



European Investment Bank (EIB)

Luxembourg, 30th November 2018

Environmental and Social Completion Sheet (ESCS)

Overview

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| Project Name: | Bergen Airport Norway |
| Project Number: | 20140527 |
| Country: | Norway |
| Project Description: | <p>The project concerns the expansion and upgrade of Bergen Airport (BGO) in order to cater for future growth in traffic and to improve passenger service standards. The airport, which is the second busiest in Norway, is located 19km south of Bergen city centre, on the west Norwegian coast, and handled 6.2 million passengers in 2014.</p> <p>The project has provided additional terminal capacity and has improved the level of service offered by the existing facilities, which were operating well above capacity and with many of the airport subsystems heavily congested during peak periods. It included the construction of a new Terminal 3 and its associated airside and landside facilities, including a light rail station that has improved the public transport link between the airport and the city centre.</p> |

Summary of Environmental and Social Assessment at Completion

Project description

Bergen Airport (BGO) is the second busiest in Norway and the key air gateway to the western part of the country. Bergen is part of the Hordaland County, Norway's largest exporting region. BGO handled 6.1 million passengers and just over 94 thousand runway movements in 2017 and is located 19km south of Bergen city centre, on the west Norwegian coast.

The project consisted of the construction of a new Terminal 3 and its associated airside and landside facilities, including a light rail link improving public transport between the airport and the city centre. The existing main terminal was completed in the late eighties and designed for approximately 2.8 million passengers per year (mppa). With subsequent expansions, the capacity of the existing two terminals was increased to 4 mppa. The project increased the annual terminal capacity from 4 to 8 mppa and improved the level of service offered by the old facilities. By 2014 BGO was handling 6.2 million passengers and was congested at peak times.

EIB notes the following key Environmental and Social outcomes at Project Completion

The project is now complete. A project of similar characteristics within the EU would fall under Annex II of the EIA Directive 2011/92/EC thus requiring a decision by the Competent Authority whether or not a formal Environmental Impact Assessment process was required.



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The project was subject to a (Environmental) Impact Analysis (IA). The IA was initially circulated for public review in November 2011 receiving several statements from public and private consultative bodies and comments from neighbours. A second and final version of the IA incorporating comments and inputs from stakeholders was released in March 2012. The Bergen Airport Zoning Plan (including the project) was approved by the Bergen City Council (the Competent Authority) on the 19 September 2012. The IA covers not only the current project, but also the development of the airport infrastructure up to a capacity of 10 mppa.

The most important impacts identified by the Impact Analysis of the Zoning Plan were: noise, the infilling of Lønningstjern pond (located within the airport site), the levelling of the Lilandshaugen hill, the increase in the share of public transport and air emissions:

- **Noise:** Noise is the environmental issue that concerns the population surrounding the airport the most. The major source of noise at airports is from aircraft during take-off and landing cycles. BGO has adopted a noise and flight path monitoring system that records and stores radar flight paths and noise data for flights to/from Bergen Airport. The airport noise contours are publicly available and updated on a regular basis. The operator's policy is to prevent an increase in the number of residents exposed to outdoor noise levels from aircraft and helicopters exceeding Lden 60 dB and Lnight 55 dB, both through proactive land-use planning as well as adjusting aircraft operating procedures including altitude, speed and landing and take-off routes.
- **Infilling of Lønningstjern pond:** The infilling of Lønningstjern pond, which was located within the airport site has resulted in changes of the landscape, albeit locally. The new terminal area has provided new built-up elements in the landscape affecting the landscape situation. Although the area had aesthetic qualities, its proximity to the airport and industrial area was already felt in the area and the impact of the airport extension was therefore reduced. The lake had a thin population of trout in good condition and with annual recruitment. Although the trout stocks in the pond have disappeared, the biological diversity in a broader geographical context will not be affected.
- **Levelling of Lilandshaugen hill:** the partial levelling of the hill to allow for the construction of the new terminal has resulted in a change of the landscape in the area. Nonetheless, even after the project completion, the remainder of the forested hill still shelters observers and the neighbouring population living to the East from the visual impact and noise of the airport and the new terminal. The greatest visual impact is actually the view from the new terminal. As a mitigation measure, levelling of the hill was planned to take place in two independent stages. Stage 1, the current project, only required levelling part of the hill, still preserving a significant part of it.

Stage 2 is expected to include the development of real estate in the landside area immediately to the East of Terminal 3 and will therefore require levelling the remainder of the hill. Currently, there are no immediate plans to implement stage 2.

- **Increase in share of public transport:** In 2009 Bergen Airport had a 27% share of public transport in terms of ground access. In 2017, the year the new terminal opened and with it the light rail connection to the city center, the share of public transport had increased to 43%. The airport operator's target is to reach a 50% share by 2020. The light railway network covers more places than the *Airport Express* bus did, including the major workplace concentrations at Kokstad and Sandsli. Bergen Municipality



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expected that the light rail would claim about 25% of the traffic to/from Bergen Airport. Of this, it was believed that about 10% would be taken from private vehicle traffic, about 8% from buses and 7% from taxis. The original estimations proved to be largely accurate.

- **Air Emissions:** Bergen Airport maps its climate impact on an annual basis in accordance with the Greenhouse Gas Protocol and the ISO14064 series and prepares a greenhouse gas inventory verified by an independent third party. The greenhouse gas inventory includes emissions linked with all of the company's own activities categorised as direct or indirect emissions, along with a selection of indirect emissions from other sources.

Airport Carbon Accreditation (ACA) comprises four accreditation levels: mapping, reduction, optimisation and neutrality. Bergen Airport is currently at the highest level (3+ neutrality). This requires Bergen Airport reducing its own emissions from year to year (in relation to the number of passengers), taking the initiative to involve other parties at the airport in a joint effort to reduce the airport's total greenhouse gas emissions, and investing in climate quotas in order to compensate for remaining emissions. This involves having set GHG-emission reduction targets in a long-term action plan, with ambition to decouple emissions from projected traffic growth.

The ACA scheme operates using emissions categories linked with the degree of control the airport operator has over its activities. As from January 2018, 210 airports in 47 countries are now certified to ACA, of which 36 are at "Neutrality", the highest possible level.

Additional information

At a strategic level, Avinor – the company responsible for the management and operation of the largest Norwegian airports including Oslo and Bergen - has adopted a group-wide environmental and corporate social responsibility policy in order to create a clear, collective direction for the company's environmental work. Environmental management is an integral part of the company's management system. Bergen Airport is part of a common Avinor certificate according to ISO 14001:2015.

Summary opinion of Environmental and Social aspects at completion:

The Bank is of the opinion based on reports from the Promoter that the Project has been implemented in line with the Bank's Environmental and Social Standards, applicable at the time of appraisal.