Luxembourg, 26/06/2015

Environmental and Social Data Sheet

Overview

Project Name:	HELSINKI AIRPORT EXPANSION
Project Number:	2014 0695
Country:	Finland
Project Description:	The project concerns the expansion of the Helsinki Airport (HEL) in order alleviate peak congestion, cater for future growth in traffic and improve passenger service standards. The airport, which is the main hub of Finland and the base of Finnair, is located in the municipality of Vantaa, about 17km north of Helsinki city center. The project includes the provision of additional piers to serve Terminals 1 and 2 and an extended Baggage Handling System (BHS), additional apron capacity and various associated airside and landside infrastructure. It will increase the peak hour capacity of the airport and raise the annual handling capacity from about 16 to 24 million passengers per year.
EIA required:	no (pre-existing consents in place)

Project included in Carbon Footprint Exercise[1]: no

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

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

Finavia applied for a new environmental permit for Helsinki airport in December 2007 in accordance with the Environmental Protection Act (86/2000) and the Environmental Protection Decree (169/2000) in force at that time. According to such legislation, an environmental permit, which is the primary regulatory instrument for environmental issues, was required for overall airport activities and granted by the relevant competent authority. A permit was also required when major changes in the airport infrastructure were under consideration e.g. the extension or construction of a new runway.

The Southern Finland Regional State Administrative Agency granted Finavia a new environmental permit for Helsinki Airport on 4 August 2011. The environmental permit covers the operations of the airport until approximately the Horizon 2025. The decision was appealed and a new decision concerning the environmental permit was given on 5 September 2013 with no major changes to the permit's regulations. The Supreme Administrative Court granted the final decision on 21 January 2015.

[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, 26/06/2015

Finnish environmental legislation was revised in 2014 when a new Environmental Protection Act (527/2014) and a new Environmental Protection Decree (713/2014) entered into force. However, no new applications are required as a consequence of this revision and individual project components including the expansion of the terminals are covered by the current environmental permit. The Promoter will develop an Environmental and Social Management Plan (ESMP) for each one of the components incorporating all the necessary mitigation and compensation measures for all the impacts caused during construction in accordance to the provisions of the EIS and relevant National Legislation.

The environmental condition below was applied:

"Prior to first disbursement, the Promoter will submit to the Bank a copy of the opinion of the competent authorities confirming that the project does not impact significantly on Natura 2000 sites (Form A)".

Subject to the above condition being met, the project is acceptable for EIB financing. The overall residual impacts are considered to be minor and manageable.

The Competent Authority confirmed in August 2016 and again in March 2019 that the project (phases I-IV) has no impact on any Natura or other kinds of environmental conservation areas.

Environmental and Social Assessment

Environmental Assessment

The basis of the environmental permit is a traffic forecast up to 336,000 ATMs which almost doubles the current movements and covers the first development phase of the Master Plan (Horizon 2025) which the present project is part of.

The environmental permit contains a comprehensive list of conditions concerning measures for reducing environmental impact including among others noise control, collection of runoff waters, waste management, as well as inspection, monitoring and reporting obligations.

EU Environmental Noise Directive (2002/49/EC) has been implemented in Finland with a change 459/2004 to the Environmental Protection Act. Helsinki Airport has had a general noise action plan in place since 2001 which has to be updated every three years based on the requirements of the renewed environmental permit. The current plan was completed in 2013. Critical noise exposure levels (L_{DEN}>55 dB) affected about 97,000 residents in 1990. This number dropped to about 7,000 in the 2007, due primarily to the phase-out of noisier aircraft, Finnair's fleet renewal programmes and the first full year of operation of the new Runway 3[2] which enabled Finavia to further optimise the use of preferential runways and flight profiles for noise mitigation. Currently, approximately 14,000 residents (2011) live within the L_{DEN}>55 dB noise area and is expected that the number will increase to 20,200 residents by 2025. Among other measures, the permit suggests some night restrictions affecting long-haul wide-body aircraft and cargo jet traffic. The implementation of restrictions is currently under review by the Finnish Transport Safety Agency, which is the competent authority according to the Directive 30/2002. If confirmed the restrictions would not have a major impact on the current Asian routes as they are scheduled in the afternoon peak. Other measures for controlling noise include a runway priority system that primarily favours areas of lowest population density when choosing take-off and landing directions, planning flight paths to skirt residential areas as much as possible, imposing noise restrictions on some flight routes, working with planning authorities to ensure that aircraft noise is taken into account when planning land use and generalising noise

[2] Opened in 2002.

reducing landing techniques like the Continuous Descent Operation (CDO). Noise is constantly monitored by nine stations and the results and any noise abatement measures taken are reported to the environmental authorities.

The negative environmental impact caused by winter maintenance operations is due to the chemicals used for skid prevention of the runways and the agents for safe de-icing of aircraft. The majority of the impact is due to propylene glycol applied by the ground handling companies for removing snow and ice from the aircraft. Some of the drop-off liquid falls into runoff waters. The agent itself is non-toxic, but it causes the depletion of oxygen in waters and has an unpleasant odour when it degrades. These impacts are, however, mitigated through improved working methods requiring less chemical products and through introducing alternative operating methods such as use of specific de-icing areas or recovering glycol-contaminated runoffs. The glycol-contaminated runoffs collected at Helsinki airport are processed by the municipal water treatment plant.

Public Consultation and Stakeholder Engagement, where required

The environmental permit application included an extensive hearing process organised by the permitting authority. It allowed authorities, residents and other interested parties to present their views on the operations, their environmental impacts and the proposed mitigation and compensation measures. The hearings were conducted in phases from 2008 until 2011.

The general noise action plan for the airport is available to the public on Finavia's corporate website. Finavia has also launched a web service (WebTrak) which makes flight routes and information from noise measurement stations available to the public.

Other Environmental and Social Aspects

Environmental Management is an integral part of Finavia's broad management systems, which are aligned to international standards, although not accredited. Helsinki Airport methodologically applies environmental management tools in order to ensure comprehensive supervision of the environmental issues within the airport, as well as that of other third parties.

The airport is accredited under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme, reaching the "2/Reduction" level.

Details of Finavia's airports environmental responsibility themes are published in the Annual Report of the company.

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