailed study of the potential impact to the hydro-geological system including soil and water contamination, the decrease of the natural recharge of the aquifer and impact to wells and natural sources. The Promoter has been required to ask the Competent Authority for permission to carry out the works.

There will be an increase in traffic, noise and air pollution during the construction period. Mitigation measures include restricting construction activity to specific times, damping down areas likely to be affected by dust, monitoring air quality emissions, etc.

Social Assessment, where applicable

Based on the presumption of legality, it is expected that the responsible authorities will duly uphold and observe all relevant provisions of the EU Social Acquis, as they apply to this particular project and are regulated by their corresponding transposition into Spanish legislation.

Public Consultation and Stakeholder Engagement, where required

At Vigo airport, the EIA process for the updated Master Plan began in December 2007, with Institutional consultation held in November 2008 and Public Consultation taking place between May and August 2009. The final approval by the Competent Authority was issued in June 2010. Additionally, Public consultation for the relevant components will be held according to their own EIA process.

At A Coruña, the EIA process for the updated Master Plan began in September 2011, with Institutional consultation held in November 2011. Public Consultation is expected to be opened during the first semester of 2012, prior to the final approval. Additionally, Public consultation for the relevant components will be held according to their own EIA process.

Other Environmental and Social Aspects

E&S Management Arrangements

Both airports have Environmental Management Systems in place that are accredited under ISO 14001. The Promoter is committed to ensuring environmental sustainability and aims to employ best practice towards achieving that.