

Luxembourg, 20th December 2023

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	TALLINN AIRPORT UPGRADE
Project Number:	20150745
Country:	Estonia
Project Description:	The project comprises a number of investments at Tallinn Airport that are aimed at improving environmental and safety performance, alleviating current congestion and accommodating future growth in traffic. The airport, which is located 4 km south-west of the city on the eastern shore of Lake Ülemiste, is the main airport in Estonia, handling nearly 2.2 million passengers in 2015. It includes the reconstruction of the existing runway and apron pavement, an extension and reconfiguration of the passenger terminal, a new car park, the renewal and upgrade of the airside lighting system, maintenance and fire and rescue equipment and a range of other environmental related airside enhancements such as the upgrade of the storm water drainage and de-icing network, a new snow dump area and an aircraft run-up area. The project will increase the handling capacity of the airport by approximately 1.2 million passengers per annum (mppa).

Summary of Environmental and Social Assessment at Completion

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

The project airside components fall under Annex II of the EIA Directive 2011/92/EC (transposed into national legislation through the Environmental Impact Assessment and Environmental Management Systems Act RT 2005). The airport's airside development plans have gone through a full EIA process and received final approval from the Competent Authorities on the 8th April 2014. The terminal reconfiguration and the new car park components were outside the scope of the EIA mentioned above and the environmental Competent Authority screened-out these two components subsequently.

The project is now complete, fully operational and the financing has been fully disbursed.

A number of components included in the project are aimed at improving the environmental performance of the airport. This concerns the upgrade of the storm water drainage and de-icing networks, a new dedicated snow collection area with a system to dispose of melting snow water and the construction of a new de-icing pad. These works are required for reducing water and soil pollution and will improve the quality of the water discharged into the local drainage system and the water quality of the wells located in the vicinity of the airport.

Another project component consists of the construction of a large-scale and complex rainwater drainage network. Works included the construction of new drainage canals, rainwater collection systems and a new pumping station. The modernisation of the drainage network will contribute to eliminating the issue of excess rainwater on the airport's territory, which in turn will prolong the service life of utility networks and preserve the quality of the newly built infrastructure and surrounding water bodies.



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Moreover, rainwater gutters of the aprons have been reconstructed, oil separators have been installed, new purging sites have been constructed and new fire hydrants have been installed. These construction works allow for the seasonal separation of meltwater from the new snow storage areas and directing it to the sewage system.

Additionally, the replacement of airfield lighting system with LED technology will use less energy and reduce operational light pollution in the surrounding areas.

The main environmental impact of the project is an increased level of noise associated with future aircraft operations. The residential areas located south of the airport near Kanali road are the most affected by aircraft-related noise. Noise modelling undertaken by the Promoter in the EIA that has been approved by the competent authority and noise monitoring from the country's Land Board operating under the aegis of the Ministry of the Environment show that the average aircraft noise levels are largely within the allowable limits for residential areas located in the vicinity of airport.

In addition to the Bank's project components, Tallinn airport development plans includes a 420m runway extension. Having a longer runway increases the altitude of aircraft over areas outside the airport site, such as Tallinn residential areas and Lake Ülemiste, which is the drinking water reservoir for the city of Tallinn. The displacement of the runway threshold will compensate for the increase in the number of aircraft movements (i.e. take-offs and landings), meaning that there will be a lower the number of households within each one of the airport's noise contour areas.

Noise modelling in the EIA study showed that the noise level from the area that is used today for engine testing remains below the allowable limit. The noise level in residential areas in the new engine run up area will also be below the allowed limit. If needed, the noise levels can be reduced by the construction of noise protection walls.

Regarding biodiversity, the closest Natura 2000 site is the Pirita River Special Conservation Area, which is located 3.4km from the airport boundary. An appropriate assessment was carried out as part of the EIA process, which concluded that the airport development plan does not have a significant impact in Pirita's habitat area and the species living there.

Potential impacts are likely to occur though on the water bodies surrounding the airport and it is expected that the project will have a positive effect on the quality of the water effluents originating from the airport and, therefore, decrease the impact on the nearby areas.

EIB notes the following key Environmental and Social aspects to be monitored during operations:

Noise levels during construction and during operations have been and are being monitored with the airport's fixed and mobile noise monitoring stations.

The water quality at nearby Lake Ülemiste is monitored on a regular basis as it is one of the sources of drinking water for the city of Tallinn.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter, and others, where applicable, during Construction that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.