

Luxembourg, 18<sup>th</sup> November 2024

## Environmental and Social Data Sheet

### Overview

Project Name:	SCHIPHOL INNOVATION AND SECURITY INVESTMENTS
Project Number:	2023-0560
Country:	Netherlands
Project Description:	The Project consists of the upgrade of the passenger security screening equipment and of the baggage handling system (BHS) at Schiphol Amsterdam airport. Firstly, last generation cabin baggage screening equipment will be installed across the airports' passenger terminal buildings. Secondly, the development of the "South BHS area", which will be a state-of-the-art automated and robotised baggage handling system (BHS) to be located in a new basement, will address the necessary renewal of the airport's existing baggage handling halls.
EIA required:	no (pre-existing consents in place)
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

None of the project components fall under Annex I or Annex II of Directive 2011/92/EU amended by the Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive).

The construction of the new basement has received an approval (*Omgevingsvergunning*) as per the General Provisions Environmental Law Act ("*Wet algemene bepalingen omgevingsrecht*", Wabo) of October 1, 2010. This approval was awarded on 13 July 2021 by the Competent Authority, allowing for the construction of a baggage basement in the area located close to the airport's A pier, currently under construction.

The Project is part of the Promoter's *Mid Term Plan 2024-2035* (the "Plan"), which sets out Schiphol's major developments for the next ten years, such as the new baggage basement. The Plan has been drafted against a regulatory take-off and landings cap at the airport, which is currently set at 500,000 per year. The Plan addresses the capacity constraints imposed by the regulatory cap and focuses largely on infrastructure and equipment maintenance and upgrade.

#### EIB Paris Alignment for Counterparties (PATH) Framework

The counterparty, Schiphol Airport, is in scope and screened in the PATH framework, because it is considered high emitting.

<sup>1</sup> Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO<sub>2</sub>e/year absolute (gross) or 20,000 tonnes CO<sub>2</sub>e/year relative (net) – both increases and savings.



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The counterparty already meets the requirements of the EIB PATH framework with its existing alignment plan.

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

The *Omgevingsvergunning* was published in the Haarlemmermeer Municipal Gazette 2021, number 232309.

The airport's annual take-off and landing limit, currently set at 500,000, is under discussion. Key stakeholders, including the government, the neighbouring population represented by the Airport Environmental Council, airlines, and the airport, are in talks to potentially lower this cap. The latest government proposal suggests reducing the limit to a range of 475,000 to 485,000.

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

Schiphol Group, the Promoter, is aligning with the goals of the Paris Agreement. Schiphol Group's three largest Dutch airports (Schiphol, Eindhoven, and Rotterdam- The Hague ) are on track to become zero-emission airports by 2030, twenty years in advance of the industry's commitments. In December 2023, these three airports reached the highest level of the Airport Carbon Accreditation (ACA) scheme, level 5. This means that the airports must reach and maintain a net zero carbon balance on scope 1 and 2 (>90% reduction of Scope 1 and 2 emissions compared to 1990), and actively address scope 3 emission sources. These airports are also certified under ISO 50001 Energy Management

The Promoter reports under the Science Based Targets Initiative having committed to reduce absolute scope 1 and 2 GHG emissions by 46% and actively work towards reducing scope 3 emission by 2029 from 2019 (base year).

## **Conclusions and Recommendations**

In the context of this Project, there are no conditions or undertakings.

The Project is acceptable to the Bank in environmental and social terms.