

ENVIRONMENTAL COMPLIANCE FILE

IMPORTANT NOTICE

Instructions for compiling the Environmental Compliance File

The Environmental Compliance File will be used to check compliance in the context of the evaluation of your application.

It should cover all aspects of the project that may have an environmental impact.

Include the requested information/supporting documents that you have at the moment of your application.

Minimum font size: Arial 9 points. Page size: A4.

Project name and acronym:	Collaborative Adaption of bottlenecks on the E67 in Estonia and Latvia for safe and resilient dual-use road infrastructure — MobileEstLat_E67	
Location:	ESTONIA, Rapla and Pärnu counties	
Project type:	Works	☒
	Study with physical intervention	☐
	Study without physical intervention	☐

ENVIRONMENTAL COMPLIANCE QUESTIONNAIRE

(To be filled in and uploaded as part of the application — merged into one file together with the signed and scanned declarations by the competent authorities.)

1. Development consent

1.1 Has a development consent¹ already been given to the project and when (if already issued)?

☐ NO

☒ YES

12.02.2026

(dd/mm/yyyy)

¹

'Development consent' means the decision of the competent authority or authorities which entitles the developer to proceed with the project (Directive 2011/92/EU). In practice, it is referred in several member states as an integrated permit or a construction permit.

2.1 Is the project listed in Annex I or II of the Directive:

- ☒ Annex I of the Directive (go to question 2.2)
- ☐ Annex II of the Directive (go to question 2.3)
- ☐ Neither of the two annexes (please explain below)

2.2 If listed in Annex I, attach the following documents:

- a) the non-technical summary of the EIA report⁴ - see <https://pilv.transpordiamet.ee/s/oG5UxvH8IKkpddS> (File: T42_Konuvere-Pärnu-Jaagupi_KMHA_2021_0075_v6; KOKKUVÕTE/SUMMARY p 7)
- b) information on consultations with environmental, local or regional authorities, the public concerned and, if applicable, consultations with other Member States, carried out in accordance with Articles 6 and 7 of the EIA Directive - see <https://pilv.transpordiamet.ee/s/oG5UxvH8IKkpddS> (File: T42_Konuvere-Pärnu-Jaagupi_KMHA_2021_0075_v6; ÜLEVAADE KMH ARUANDE MENETLUSEST p 190 and EIA Report Annexes File: Lisa_4_Asjaomaste asutuste kirjade koopiad; Lisa_5_Avalikustamise käigus laekunud kirjade koopiad; Lisa 6_TRAM-i vastused avalikustamise käigus laekunud kirjadele; Lisa 7_Avalike arutelude protokollid).
- c) the decision of the competent authority issued in accordance with Article 8a of the EIA Directive, including information on how it was made available to the public and authorities referred to in point b) in accordance with Article 9 of the EIA Directive.

No building permit has been issued for the road project. By its decision of 25 July 2024 No 1.1-2/24/96 the Estonian Transport Administration determined that the Environmental Impact Assessment Report meets the applicable requirements. See <https://transpordiamet.ee/sites/default/files/documents/2024-07/Riigitee%204%20%28E67%29%20Tallinn-P%C3%A4rnu-Ikla%20km%2078%2C8-99%2C0%20Konuvere%20-%20P%C3%A4rnu-Jaagupi%20I%C3%B5igu%20KMH%20aruande%20NVT%20otsus.pdf>

2.3 If listed in Annex II, has an environmental impact assessment been carried out for this project?

- ☐ YES (attach the documents listed under point 2.2)

⁴ Prepared pursuant to Article 5 and Annex IV to the Directive 2011/92/EU.

SIA Report: https://transpordiamet.ee/sites/default/files/documents/2021-02/e67_ksh_aruane_harju_rapla_0.pdf

Decision on the adoption of the plan in Pärnu County: <https://riigiplaneering.ee/pohimaantee-nr-4-e67-tallinn-parnu-ikla-baltica-trassi-asukoha-tapsustamine-km-920-1700>

SIA Report: https://transpordiamet.ee/sites/default/files/documents/2021-02/e67_ksh_aruane_parnu.pdf

4. Compliance with the Habitats Directive (92/43/EEC)⁷

4.1 Is the project likely to have significant effects on the sites included or intended to be included in the Natura 2000 network?

- ☒ NO (declaration has to be signed by the competent authority)
- ☐ YES (please provide:
- 1) the decision of the competent authority approving the project
 - 2) the results of the appropriate assessment carried out in accordance with Article 6(3) of the Habitats Directive (this information is not needed, if it is already included in the decision mentioned under point 1)
 - 3) a map (at a scale of 1:100,000 or the nearest possible scale) indicating the location of the project and the Natura 2000 sites concerned
- and
- 4) only in cases where the competent authority has determined that the project has significant negative effects on one or more sites included or intended to be included on the Natura 2000 network, the following information should be provided:
 - (a) a copy of the notification to the European Commission according to Article 6(4) of the Habitats Directive⁸ and, if relevant,
 - (b) an opinion of the European Commission under Article 6(4) of the Habitats Directive in case of projects having significant impacts on the priority habitats and/or species and justified by imperative reasons of overriding public interest other than human health and public safety or beneficial consequences of primary importance for the environment.

5. Compliance with the Water Framework Directive (2000/60/EC)⁹

5.1 Does the project involve a new modification to the physical characteristics of a surface water body or alterations to the level of bodies of groundwater which may deteriorate the status of a water body or may cause failure to achieve good water status/potential?

☒ NO

⁷ Council Directive [92/43/EEC](#) of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L206, 22.7.1992, p.7).

⁸ [Revised version](#) adopted by the Habitats Committee on 26.4.2012

⁹ Directive [2000/60/EC](#) of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p.1).

or floating vegetation (3260), *semi-natural dry grasslands and scrubland facies on calcareous substrates (important orchid sites) (6210), *species-rich grasslands on poor soils (6270), floodplain meadows (6450), lowland hay meadows with *Alopecurus pratensis* and *Sanguisorba officinalis* (6510), *wooded meadows (6530), *active raised bogs (7110), *Rhynchosporion* depressions on peat substrates (7150), *old natural forests (9010), herb-rich spruce forests (9050), *bog woodland and swamp forests (9080), and *wooded transition mires and bog woodlands (91D0)**, as well as the habitats of the Annex II species Eurasian otter (*Lutra lutra*), bullhead (*Cottus gobio*), and thick-shelled river mussel (*Unio crassus*).

At the national level, the part of the nature area closest to the road section is protected as the Konuvere Conservation Area (KLO2000178), while the southern, more remote and spatially separate parts are protected as the Araste capercaillie permanent habitat area (KLO3000220) and the Illaste golden eagle permanent habitat area (KLO3000011).

The Oese Bog Nature Area (RAH0000316) is located 1.1 km from the southern part of the road section. At the national level, the area is protected as the Oese Bog Conservation Area (KLO2000273). The conservation objective of the Oese Bog Nature Area is the protection of the Annex I habitat types *active raised bogs (7110), transition mires and quaking bogs (7140), rich fens (7230), and *wooded transition mires and bog woodlands (91D0), as well as the habitat of the Annex II species Estonian saw-wort (*Saussurea alpina* ssp. *esthonica*).

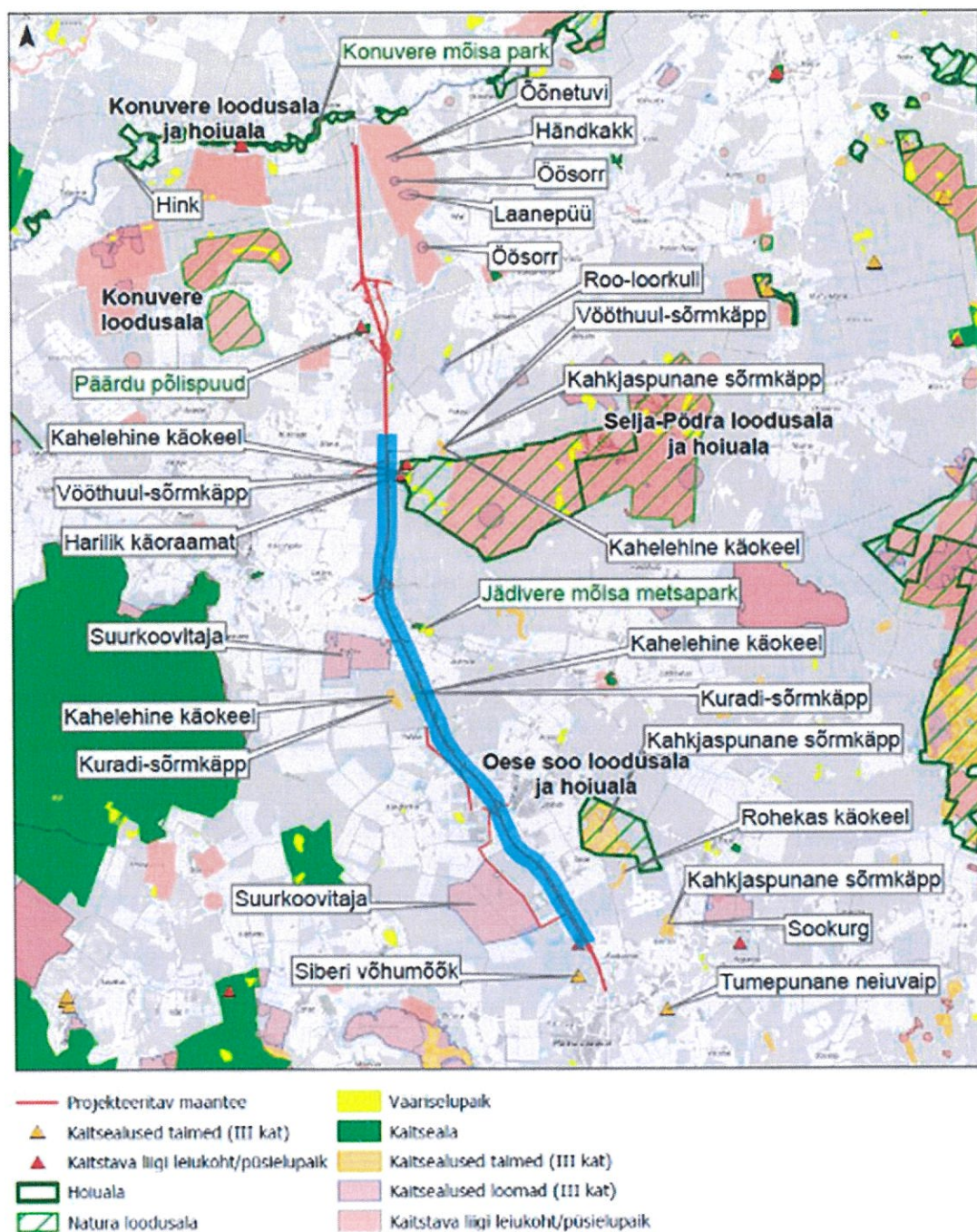
An environmental impact assessment was conducted regarding the activities planned under the preliminary design for the Konuvere–Pärnu-Jaagupi section of national road no. 4 (Tallinn–Pärnu–Ikla, E67), specifically the stretch between km 78.8 and 99.0. The Natura preliminary assessment prepared as part of this process determined that the construction of the planned road section would not result in direct or indirect adverse effects on Natura 2000 sites. Consequently, there are no impacts on the habitat types and species that constitute the conservation objectives, nor on the integrity of the site.

See EIA Report: <https://pilv.transpordiamet.ee/s/oG5UxvH8IKkppddS> (File: T42_Konuvere-Pärnu-Jaagupi_KMHA_2021_0075_v6, chapters 7.1, pp 101-104).

SIGNATURE OF THE AUTHORISED PERSON

Name and function:	Rainer Vakra, Director General
Date of signature:	20.09.2021
Signature and stamp:	

Map of Natura 2000 sites nearby the project area, reconstruction of the road E67 section Päärdur - Pärnu-Jaagupi is marked with a blue line (the base map is taken from EIA report)



25 June 2015, issued on the basis of Section 92(10) of the Building Code, the planned road section is classified as an official state road open to public use. Therefore, the restrictions arising from the building exclusion zone do not apply to the planned road section.

Construction-related impacts are associated with the natural watercourses within the project impact area, namely the Enge River, Velise River, and Poti Stream. The Palase, Maanda, and Langerma main drainage ditches are included, either partially or in their entirety, in the list of state-maintained common drainage channels and, according to the provisions of the Land Improvement Systems Act, constitute parts of land improvement systems. A land improvement system is a set of structures required to increase the agricultural value of land and to ensure environmental protection (Land Improvement Systems Act, Section 3(1)).

Maintenance of land improvement systems includes clearing the area, removing vegetation, flow obstructions, debris, and sediment from main channels and drainage ditches. Consequently, these main drainage ditches cannot be regarded as natural or semi-natural water bodies.

At the crossing of the Enge River at kilometre 89.7, the Jädivere Bridge will be constructed on the main carriageway, with its foundation placed on a limestone layer at a depth of 2.0-2.5 metres. At the crossing of the Velise River at kilometre 81.7, the Päärdü Bridge will be constructed for both the main carriageway and the collector road, using 6-7 metre-long piles driven 1-2 metres into limestone bedrock.

The construction of the bridges will likely require work to be carried out partially on the riverbanks and within the river channel itself. Riverbanks must be reinforced to facilitate bridge construction and the establishment of access routes along the banks. The introduction of sediment into the watercourse and the resuspension of bottom sediments may alter water colour, transparency, and pH levels, thereby affecting aquatic biota.

Culverts should preferably be constructed during the summer period when flow volumes in the ditches are minimal. During foundation works, culvert installation, and backfilling operations, water flow in the ditch must be temporarily blocked, and dewatering may be required to keep the excavation dry.

In addition, hazardous substances such as oil and fuel residues may leak from road construction machinery into the soil and surface water during the construction phase. Heavy metals originating from tyres, brake pads, and exhaust emissions, as well as rubber particles generated by tyre wear, may also enter the environment. Under normal operating conditions, the quantities of pollutants released from construction equipment are small. These substances generally reach soil and aquatic environments through precipitation and snowmelt runoff, by which time they have been diluted to low concentrations.

Consequently, no significant adverse impact on soil or water quality is expected from these sources.

SIGNATURE OF THE AUTHORISED PERSON

Name and function:

Rainer Vakra, Director General

Date of signature:

21.09.2026

Signature and stamp:

