

Environmental and Social Data Sheet

Overview

Project Name: Tallinn Airport Upgrade

Project Number: 20150745

Country: Estonia

Project Description: The project comprises a number of investments at Tallinn Airport (TLL) 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).

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

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

Environmental and Social Assessment

Environmental Assessment

The project, whose components form part of a first phase of the development included in the Strategic Development Concept of 2008 and its updated version of 2015, falls 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 first phase of the airport's airside development has gone through a full EIA process and received final approval from the Competent Authorities on the 8th April 2014². This includes not only all the airside components included in the Technical Description of the Bank's project, but also the runway and taxiway extension too, which are not.

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.

² Letter No HJR 6-7/13/5888-13 of 8 April 2014 of Harju-Jarva-Rapla Region of the Environmental Board and preliminary design by letter No HJR 6-5/5122-2 of 8 April 2014.

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The terminal reconfiguration, its extension to the South by nine meters and the new car park were not part of this EIA. It is understood that based on Annex III criteria of the EIA Directive 2011/92/EC they are deemed not subject to an EIA procedure by the Competent Authority.

A number of investments included in the project are aimed at improving the environmental performance of the airport. This in particular concerns the upgrade of the storm water drainage and de-icing network, a new dedicated snow collection area with a system to dispose melting snow water and the construction of a new de-icing pad and engine run-up area. All of these are required for reducing air, 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. The replacement of airfield lighting system with LED technology will use less energy and reduce operational light pollution in the surrounding areas.

The main potential environmental impact of the project is an increased level of noise associated with future aircraft operations. Currently, the residential areas located south of the airport near Kanali road are most affected by aircraft-related noise. However, noise modelling and monitoring show that the average noise levels are within the allowable limits for all the residential areas located in the vicinity of airport. In addition to the Bank's project components, the airport's airside development includes a 420m runway extension that will displace the runway threshold accordingly and increase aircraft altitude above the residential areas and Lake Ülemiste, which is the drinking water reservoir for the city of Tallinn. The threshold displacement will compensate for, in terms of number of households within each one of the noise contour areas, the increase in the number of movements.

The noise modelling 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.

Noise pollution during construction and later during operation will be monitored closely with the airport's fixed and mobile noise monitoring stations.

Sacrificial stones (nr 2613, 2614, 2615) and the group of Nokakivi boulders are located within the project boundaries. In addition, a drainage ditch is planned to be excavated through an ancient settlement (nr 2610). The stones will be moved in accordance with the relevant cultural heritage guidelines. The surrounding area of the sacrificial stones had to be examined and the stones will be moved to a publicly accessible area close to a planned new aviation museum. This will preserve their original position and take into account their cardinal points. The Estonian Ministry of Culture has given permission to move the sacrificial stones to a new location (Order nr 66 on 17.02.2014) complying with the specific conditions of the project under the protection of cultural heritage.

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 airside development doesn't have any significant impact in Pirita habitat area and the species living there. Potential impacts can occur only through impact on the water environment and it is expected that the project will have a positive effect on the quality of the water effluents from the airport and, therefore, decrease the potential impact on the protection area. The Competent Authority will be required to confirm that the current project will have no significant impacts.

The Promoter will develop an Environmental and Social Management Plan (ESMP) for all the project components incorporating all the necessary mitigation measures for all the impacts caused during construction in accordance to the provisions of the relevant EIAs and National Legislation.

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Public Consultation and Stakeholder Engagement

Public Consultation relevant to the EIA has been carried out in two stages:

- Presentation of the EIA programme. Public information period was carried out between the 19th March 2013 and 3rd April 2013 and the public hearing meeting was held on the 3rd of April 2013.
- Presentation of the EIA report and its main conclusions. Public information period was carried out between the 23rd November 2014 and 14th December 2014 and the public hearing meeting was held on the 16th December 2013. The queries raised during the meeting were connected mainly with potential impacts on the water environment which were addressed in the final approved version of the EIA report.

Other Environmental and Social Aspects

Environmental Management is an integral part of TLL broad management systems, which have accredited to ISO 14001 and ISO 9001 since 2015.

The airport is accredited under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme, reaching the "1/Mapping" level in 2014.

Details of TLL environmental responsibility themes are published in the Annual Report of the company.

Conclusions and Recommendations

Given the above, the following environmental conditions and undertakings are to be applied:

CONDITIONS

- Prior to first disbursement, the Promoter shall submit to the Bank a copy of the opinion of the Competent Authorities confirming that the project does not impact significantly on Natura 2000 or other protected sites (Form A).
- Prior to disbursement of the amounts relating to the terminal works and the car park (amounting to approximately 20% of the total project costs), the Promoter shall submit to the Bank satisfactory evidence of environmental and development consent for such from the relevant Competent Authorities. If the components are deemed not subject to an EIA procedure, the screening out decision should be justified based on Annex III criteria of the EIA Directive 2011/92/EC.

UNDERTAKINGS

- The Promoter shall ensure that an adequate ESMP, defined according to the relevant EIA and corresponding environmental authorisations, is implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impact or incident during the construction of any component.

Subject to the above conditions and undertakings being met, the project is acceptable for EIB financing.