

Environmental and Social Data Sheet

Overview

Project Name: Vão-Maardu Road
 Project Number: 2011-0567
 Country: Estonia
 Project Description: Re-construction of the road section between Vao and Maardu (8.4 km) on the E20 Tallinn-Narva road.

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

(Details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The Project consists in the rehabilitation and upgrade from 4 to 6 lanes (5.3 km) of the Vão - Maardu road, of a total length of 8.4 km. This road is located on the axis linking Tallinn with Narva, on the Russian border (TEN-T), in a dense suburban industrial area.

It falls under Annex II of the EIA Directive 2011/92/EC and was screened-in by the Competent Authority. A full EIA with public consultation was therefore carried out and approved on 01/07/2004. Development consent was provided on 24/04/2009 for Phase I of the project (road section outside city of Tallinn), and is expected to be finalised end 2012 for Phase II (Vão interchange and the Pirita River bridges).

The main negative impacts of the project are increased noise and vibrations, increased land take where new interchanges will be constructed, as well as habitats disturbance. Adequate mitigation measures have been prescribed, including noise barriers, landscaping and replanting of trees. Overall, the project is expected to have positive effects by improving significantly road safety conditions.

The project crosses the Pirita Natura 2000 area (EE0010120). Form A was provided, confirming that the project is not likely to have significant effects on a Natura 2000 site, primarily because it lies within the existing corridor.

Before next allocation request, the Promoter will provide a copy of the development consent for Phase II of the project. Under this condition, the project is acceptable to the EIB from an environmental point of view.

Environmental and Social Assessment

Environmental Assessment

The project is not subject to the SEA Directive 2001/42/EC as it consists in reconstruction and upgrading of an existing road.

The project falls under Annex II of the EIA Directive 2011/92/EC and was screened-in by the Competent Authority. A full EIA was therefore carried out and approved by the Competent

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Authority on 01/07/2004 under certain conditions and environmental requirements. The approval of the technical design of Phase I (development consent provided on 29/4/2009) includes all environmental considerations. Development consent for Phase II of the project is expected to be available by end 2012.

The project consisting of a road rehabilitation and upgrade, the residual negative impacts of the project are relatively minor. Increased noise levels will be addressed by installing noise protecting windows in the houses most affected by the project, and noise barriers will also be constructed. The additional land required for the construction of new interchanges does not hold particular valuable habitats.

The project crosses the Pirita Natura 2000 area (EE0010120). This has required the partial redesign of the initial project, which was improved appropriately. At the river Pirita, crossed by a bridge, surface water run-off and accidental spills will be controlled through careful design of the drainage system and monitoring of both during construction and operation. Form A was provided, confirming that the project is not likely to have significant effects on a Natura 2000 site. This was justified by the fact the project lies within the existing corridor and has very little impact outside of it. Mitigation measures have been prescribed at the Pirita River. The part of the protected area touched by Vão interchange actually holds no significant ecological value and is a buffer zone around the Pirita River.

An Environmental Management Plan, which – besides general environmental management prescriptions – describes how the construction activities and the operation of the road must ensure full safeguard of the river and lake ecosystems, is being implemented.

Road safety will also improve significantly thanks to safer crossings and junctions for both vehicles and pedestrians, and a better separation of traffic flows.

Public Consultation and Stakeholder Engagement, where required

Public consultations were held on 03/11/2003 and 18/5/2004 under the EIA process. Main questions and discussions were related to land occupation and noise protection issues.