

## Environmental and Social Data Sheet

### Overview

Project Name:	ROLAND GARROS AIRPORT - RÉUNION
Project Number:	2017-0500
Country:	France
Project Description:	The Framework loan (FL) consists of two major schemes that will cover the second and third phases of the Réunion Island Roland Garros Airport (RUN) development plan 2011-2022, with the common objective of alleviating current congestion and accommodating future growth in traffic, increasing climate resilience and improving environmental and safety performance.
EIA required:	Multi-investment project, EIA requirements vary
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The Promoter is ARRG, a competent Promoter that integrates environmental management as part of its overall management systems. The company methodically applies environmental management tools in order to ensure comprehensive supervision of the environmental issues during operations within the airport. This is done under the coordination and supervision of the Technical and Environmental Department of the company, under the Operations Division. ARRG is deemed to have the necessary experience and capability to successfully implement and operate the Project.

In January 2017, the French Ministry in charge of Civil Aviation issued the Strategic Development Guidelines for the airport<sup>2</sup>, which are incorporated in the Masterplan (Plan Masse) for the airport released in April 2017 and meant to be updated every five years. The Masterplan is aligned with the original Development Plan for the period 2011-2022 however, it additionally proposes a longer-term vision for the airport's development.

The FL covers Phases 2 and 3 of the Development Plan 2011-2022, which correspond to the Horizon 2025 of the Masterplan 2017.

The FL is, therefore, expected to cover two major investment schemes (Phase 2 and 3), the EIA requirements for which may vary. Nevertheless, the investment schemes included in the operation typically fall under Annex II of the EIA Directive 2014/52/EU amending the EIA

<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> Grandes Orientations de Développement des Infrastructures et Installations de l'aérodrome de La Réunion Roland Garros fixées par le Ministre chargé de l'Aviation Civile.

Luxembourg, 12<sup>th</sup> December 2017

Directive 2011/92/EU. This will be analysed on a case by case basis together with any potential significant negative impacts on areas included in the Natura 2000 network (according to the Habitats Directive 92/43/EEC and the Birds Directive 2009/147/EC).

ARRG has commissioned a Climate Risk and Vulnerability assessment to the consultancy company ATRIA environment. The study focuses only in the investments included in Phase 2 of the Development Plan and postpones the analysis for Phase 3, which will be done in parallel to the planning, design and environmental assessment of the additional components. The ATRIA study analyses climate variability at global and local level and concludes that the main climate risks that might affect the project are: -sea level rise; increased wave action and erosion; extreme heat waves and increased average temperatures; increased frequency and intensity of flood episodes; and increased frequency and strength of tropical storms. The study also analyses how Phase 2 investments have been designed to adapt to these climate risks by identifying design parameters used and additional elements included in the project. The assessment concludes that, with the adaptation measures in place, Phase 2 components can be considered as climate resilient.

### **Public Consultation and Stakeholder Engagement**

The Bank will review during the allocation phase if the Promoter has carried out a public consultation of the EIA in accordance with the relevant legislation, whenever applicable, according to regular guidelines of FLs.

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

ARRG is ISO9001 accredited since 2006 and ISO 14001 and 50001 since 2014. RUN was the first French airport to gain ISO 50001 certification.

## **Conclusions and Recommendations**

The Finance Contract, therefore, will include an allocation condition for each allocation requesting evidence that for the scheme presented the relevant environmental approval process has been completed and evidence that the scheme complies with the requirements of the Habitats Directive concerning the potential impacts on nature conservation sites.

Additional undertakings might be defined at allocation stage.

If all the above conditions are met, the project is acceptable for EIB financing in environmental and social terms.