

Public

Environmental and Social Data Sheet

Overview

Project Name:	ESTONIAN RAILWAY
Project Number:	2019-0253
Country:	Estonia
Project Description:	The project consists of several schemes of renewal and modernisation of the existing Estonian railway network, including the modernisation of the tracks, signalling and traffic control systems.
EIA required:	Multi-scheme project, requirements vary
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The project consists of four schemes:

1. Modernisation of traffic control (CCS) systems
2. Automation of traffic management system (TMS)
3. Tallinn-Tartu renovation and speed increase up to 135 km/h
4. Tapa-Narva renovation and speed increase up to 135 km/h.

Schemes 1 and 2 consist of upgrading the traffic control and management systems.

Scheme 3 and 4 consist of track renewal and renovating level crossings, scheme 3 also includes the replacement of the existing River Emajõgi railway bridge and scheme 4 also includes the renovation of a platform in Narva and the renovation of two railway bridges.

For most of the schemes the permanent works do not require any land take. Some limited land take will be needed for the new River Emajõgi Railway bridge and new railway alignment for the sections approaching the bridge in scheme 3.

Depending on the exact scope of works, some schemes fall within Annex II of the Environmental Impact assessment (EIA) Directive (directive 2011/92/EU as amended by Directive 2014/52/EU), while some others do not fall within the scope of the EIA directive.

¹ 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 CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

Luxembourg, 2 December 2019

The applicability of the EIA directive to the schemes included in the project is summarised in the following table:

Scheme	Applicability to the EIA directive.
1. Modernisation of traffic control (CCS) systems	Most of the scheme does not fall within the scope of the EIA directive. Part of the scheme contains an activity which falls under Annex II and therefore screening is necessary.
2. Automation of traffic management system (TMS)	The scheme does not fall within the scope of the EIA directive
3. Tallinn - Tartu renovation and increase line speed of up to 135 km/h	The construction of the new River Emajõgi railway bridge falls under Annex I. The EIA is currently in process. The rest of the scheme does not fall within the scope of the EIA directive
4. Tapa - Narva renovation and increase line speed of up to 135 km/h	The scheme does not fall within the scope of the EIA directive

On the basis of the draft EIA report for the River Emajõgi railway bridge and other information provided by the Promoter, it is expected that with the usual mitigation measures to be defined at screening and EIA such as appropriate location of construction bases, mud and dust control, waste treatment, restrictions on construction during specific periods, as well as monitoring after project completion, the works should have no significant negative impacts.

Scheme 3 is to take additional land due to the realignment of tracks leading up to and away from the new River Emajõgi railway bridge.

The project, with the exception of the new River Emajõgi railway bridge, will be on the existing alignment, which runs in the vicinity, adjacent to or through several Natura 2000 sites. The closest sites to the works are summarised in the following table:

Natura 2000 site		Aprox. distance
1.Modernisation of traffic control (CCS) systems		
Tapa - Narva		
EE0020205	Ohepalu	0.5 km
EE0060203	Neeruti	0.1 km
EE0060204	Mädapea	2 km
EE0060230	Võlumäe	0.5 km
EE0070125	Uljaste	0.5 km
EE0070132	Uhaku	1 km
EE0070110	Udria	Adjacent
Tapa - Tartu		
EE0020205	Ohepalu	0.5 km
EE0060210	Ilmandu	1.2 km
EE0060215	Ebavere	2.5 km
EE0060212	Äntu	Adjacent
EE0060211	Seljamäe	Adjacent (Both sides)
EE0080172	Endla	1.1 km
EE0080109	Mustallika	Adjacent
EE0080110	Vooremaa järvede	0.3 km
EE0080371	Kärevere	2.2 km
EE0080313	Ropka-lhaste	1.5 km

Luxembourg, 2 December 2019

Tartu – Valga		
EE0080318	Elva	Crossed by project
EE0080407	Prange	1.5 km
EE0080472	Mõneku	0.2 km
Tartu - Koidula		
EE0080313	Ropka-lhaste	0.5km
EE0080217	Ahja	Crossed by project
EE0080212	Rebasmäe	Adjacent
EE0080210	Päevakese	1.5 km
EE0080621	Piusa-Võmmorski	0.1 km
3.Tallinn - Tartu renovation and increase line speed to 135 km/h		
EE0010109	Anija	1.5 km
EE0010111	Parila	2.5 km
EE0010113	Maapaju	2 km
EE0060119	Kõrvemaa	Adjacent
EE0010106	Põhja-Kõrvemaa	3 km
EE0020205	Ohepalu	0.5 km
EE0060210	Ilmandu	1.2 km
EE0060215	Ebavere	2.5 km
EE0060212	Äntu	Adjacent
EE0060211	Sejamäe	Adjacent (Both sides)
EE0080172	Endla	1.1 km
EE0080109	Mustallika	Adjacent
EE0080110	Vooremaa järvede	0.3 km
EE0080371	Kärevere	2.2 km
EE0080313	Ropka-lhaste	1.5 km
4.Tapa - Narva renovation and increase line speed to 135 km/h		
EE0020205	Ohepalu	0.5 km
EE0060203	Neeruti	0.1 km
EE0060204	Mädapea	2 km
EE0060230	Võlumäe	0.5 km
EE0070125	Uljaste	0.5 km
EE0070132	Uhaku	1 km
EE0070110	Udria	Adjacent

On the sections crossing or adjacent to Natura 2000 sites, these sections will be renewed on the existing alignment. Taking into account the nature of the works, it is expected that with appropriate mitigation measures and application of good engineering practice the works should have no negative impact on the sites. Opinion will be requested from the competent authorities regarding impact on any Natura 2000 sites.

Overall, the project will contribute to improvement of quality and reliability of railway services for both passengers and goods, and thus enable modal shift from road to rail with the consequent reduction of energy consumption, noise, and emissions of pollutants and CO₂. All this should result in an improvement to the environmental situation in comparison to the “without project” case. Modernisation of level crossings should improve safety.

The main residual negative impacts consist of some limited noise/vibration, occasionally dust and mud on the access roads during construction; all these for a limited number of receptors. These residual negative impacts are partly offset by the expected modal shift facilitated by the investment.

Luxembourg, 2 December 2019

Public Consultation and Stakeholder Engagement

Public consultation will be part of the EIA procedure.

Other Environmental and Social Aspects

Land to be taken for the new River Emajõgi railway bridge is already owned in part by the State and reserved for railway infrastructure. However, this State owned land is currently informally used as gardening plots. There are also some structures built on these plots.

Information concerning the upcoming construction of the railway and the need to vacate the land has been provided to the users of these gardening plots.

Three of the structures on the gardening plots may be informally used as a primary residence. The people living in these structures may need to be resettled due to the construction of the new track alignment leading up to the western side of the bridge. It is planned that the City of Tartu would provide social housing for these people or other social benefits facilitating access to accommodation.

Conclusions and Recommendations

The project consists of 4 schemes, and requirements concerning the EIA vary.

The EIA for the Emajõgi railway bridge, included in scheme 3, is to be completed. For scheme 1 screening and if required EIA are to be completed. Prior to disbursement of the funds for financing these schemes, the Promoter will provide evidence of completion of the EIA procedures.

Prior to disbursement of the funds for financing schemes 1, 3 and 4 the Promoter will provide evidence of absence of significant impact on Natura 2000 sites.

The project's residual negative environmental impacts during construction and operation are limited and partly offset by the expected modal shift facilitated by the investment.

Prior to the signature of the Finance Contract the Promoter shall provide to the Bank the documents of the socio-economic surveys of the users of the gardening plots and structures in area affected by the new alignment leading to River Emajõgi railway bridge.

Prior to disbursement of funds for financing scheme 3 the Promoter will provide evidence of conformity of the resettlement process with the Social Standards of the Bank.

Under conditions indicated above the project is acceptable for EIB financing in environmental and social terms.