

20/06/2025

## Environmental and Social Data Sheet

### Overview

Project Name: ESTONIAN RAILWAY INFRASTRUCTURE  
 Project Number: 2024-0665  
 Country: Estonia  
 Project Description: The operation comprises of the renewal and upgrade of railway infrastructure (the Project). The Project consists of three components: electrification (new and upgrade); renewal of railway infrastructure, track and buildings; and development and implementation of a Wagon Management System.

EIA required: Multi-scheme Project, requirements vary

Project included in Carbon Footprint Exercise<sup>1</sup>: no

### Environmental and Social Assessment

#### Environmental Assessment

The Project consists of electrification of the railways lines connecting the Muuga port, modernisation of existing electrification system on Tallinn – Aegviidu section, renewal of railway infrastructure of the majority of Estonian rail network as well as implementation of a Wagon management system.

The Project consists of three components:

1. Electrification of non-electrified rail lines and modernisation of existing electrification system:
  - a. Electrification of currently non-electrified sections Lagedi – Muuga and Ülemiste – Muuga (ca 20 km),
  - b. Renewal of the catenary of Tallinn – Lagedi section (ca 15 km),
  - c. Upgrade of the electrification from 3kV to 2x25kV on the section Lagedi – Aegviidu (ca 42 km),
  - d. Construction of three autotransformer stations and modernisation of one substation,
  - e. Reconstruction of the connection points with 110kV utility grid
2. Renewal of railway infrastructure, track and buildings
  - a. Renewal of 24 km of track bed,
  - b. Renewal of 795 km of tracks,
  - c. Construction of 2 pedestrian underpasses,
  - d. Reconstruction of one rail bridge and one road overpasses,
  - e. Construction and reconstruction of stations and control buildings.
3. Development of Wagon Management System (VJS) – IT system

<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.



The Project does not fall under Annex I of the Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). The sub-component 1.a. falls under Annex II of the EIA Directive and is subject of the screening by competent authority.

The Estonian environmental law (Environmental Impact Assessment and Environmental Management System Act) requires the preliminary environmental assessment for all projects defined as construction or use of infrastructure (Subsection 6(2), clause 10). The competent authority (TTJA - Estonian Consumer Protection and Technical Regulatory Authority) issued the screening decision in the construction permit procedure. In accordance with this law, all sub-components of components 1 and 2 are subject of the preliminary assessment.

TTJA confirmed that the component 1 does not require the EIA. The component 2 in terms of construction permit procedures is split in 18 tasks: 2 tasks (reconstruction of Kiltsi station) received screening out decision, for 8 tasks the screening decisions are pending and the remaining 8 tasks do not require a screening decision.

The component 3 does not require either an EIA or a screening decision.

The Project is crossing on existing alignment one Natura 2000 site – Seljamäe (EE0060211), protected under the Habitats Directive (section Kiltsi – Vägeva).

The following Natura 2000 sites are located in the Project's vicinity up to 5 km:

- |                  |  |
|------------------|--|
| 1. Paljassaare   | (EE0010170) – Protected under the Birds Directive                |
| 2. Pirita        | (EE0010120) – Protected under the Habitats Directive             |
| 3. Anija         | (EE0010109) – Protected under the Habitats Directive             |
| 4. Parila        | (EE0010111) – Protected under the Habitats Directive             |
| 5. Maapaju       | (EE0010113) – Protected under the Habitats Directive             |
| 6. Kõrvemaa      | (EE0060171) – Protected under the Habitats Directive             |
| 7. Ilmandu       | (EE0060210) – Protected under the Habitats Directive             |
| 8. Ebavere       | (EE0060215) – Protected under the Habitats Directive             |
| 9. Äntu          | (EE0060212) – Protected under the Habitats Directive             |
| 10. Endla        | (EE0080172) – Protected under both Birds and Habitats Directives |
| 11. Kärevere     | (EE0080371) – Protected under the Habitats Directive             |
| 12. Ropka-lhaste | (EE0080313) – Protected under both Birds and Habitats Directives |

The competent authority concluded and confirmed that the Project is not likely to have significant negative effects on NATURA 2000 sites as per its letter issued in 2025.

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

The Project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The Project consists of modernisation of infrastructure for zero direct emission transport (electrified railways), therefore, it is considered to be aligned with the low carbon goal. The climate risk of the Project is assessed as low and, therefore, it is considered to be aligned with the resilience goal.

## **Social Assessment, where applicable**

The Project does not require land acquisition. It requires demolition of one existing non-residential building (old hangar) .



Stations under component 2 of the Project will have platforms accessible for persons with reduced mobility and disabilities (in line with EU Technical Specifications for Interoperability and Estonian design standard EVS-EN 867:2024).

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

The public consultations are being / will be conducted as part of building permit process.

### **Conclusions and Recommendations**

Only one sub-component of the Project (1.a electrification of the Ülemiste / Lagedi – Muuga line) falls within the scope of the EIA Directive (Annex 2). The competent authority issued the screening out decision in May 2025.

The Project is acceptable for EIB financing in environmental and social terms.