



European Investment Bank (EIB)

Luxembourg, 9th December 2020

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	E18 PPP HAMINA-VAALIMAA PRIORITY TEN-T
Project Number:	20130595
Country:	FINLAND
Project Description:	The project is a 32 km Greenfield 4-lane motorway leading to the Russian border. It is part of the Nordic Triangle (Priority TEN-T) and an important route for Finnish and international cargo to Russia. The project has been procured as a PPP.

Summary of Environmental and Social Assessment at Completion

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

The project falls under Annex I of the EIA Directive 2011/92/EU. The EIA was completed by the Finnish Road Administration (now the Finnish Transport Authority (FTA) and approved by the Competent Authority (now called – Kaakkois-Suomi Centre for Economic Development, Transport and the Environment – formerly the Environmental Centre) in 2007 for the section. Wide public consultation was undertaken which included workshops, field visits, and presentation events during the planning phase.

Compliance with the Birds (79/409/EEC) and Habitats Directive (92/43/EEC) was required. The Permit approving the Road Plan and the special flying squirrel permit were achieved before construction start. Special conditions were included in the environmental permit and were fulfilled by the SPV and FTA during construction.

The Promoter has undertaken several inventories of the protected species. Detailed environmental management and mitigation measures were implemented as planned.

Species within the project area were monitored (flying squirrel, bat and endemic trout). The ecological paths were secured by green bridges for the bigger animals, underpasses for smaller animals, crossover for the flying squirrels and underbridges structures for otters.

The main residual impacts of the project include increased noise, groundwater contamination, heritage (military history), forest denuding, land use changes, severance (flora and fauna and community) and visual aspects. All mitigation measures were implemented and include noise barriers, landscaping, three animal bridges, five waterway bridges, 30 crossings/access routes along the road, groundwater protection, a 250 m tunnel, 25 km of cycle paths and landscaping along with detailed construction management measures. Although 370 Ha of land are being utilised; only 2 houses (summer cottages) were to be demolished.

Continuous monitoring of water areas, rivers and ditches especially near to the sulphide clay heaping areas was performed. No significant impacts were found concerning monitoring. However, in July 2016, cottage owners of Lake Saarasjärvi advised the contractor that the lake had become more turbid due to sediment coming from soil exchange excavation, located 1.5 km from the lake. These effects were minimized through adjustments to the work plan which



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included delaying excavation works combined with increased monitoring of the quality of surface waters in the area.

At project completion, turbidity was returned to the level before construction started and after test fishing it was concluded by the Promoter that turbidity had no significant effect to the lake's fish stock.

Other Environmental and Social Aspects

The purpose of the project was to increase highway capacity, improve time savings and provide safety improvements. Benefits include reduced traffic queues and traffic noise and reduced emissions for residents along the current single carriageway road.

Summary opinion of Environmental and Social aspects at completion:

Based on the Promoter's reports, EIB supports the opinion that the project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.