

Environmental and Social Data Sheet

Overview

Project Name: Mäo bypass
 Project Number: 2011-0568
 Country: Estonia
 Project Description: Construction of the Aruvalla-Kose road section (13 km) and the Mäo bypass, both located on the E263 Tallinn-Tartu-Võru-Luhamaa 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 of the re-construction and widening from 2 to 4 lanes of the Aruvalla-Kose road section (13 km) and of the Mäo bypass, two distinct sections both located on the E263 Tallinn-Tartu-Võru-Luhamaa road connecting Tallinn with the second largest city of Estonia, Tartu.

The project was subject to an SEA as per Directive 2001/42/EC as it is part of the Road Management Plan 2007-2011 and the Investment Plan for Transport Infrastructure 2007-2013.

It falls under Annex I of the EIA Directive 2011/92/EC and both sections were subject to a full EIA with public consultation. The projects being separate, two distinct EIAs were approved by the competent authority in April 2008 for Aruvalla-Kose section and July 2005 for Mäo bypass. All technical designs have been approved and building permits issued.

The main negative impacts of the project are increased noise and vibrations, increased land take as well as habitats disturbance. Adequate mitigation measures have been prescribed, both during construction and during operation. The latter mainly include noise barriers, landscaping, and construction of an ecoduct on Aruvalla-Kose section to protect River Pirita. Overall, the project is expected to have positive effects by improving significantly road safety conditions.

Aruvalla-Kose section crosses the River Pirita and the river Kuivajoe, both rivers leading to Natura 2000 sites at some distance from the highway section. By incorporating specific measures to prevent surface water run-off and accidental spills, the project is not expected to have significant impact on a Natura 2000 area. Mäo bypass is not expected to have significant negative impact on any Natura 2000 area. Form A signed by the Competent Authority has been provided for each sections of the project.

The project is acceptable to the Bank from an environmental point of view.

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.

Environmental and Social Assessment

Environmental Assessment

The project falls under Annex I of the EIA Directive 2011/92/EC and a full EIA was therefore carried out and approved by the Competent Authority in April 2008 for Aruvalla-Kose section and July 2005 for Mão bypass. Development consents, which include approval of all technical and environmental aspects of the project, were given on 16/9/2008 and 27/6/2009 for Aruvalla-Kose section (second development consent following modifications in Kolu interchange) and 15/12/2008, 3/2/2009, 17/2/2009, 25/3/2009, 22/4/2009 and 22/9/2009 for Mão bypass (6 phases each requiring a separate development consent). Mão bypass was completed in 2008.

The residual negative impacts of the project are relatively minor. Increased noise levels will be addressed by installing noise barriers. The additional land required for the widening of Aruvalla-Kose section and Mão bypass does not hold particular valuable habitats.

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

Road safety will also improve significantly thanks to better crossings and junctions for both vehicles and pedestrians.

Public Consultation and Stakeholder Engagement, where required

Public consultations have been carried out under the EIA process and all land acquisition is complete.