

NON-TECHNICAL SUMMARY



SOFIA AIRPORT

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Abbreviation List

Abbreviation	Full name
E&S	Environmental and Social
EIA	Environmental Impact Assessment
ESIA	Environmental and Social Impact Assessment
ESMS	Environmental and Social Management System
EU	European Union
OHS	Occupational Health and Safety
PR	Performance Requirement, as defined in the European Bank for Reconstruction and Development's Environmental and Social Policy

1 Introduction

1.1 Overview

SOF Connect (referred to in this report as the “Concessionaire”) has been awarded the Concession for Sofia Airport by the Ministry of Transport, Information Technology and Communications of the Republic of Bulgaria (referred to as the “Grantor”). This will see the Concessionaire becoming responsible for redevelopment, extending, financing, operating and maintaining the airport for a period of 35 years, (the “Project”).

In the process of acquiring funding for the Project, Meridiam, the owner of SOF Connect, plans to approach Financing Institutions (“the Lenders”).

Arup (the “Consultant”) was appointed by Meridiam to complete Environmental and Social Due Diligence and develop an Environmental and Social Action Plan and this document, a Non-Technical Summary, as part of that assessment for the Project.

Arup was responsible for reviewing the environmental, social and health and safety aspects of the Project and setting up the roadmap to ensure it is developed and implemented in compliance with the Lenders’ environmental and social (E&S) policies and standards on an ongoing basis.

The review has been undertaken against the E&S policy of the European Bank for Reconstruction and Development, one of the Lenders involved with the Project. The Bank’s E&S policy details ten E&S ‘Performance Requirements’ (PRs) which set out detailed standards in relation to various environmental and social aspects.

This Non-Technical Summary describes measures that will be implemented to address the identified E&S impacts and risks. It also includes information on how members of the public can contact the Concessionaire with any further questions they might have about the Project. It should be read in conjunction with the Stakeholder Engagement Plan available on the airport’s website at <https://www.sofia-airport.bg/>.

1.2 The Project

At this stage the funding from the Lenders and its relationship to specific projects at the airport is not yet defined. However, the following details can be defined as the Project:

- SOF Connect will take over from the Current Operator as the operator of the airport. In the immediate term this will involve taking over the activities of the Current Operator.
- Although the Concessionaire’s plans are still being developed, in the short term this is not expected to involve any major works that would be likely to require Environmental Impact Assessment (EIA) under Bulgarian or European Union (EU) legislation.
- Currently, air traffic and passenger movements at the airport are substantially reduced from 2019 levels due to the COVID-19 pandemic. Recovery to 2019 levels will take some time. The Environmental and Social Due Diligence has assumed no substantial growth in air traffic or passenger movements in the short term.
- Longer term growth in air traffic and/or passenger movements would be subject to Environmental and Social Impact Assessment (ESIA) as part of the airport masterplan process.

- Subject to future demand, there may be a need to construct a new terminal and/or a new runway. These works would require EIA under Bulgarian and EU legislation. This would also be carried out in a manner that would satisfy the requirements of Lenders, if appropriate. Standalone Non-Technical Summaries will be developed for these future developments and will be made available to the public on the airport's website (<https://www.sofia-airport.bg/>), with physical copies available at Sofia International Airport, 1, Christopher Columbus Blvd., 1540 Sofia.

1.3 Project Alternatives

With the Concession already awarded, there are no alternatives that currently require consideration with regard to E&S impacts.

As discussed, ESIA's will be required as masterplans and major projects are brought forward during the Concession period. Alternatives will be given due consideration as part of these ESIA's.

The Concession Agreement requires that the Concessionaire prepares a feasibility study for a second runway. As part of this, environmental impacts will need to be considered and alternatives will be described in detail.

2 Sofia Airport

2.1 Existing Airport Operations

Sofia Airport is the largest international airport on the territory of the Republic of Bulgaria and is situated approximately 10 km east of the centre of the capital, Sofia. The location of the airport in relation to Sofia can be seen in the aerial photo in Figure 1.

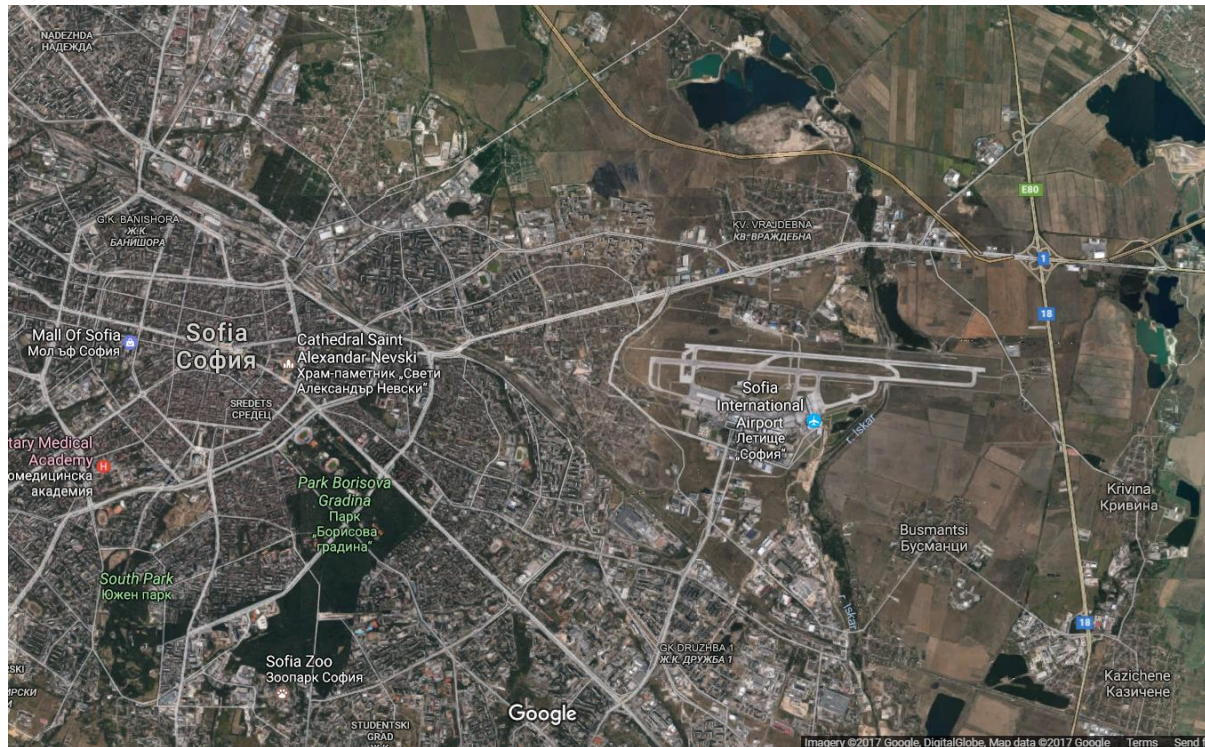


Figure 1: The airport location relative to the city of Sofia

There are residential areas directly abutting the airport site to the west, the closest residences being approximately 500m from the landing threshold at the western end of the runway. Further residential areas lie to the north of the airport. To the south, there is a mix of open land and mainly airport-related development, and there are also some residential buildings in this area. To the east, the land is primarily agricultural, with some scattered smaller settlements present.

Towards the eastern end of the airfield, the runway crosses the Iskar River. This is one of the major rivers of Bulgaria and flows into the River Danube at the border with Romania 120km to the north. A bridge structure runs from the southern perimeter fence to the northern perimeter fence and carries the runway, the parallel taxiway and three airside roads.

The airport benefits from excellent transport links:

- A new access road links Terminal 2 with the primary road networks. This was opened in 2018.
- In 2015, Metro Line 2 (Blue Line) was extended to the airport providing direct access from Terminal 2 to the city centre. The Metro provides a frequent and low-cost service to the city. Although there is no direct rail link to the airport, the Metro provides direct links to the national rail network.

Sofia Airport has two passenger terminals:

- Terminal 1 was constructed in 1937. It was extended and refurbished in 2000. It serves mainly low cost (Wizzair and Easyjet) and charter operations.
- Terminal 2 was opened in 2006 and extended in 2013. It was subject to EIA in accordance with Bulgarian legislation prior to receiving consent. It is used by both low cost (Ryanair) and full-service carriers.

The current runway is 3,600m long and 45m wide. It replaced the original airport runway, which remains to the south and now forms part of the parallel taxiway. It was subject to EIA in accordance with Bulgarian legislation prior to receiving consent.

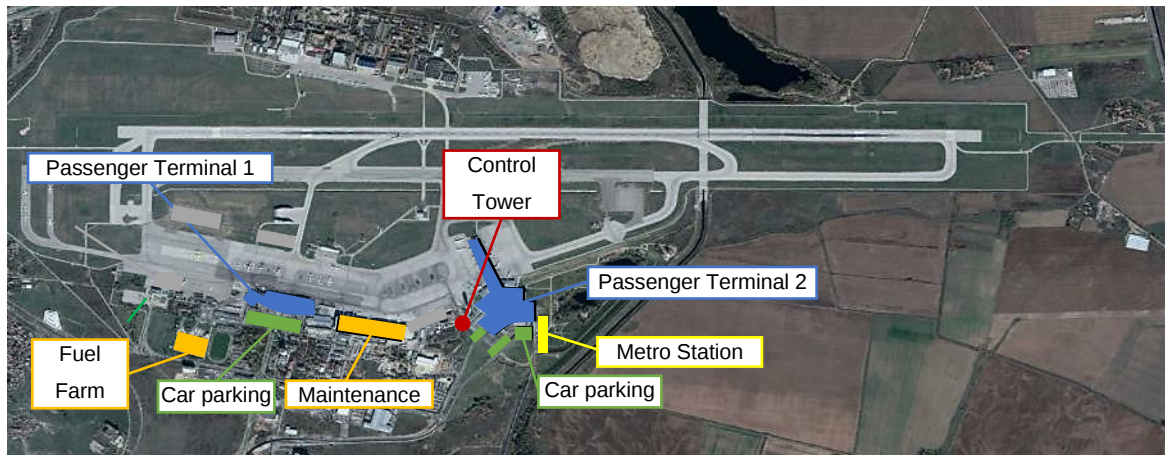


Figure 2 Airport layout

The Current Operator carries out the following activities:

- airport operator in accordance with the Civil Aviation Act
- operation of the two terminals
- maintenance of buildings and infrastructure
- ground handling services
- commercial activities including operating the Duty-free and Travel Retail shops at the two terminals
- rental of land, premises, plant and equipment and other capital assets
- provision of security services
- transport of valuable and special goods
- fuel and oil handling
- flight operations and crew administration.

2.2 Organisational Arrangements

The Current Operator has 2,306 employees working in 12 departments covering all aspects of airport operations including safety, environmental management, human resources and administration and social activity.

The Environmental Management Department is well organised and sufficiently staffed. The main focus of the department is monitoring of environmental parameters and implementing protective measures. There is a well-established reporting procedure of environmental matters to the Airport management.

Social management responsibilities for human resources, procurement and legal issues, and stakeholder engagement are split across several departments within the Current Operator. Even though the current Operator has adequate resources in place for managing these aspects of the airport operations, the Concessionaire will seek to improve E&S operations during the course of the Concession period.

The Current Operator has established an Occupational Health and Safety (OHS) Department which has three employees. All other departments and sectors have an employee representative responsible for OHS instructions, while the respective managers of each department are responsible for the overall OHS performance of their department.

3 Environmental and Social Impacts and Risks

3.1 PR 1: Assessment and Management of Environmental and Social Impacts and Issues

Environmental and Social Assessment

The Current Operator conducts environmental and social assessments at the level of individual projects in accordance with national legislation. As stated, the Current Operator undertook EIAs in accordance with Bulgarian legislation for Terminal 2 and the new runway. These were undertaken in 2001 and 2000 respectively. The quality of the assessments and reporting was low, perhaps reflective of practice in Bulgaria at the time, and social aspects were not sufficiently addressed. However, for any new developments, the Concessionaire will follow EU legislation and international lenders' requirements for environmental and social impact assessment, as outlined in Chapter 0.

Environmental and Social Management

An Environmental Policy Statement is in place and is made available to the public on the website of Sofia Airport. A social policy is not currently in place but one will be prepared and implemented by the Concessionaire, as outlined in Chapter 0.

Sofia Airport operates an Integrated Management System that prescribes processes and procedures for managing environmental and quality risks. It is certified to relevant international standards. It does not cover OHS but the Current Operator operates a separate OHS management system. This OHS management system is not certified to international standards.

E&S responsibilities are often split across different airport departments, with resulting inconsistencies in approaches. This includes in relation to management of third parties operating on the airport, which has been identified as a further area for improvement.

The Current Operator has all necessary environmental permits in place.

The Current Operator has a Self-monitoring Plan in place, and the main items that are being monitored are noise, surface and ground water and pollution with petroleum and gas emissions. The Current Operator reports that it is compliant with all obligations at present, and that there have been no non-compliances in the past five years. The Self-monitoring Plan and Environmental Report are not currently made available to the public.

3.2 PR 2: Labour and Working Conditions

The airport Human Resources department has 66 employees and has established internal procedures and policies for management of human resources. Employees are free to join trade unions, and their working provisions are governed by a collective agreement.

Minimum salary requirements are higher than those set by law, while the average salary is comparable to the national average.

Overtime work is adequately remunerated, in line with national legislation.

The employer is committed to ensuring healthy and safe working conditions for their workers and implementing measures to prevent occupational hazards. In accordance with national legislation, the Current Operator maintains insurance that covers all employees.

The Labour Code of Republic of Bulgaria forbids forced labour. The legally prescribed minimum age for concluding employment contracts is 16, except for positions that involve difficult, dangerous or harmful work, when the minimum age is 18. The Labour Code also regulates the exceptional cases of concluding employment contracts with persons younger than 16.

The Collective Agreement prohibits any direct or indirect discrimination based on sex, race, nationality, ethnicity, human genome, citizenship, origin, religion or belief, education, opinion, political affiliation, personal or social status, disability, age, sexual orientation, family situation, property status or any other features established by law or in an international agreement to which the Republic of Bulgaria is a party.

The Code of Ethics contains basic ethical and moral norms to be followed by Current Operator employees and it is based on the principles of humanity and respect of human rights.

The Current Operator has 2,306 employees. Of these, 1,362 are men and 944 are women. The number of employees with disabilities is 216.

There have been no collective redundancies in the past three years. The Collective Agreement contains a section on obligations of the Operator in the need for restructuring or retrenchment.

Grievances can currently be submitted to the airport registry office, human resources sector or directly to Executive Director.

The Current Operator follows the public procurement process, which ensures that only registered and licensed companies operating in line with national law can compete, ensuring that suppliers operate under current legislation regarding ESHS requirements. Non-compliance with national legislation of the Republic of Bulgaria (including the Labour Code) represents a basis for contract termination. However, monitoring of compliance with the Labour Code relies on conclusions of Labour Inspectorate.

There are 697 security workers engaged at Sofia Airport. All security personnel are direct employees of the Current Operator. The Code of Ethics, which contains basic ethical and moral norms to be followed by all staff, also applies to the security personnel.

3.3 PR 3: Resource Efficiency and Pollution Prevention and Control

Air Quality

Sofia Airport is located within an Air Quality Management Area. However, it has been reported that this has no impact on airport operations and it is not expected that air traffic from the airport is a significant contributor to the levels of pollution that have led to this designation.

The Current Operator does not conduct any ambient air quality monitoring and is not required to do so by national regulations. However, they do undertake monitoring of emissions from combustion plant in accordance with legislation. Reports provided to the regulator show that all results are within prescribed limits.

Energy and Carbon

The Airport uses electricity, gas and diesel to meet its buildings' energy requirements. Diesel is also used for airport vehicles. There is no electricity generation on-site.

The Energy Performance Certificate for Terminal 2 states that the building has an Energy Efficiency Rating of D.

Sofia Airport is certified under the ACI Europe Airport Carbon Accreditation Programme. The airport is certified to the 'Reduction' level of the Programme; this is the second of four levels, with the highest level being achieving carbon neutrality.

Hazardous Substances and Materials

The Current Operator has developed a document listing all hazardous substances that are held at the airport. All substances are listed together with the information on quantities, characteristics, physical form and safety recommendations.

An initial survey indicated little evidence of contamination at the ground surface. Procedures and permits are in place for the site activities including use and storage of fuels, waste storage, waste disposal, groundwater abstraction and discharge of surface drainage to the Iskar River.

Many of the potentially polluting activities currently taking place at the airport occur above ground and any future spills or leaks can be observed and dealt with promptly, greatly reducing the risk of causing soil and groundwater contamination.

Noise

The primary controls for noise emissions are set out in the Aeronautical Information Publication, which sets the rules for flights operating from the airport. A comprehensive noise monitoring system has been in place since 2004.

A programme of noise mitigation measures, primary focused on the provision on noise insulation, was implemented between 2004 and 2012. A total of 230 properties to the west and 30 to the east had been part of a noise insulation programme. Documents from the Ministry of Health report that all of the mitigation was installed as planned and has resulted in improved noise environments.

In 2019 a Strategic Noise Map for the Sofia Airport was developed in line with legal requirements. Based on this, a Noise Action Plan is being developed. The Current Operator held a public consultation regarding the Noise Action Plan on 21 September 2020 and has stated that a meeting will be organised with relevant participants to discuss outcomes of the public consultation process and any additional measures that will be included in the Noise Action Plan. Relevant information can be found on the airport's website (<https://www.sofia-airport.bg/en/sofia-airport/company/environment>).

Solid Waste Management

The Current Operator has developed a Waste Management Programme which aims to reduce waste generation and increase the proportion of waste sent for recycling.

There is no treatment or disposal of waste undertaken at the airport (to avoid attracting birds and other animals which would be a potential risk to flight safety).

Collection and disposal of solid waste streams is currently undertaken by Sofia Municipality and specialised companies holding permits according to the Waste Management Law.

Water and Drainage

The airport holds all necessary permits for water abstraction and discharges. Water is discharged to the Iskar River and the municipal sewer system. The discharge permits require effluent testing and it appears that all applicable limits are met.

The two designated de-icing platforms on the airport have their own drainage systems. These gather wastewater and de-icing fluid into below ground tanks. The tanks are emptied by tanker by a specialist contractor for off-site treatment and disposal.

3.4 PR 4: Health and Safety

The E&S due diligence identified a number of opportunities to improve OHS management at the airport. In addition, several non-compliances against OHS regulatory requirements and standards were noted during the site visit.

A number of deficiencies were identified regarding the decentralised management of OHS. In addition, the need to improve certain procedures and processes was identified.

Accident statistics are kept at the company level by the OHS Department. Each accident is investigated and documented.

Documentation related to risks to the public from a potential major incident at the fuel farm was provided for review. All documentation appeared to be fit for purpose.

Asbestos-containing materials are known to be present in a pipeline on the airport site. However, the Current Operator has not assessed or identified any asbestos-containing material within other locations at the airport. The airport is not legally obliged to have an asbestos register (list of identified asbestos-containing material).

The airport SMS includes a number of provisions relating to fire safety. These include Emergency and Evacuation Plans, Incident Action Plan and a Fire Scenario Activation List. Fire detection and prevention systems are in place at both Terminal 1 and Terminal 2. The fuel farm has a fire alarm system and a foam firefighting system. During the site visit it was observed that the systems appeared to be in good working order. However, the cargo building has no fire systems in place and only uses fire extinguishers for fire prevention.

3.5 PR 5: Land Acquisition, Involuntary Resettlement and Economic Displacement

The site operates as a civil and military airport. Operations at current site started in 1912 and Terminal 1 was opened in 1937. In 2000, Terminal 1 was completely renovated and in 2006, the new runway and Terminal 2 opened. Records of land acquisition for the airport prior to Terminal 1 renovation (in year 2000) were not made available. The land acquisition process for the extension in 2006 (new runway and T2) took place over several years and was conducted by the Grantor in accordance with Bulgarian legislation. There are no known extant grievances or court cases in respect of this.

All of the land plots occupied by the airport including the rail fuel depot and the access roads are government owned. The Concession Agreement allows the Concessionaire access to part of the land plot occupied by the airport. The rest of the airport area remains under the management of the state and its agencies (air traffic control, etc.). The Concessionaire does not currently have any planned works that would require access to land outside of that awarded to it under the Concession Agreement, nor any current requirements for land acquisition.

3.6 PR 6: Biodiversity Conservation and Sustainable Management of Living Natural Resources

The EIA for the new runway included an ecological study of the area for extension of the airport. It did not report any protected or rare flora and fauna species.

The nearest European-level designated ecological site is located just over 1km to the east of the airport boundary (1.9km from the eastern end of the runway). The site, Dolin Bogrov-Kazichene, is designated under the EU Birds Directive. No documentation has been provided regarding assessment of impacts from the airport.

The bridge over the Iskar River does not affect fish migration and that the tunnel allows mammals to move along its length. Nevertheless, desk studies supplemented by walkovers of the relevant areas will be undertaken to ascertain impacts to biodiversity.

Birdstrike risk to aircraft is managed through the use of loudspeakers and a ‘bird patrol van’ to scare off birds on the runway.

Bird nests were identified in vegetation around Terminal 1 and on the columns of the building itself. Nesting birds may be present on the airport and are protected under EU legislation.

3.7 PR 7: Indigenous Peoples

PR 7 is not relevant as there are no indigenous peoples in the area who would be considered social groups with identities and livelihoods that are distinct from dominant groups in Bulgarian society.

3.8 PR 8: Cultural Heritage

A review of documents provided revealed that the area of the airport was occupied at various intervals since Roman times. The new runway project required archaeological investigations at four locations to the east of the Iskar River, focussed mainly on a villa and small complex of buildings from the late antiquity period. The required investigations were completed as part of the project to the satisfaction of the authorities.

It has been reported that there is the potential for archaeology findings for future developments at the airport.

There are no buildings within the Concession site that have legal protection as monuments of cultural or architectural heritage.

3.9 PR 10: Information Disclosure and Stakeholder Engagement

Stakeholder engagement falls under the responsibility of the airport Public Relations (PR) department. This includes media relation, external communication, collection of data on airport operations, events, and complaints management. In recent months, the department’s work has been focused mostly on providing updates in regard to the global COVID-19 pandemic. The department is also responsible for informing the public of emergency situations at Sofia Airport and follows an internal procedure in such events.

The Current Operator has an active policy to support the activities of a number of charity organisations.

The Current Operator maintains regular communication with the inhabitants of the Roma neighbourhood located in the vicinity of the Airport. In cooperation with the organisation FUTURA, a sports event for the children was organised, children and their parents were invited to the School of Aviation, a tour of the airport was organized, etc.

The PR department has organised a 'School of Aviation' event since 2017. This is an educational event involving children from a number of schools who are invited to the airport to learn more about aviation. This event is normally held monthly during the school year. However, the initiative has been interrupted by COVID-19 outbreak and has not been held since March 2020.

The Current Operator has three telephone lines where the public can obtain information about airport operations. Additionally, there are three information desks at airport itself.

Submitting grievances is possible through a form available on the Sofia Airport website, via email (comments@sofia-airport.bg), in person at the airport registry office and by post. The online form allows grievances to be submitted anonymously; however, the complainant must leave contact information in order to receive a reply. Grievances are addressed in line with airport procedures and the usual timeframe for answering the complaints is 10 days.

The PR department reports to the management board on a regular basis and has daily meetings with Executive Director regarding media coverage on the Airport. The board is immediately informed in case of emergency situations.

There is currently no Corporate Stakeholder Engagement Plan in place at the airport.

4 Environmental and Social Mitigation

4.1 PR 1: Assessment and Management of Environmental and Social Impacts and Issues

Environmental and Social Assessment

The Concession Agreement requires that the Concessionaire undertakes an ESIA of the periodic masterplans and refurbishment development plans for the airport. Additionally, it requires that the Concessionaire to prepare a feasibility study for a second runway that includes consideration of environmental impacts.

The Concession Agreement requires that all new buildings will achieve high levels of certification to appropriate sustainability standards.

Environmental and Social Management

A social policy will be prepared and implemented by the Concessionaire.

A comprehensive Environmental and Social Management System (ESMS) will be put in place by the Concessionaire. As well as maintaining the current certifications for environmental and quality management, certification to the international standard for OHS will be sought. Improvements to current practices to better manage environmental, social and health and safety impacts will be implemented. All processes and procedures related to environmental, social and health and safety management are undergoing review to ensure that they meet good international practice, and where appropriate, new or revised processes and procedures will be prepared and implemented. This also relates to a requirement under the Concession Agreement which specifies a number of Environmental and Social Management Plans that must be implemented by the Concessionaire.

It has been identified that a new procedure or system for checking E&S regulatory requirements in real time should be implemented. This would provide assurance that the operator is immediately aware of changes E&S legislation and can adapt as necessary to ensure compliance.

Related to the ESMS, a review of the organisational structure and governance arrangements for environmental, social and health and safety management will be undertaken, and improvements made where appropriate. This includes in relation to management of third parties operating on the airport, which has been identified as a further area for improvement.

In accordance with the Concession Agreement, the Concessionaire will develop an Environmental and Social Monitoring Plan that would identify all environmental and social parameters to be monitored during the Concession.

4.2 PR 2: Labour and Working Conditions

The Concessionaire will establish a formal internal grievance mechanism that will allow employees and non-employee workers to anonymously submit grievances without any retribution, be easily accessible and have an effective procedure for resolving the grievances.

4.3 PR 3: Resource Efficiency and Pollution Prevention and Control

Energy and Carbon

Sofia Airport is certified under the ACI Europe Airport Carbon Accreditation Programme. The airport is certified to the 'Reduction' level of the Programme; this is the second of four levels, with the highest level being achieving carbon neutrality. Maintaining this level of certification is required under the Concession Agreement as a minimum, and there is an aspiration to progress to higher levels of certification in the future.

The Concession Agreement also contains a number of other requirements that will see a reduction in energy use and carbon emissions from buildings, vehicles and equipment over the short, medium and long term.

Hazardous Substances and Materials

Work to fully understand existing contamination at the airport is ongoing. The locations of high, medium and low potential pollution risk activities have been identified across the site, relating to past, present and future activities.

Noise

Current noise management practices will be maintained by the Concessionaire, and the final version of the under-development Noise Action Plan will be adopted.

Solid Waste Management

It is recommended that recycling targets should be set within the framework of the airport Waste Management Programme in order to drive performance.

The Concession Agreement requires that a Construction Waste Management Plan is prepared prior to any works and a report on its implementation completed following the works.

Water and Drainage

It is recommended that a study of water consumption on the airport is undertaken and a water conservation programme put in place based on its findings.

An audit of the procedures to prevent future contamination is recommended as part of the ESMS development. This would be expected to identify improvements to the documentation to effectively prevent and respond to any future leakage from underground pipelines and tanks.

4.4 PR 4: Health and Safety

As part of the ESMS development discussed in Section 3.1, the Concessionaire is reviewing and updating the existing OHS Management System with the aim of seeking certification to international standards. Linked to this, training will be provided to OHS personnel to relevant requirements can be effectively implemented.

Improvements will be made to the OHS reporting structure and communication lines. This is to account for current deficiencies regarding the decentralised management of OHS, and will include management of contractor OHS as well as employee OHS.

The need to improve certain procedures and processes was identified. In particular, it is recommended that responsibility for carrying out internal technical supervision of High-Risk

Equipment is assigned to a designated individual. A new risk assessment process should be prepared; this should be structured in a way to ensure specific/ separate risk assessment for high risk activities.

It is recommended that an overarching incident register is established, covering incidents involving the public as well as airport workers. Related to this, a near miss procedure should be developed. This would lead to improved risk management in the future.

It is recommended that all asbestos-containing materials are identified. An asbestos handling/ management procedure/ plan should be prepared as part of the ESMS.

The Concession Agreement requires that a fire detection and prevention system is installed in the cargo building.

In accordance with the Concession Agreement, the Concessionaire will commission an expert study and analysis of the condition of reinforcement of the Iskar riverbed. Based on the results, a system of permanent monitoring of the condition of the Iskar riverbank will be established and, if necessary, action will be taken to improve flood defences.

4.5 PR 5: Land Acquisition, Involuntary Resettlement and Economic Displacement

As per the Concession Agreement, a feasibility study for a second runway is required. This should include consideration of land acquisition, resettlement and displacement, if appropriate.

4.6 PR 6: Biodiversity Conservation and Sustainable Management of Living Natural Resources

It is recommended that studies are undertaken to identify any impacts from the airport on the Dolin Bogrov-Kazichene and the River Iskar. These would comprise gathering data from published sources and governmental and non-governmental bodies, supplemented by walkovers of the relevant areas.

Current arrangements for managing risks from birds and other wildlife will continue in the short term but will be reviewed to ensure that good international practice is followed.

Any vegetation clearance or demolition would need to be programmed to occur outside nesting season to avoid impacts on nesting birds.

4.7 PR 7: Indigenous Peoples

No mitigation measures are required in relation to PR 7.

4.8 PR 8: Cultural Heritage

If chance archaeological finds are made during works, the provisions of the National Act for Cultural Heritage are required to be followed.

4.9 PR 10: Information Disclosure and Stakeholder Engagement

The Concessionaire is developing a Stakeholder Engagement Plan to implement once the Concession period begins. This will set out principles that will guide the selection of appropriate level of stakeholder engagement required for different purposes and define responsibilities and communication lines during stakeholder engagement planning and grievance redress processes.

5 Next Steps

The mitigation measures described in Section 0 are being codified in an Environmental and Social Action Plan that will be implemented by the Concessionaire throughout the Concession period. This will ensure that operation of the airport by the Concessionaire will follow good international practice and will meet legal obligations and the requirements of the Lenders.

The Concessionaire will be required to report periodically to both the Lenders and the Grantor on E&S performance. Additionally, annual sustainability reporting to international standards will be undertaken documenting the airport's E&S performance over the previous year. These reports will be published on the airport's website at <https://www.sofia-airport.bg/>.

6 Contact Information

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