

Environmental and Social Data Sheet

Overview

Project Name: Dublin Airport Operational Resilience Upgrade
Project Number: 20130520
Country: Ireland

Project Description:

The project will strengthen Dublin airport's operational resilience to cater for peak hour traffic, particularly in the morning peak. The airside investments will decrease delays for aircraft departures and arrivals and will maintain the current level of safety compliance of the facilities. The terminal improvements and the renewal of the vehicle fleet will further contribute to strengthening the resilience of the infrastructure, provide a better passenger service and guarantee compliance with the most recent BHS security regulations. Landside investments will contribute to develop the airport city and to promote the airport as an important employment hub and business location.

Airside components include the overlay and structural rehabilitation of the airport's main and crosswind runways, the extension of the taxiways and the construction of new stands. Terminal works include the upgrade of the Baggage Handling System (BHS), extension of the transfer module in Terminal 2, new bus gates, the expansion of the US Customs and Border Protection (CBP) pre clearance processing facility and a range of various other upgrades, including the introduction of innovative digital solutions for passenger flow management such as passport control e-gates and self-service check-in systems and the renewal of the airport's vehicle fleet.

The largest component landside is the development of two office buildings by Dublin Airport Central (DAC). It is targeted at attracting service companies whose employees could benefit from the high UK, European and US connectivity offered by DUB.

The airport is located 10 km north of Dublin (Dublin IE021), in the municipality of Collinstown, Fingal County.

EIA required: to be determined
Project included in Carbon Footprint Exercise¹: no

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.

Environmental and Social Assessment

Environmental Assessment

The Fingal Development Plan safeguards the current and future requirements of Dublin Airport (DUB) at a strategic level. The plan is subject to a Strategic Environmental Assessment (SEA) and an Appropriate Assessment (AA) under the Habitats Directive. The current Fingal Development Plan covers the 2017 - 2023 period.

In the context of the Fingal Development Plan, a Local Area Plan for the airport is available. The main objective of this document is to provide a sustainable development framework for the ongoing development of the airport and be the planning framework for the preparation of an Airport Action Plan (Masterplan) within the Designated Airport Area.

Within this planning framework and the requirements derived from the SEA and the AA, the Promoter – DAA - has developed the DUB Masterplan 2016-2046, which is an internal document having as main goal assessing the development needs of the airport to be covered under this period. Project components are broadly aligned with the provisions of the Masterplan.

Airside works are currently covered under the planning permission granted by the An Bord Pleanála, the national planning board, for the North Runway (which is not part of the present project) in August 2007. The planning application included also all related airside infrastructure and was submitted to a full EIA and AA. The permit caps the combined capacity of Terminal 1 and Terminal 2 at 32 million passengers per annum. The initial 10-year planning permission has been extended for a further five years in March 2017.

For the remaining project components, daa has done a pre-screening exercise, with the support of a specialised environmental consultant, to determine which ones fall within or outside the scope of the Planning & Development Acts 2000-2016, the Planning & Development Regulations 2001-2013 and the EIA Directive 2014/52/EU amending the Directive 2011/92/EU and Habitats Directives.

The statutory requirements have signalled that six project components need individual planning permissions. During the planning permission process, the Competent Authority will decide for each of the project components whether an EIA is needed. The final decisions about the planning and environmental permissions will, therefore, be a pre-requisite from the Bank for disbursement against the components listed below:

- Upgrade of the Baggage Handling System (BHS) in Terminals 1 and 2 (2 components)
- US Customs and Border Protection preclearance (CBP) facility expansion.
- Construction of Terminal 2 bus lounge
- Upgrade of immigration facilities in Terminals 1 and 2
- New airfield pollution control system for de-icing water runoff
- Staff car parking with 2,000 places at grade

Luxembourg, 16th March 2018

Environmental impacts

The implementation of the project implies two types of impacts, during construction and during operation.

Construction impacts for all of the components of the project are small in magnitude, localized, temporary and can be to a large extent mitigated. In this context, five types of impacts have been identified: air emissions, ground emissions, noise emissions, treatment and disposal of construction materials and handling and usage of equipment.

Due to its localized nature most impacts are restricted to the airport site, with half of the projects' impacts restricted to the terminal buildings. The Environmental and Social Management Plan (ESMP), or similar document, will put forward the measures to minimise the impacts during construction. The promoter will ensure that this document is implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impact or incident during the implementation.

The impacts during operation are small in magnitude, localized, permanent and partially mitigable. In this context, four types of impacts have been identified: air emissions, ground emissions, noise emissions and impacts from operations. The overall impact is of small magnitude as operation volumes or patterns will not change significantly. Similarly to construction impacts, operational impacts will occur almost exclusively within the airport site.

There are positive externalities arising from the implementation of the project in the form of: lower aircraft air and noise emissions due to reduced aircraft circulation delays; lower GHG emissions due to the replacement of the light vehicle fleet with electric vehicles and to the optimised ground vehicle circulation.

The SEA undertaken as part of the Fingal Development Plan 2017-2023 published by the Fingal County Council has determined, taking into account all matters relevant and subject to the full and proper implementation of the mitigation measures outlined in the Natura Impact Report (NIR) dated 14th March 2017, that the Fingal Development Plan 2017-2023 will not adversely affect the integrity of any European Site.

Public Consultation and Stakeholder Engagement

The dates for public consultation for the Planning application North Runway took place in March and April 2006 and for the extension of the planning permission in February 2017, respectively.

Regarding the Fingal Development Plan 2017-2023, the preliminary public consultation period ran from 20th March 2015 to 15th May 2015 and the draft Plan consultation stage ran from 19th February 2016 to the 29th April 2016.

Public consultation for any project component requiring planning consent and/or falling under Annex II of the EIA Directive and, therefore, subject to an EIA process, will be done in accordance with the principles set in EIA Directive 2014/52/EU amending the Directive 2011/92/EU, the Planning & Development Acts 2000-2016 and the Planning & Development Regulations 2001-2013. Public Consultation is undertaken by the Competent Authority during the planning consent process.

Luxembourg, 16th March 2018

Other Environmental and Social Aspects

DAA reports regularly in relation to Sustainability, Corporate Social Responsibility and Environmental issues at DAA airports. The DAA 2015 Sustainability Report records the evolution of the major operational and environmental indicators in the 2012 to 2015 period. A decoupling between the increase in operations and the reduction in consumptions can be identified.

In 2016 it published an Environmental and Sustainability Guide for Users, which was distributed to all licensees and concessionaires at the airport. This publication has guidance on environmental requirements and tips on waste management, energy efficiency and water conservation. Additionally Dublin Airport does communicate on a regular basis with its stakeholders on the monitoring, measuring and reporting of environmental parameters.

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

Conclusions and Recommendations

Given the above, the following environmental conditions and undertakings are to be applied:

CONDITIONS

- Prior to disbursement against the relevant project components (approximately 38% of the total project cost), the Promoter shall submit to the Bank the provision of satisfactory evidence of environmental and planning consent for the following project components:
 - Upgrade of the Baggage Handling System (BHS) in Terminals 1 and 2 (2 components)
 - US Customs and Border Protection preclearance (CBP) facility expansion.
 - Construction of Terminal 2 bus lounge
 - Upgrade of immigration facilities in Terminals 1 and 2
 - New airfield pollution control system for de-icing water runoff
 - Staff car parking with 2,000 places at grade

This includes screening-out decisions from the Competent Authority for all components requiring planning permission and deemed not subject to a full Environmental Impact Assessment (EIA) procedure.

- Prior to first disbursement, the Promoter shall submit to the Bank a copy of the opinion of the Competent Authorities confirming that the project does not impact significantly on any protected sites (Form A or equivalent).

UNDERTAKINGS

- The promoter shall ensure that an adequate Environmental and Social development Plan (ESMP), defined according to the relevant environmental authorisations, is implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impact or incident during the implementation/ construction of any project component.
- The promoter shall provide a copy of the renewed environmental/ planning permits once the number of yearly passenger numbers approaches 32 million passengers per year. It shall also provide a copy of the relevant environmental monitoring plan associated with the airport operation.