

## Environmental and Social Data Sheet

### Overview

Project Name:	ADP ORLY AIRPORT DEVELOPMENT 2016-2020
Project Number:	20150771
Country:	France
Project Description:	<p>The project concerns the modernisation and expansion of Paris-Orly Airport (Orly, ORY) in France in accordance with the <i>Orly Nouvel Evol</i> plan. It will improve operational resilience and passenger service standards and will address passenger throughput exceeding capacity. There will be a modest increase in capacity over and above existing demand that addresses the airport's short term needs; however, the project will set the airport up to accommodate future demand in the most optimal way. The project will raise the annual handling capacity from 27 up to 32.5 million passengers per year.</p> <p>The project includes the provision of a "One Roof" building connecting the South and West Terminals, a new departure lounge for international traffic located to the east of the South Terminal and various upgrade and optimisation measures.</p> <p>The airport is located 13 km south of Paris and is the second hub in France, after Paris-Charles de Gaulle, in terms of total passenger traffic, handling 29.6 million passengers in 2015.</p>
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

The project forms part of the development plan for ORY included in the *Connect 2020* strategic plan presented by Aéroports de Paris (ADP), the promoter, in October 2015. The project is to be developed within the airport boundaries and is compatible with the relevant planning documents, the Schéma Directeur de la Région d'Île-de-France (SDRIF) and the Plan d'Occupation des Sols (POS) and the Plan Local d'Urbanisme (PLU) de Paray-Vielle Poste which defines the project boundaries as zone UZ (emprise aéroportuaire).

The project components fall under Annex II of the EIA Directive 2011/92/EC, leaving to the Competent Authority the decision whether an EIA is required or not.

The first main component, the extension of the East Pier of the South terminal, has been screened out and, thus, not subject to an EIA procedure by the Direction régionale et interdépartementale de l'Environnement et de l'Energie (DRIEE) Île de France, the competent authority, in a decision from 19th February 2013<sup>2</sup>.

<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> Décision no DRIEE-SDDTE-2013-022 dans le cadre de la procédure d'examen au cas par cas.

Luxembourg, 19.12.2016

The second main component, the new “One Roof” building (Junction), has been subject to a full EIA process. The DRIEE Île de France issued its no objection to the EIA on the 28<sup>th</sup> August 2013. The promoter, consequently, prepared the Dossier d’Enquête Publique which was submitted to a public inquiry before receiving final approval (building permit) from the prefecture de l’Essonne on the 24th July 2014.

There is an open non-suspensive appeal to this decision submitted the 19<sup>th</sup> January 2015 in front of the Administrative Court of Versailles by the Val d’Yerres community and the association Forum Sud Francilien. There is no date assigned for the hearing yet.

The main potential environmental impact of the project is an increased level of noise associated with future aircraft operations. The airport is deemed to operate subject to two regulatory constraints: - a limitation to 250,000 movements per year<sup>3</sup> and a daily curfew from 23:30 to 6:00. The increase in passenger traffic will be led by fuller aircraft, with no increased noise impact, or bigger planes, which are likely to have more advanced and less pollutant engines.

Noise pollution during construction and later during operation will be monitored closely with the airport’s 6 fixed noise monitoring stations.

The impacts of the aircraft noise at ORY are covered under the Plan d’Exposition au Bruit (PEB), which is equivalent to a Noise Exposure Plan. This is a town planning document that acknowledges noise exposure and makes it possible to identify the residential areas likely to be exposed to noise nuisance from air traffic and, thus, susceptible of noise insulation aid as a mitigation measure. The document is periodically updated to reflect the evolution of the airport traffic profile. The latest update is from December 2012, was subject to a public inquiry process and reflects the requirements of EU Directive 2002/49/EC, particularly in respect of the assessment of night noise. The traffic mix analysed there reflects the forecasted traffic evolution up to 2025, with an annual traffic of 32.2 MPax, 235,000 annual movements and average aircraft occupancy of 137 passengers.

The relevant noise prevention plan (Plan de Prévention du Bruit dans l’Environnement, PPBE) and the Plan de Gêne Sonore (PGS) also received prefectural approval in the course of 2013. These documents define the boundaries within the residents have the right to request aids in the framework of an insulation action plan and guarantee noise related information for the public. The webpage [www.entrevoisins.com](http://www.entrevoisins.com) and a dedicated phone line are aimed at providing all the information regarding noise levels at the airport and helping residents to prepare the dossiers to obtain the insulation aid.

Regarding biodiversity, the closest Natura 2000 site is the Seine-Saint-Denis site, which is located 15km from the airport boundary. No other protected area is located in a range of 10 km from the airport. A preliminary assessment has been carried out as part of the EIA process which has concluded that the project has no significant negative impacts to any Natura 2000 protected site.

No other significant negative environmental effect has been identified in relation to the construction and operation of the project.

The Promoter will develop an Environmental and Social Management Plan (ESMP) for all the project components incorporating all the necessary mitigation measures for all the impacts caused during construction in accordance to the provisions of the relevant EIAs and National Legislation.

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<sup>3</sup> Order of 6<sup>th</sup> October 1994 by the Ministry of Public Works, Transport and Tourism.

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## **Public Consultation and Stakeholder Engagement**

The Public Inquiry process for the Junction building was held from 7<sup>th</sup> October to 9<sup>th</sup> November 2013.

## **Other Environmental and Social Aspects**

The two buildings included in the present project aim to follow the strictest standards for reaching a “Haute Qualité Environnementale” (HQE) certification. In addition, the implementation of the works and the operation of the airport falls within the scope of the Integrated Management System (IMS) certification covering ISO 9001 (quality), ISO 14001 (environmental) and OHSAS 18001 (health & safety), in place since 2013.

Orly is also at Level 3 Optimisation under ACI Airport Carbon Accreditation (ACA).

## **Conclusions and Recommendations**

The Promoter has received environmental and development consent from the competent authorities for the project, which is going to be implemented within the airport boundaries.

The preliminary assessment carried out as part of the EIA process for the Junction building has concluded that this component has no significant negative impacts to any Natura 2000 protected site.

ADP is an experienced promoter and no particular problems are envisaged during the implementation and operation of the project.

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