

Environmental and Social Data Sheet

Overview

Project Name: KLM REGIONAL FLEET RENEWAL PROGRAMME
Project Number: 2016-0704
Country: *Netherlands*
Project Description: The project consists of the renewal of the promoter's regional fleet involving the acquisition of 19 Embraer E175s aircraft to replace the current fleet of Fokker 70s that has reached the end of its economic life. The new aircraft will be based in Amsterdam's Schiphol Airport and will be used on regional destinations in Europe. The project also includes the new fleet's initial batch of spare parts and spare engines.

EIA required: no
Project included in Carbon Footprint Exercise¹: yes

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

Environmental and Social Assessment

Environmental Assessment

No environmental impact assessment is required for the project, as it does not fall under either Annex I or Annex II of the EU EIA Directive.

The new aircraft are Embraer E175s, a narrow-body medium-range twin-engine jet. They are powered by two FADEC-controlled (Full Authority Digital Electronic Control) GE CF34-8E (General Electric) engines installed under the wings. E175 jets are more efficient on a per passenger basis than turboprops on KLM regional network due to its technical features (average distance and flight duration) and the higher number of seats per flight operated. The version of aircraft selected for the project are enhanced versions of E175 including new wingtips, refinements aerodynamics, as well as various system adjustments, including optimisation of the air-conditioning and de-icing systems further optimising fuel consumption.

New aircraft meet current ICAO Annex 16 Volume I, chapter 4 requirements on noise emissions which allows them to operate in airports that have strict noise restrictions, incl. all EU airports per EU regulation 598/2014.

The new aircraft is also in compliance with ICAO CAEP/6 (NO_x, CO, HC and smoke) emission requirements.

The new aircraft is 18% more fuel efficient compared to the Fokker 70s it replaces. In terms of gaseous emissions the Embraer E175 rates amongst the lowest CO₂ emitting aircraft on a per seat basis. The emissions savings from flying the Embraer 175 in KLMs network relative to flying the Fokker 70 are 42 kT CO₂e/year, or 2,2 kT CO₂e/year (2,200 tonnes of CO₂ equivalent per aircraft, per year).

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.

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EIB Carbon Footprint Exercise

The absolute (gross) estimated annual emissions of the project in a standard year of operation are 190 kT CO₂e/year. When comparing the emissions of the project against the baseline of using an alternative aircraft of the same generation, the relative emissions would be approximately 0.

The company's flights are inside the EEA (European Economic Area) which places them inside the EU-ETS scheme (European Emissions Trading System).

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Other Environmental and Social Aspects

Additionally to the fleet renewal project, which is key part of their environmental impact mitigation ambition, KLM Cityhopper add several other initiatives, part of the KLM group CSR (Corporate social responsibility) plan (eg. increasing use of sustainable biofuels, flight efficiency improvement, passenger fly carbon neutral program, paperless airline ambition, etc..).

The company aims to protect employees, customers and workers in the whole supply chain, based on international standards of fundamental rights, rights at work and children's rights. To manage respect for human rights in the supply chain, suppliers are asked to sign a Sustainable Development Charter.

Conclusions and Recommendations

The introduction of the new aircraft will reduce gaseous emissions as well as specific fuel burn per passenger-kilometre. The use of more efficient technology is promoted by EU policy on Climate Change. Although the expected growth enabled by the increase in capacity will create an additional load to the environment, the project provides the most efficient solution to minimize this load and helps to improve essential services provided to people living in remote areas.

KLM Cityhopper is an experienced airline which has strong consideration for sustainability issues and aims to apply best in class practices to achieve an efficient project implementation.

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