

Environmental and Social Data Sheet

Overview

Project Name:	Amsterdam Airport Schiphol Capacity Expansion
Project Number:	20150591
Country:	The Netherlands
Project Description:	The project concerns the expansion of Amsterdam Airport Schiphol, to cater for future growth in air traffic and enhance passenger service standards and operational efficiency. It comprises the first two phases of a three phase development of Area A and includes a new south terminal, a new pier, new aircraft stands and a range of other associated infrastructure, such as car parking and landside roads. The project represents the first significant expansion of the airport in more than 10 years and will increase its annual handling capacity by 15 million passengers a year.
EIA required:	no (pre-existing consents in place)
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The Promoter has determined that the project does not need a specific EIA. This is primarily on the basis that the additional volume of traffic the project will allow the airport to accommodate is already permitted under i) the airport traffic decree currently in force (*luchthavenverkeersbesluit* or 'LVB') ii) the EIA(s) that have informed the LVB and iii) the ongoing process to agree the increase in the maximum permissible number of aircraft movements that the airport can handle up to 2020 and beyond.

In addition, the Competent Authority, the Municipality of Haarlemmermeer, approved the Zoning Plan for Schiphol in 2011. This Plan included the Area A site and in doing so stated that an EIA was not required to support the Plan. Furthermore, all development is within existing airport boundaries and there is no change in operational use.

As a consequence of the above, the Promoter is of the view that an EIA is not required and that there was no need to request a screening in/out decision from the Competent Authority.

Following the Aviation Act of 2003, an LVB was adopted in 2004. This LVB was amended in 2008. This decree was informed by an EIA in 2007, which showed that the environmental impacts fitted well within the legal limits when based on a scenario with 480,000 air traffic movements. The EIA addressed the effects on noise, third party risk, air quality, as well as other spatial planning effects.

In 2008, the Alders Platform advised the Dutch Cabinet that on the basis of an agreed runway utilisation, the maximum number of aircraft movements should be capped at 510,000 in the year 2020. The Alders Platform is a consultative forum for the development of aviation activity at Schiphol and consists of representatives of both local and national governments and the aviation community. In 2015, the Alders Platform merged with the Regional Consultation

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.

Luxembourg, 9th January 2017

Committee Schiphol (CROS) and became the Environmental Council Schiphol. The primary purpose of this cap was to limit the aircraft noise nuisance to residents and businesses located in the vicinity of the airport and to control other traffic driven environmental impacts.

An amendment to the Aviation Act was adopted by Government in 2014. Based on this amendment, Schiphol is allowed to grow beyond the cap of 510,000 movements based on the '50/50 principle' and on the strict condition that there can be no overall increase in the level of noise nuisance (or annoyance); a condition drawing on the fact that this would be possible as a result of aircraft operations becoming quieter over time, through improvements in aircraft and engine technology, and through specific and preferential use of the airport's multiple runway system to manage and mitigate the noise accordingly.

In determining the detail of this 'trade-off', the 2014 amendment stipulated that i) the full reduction in annoyance out to 2020 (as a result of aircraft operations becoming quieter) could be converted directly into an equivalent number of additional movements and ii) the reduction in annoyance that could be achieved beyond 2020, or until such time as 510,000 movements had been reached, would be governed by this 50/50 principle in which half (of the reduction in annoyance) will be converted into additional aircraft movements and half would be retained for the benefit of adjacent communities. This would effectively mean a net overall reduction in noise nuisance for growth beyond 2020.

On 29 January 2015, the cap of 510,000 movements was reduced to 500,000 movements at the Alders Platform.

To assess the reduction in annoyance out to 2020, and therefore the allowable growth potential, the Promoter prepared an EIA and submitted it to the Competent Authority in October 2016. It concluded that as a result of the reduction in annoyance, the available capacity for growth out to 2020 (in the number of aircraft movements) would be approximately 20% even under the most limiting anticipated constraint; and approximately 34% under the most likely anticipated constraint. This 20% capacity increase would mean that the number of permissible movements in 2020 would be 600,000 – which would be in excess of the number anticipated for the airport as a whole after the capacity being provided by the project is fully utilized. In its base scenario, the Promoter is forecasting traffic growth to 537,000 movements by 2025, 577,000 movements by 2030 and 680,000 movements by 2040.

Preliminary approval of the EIA is expected in Q2, 2017, which will signal the start of the public consultation process. When the public consultation is complete, the EIA will form the basis of a new LVB which inter alia outlines the permissible limit on aircraft movements in 2020.

With regard to the quantification for growth beyond 2020, there are currently two different interpretations of the 50/50 rule, one held by the Ministry of Infrastructure and Environment and the other by the Aviation Sector. These different interpretations are to be the subject of discussion and negotiation in the Environmental Council in the first half of 2017. The outcome of those negotiations will also be put forward for public consultation and will also be captured within the ministerial decree.

With regards to biodiversity, there are three designated sites in the vicinity of the airport. The closest is Oosteinderpoel, a Habitat/Species Management Area, about 0.5km to the southeast of Runway 36R threshold. Botshol, a Natura 2000 site, is 10km further to the southeast, and then there is Kennemerland, approximately 15km to the west of the airport flanking the coast line. It is understood that none of these sites are adversely impacted by airport operations.

The Promoter will ensure that an Environmental and Social Management Plan (ESMP) is implemented during the course of the works, incorporating all necessary measures to mitigate the impacts of construction in accordance with best practice and National Legislation.

Public Consultation and Stakeholder Engagement

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As noted above, the Environmental Council Schiphol is a consultative platform through which all stakeholders are consulted, specifically on aircraft noise related matters. Specific consultations to inform ministerial decrees and amendments to the Airport Act are conducted separately through the relevant Competent Authorities.

Other Environmental and Social Aspects

Schiphol Group has an Environmental Management System (EMS) in place that is divided into four themes: Airside Safety, Terminal Safety, Environment and Health and Safety. It applies best practice in all aspects of environmental risk management and is accredited to the 'neutrality' (3+) level in the Airport Carbon Accreditation (ACA) Scheme.

Furthermore, the Group has the following focus areas within its Corporate Responsibility policy:

- Climate friendly aviation;
- Mobility;
- Sustainable employment;
- Resources and residuals; and
- Environment, noise and air quality.

It also has an ambitious Energy Strategy 2020 programme which sets out Amsterdam Airport Schiphol's targets in terms of responsible energy use and the reduction of fossil fuel consumption.

Conclusions and Recommendations

It has been determined that the project to be financed by the Bank does not need a specific EIA. It is covered under pre-existing consents through the Aviation Act, amendments to that Act which stipulate that further growth beyond 500,000 movements can take place under certain conditions and through the upcoming ministerial decree which will formalize the revised cap for reduction in noise allowance out to 2020 and the application of the 50/50 rule for growth beyond that.

The following Undertakings will be included in the Finance Contract:

The Promoter shall keep the Bank informed of the schedule and outcome of the process towards ministerial adoption of the revised cap on aircraft movements out to 2020 and on the process of negotiations concerning the interpretation of the principle for accommodating growth beyond 2020.

The Promoter shall ensure that adequate Environmental and Social Management Plans (ESMPs) are implemented and monitored accordingly during the construction of the project, and will notify the Bank of any unexpected environmental impacts or incidents during the course of the works.

Schiphol is an experienced promoter and no particular problems are envisaged during the implementation and operation of the project.

Therefore, the project is acceptable for EIB financing from an environmental and social point of view.