**TRANSPORT**

*Summary Project Fiche*

**Project n°:** ES-9806.01

**Project title:** Reconstruction of Tallinn Airport (Apron)

**Location:** Lennujaama tee 2, Tallinn, Estonia, EE 0011

**Objectives:**
To obtain an upgrading of the National Airport to international level, according to international civil aviation standards and requirements as formulated by ICAO and JAR.

**Description:**
Reconstruction of the Apron for International Airlines
- exchange of the existing ground material in the underlying earthen layers with an adequate ground quality;
- renewal of the founding of the asphalt surface and to create new inclines;
- construction of the aircraft parking area of reinforced iron concrete;
- construction of a network for the airport station services for aircraft (electricity, air, grounding);
- construction of an appropriate lighting system on the apron;
- construction of a de-icing area in accordance with the environmental requirements;
- construction of a new drainage system.

The work must be accomplished in two phases without any disturbance of air traffic.

**Institutional framework:** n.a.

**Budget: (in MECU)**

<table>
<thead>
<tr>
<th></th>
<th>Investment</th>
<th>Institution Building</th>
<th>Total Phare</th>
<th>Recipient</th>
<th>IFI</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconstruction of the apron</td>
<td>2,5</td>
<td></td>
<td>2,5</td>
<td>0,83 ¹)</td>
<td>3,33</td>
<td></td>
</tr>
<tr>
<td>Reconstruction of the passenger terminal</td>
<td>2,0 ²)</td>
<td></td>
<td>2,83</td>
<td>14,70</td>
<td>16,7</td>
<td></td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>2,5</td>
<td></td>
<td>2,5</td>
<td>2,83</td>
<td>14,70</td>
<td><strong>20,03</strong></td>
</tr>
</tbody>
</table>

¹) Tallinn Airport Ltd.
²) EIB
³) EBRD

**Implementation arrangements:**
Tendering will be arranged by AS Tallinna Lennujaam (Tallinn Airport Ltd) according to the Phare DIS rules (following FIDIC rules) under supervision of the Implementing Agency, the Ministry of Transport and Communications, Tallinn.
Supervision and control of the works will be carried out independently and financed by Tallinn Airport Ltd.

**Implementation schedule:**
<table>
<thead>
<tr>
<th>Preliminary design</th>
<th>May 1998</th>
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</thead>
<tbody>
<tr>
<td>Tender documents &amp; detail design</td>
<td>August 1998</td>
</tr>
<tr>
<td>Start of tendering</td>
<td>October 1998</td>
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<tr>
<td>Start of project activity</td>
<td>April 1999</td>
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<tr>
<td>Completion</td>
<td>June 2000</td>
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**Environment:**

Initial Screening was carried out during the preparation of the development plan for the Tallinn Airport in 1997, by Nordic Aviation Resources A.S., and presented in December 1997. Special attention was given to the development program, related to the environmental issues and matters including noise, air- and soil pollution, the effects of de-icing, waste management etc. (i.e. “Computation of Airport Noise Zones”, “Feasibility Study for the collection and handling of Aircraft de-icing fluid” and an “Ecological Profile”).

The Airport must be adapted to the environment and will be developed and operate in such a way that all negative environmental consequences will be minimised. A close co-operation with the local environmental authorities has been established. All airport related projects are executed under Estonian law, meaning that they need approval by all national environmental authorities. All approvals will be obtained before the tender procedure starts, as required.

The Environmental Strategy of Tallinn Airport Ltd. is based upon today’s situation as well as upon the impact of future developments.

The Strategy consists of:

- construction activities
- soil- and water pollution
- noise abatement
- air pollution
- waste management
- P.R. and relationship with “neighbours”

All parties (contractors, clients, authorities connected with Tallinn Airport business) have to follow procedures based upon ISO 14000, were appropriate.

An overall Environmental Impact Report will be produced within the framework of the Environment Protection Programme during 1998 and 1999. A major environmental impact consists of the establishment of a de-icing area with an appropriate and environment protecting sewage system. The impact is positive.

**Investment criteria:**

The project meets the investment criteria for a modern international airport. The project is identifiable in the Accession Partnership and in the National Programme for the Adoption of Acquis.

The investment will stimulate the Accession process by enhancing the status of the European Airport through a state-of-the-art accommodation for ICAO class C and D aircraft (for the tourist- and air freight markets) and through improved safety.

The investment is part of the Tallinn Airport Development Plan of 1997 which ensures its sustainability:

- Phase I: estimated development horizon at year 2003 of appr. 0.75-0.8 mln. passengers p.a.
- Phase II: estimated development horizon at year 2015 of appr. 1.5 mln. passengers p.a.
- Phase III: long term development after year 2015 of appr. 3.0 mln. passengers p.a.

The grant does not displace other financial resources; it is in addition to IFI loans and grants of Scandinavian countries;
The project is mature i.e. the designs are prepared, the tender documents are in preparation and expected to be ready for approval in August 1998, an open tender will be launched in September 1998 in order to ensure open and equal competition.

**Rates of return:**
Financial: 7.5%
Economic IRR: 13.5%

**Equal opportunity**
Special arrangements could be made in the Tender Documents asking Tenderers to provide for opportunities for female employees to be employed in the construction process, within the possibilities of the law of Estonia.

**Conditionality and sequencing:**
Detailed design and tender dossier are ready in August 1998.
The Phare support is conditioned on the availability of the above mentioned funding by the recipient as well as by the EIB and the EBRD.
The recipient must take the necessary steps to ensure the visibility of the Community assistance to the reconstruction of the airport.
Relation of project with previous Phare activities and with ongoing projects financed from other sources
ES 9806.01

Physical rehabilitation of Tallinn Airport (TLL) started in 1993 when TLL was in the position either to close the airport or take immediate action for improving and developing aviation activities at Tallinn Airport and in Estonian Republic.

Since of Estonian independence lot of improvements in Estonian Aviation and at Tallinn Airport were done:

# Estonia becomes a member of ICAO since 1992;
# establishing of Estonian Aviation Act in 1993;
# TLL Runway Emergency Project in 1993 within amount of 15 mil. EEK including Swedish Governmental financial aid and assistance by Swedish CAA;
# Preliminary Development Plan for TLL in 1994 assisted by Finnish CAA;
# TLL Runway, Taxiway system and Airfield Lighting (AFL) Rehabilitation Project in 1994/95 (incl. new AFL building with substation and workshop). Project was financed by EBRD and Estonian Government within amount of 200 mil. EEK;
# New Air Traffic Control Centre (ATCC) designed and constructed in 1995/96. Project cost 50 mil. EEK was covered by loan from EIB and with support of Estonian Government;
# TLL Passenger Terminal building rehabilitation design and preliminary tender documents in 1995/97 with French Governmental financial aid within of 80% from 10 mil. EEK;
# TLL Development Plan 1996/98 within of 4 mil. EEK incl. aid from Norwegian Government 70 % of total cost;
# TLL Apron Geodetic measurement and Geotechnical investigation in 1996/97 financed by Finnish CAA in amount 1 mil. EEK;
# Full loaded Fire and Rescue truck’s (3) for TLL in 1996/97 in amount of 15 mil. EEK financed by Estonian Government;
# TLL new Fire and Rescue Station design and construction 1996/98 in amount of 15 mil. EEK financed by Estonian Government;
# TLL new Cargo centre design and construction 1997/98 in amount of 35 mil. EEK covered by loan from local market;
# TLL Passenger Terminal Rehabilitation Project 1998/99. Agreed loan’s from EIB and EBRD are limited up to 275 mil. EEK, beginning of the project is planned in July 1998; Project Management and Supervision of Works are supported by Norwegian Government.
# TLL Apron design and tender documents1997/98 will be covered by Estonian Government.

The major activities in rehabilitation of Tallinn Airport in nearest future are reconstruction of terminal building and apron facilities.

In connection of mentioned reconstruction’s it is very important to understand that Tallinn Airport is going to improve level of services at the airport (incl. apron control and management, taxing, towing, pushing, docking, handling etc.) with special attention to security, flight-safety, and environmental issues (including surrounding neighbourhood’s).
Feasibility/pre-feasibility studies
ES 9806.01

Tallinn Airport Development Plan, 1997, with relevant Annexes.
Relevant Laws and Regulations
ES 9806.01

ICAO, Annex 14
Estonian Aviation Act
Estonian Aviation Regulation
Tallinn Airport Manual
Estonian Law (incl. requirement’s and norm’s for design, construction, supervision, environment etc.)
Relevant Government Strategic plans and studies
ES 9806.01

In close co-operation work with State and Tallinn City Authorities were agreed main strategic plans and development directions of Tallinn Airport even up to the year 2015. All major activities at Tallinn Airport are based on the development plan and approved by State and Tallinn City Authorities.

Main projects:
- Tallinn Airport Runway, Taxiway system and Airfield Lighting (AFL) Rehabilitation Project done in 1994/95 (incl. new AFL building with substation and workshop);
- Rehabilitation of Tallinn Airport Passenger Terminal in 1998/99;