

Environmental and Social Data Sheet

Overview

Project Name:	LITHUANIAN AIRPORTS
Project Number:	2015 0287
Country:	Lithuania
Project Description:	

The project comprises a number of investments at the international airport of Vilnius (VNO) that are aimed at maintaining civil aviation safety standards, improving environmental performance, alleviating current congestion and accommodating future growth in traffic. The airport, which is located 7 km south of the city, is the largest of the four commercial airports in Lithuania, handling nearly million passengers in 2014.

The main items of work are the rehabilitation of the runway and the existing taxiways, construction of a new surface water treatment plant and the reconfiguration and refurbishment of the passenger terminal and the baggage handling system. The project will increase the handling capacity of the airport by approximately 1 million passengers per annum (mppa).

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

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

Environmental and Social Assessment

Environmental Assessment

The environmental assessment developed in the Master Plan of Vilnius Airport of September 2012 followed the EU strategic assessment model in accordance with the Directive 2001/42/EC which is transposed into Lithuanian legislation under Article 27 of Environmental Law². The document analysed the environmental situation of the airport at that time and of the various alternatives considered for future development and evaluated environmental aspects such as noise, preservation of the quality of surface water and groundwater, waste management, conservation of air quality, biodiversity and bird strike prevention.

The project, whose components form part of a first phase of the development included in the Master Plan, falls under Annex II of the EIA Directive 2011/92/EC.

The main environmental impact of the project is an increased level of noise associated with future aircraft operations.

The Master Plan determined³ the limits of the VNO Noise Affected Area by means of assessing the evolution of strategic noise maps based on 2010 traffic data and 2020 and 2030 traffic forecasts and establishing the L_{den} noise indicator as the most critical reference parameter. The increase in aircraft traffic as a consequence of the capacity expansion included in the project is likely to increase the number of houses within the nuisance limit. The promoter will be requested to prepare an update of the 2012 strategic noise map for the airport in accordance with the latest traffic forecast. This shall include an action plan based on the International Civil Aviation Organisation's (ICAO) "Balanced Approach to Aircraft Noise Management at Airports" as adopted by the EU and aligned with Directive 2002/49/EC and 2002/30/EC. Proposed measures included in the action plan shall be aligned 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.

² On 18 August 2004 Resolution No. 967 of the Government of the Republic of Lithuania approved the plans and programs of the Strategic Environmental Assessment Procedure (Official Gazette, 2004, no. 130-4650).

³ In accordance with HN 33:2011 Acoustic noise, noise limits values for residential and public buildings and their environment".

recommendations of the Master Plan which includes *inter alia* adopting noise abatement procedures, limiting night time operations, the soundproofing of buildings and a continuous programme of noise monitoring. In this sense, the present project already includes the upgrade of the existing noise monitoring system to allow continuous noise monitoring system and solve compatibility issues in accordance with the Civil Aviation Authority standards.

The new surface water treatment plant will allow the pollution of surface wastewater to be reduced to permissible standards and the surface wastewater networks of the southern part of the aerodrome to be connected to the common municipal wastewater network. It will also include the installation of new cleaning equipment to prevent soil and groundwater contamination, improve de-icing product management and the installation of a waste collection monitoring system.

Two of the project components, the rehabilitation of the runway and the surface water treatment plant, have gone through a full EIA process and received clearance from the Ministry of Environment in June 2013 and September 2010 respectively. For the other components, including the terminal reconfiguration, the design and the EIA have not been developed yet. Disbursement of the loan will be subject to the satisfactory evidence of environmental and development consent for the project from the relevant competent authorities. Clearance for any project components deemed not subject to an EIA procedure should be justified based on Annex III criteria of the EIA Directive 2011/92/EC.

The Promoter will develop an Environmental and Social Management Plan (ESMP) for 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.

Regarding biodiversity aspects, the SEA concluded that the airport development doesn't have any significant impact in any Natura 2000 or other protected sites. The nearest protected areas are Pavilniai regional park, 1.4km from the airport, and Paneriu erosive hill landscape park, 1.9km to the west. The Competent Authority will be required to confirm that the current project will have no significant impacts there.

Public Consultation and Stakeholder Engagement

The Master Plan was publicly presented to the local communities during the spring of 2013.

The surface water treatment plant project was submitted for public information in 2010 and the runway reconstruction project in 2013. In both cases, the start of the process was published in the Vilnius and Naujininkai billboards and in several national and regional newspapers.

For the project components not yet subject to an EIA process, the requisite level of public consultation will need to be carried out in accordance to EIA Directive and relevant national law.

Other Environmental and Social Aspects

Vilnius Airport maintains an environmental management system, which is proper and adequate for compliance with the requirements of the Lithuanian legal framework.

Conclusions and Recommendations

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

CONDITIONS

- Prior to first disbursement, the Promoter shall submit to the Bank the provision of satisfactory evidence of environmental and development consent for the project from the relevant competent authorities. Clearance for any project components deemed not subject to an EIA procedure should be justified based on Annex III criteria of 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).

UNDERTAKINGS

- The 2012 Master Plan indicated that the permissible noise limits (as defined by the VNO Noise Affected Area) are likely to be exceeded either now or in the very near future. The Promoter shall undertake to prepare by the middle of 2016 an update of the 2012 strategic noise map for the airport in accordance with the latest traffic forecast. This shall include an action plan based on the International Civil Aviation Organisation's (ICAO) "Balanced Approach to Aircraft Noise Management at Airports" as adopted by the EU and aligned with Directive 2002/49/EC and 2002/30/EC. The Action Plan shall be subject to public consultation and updated at regular intervals.
- The Promoter shall ensure that an adequate ESMP, defined according to the relevant EIAs and corresponding 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 construction of any component.

Subject to the above conditions and undertakings being met, the project is acceptable for EIB financing.

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