

## Environmental and Social Data Sheet

### Overview

Project Name:	CPH (Copenhagen) Airport Expansion TEN-T
Project Number:	20160291
Country:	Denmark
Project Description:	The project concerns the expansion of Copenhagen Airport in Denmark, to cater for future growth in air traffic and enhance passenger service standards and operational efficiency. It represents the next phase in the airport's plans to grow to 40 million passengers a year and incorporates the first parts of the 2014-expansion plan, "Expanding CPH", including piers, new stands and a range of other airside and landside upgrades.
EIA required:	Pre-existing consents in place.
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

There are two competent authorities relevant for the environmental permitting of this project. The first is the Danish Environmental Protection Agency (DEPA), which is part of the Ministry of Environment and Food and is responsible for national environmental legislation and for particularly complex environmental decisions – in this case for those concerning noise from air traffic and air quality. The second is the local Municipality of Tårnby, which is responsible for local planning issues, including granting land use permits, and for taking into account other project related environmental impacts, that are subject to environmental regulation. The Municipality is also the main point of contact for the general public on all matters relating to the environment, with exception of noise from air traffic and air quality.

A full Environmental Impact Assessment (EIA) for the future growth and expansion of Copenhagen Airport (CPH) was carried out in 1996. It was based at the time on a forecast of 337,400 aircraft movements and a projected level of passenger throughput of 24.1 million passengers per annum (mppa) in the year 2005. The 1996 EIA assessed the full range of impacts likely to arise from the expansion and it was granted environmental approval of noise from air traffic and air quality in 1997 by the Danish Ministry of Environment and Energy, the then responsible ministry, and went into force on 11 May 1999 after it was appealed to the Environmental Board of Appeal, who upheld the decision. Additionally, environmental approvals of other environmental impacts described in the 1996 EIA, were given by the County of Copenhagen on 6 May 1997. The competent authority in this respect is now the Municipality of Tårnby.

Within the 1999 approval, specific conditions were set in respect of air pollution and noise nuisance, including limit values for noise and since then two separate re-evaluations and updates of these conditions have been undertaken and approved by DEPA. The first was

<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.

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approved on 14 July 2008 for air quality, the second on 17 June 2014 for noise. The 2014 approval of noise was appealed to the Nature and Environmental Board of Appeals, who upheld the DEPAs decision on 29 April 2015, where it then went into force.

These updates were to recognise and take into account a number of elements, including i) changes in engine and aircraft technology, ii) updated traffic forecasts and iii) any material changes anticipated in the core airport infrastructure out to the year 2020. In traffic forecast terms, the projected aircraft movements are well below the number assumed in the original EIA of 1996. The fall in the number of actual and forecast aircraft movements can be largely explained by the introduction and use of larger (and quieter) aircraft and the trend for increasing load factors (ie. number of passengers per aircraft movement) over time. The number of movements in 2015 was 255,000 (carrying a total of 26.6 million passengers).

For the current project a number of applications have been or are being made to both DEPA and to the Municipality of Tårnby.

For Pier E, an EIA screening exercise was undertaken. DEPA concluded in a decision dated 2 March 2016 that the Pier E works would not require a new EIA as its air pollution and noise related impacts did not exceed the limit values previously set (in the 2008 and 2014 updates respectively). The decision made only one minor specification of the wording of a condition in the environmental approval of noise from air traffic in relation to acceptable night time maximum noise from taxiing. A similar decision for the NE Apron development was received from DEPA on 6 July 2016.

CPH has also applied to the Municipality for the necessary local clearances and permits for Pier E. This includes the demolition of Hangar 1, which is sited immediately east of T3 and needs to be removed in order to create space for the new pier and its associated aircraft stands. The local plan states that buildings in this area should have a height of at least 13m as they act as noise barriers protecting adjacent areas from excessive noise. CPH have applied for an exemption against this, on basis of the DEPAs evaluation that the project complies with all limits set for noise from air traffic. The Municipality decision is expected in Q4 2016.

The potential impact on the two nearby Natura 2000 sites has also been considered. The closest, and to the east of the airport, is N142 Saltholm and its surrounding waters, which is one of Eastern Denmark's most important breeding and moulting sites for coastal birds. The other is N143 Vestamager, to the west and south of the airport, which is an old military site and an area of salt marsh, beach grassland and reed swamp. The authorities have ruled that the Pier E project would not significantly affect these two sites and concluded that no additional evaluation was necessary in relation to the Habitats Directive. It was also considered that there would be no impact on the species of green toad living in the Eastern part of the airport, which is listed in Annex IV of the EU Habitats Directive (that covers species and habitats requiring protection in Europe).

With regard to the other main project components, applications to both DEPA and the Municipality where required are at different stages of progress.

For two of the project components, the relevant Municipality exemptions and permits were granted on 11 February 2016 and 14 June 2016 respectively. DEPA clearances were not required. Some of the project components do not require further clearances as they essentially comprise internal reconfiguration and refurbishment works.

For the landside works, CPH are seeking the relevant clearances from the Municipality, while no further DEPA clearances are required.

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For the airside expansion works, the parties are currently assessing whether further DEPA clearance is required and will also be applying to the Municipality for any necessary local plan clearances.

For the construction of the new aircraft stands, CPH will seek the required clearances from the Municipality accordingly.

### **Social Assessment**

There are no significant adverse social impacts related to the project. The potential creation of additional permanent jobs will have a positive economic and social impact on the surrounding area.

### **Public Consultation and Stakeholder Engagement**

Public consultation has and is being undertaken in accordance with Danish and European legislation where relevant.

### **Other Environmental and Social Aspects**

CPH recognises that its pivotal role in maintaining air access to and connectivity for Denmark and southern Sweden carries significant environmental and social responsibility. In its three areas of strategic focus – known as the 3 Ps, for Position, People and Planet – its Planet statement says “We will operate and develop Copenhagen Airport in a sustainable manner with respect for our immediate environment and the global environment”, and it has specific and ambitious targets with respect to energy efficiency, carbon emissions and waste reduction.

CPH is a full member of the Nordic Initiative for Sustainable Aviation (NISA) and has an Environmental Management System (EMS) in place that is aligned with international best practice. It is accredited to Level 3 (Optimisation level) of the Airports Council International (ACI) Airport Carbon Accreditation scheme and through its approach to stakeholder consultation and its public web portal has good relations and constructive dialogue with the local community. It also has a number of ongoing carbon and energy saving initiatives, including solar panels, an Aquifer Thermal Energy Storage (ATES) ground water cooling system, gas drive and electric vehicle fleets, etc.

## **Conclusions and Recommendations**

Given the above, the following environmental conditions are to be applied.

### Conditions

Prior to disbursement of the amounts relating to work items still subject to a positive decision from the Danish Environmental Protection Agency (DEPA) and/or the issue of land use permits or exemptions from Tårnby Municipality (amounting in total to approximately 50% of the overall project cost), the Promoter shall submit to the Bank satisfactory evidence of such. This shall include a statement from the relevant authority confirming that the project does not impact significantly on any Natura 2000 or other protected sites.



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Undertakings

The Promoter shall ensure that an adequate Environmental and Social Management Plan(s) (ESMP) is implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impacts or incidents during the works.

Subject to the above conditions and undertakings being met, the overall residual environmental and social impacts of the Project are expected to be minor and the Project is considered to be acceptable for EIB financing.

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