

Public

Environmental and Social Data Sheet

Overview

Project Name:	Aéroport de la Guadeloupe
Project Number:	20170911
Country:	France
Project Description:	The project comprises a number of investments at Pointe-à-Pitre/Le Raizet International Airport (PTP), in Guadeloupe, which are aimed at accommodating future growth in traffic, alleviating current congestion and improving safety and security performance. It corresponds to the first phase of the airport development plan and includes the extension and reconfiguration of the passenger terminals, the reconstruction of the existing runway pavement, the acquisition of Explosive Detection Systems (EDS) equipment meeting Standard 3 (S3) and a range of other airside and terminal investments. The project will increase the capacity of the airport from 2 to 2.5 million passengers per annum (mppa).
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

The current project comprises the capacity, safety and security investments included in the Envol 2020 Plan, the Strategic Plan for the PTP airport for the 2017-2022 period.

The EIA requirements for each of the different investments vary.

Some of the capacity investments included in the operation fall under Annex II of the EIA Directive 2014/52/EU amending the EIA Directive 2011/92/EU. The Competent Authority decides on a case by case basis the need of an EIA, 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).

The main potential environmental impact relevant to the capacity component is an increased level of noise associated with future aircraft operations. The current Noise Exposure Plan (Plan d'exposition au bruit, PEB) for the airport is from 1985 (arrêté préfectoral 85- 433 du 11 juin 1985) and it is appended to the current Plan d'Occupation du Sol (POS) of the municipality of Des Abymes. The Promoter is currently in the process of updating the PEB for the airport. The noise modelling has taken into account the traffic figures in alignment with the

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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medium and long-term development plans for PTP. Noise modelling and monitoring show that the average noise levels are within the allowable limits for all the residential areas located in the vicinity of airport. Only a very limited number of existing primary residences fall within the $L_{DEN}>62$ threshold (26 households) and none over the $L_{DEN}>65$ one. Noise pollution during construction and later during operation will be monitored closely with mobile noise monitoring stations.

The safety and security components of the project fall outside of the scope of the EIA Directive. As they aim at rehabilitating the existing pavement, increasing compliance with safety regulations and replacing and upgrading existing EDS equipment, these components should have a neutral environmental impact. The supply contracts will include clauses covering relevant environmental aspects. Specifically, the contractors and suppliers shall fully comply with the French and EU requirements on waste management, air emissions and other environmental obligations established by existing national legislation.

Regarding biodiversity, the closest protected site is the Ramsar site named “Grand Cul-de-Sac”, which is located adjacent to the North-West airport boundary. It covers an area of 3,702ha including 2,115 located at sea. This Nature Reserve was established by the Ministerial Decree No. 87-951 of 23 November 1987 and is managed by the National Park of Guadeloupe. It is the largest reservoir of marine biodiversity in the Lesser Antilles. It presents both terrestrial ecological units (mangrove dominated by red and black mangrove, freshwater swamp forest, flood-watered grasslands) and marine units (seagrass meadows, coral formations). The avifauna includes many rare and/or protected species such as the Guadeloupe Peak, the Gray Rail and the Small Tern. The impact assessment of the daily operation of the airport on the site water ecosystems was carried out as part of the assessment linked to the compliance with the Loi sur l'Eau, which was undertaken in 2013. It concluded that the airside activity did not have any significant impact on the habitat area and the species living there. Potential impacts can occur only through impact on the water environment and the upgrades on the water networks to be carried out at that time were expected to have a positive effect on the quality of the water effluents from the airport and, therefore, decrease the potential impact on the protected area. The Competent Authority will be required to confirm that the current project will have no other significant impacts on that site.

Social Assessment, where applicable

The Promoter is required to comply with the provisions on labour, social security and health and safety at work.

Public Consultation and Stakeholder Engagement, where required

The revised version of the PEB will go through several levels of public consultation and stakeholder engagement before its final approval by the Prefecture, including a public enquiry.

The capacity investments will be submitted to a public information process in accordance to national legislation.

By its nature and as it falls outside of the scope of the EIA Directive, the safety and security investments of the project have not followed any public consultation.

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Other Environmental and Social Aspects

SAGPC is committed to ensuring environmental sustainability and aims to employ best practice towards achieving that. SAGPC is ISO9001 accredited since 2006 and ISO 14001 and 50001 since 2014.

Conclusions and Recommendations

- Prior to disbursement of the amounts relating to capacity increase components (amounting to approximately 33% of the total project costs), the Promoter shall submit to the Bank satisfactory evidence of environmental and development consent for such from the relevant Competent Authorities. If the components are deemed not subject to an EIA procedure, the screening out decision should be justified based on Annex III criteria of the EIA Directive 2014/52/EU amending the EIA Directive 2011/92/EC.
- 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 Natura 2000 or other protected sites (Form A).
- Prior to first disbursement, the Promoter shall submit to the Bank the prefectural approval of the noise exposure plan (Plan d'Exposition au Bruit, PEB) of the airport.

With the above conditions in place, the project is acceptable for financing in environmental and social terms.

PJ/SQM/ECSO 30.05.18