



WEST RAILWAY

Sustainability report 2024



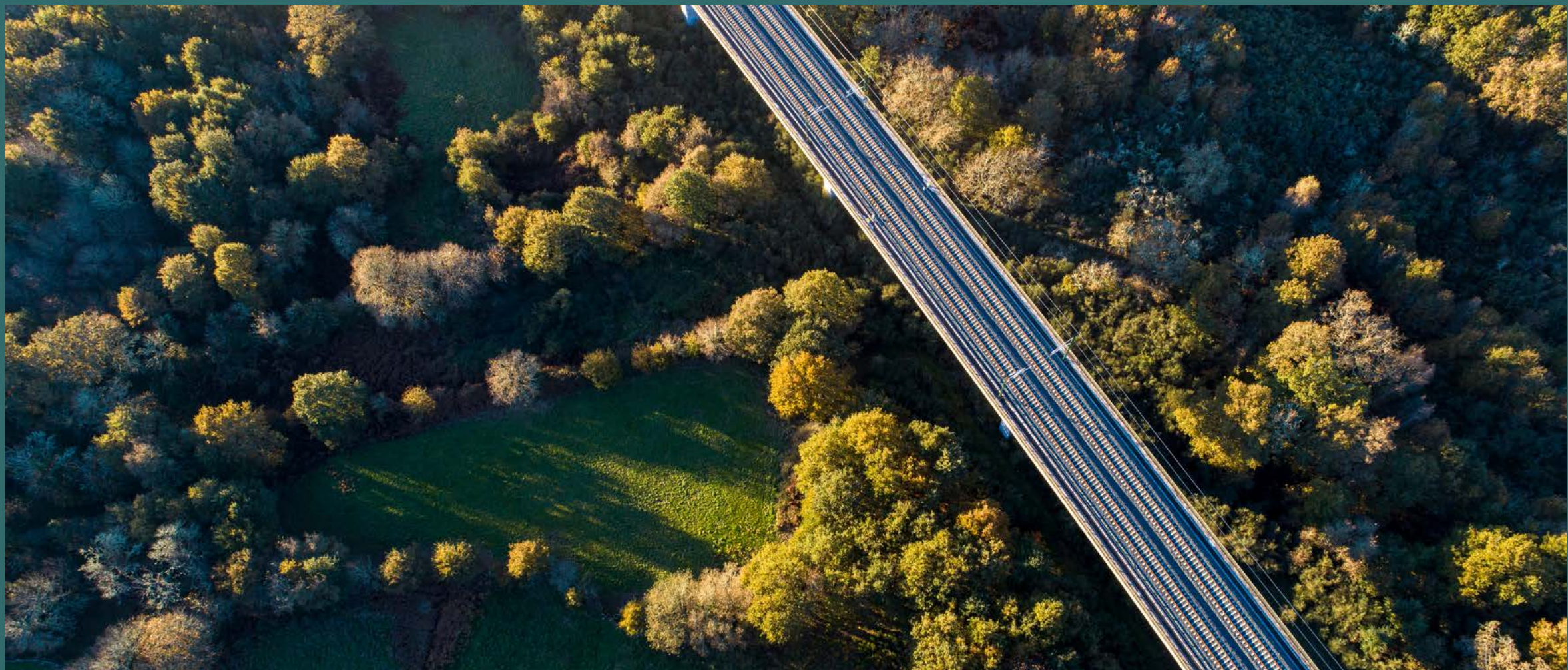
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WEST RAILWAY

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INTRODUCTION TO THE WEST RAILWAY PROJECT

Faster connections increase regional prosperity

The West Railway is a new reliable and high-speed rail link planned between Helsinki and Turku, which will significantly reduce travel time between the cities and bring improved mobility and new development opportunities for regions, cities and municipalities. The West Railway project was born in response to genuine needs for prosperity and growth. Future success is founded on good connections, accessibility and regional economic vitality. The West Railway contributes to all of these goals.

The planned new Helsinki–Turku rail link consists of four sections: Espoo urban railway, Espoo–Salo direct railway line, Salo–Kupittaa double-track railway line and the Turku railway yard and double-track railway from Kupittaa station to Turku central railway station. The new rail link will significantly reduce travel times between Helsinki and Turku, connect new cities and towns such as Vihti and Lohja to the rail network and open up new opportunities for local public transport. The double track will make traffic smoother and more reliable. The development of rail transport contributes to Finland's efforts to phase out fossil fuels and achieve the EU's climate goals.

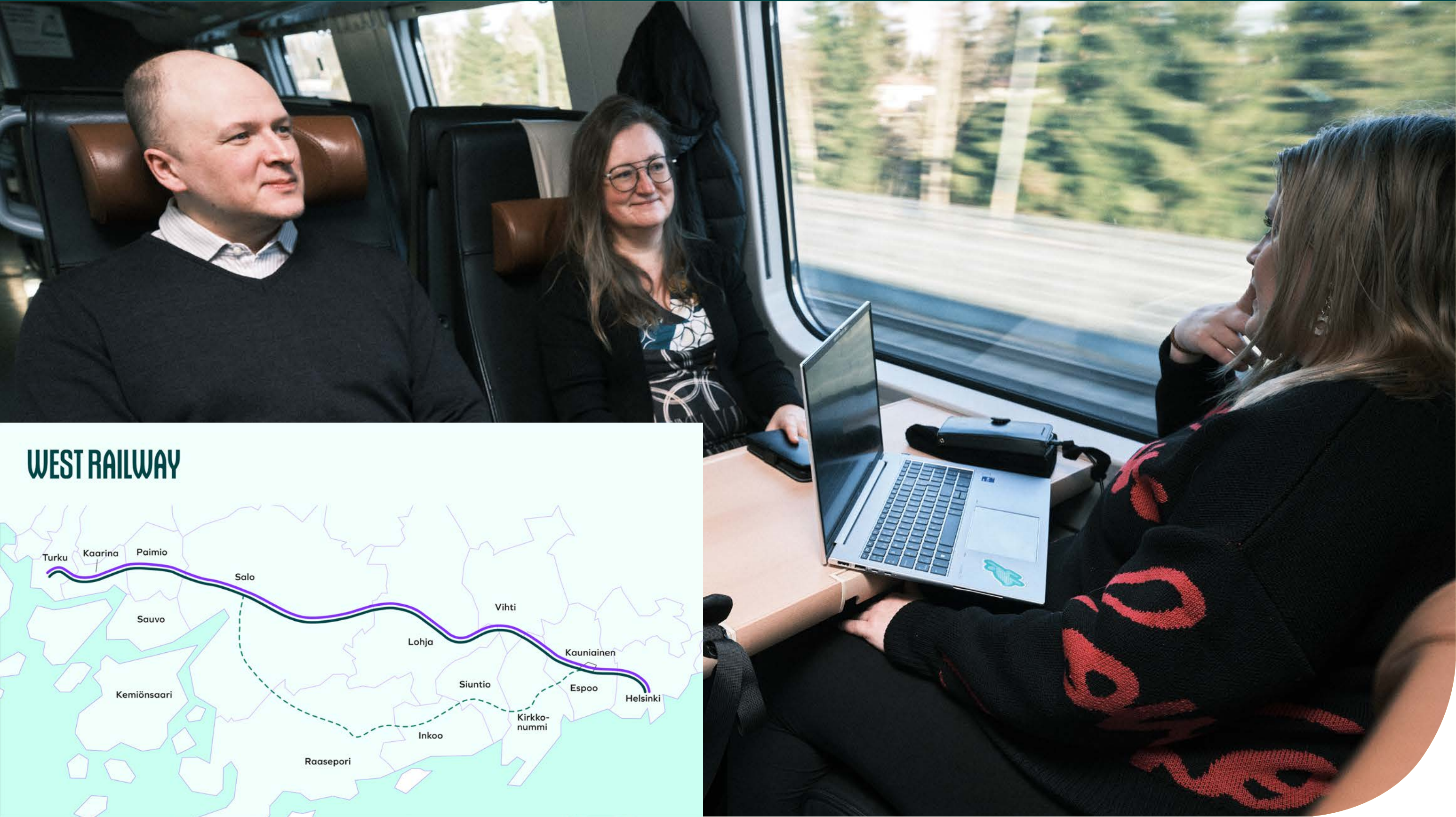
THE WEST RAILWAY IN BRIEF

WEST RAILWAY LTD

- Responsible for the planning and construction of the Helsinki–Turku high-speed rail link
- The shareholders of the company during the planning stage are the Government of Finland, the cities of Turku, Espoo, Helsinki, Salo and Lohja, and the municipalities of Vihti and Kirkkonummi
- Number of employees 9
- Hundreds of experts, designers, contractors and other actors from different sectors as partners
- The planning phase has employed around 1,000 people in total

PROJECT SIZE AND FUNDING AT
DIFFERENT STAGES

- Total financial commitments by the company's shareholders €77.35 million
- EU funding granted for 50% of approved planning costs (up to €37.5 million)
- Estimated cost of the first construction phase: €1.3 billion
- Total project cost is estimated at around €3 billion



West Railway Ltd is responsible for the railway plans and construction of the Espoo-Salo direct railway line and the Salo-Kupittaa double-track line. The Espoo urban railway and the Turku railway yard are the responsibility of the Finnish Transport Infrastructure Agency. Once completed, management of the new Helsinki-Turku rail link will be transferred in its entirety to the central government.

The success of the West Railway will ultimately be measured by its ability to deliver on the goals of increasing regional accessibility, improving the

efficiency of land use, creating new jobs, boosting purchasing power and stimulating investment. Based on studies, these goals are realistic and achievable.

The railway plans are completed, and the company is ready to proceed to the construction phase.

The five railway plans under the responsibility of West Railway are complete in their technical aspects. The planning phase of the project was completed within the timeframe of the CEF funding from the EU Com-

The West Railway project was born in response to genuine needs for prosperity and growth.

mission. The planning project will be completed with the initial financial commitments of the shareholders. The railway plans will next be submitted to the Finnish Transport and Communications Agency (Traficom) for approval. The Salo-Hajala railway plan was approved already back in December 2024 and became legally valid in January 2025. Next is the Espoo-Hista railway plan, for which the approval process is expected to begin in early 2025. It is estimated that the last of the railway plans will have received government approval in 2027.

The West Railway will be ready to enter its construction phase in 2025. The construction phase can be started during the administrative processes of the railway plans, with the two implemented parallel to each other. In practice, proceeding to the construction phase means carrying out detailed construction design between 2025 and 2027, with actual construction set to begin in 2027.

Proceeding to the construction phase still requires the shareholders’ decision. In late 2024, the Finnish Government decided on its own share of €400 million in its supplementary budget, while the participating cities municipalities are still negotiating on how to divide their share of €400 million of the costs. Once the division of costs is agreed, a new shareholders’ agreement will be signed for the construction phase. A decision from the shareholders is expected in early 2025. The overall project is estimated to be completed in 2033, with the first rail links ready 2031-2032.

BENEFITS OF THE PROJECT

The West Railway will make high-speed and reliable local transport possible.

Benefit to society is an important factor in transport projects. The economic and social impacts of the project have been extensively studied during the planning phase of the West Railway. In addition to an impact analysis, the potential and regional economic impact of rail transport have been studied.

Better local transport connections

The new rail link will provide access to reliable and fast local transport to half a million people in Uusimaa and Southwest Finland, in areas without previous rail service. As many as fifteen new stations are planned for the rail service between Helsinki and Turku. The Finnish Transport Infrastructure Agency has estimated that in the future, up to seven million train journeys will be made on the West Railway, three times the current number.

Growth and vitality for the whole of Finland

A major project such as the West Railway brings significant benefits to local governments in the region, and the investment will benefit Finland as a whole. Growing population and developing business life accompanying the West Railway are reflected in the finances of cities and municipalities in the form of increased corporation and income taxes. This creates the potential for a positive feedback loop, where citizens benefit from better-funded services. The planning and construction of the West Railway help create jobs and bring significant sums back to society in the form of wages and taxes.

The West Railway creates both jobs as well as a new commuting zone

The planning phase of the West Railway has already employed hundreds of experts, and once actual construction begins, the need for workforce will be multiplied and significant for the Finnish infrastructure sector as a whole. Among other things, construction of the West Railway will mean nearly a hundred kilometres of completely new railway. More than 100 bridges and several upgrades to existing bridges are planned across the entire link. More than twenty new tunnels will also be constructed.

When completed, the West Railway will create a new commuting zone in Uusimaa and Southwest Finland. Employers benefit from the wider pool of talent. Better movement of labour is an important issue for the national economy as well as about improving people’s quality of life.

Increase in property values and attractiveness of investments

From a business point of view, the West Railway will make the region more attractive for investments. Railway projects also provide tangible economic benefits in terms of increased land value. Findings from Finland suggest that property values along railway projects have risen much faster than elsewhere. The West Railway will increase the value of existing properties and create opportunities for the development of entirely new residential areas.

Around 1.7 million people live in the area affected by the West Railway."

BENEFITS OF THE PROJECT

ESTIMATED BENEFITS OF THE WEST RAILWAY IN FIGURES

- The potential impact of the West Railway on Finland's GDP is estimated at around **5–6 billion euros** over a period of thirty years.
- A report by the Ministry of Finance estimated the development revenue generated by the West Railway on publicly owned land at **1.1 billion euros**.
- Around **1.7 million people** live in the area affected by the West Railway, and the link will bring local rail transport accessible to half a million new people.
- Until its completion, the project will generate almost **15 000 person-years of employment**.
- In terms of wages and taxes, the planning and construction phases will return around **750 million euros** to society. Tax revenues to municipalities and the central government amount to more than **260 million euros**.
- Estimates predict that by 2050, the West Railway will bring an additional 175,000 overnight stays in **Southwest Finland** alone than without the railway project. This in turn is estimated to generate **130 million euros** in revenue from tourism.
- Railway projects also bring tangible economic benefits in the form of increased property values. Findings from Finland show that property values along railway projects have risen at a rate **2% to 6%** faster than elsewhere.
- Major zoning projects planned along the West Railway include Hista in Espoo, where homes for **15,000 new residents are planned**. Neighbourhoods with homes for **10,000 new residents** are planned in Nummela, Vihti and Lempola, Lohja

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Pekka Ottavainen
Managing Director



Minna Forsström
Chair of the Board of Directors



Report of the Board of Directors and CEO

The year saw the planning phase progress on schedule, and the technical aspects of railway plans were finalised during 2024. No decision was made on the construction phase, but the focus remains firmly on the future. Work has continued uninterrupted, and plans have been taken forward in ways that will benefit future phases of the project. Progress was also made in the administrative approval process.

The decision to proceed to the construction phase will be taken after the shareholders reach an agreement on the division of costs and other terms of the project. The Government decided on its share of the costs in a supplementary budget, and negotiations are underway in cities and municipalities. A decision is expected in spring 2025 and no later than by the end of 2025.

First railway plan received approval

While the planning phase is still ongoing, matters have been taken forward in good cooperation with partners. A major milestone was reached in December 2024, when the first railway plan received official approval from Traficom. A particularly positive fact was that the approval included a new noise control solution not previously used in Finland. In the new solution, potentially affected properties are protected from noise in a way that allows for a personalised solution that serves residents' needs. The West Railway is the first railway project in Finland where property-specific noise control can be applied.

In setting its sustainability goals, the company has sought to identify areas of material importance. The construction phase has the largest significance in terms of sustainability. In terms of managing sustainability work,

the largest challenges in 2024 were the goals and metrics that had been designed based on the needs of the planning phase. The transition to the construction phase has had an impact on the planning, goal setting and implementation of the West Railway's sustainability work.

Advantages of the company-based model in rail projects

In 2024, the West Railway has successfully created its own policies and practices to adopt sustainability as an integral part of all operations. At the end of the year, the company updated its Code of Conduct, which will guide all work going forward.

Ideally, the company-based model of the West Railway will serve as an example and frame of reference for future railway projects. The implementation model both saves on costs and provides a steering effect that is reflected in all infrastructure construction.

In the West Railway's company-based model, decision-making is agile, flexible and quick to respond. From this foundation, sustainability issues can be addressed with ambition, using modern methods and while seeking the best possible solutions in a cost-effective way.

Stakeholders across many interfaces show interest in the project

The West Railway is faced with a large number of sustainability challenges and opportunities. Stakeholders have been listened to with a close ear, and communication has not been limited to obligations required by law. Constant communication with stakeholders is part of the company culture of West Railway. This helps maintain an up-to-date view of the big picture

and ensures good dialogue and that stakeholders receive prompt answers to questions.

Owners' stakeholders are particularly interested in issues related to land use and sustainable mobility. Citizens are most concerned about the impact of the project on their daily lives. The West Railway aims to further deepen stakeholder cooperation with the various parties involved, in particular with cities and municipalities in the affected region and in ongoing interface projects. In particular, the West Railway has several interfaces with development projects of the Espoo urban railway and the Kupittaa area in Turku.

The guidelines of the new Government Resolution on the State Ownership Policy (5/2024) will be reflected in the current and future operations of the West Railway. As the start of the construction phase nears, the more sustainability requirements are imposed on the West Railway. Active progress is made, the transparency of operations has been improved and extensive work is being done to reduce negative environmental impacts and monitor costs. As a result of the Government Resolution on the State Ownership Policy, the increased scope of the project and changes that have taken place in society, the company's corporate responsibility principles have been developed further, with an emphasis on ethical conduct, risk management, personnel, sourcing and data protection and security.

Positive trend in transitioning from purchased services to its own pool of professionals continued

In 2024, the West Railway strengthened its organisation and increased the number of employees from four to nine. The aim is to ensure that leading expertise is also available for delivering the next phase of the project with high quality. The company will shift clearly from using purchased services to internal employees. This will also have a positive impact on cost structure.

The strong momentum in sustainability is set to continue in 2025. Our focus will be on issues and activities that benefit the project and shareholders. The aim is to ensure that good practices are internalised and applied in practice at the West Railway, both in the company's own operations and the activities of partners and suppliers. Our sustainability programme must be solid in practice, not only on paper. This requires being present and making observations as well as effective tools and processes. In the West Railway company culture, we notice issues and respond to and learn from them.

Trust in cooperation is strong and mutual communication is effective

West Railway has been able to move things forward effectively, for which we want to extend a warm thank you to our shareholders. Our surveys have attracted interest, and we have enjoyed strong confidence in the

fact that we are taking sensible and high-quality measures to promote the project. We want to thank our partners for the cooperation and the development of new approaches. The planning has been ambitious and goal-oriented. Together, we have achieved sustainability efforts on which to build the project's future.

In particular, we want to thank our personnel for their excellent work and sustainable and responsible attitude. In particular, a leap forward was made in communications related to corporate sustainability. Mutual communication at the West Railway is effective, and this will certainly continue to hold true as the organisation grows. We also want to warmly thank our personnel for delivering excellent quality in a challenging and uncertain situation. We value a responsible approach and attitude now and in the future.



Highlights of 2024



The overall timetable and cost estimate for the project was prepared in August and communicated to both shareholders and the general public.



The West Railway has been cost-effective in its operations. All technical aspects of the railway plans have been completed. The planning phase of the project was completed within the time-frame of the CEF funding from the EU Commission. The planning project will be completed with the initial financial commitments of the shareholders.



The West Railway has familiarised itself with the EU's corporate sustainability reporting requirements (CSRD) and has set out to develop its sustainability reporting in the direction required by the CSRD and the state ownership policy. The goals and metrics of sustainability reporting will be developed also based on the needs of the construction phase.



The first of the railway plans for the West Railway was approved by Traficom. The approved railway plan included a property-specific approach to noise control. The West Railway is the first railway project in Finland in which these new solutions are planned to be used.



The company's principles and policies were updated to conform to the State Ownership Policy and the Ministry's guidelines. The company's contracting and sourcing processes were also streamlined in accordance with the same policies and guidelines.



The West Railway strengthened its organisation with five new employees, including a new Environment and Sustainability Manager and Director of Sustainability. The aim has been to ensure that leading expertise is also available for developing and delivering the next phase of the project with high quality.



The Board of Directors of West Railway Ltd approved the updated sustainability principles.

SUSTAINABILITY STRATEGY

A leap forward in sustainability paving the way for future

The West Railway's sustainability work focuses on the future. The aim of the studies and measures taken during the planning phase is to ensure that the West Railway can be constructed responsibly and used in a sustainable and socially beneficial way.

The West Railway and its shareholders are committed to operating in a responsible and sustainable manner. This commitment also includes the goal-oriented development of the required practical sustainability processes, tools and reporting. An equivalent level of commitment to sustainable operations is expected from the West Railway's contracting parties and partners.

The Board of Directors is responsible for the corporate sustainability strategy, principles and policies of the West Railway. The CEO is responsible for internal guidelines. The West Railway complies with the principles confirmed by the Board of Directors and other internal policies. The Board of Directors of West Railway Ltd approved the updated corporate sustainability principles on 18 December 2024. Sustainability-related risks are identified and managed as part of overall risk management. Risk identification and risk-related measures are also the responsibility of the company's management and ultimately the Board of Directors.

The state ownership and sustainability policies guide operations

In addition to legislation governing the company's operations, the West

Railway is committed to complying with the current Finnish Government's Resolution on the State Ownership Policy. The West Railway is also committed to respecting and taking into consideration the United Nations (UN) Declaration of Human Rights, the Principles of the UN Global Compact and standards of the International Labour Organisation (ILO).

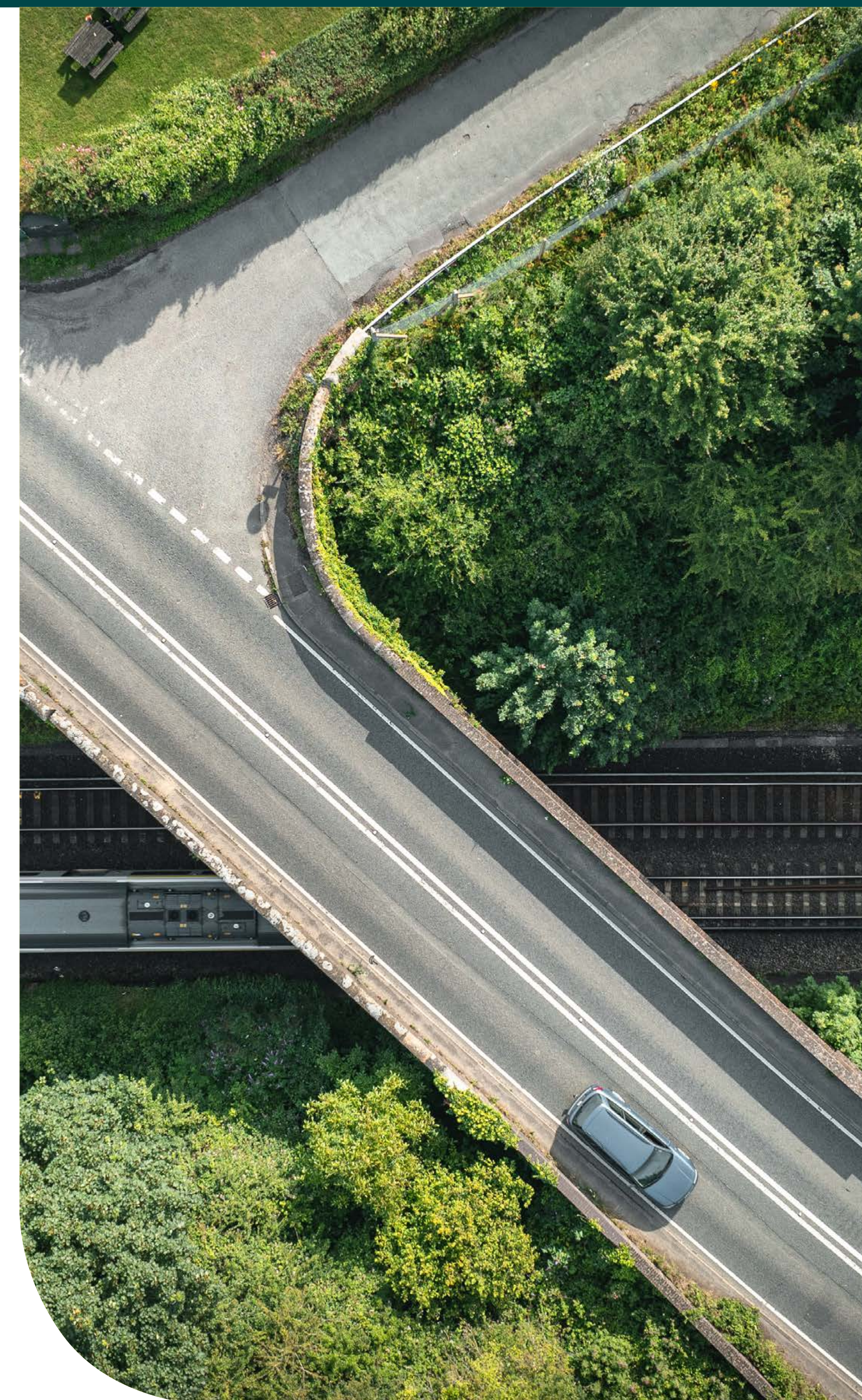
Sustainability work with a focus firmly on the future

Sustainability is a concrete part of our daily work at the West Railway. The goal of sustainability work is to support the company's strategy and management, respond to stakeholder demands and ensure effectiveness. West Railway focuses on material issues and deepens its sustainability work based on feedback from stakeholders and through dialogue.

In addition to goal-oriented work, an especially important part of promoting sustainability is choosing appropriate and effective metrics and their continuous improvement. This ensures the availability of up-to-date data for both stakeholders and to support management. Sustainability reporting will be developed in line with the EU CSRD and the State Ownership Policy, according to a separate plan.

Developments in sustainability reporting

The company publishes an annual sustainability report. To facilitate reporting and improve quality, a new ERP system is under development that takes into consideration the company's key obligations under the CSRD, among other matters. West Railway strives to meet its reporting obligations while ensuring that the organisation does not spend an excessive amount of resources on preparing and publishing reports. It will





also focus on the essential — sustainable railway planning and, once the next phase begins, sustainable construction. In all our work, we take into account the unique characteristics of West Railway as the party responsible for a major infrastructure project.

Focus areas of sustainability work at the West Railway

In line with its corporate sustainability principles, West Railway's sustainability work focuses on financial, ethical, social and environmental responsibility.

High-quality and careful financial planning and monitoring form the foundation of the West Railway project throughout each of the project's phases. Active and targeted efforts are being made to reduce environmental impacts, from the project's design to commissioning. Dialogue and communication with stakeholders are important aspects of this, as the project never operates in a vacuum but requires broad support and approval from stakeholders.

Ethical responsibility is also an essential aspect of sustainability throughout the project, from planning to implementation. Processes need to be in order, and the principles and policies must also cover a broad range of issues related to sustainability.

Addressing environmental and climate goals as part of planned solutions

The planning and construction design phases can have a significant effect on the overall environmental impacts during the project's life cycle. During the phases, choices are made on materials, energy solutions, logistics and land use, among other factors. The choices can give preference to low-carbon materials or seek minimise and reduce negative impacts on biodiversity, for example. These kinds of choices can have far-reaching and significant effects. For example, when discussing questions related to land use with cities and municipalities, the decisions made can also help guide municipalities towards sustainable choices on a broader scale.

The project does not operate in a vacuum, but requires broad support and approval from stakeholders at each stage of the project."

The West Railway has and will continue to proactively take environmental and climate goals into consideration in the solutions employed in planning. Climate principles defined for the planning phase take into consideration the climate impacts of the project at different stages of its life cycle. The aim has been to identify innovative alternatives to reduce and possibly offset emissions and harm to the environment during construction and operation of the railway.

Broad environmental impact assessments have been conducted for the railway plans

In terms of environmental impact, the concrete measures taken so far in the West Railway project have mostly included various environmental impact studies and surveys. Studies have been carried out to enable the construction phase and to identify the positive, negative and other impacts of the construction and operation phases.

Measures and elements have been included in the railway plans to reduce the negative impacts on the environment identified by studies. At the same time, steps have been taken to identify concrete and effective solutions for promoting the circular economy in the project. The railway plans include extensive assessments of the impact of noise, environmental impacts through nature inventories, impacts on air quality and water bodies, and impacts on landscape and the living conditions of people.

The company also sought to assess the economic significance of emission reductions. A rough estimate has been made on the economic impact of emission reductions, and the picture will become more accurate as planning progresses.

Listening to stakeholders and transparency of decision-making

In terms of social impacts, the planning phase focuses on listening to affected local communities and stakeholder participation. At this stage, the number of internal personnel is often fairly low, and although there are already several external service providers, issues of workplace safety and well-being can be managed reasonably well. The West Railway’s internal workforce increased from four to nine employees in 2024.

In the planning phase, themes that are especially important for ethical responsibility include transparency of decision-making, sourcing and selection of suppliers. Responsible sourcing is particularly important, as a significant part of the project’s administrative and management support functions are outsourced. The preparation of railway plans and their related inspections, surveys and studies have also been outsourced. In total, the project employs hundreds of experts, designers, contractors and other professionals through outsourced functions of the railway planning phase.

In terms of economic responsibility, the most important issues are the cost-effectiveness of the designs and plans and adhering to the commitments of shareholders and the framework of the CEF (Connecting Europe Facility) funding by the European Commission. The West Railway seeks to identify economically optimal solutions in terms of overall life cycle from the perspective of both the project and socioeconomic factors.

Impacts to be realised and become manifested during construction

During the construction phase, the project’s environmental impacts will become manifested. The impacts of this phase are caused by energy consumption, resource usage and emissions. For example, excavations, trans-



port of materials and construction waste all have significant impacts. Construction work may have a negative impact on residents in the surrounding area in the form of noise, dust and traffic.

Social impacts are concentrated on the growing number of both internal and subcontractors’ personnel. Health and safety issues become more important and difficult to manage. In terms of ethical responsibility, measures to combat the grey economy are emphasised when managing a complex network of partners and subcontractors.

In terms of finances, the importance of appropriately scaled and timely cost management is emphasised during construction. Significant costs will begin to accrue once construction begins. Effective planning and project management help ensure that construction proceeds seamlessly and that the schedule and budget are not exceeded.

Promises to be redeemed in the operation phase

The environmental impacts of the West Railway during the operation phase will depend largely on how the infrastructure is used and maintained. This is influenced by factors such as energy efficiency, the carbon footprint of transport and the durability of the infrastructure.

Ethical issues on the maintenance and management of the railway may be related to issues such as equality or accessibility. The social and quality of life impacts of the project in affected areas are significant at this stage through improved mobility and increased economic activity, for example.

When completed, the sections of the West Railway will become part of the national rail network. The objective of the West Railway is to deliver a well-designed and executed project. According to plans, the entire project is expected to be completed by 2033.

SUSTAINABILITY GOALS

Long-term work towards sustainability goals

The company's Board of Directors updates and approves sustainability goals and metrics in accordance with its annual plan. The goals and metrics cover the sustainability topics considered to be material. The Board also regularly assesses and monitors the achievement of sustainability goals and metrics.

Sustainability is an ongoing process, and although sustainability goals and metrics are updated annually, long-term sustainability work continues to be developed throughout the project, from railway plans to the handover of the project.

Clear responsibility goals for 2024

The goals for 2024 included, among other things, developing responsibility and sustainability reporting at the West Railway in line with the EU's corporate sustainability reporting (CSRD) and the state ownership policy. Another aim was to define the goals and metrics used in sustainability reporting in a way that takes into consideration the transition from the planning phase to the construction phase. One example of this is the inclusion of biodiversity in the goals and metrics.

Other development areas in responsibility included calculating carbon footprint during the construction phase, monitoring the achievement of emissions targets and developing sourcing to include responsibility as part of sourcing criteria. The aim was to continue to pursue development projects and studies that could significantly reduce negative impacts and increase the project's positive social impacts.

The year in sustainability turned out different from plans

Significant progress was made in the area of sustainability, although the year turned out differently than originally planned. When assessing the achievement of the year's responsibility goals, it is important to keep in mind that the West Railway has not yet entered the construction phase. One consequence of this was that the achievement of goals related to construction design inevitably remained incomplete. The postponement of shareholders' decision-making to 2025 also had an impact on the themes that could be implemented in 2024, both in terms of feasibility and from the point of view of cost management or the project as a whole.

In 2024, the requirements of the CSRD were studied and taken into consideration in the development of the reporting tool. The decision was also taken to develop responsibility and sustainability reporting in line with the CSRD. To support this development, the company hired an Environment and Sustainability Manager at the start of 2024 and a Director of sustainability around halfway through the year. Progress towards the 2024 in more detail under each sustainability theme goals is described in more detail in more detail under each sustainability theme.

Updating relevant sustainability themes with a double materiality assessment

In 2025, the West Railway will continue its active and goal-oriented sustainability work. A double materiality assessment will be carried out as planned during the first half of the year. In the double materiality assessment, sustainability themes that are material to the West Railway are assessed and identified in accordance with the requirements of the CSRD. As part of the double materiality assessment, a stakeholder analysis will

also be carried out. In the analysis, stakeholders are consulted and given the opportunity to participate in the selection and assessment of material issues. The priority areas of sustainability will be updated based on the findings of the double materiality assessment and stakeholder analysis. Based on these, a road map and concrete development plans will be prepared to ensure that the measures address the identified and prioritised development needs and stakeholder expectations. If necessary, the company's corporate sustainability principles will also be updated based on the results of the double materiality assessment.

In late 2025, the sustainability metrics for 2026 will be defined based on the results of the double materiality assessment, updated priority areas, road map and corporate sustainability principles. The first sustainability report to take the requirements of the CSRD into consideration is planned to be prepared for the year 2026 and published in early 2027.

Long-term development of corporate sustainability work continues throughout the project, from plans to delivery."

ECONOMIC RESPONSIBILITY

Assessing costs and potential savings carefully throughout the project life cycle

For the West Railway, economic responsibility means systematic financial management and cost control, as well as taking prudent decisions that benefit the project and society as a whole. Delivering on promises by creating and maximising social and economic added value is also of critical importance.

Aiming for a cost-effective project that creates value for society

During the railway planning phase, the operations of West Railway Ltd are funded by capital investments from the company's shareholders and CEF funding granted by the European Commission. The company has no turnover and is not intended to generate profits. In terms of economic responsibility, the aim is to achieve a cost-effective implementation and sensible use of resources throughout the project's life cycle. In 2024, the West Railway continued its preparations of railway plans, soil surveys and the necessary surveys and studies. The total costs in 2024 amounted to EUR 11.0 million. Most of these were capitalised on the balance sheet, and a loss of EUR 220 thousand was recorded for the financial year.

The West Railway does not engage in aggressive tax planning and pays taxes to Finland. Based on an advance ruling by the Central Tax Board,

the company is entitled to deduct VAT on purchases for activities related to the planning of the railway project and railway infrastructure. In principle, the net impact of VAT is negligible. At the end of 2024, VAT receivables related to purchases amounted to EUR 0.2 million. In addition, the company has confirmed tax losses of EUR 1.9 million from previous financial years, which are usable for ten years as of the end of the tax year. The use of the losses is conditional on future taxable income. Following the prudence principle, the company has refrained from recognising a deferred tax receivable of EUR 0.4 million. The company's tax footprint in 2024 consisted of withholding taxes, statutory pension and unemployment insurance contributions and social security contributions, which totalled EUR 0.7 million.

During the railway planning phase, the West Railway project creates economic value for society, in particular through its purchases, but also indirectly through paid wages and taxes. According to regional economic models, service purchases during the railway planning phase are mainly focused in the sectors of civil engineering services and urban planning. The total estimated impact of sourcing during the entire planning phase is EUR 25.5 million in wages and indirect personnel costs and EUR 1.6 million in income and corporation taxes. For 2024, the corresponding figures are EUR 3.0 million and EUR 0.2 million, respectively. The remuneration of the company's management complies with the guidelines and principles of the Government Resolution on the State Ownership Policy. The Annual



General Meeting decides on the remuneration of members of the Board of Directors.

Achieving cost savings through refined plans

During the planning of the project, the company has actively explored opportunities for cost savings. In 2023, significant opportunities were identified for achieving cost savings in a way that does not require abandoning the original objectives of the project. Modifying the planning criteria enables the company to seek cost savings by implementing the connection between Salo and Lohja as a single-track railway, for example. In 2024, the company’s goal was to refine the calculations of construction costs and previously identified opportunities for cost savings. Further savings of 10% of total costs were sought in the cost estimate for the first construction phases for the connetions Salo–Hajala and Espoo–Hista, and the uncertainty related to the volume risks of the construction of the overall rail link were to be reduced by at least five percentage points. The West Railway did not enter its construction phase in 2024. Construction design and related identification of potential cost savings will take place at a later stage.

Active monitoring of urban planning and permit processes

The project’s administrative process is strongly linked to progress in the urban planning projects of cities and municipalities. Railway plans can only be approved once the general and town plans of municipalities are finalised. The West Railway engages in active dialogue with cities and municipalities, and the status of urban planning is monitored, updated and reported monthly in relation to the project’s timetable. During 2024, some of the urban planning projects progressed as planned. In a few of the cases, progress has been slowed down due to the need for additional surveys.

The project will also require several permits under environmental, water and nature conservation legislation at various stages of the project. This

During the railway planning phase, the West Railway project creates economic value for society, in particular through its purchases, but also indirectly through paid wages and taxes.”

requires extensive understanding of the permit procedures and identification of the different dependencies and mechanisms of impact. Permit schedules and needs are actively monitored, as obtaining permits in a timely manner is a prerequisite for the smooth progress of the project. A monitoring and impact tool will be used for both the urban planning and permit processes and developed to also facilitate project reporting and communication.

Keeping planning costs within budget and financial commitments

Costs, provisions, forecasts and liquidity are actively monitored and reported to the Board on a monthly basis. The total costs of the project in 2024 amounted to EUR 11.0 million. The total cost of the planning project has remained within budget, and the project will be completed within the original financial commitments of the shareholders.

All technical aspects of the railway plans have been completed by the end of 2024 and, despite the large scale of the project, the planning phase was completed on time and within budget, in line with the terms of the CEF funding by the European Commission.

In 2024, the goal was achieving cost-effectiveness in construction design. It was not possible to measure the achievement of this goal, as construction design could not be started during 2024.



ETHICAL RESPONSIBILITY

Information sharing and transparency

The West Railway plans, develops and constructs a railway project that is of social importance and interest. The project has many stakeholders with different needs and interests. The state places its own demands as a shareholder in the project. To ensure the satisfaction of stakeholders and comply with all requirements, the West Railway must ensure that the company acts in an ethically responsible manner in all its activities and that its decisions and policies withstand critical scrutiny.

The West Railway follows the principle of openness and transparency

In the area of ethical responsibility, three sub-themes stand out in particular: honest, open and transparent business, responsible sourcing, and avoiding conflicts of interest. The West Railway follows the principle of openness and transparency. All employees are also expected to act in accordance with this principle and in the interests of the company. Employees of the West Railway must refrain from business relationships or other activities that could create a conflict of interest with the company. The West Railway does not approve of the grey economy and takes into consideration sanctions imposed by the EU and the UN in its sourcing, contracting and choice of partners.



The West Railway is liable for any damage it causes. During the railway planning phase, various field surveys are carried out in the affected areas. Heavy machinery can cause damage to roads and ditches, for example. Landowners will be compensated for any damage caused by the surveys, such as damage to fields, trees, crops, ditches, roads or forest soil.

Addressing material quality issues and risks of sourcing

The company's sourcing is governed by the Act on Public Procurement and Concession Contracts in Special Sectors. Purchases are carried out in the best interests of the company in the most economically advantageous way. Purchases are subject to a review of relevant quality issues and risks and comply with competition legislation and other regulations on public contracts. The West Railway tenders its purchases in accordance with the Act on Public Procurement and Concession Contracts in Special Sectors

and announces important public contracts, such as those related to railway plans and soil surveys, on its website. In 2025, the West Railway will adopt a Supplier Code of Conduct that will help solidify the basis for all partnerships.

In accordance with the law, the West Railway puts out to tender all contracts that exceed the EU threshold specified in the Act on Public Procurement and Concession Contracts in Special Sectors. Purchases with a value exceeding EUR 443,000 must be approved by the Board of Directors of the West Railway. Where possible, the company also puts out to tender purchases below the thresholds if their value exceeds EUR 60,000. As a general rule, at least three suppliers should be invited to submit tenders. The West Railway follows the principles of transparency and non-discrimination in all its sourcing.

Number of purchases in decline

In 2024, fewer purchases were made compared to 2023, as all technical aspects of the railway plans were completed by the summer of 2024. During 2024, the West Railway focused on making progress in the administrative approval processes and carried out the required modifications to the plans and additional studies. The West Railway has continued to strive to put larger purchases out to tender, but some contracts have also been extended. In 2024, two purchases exceeded the EU threshold, which were approved by the Board of Directors in accordance with the specified process.

The West Railway must ensure that the company acts in an ethically responsible manner in all its activities and that its decisions and policies withstand critical scrutiny.”

During 2024, the company made a total of 13 purchases with a value exceeding EUR 60,000 but below the EU threshold. The total value of the purchases was EUR 2.1 million. Of these, four were implemented by inviting tenders from at least three suppliers. These accounted for 34% of the total value of all purchases. For the remaining purchases, a call for tenders was not carried out because the purchase had already been committed and involved the extension of a contract. Important purchases, in particular contracts related to railway plans and soil studies, were announced on the company’s website.

Service providers must give proof of responsible conduct

In purchases that exceed the EU thresholds, the West Railway requires service providers to demonstrate that they have implemented corporate responsibility in their own operations. This helps ensure that responsibil-

ity and sustainability are part of the day-to-day work of service providers implementing the project. In practice, contracting partners are required to publish sustainability reports or, at minimum, have a corporate responsibility programme or a designated sustainability manager.

At initial meetings with major suppliers, the responsibility requirements of the West Railway are discussed and suppliers are required to commit to the company’s corporate responsibility principles. The meetings also cover guidelines and practical implementation of occupational safety, qualification requirements, orientation and environmental protection. In 2024, these topics were discussed with all nine suppliers, in addition to which three workshops on risks were organised.

Discussions about responsibility in daily work at responsibility theme days

The company planned to organise two responsibility theme days with key stakeholders during 2024 to discuss how responsibility and sustainability can be implemented in the daily work of parties involved in advancing the project. There was no need for the planned two theme days, as construction design could not be started and no new assignments were begun.

In spring 2024, a responsibility theme day on the topics of the West Railway’s corporate responsibility work and principles was organised for a group of stakeholders consisting of planning and soil survey consultants, among others. During the day, common ground rules and key responsibility and sustainability topics, development ideas and concrete practices in the represented sectors were discussed with the participants. In addition, the project’s circular economy development plans and considerations related to small bodies of water in fieldwork were discussed.

Avoiding conflicts of interest is an important part of ethical company culture

Avoiding conflicts of interest means that employees and management do not put their personal or external interests before the interests of the

company. This helps ensure that the company’s decision-making remains objective, ethical and fair.

In the case of the West Railway, avoiding conflicts of interest is important for both the company’s operations as well as in light of the expectations and demands of the general public and society. The West Railway is expected to be irreproachable in its conduct and follow a policy of zero tolerance for abuse or inappropriate behaviour. Damage to the company’s reputation could also lead to the realisation of other economically significant risks.

The West Railway has clear guidelines and policies on how to address conflicts of interest. The West Railway requires its employees to refrain from business relationships or other activities that could give rise to conflicts of interest. The West Railway has a whistleblowing reporting channel, through which anyone can confidentially report observed or suspected misconduct or inappropriate behaviour. The CEO and the Chair and Vice Chair of the Board of Directors receive the anonymous reports and process them accordingly. As in previous years, there were no reports made in the whistleblowing channel in 2024.





SOCIAL RESPONSIBILITY

Open communication and looking after stakeholder well-being

The activities of the West Railway have impacts on various groups of people and communities. The West Railway operates in an ethical and transparent manner and takes care of the safety and well-being of its employees. The company places emphasis on openness, equality and equity, both internally and in relation to external stakeholders in its operations. Everything is founded on fairness and trust, and both the West Railway’s employees and subcontractors are expected to be respectful and courteous in their interactions.

In accordance with good personnel policy, the West Railway takes care of the well-being, safety and health of its workforce. Subcontractors are required to comply with occupational safety regulations and respect human rights and the standards of the International Labour Organisation (ILO).

The planning phase of the project involves a wide range of surveys and studies. Their findings and the overall project process plan can benefit other actors in the railway sector and more broadly in the infrastructure sector and society. The West Railway’s cooperation partners include higher education institutions. The company’s representatives have given presentations about the project in courses organised by higher education institutions, and several graduate theses have been published as part of the project, the latest of these in 2024 on the possibilities for environmental compensation.

Interactive and open communication

Comprehensive, timely and open interaction with stakeholders is an essential part of the railway planning process. The aim is to communicate as openly and transparently as possible to all stakeholders on the progress of the planning process and to engage in a dialogue on the project's impacts. Stakeholders have the opportunity to follow the progress of the planning process using browser-based maps. They can also leave questions or feedback directly to the planners in the browser tool or by phone or email. The success of the communication is measured by the number of interactions and the initial response time to received questions.

Everything is founded on fairness and trust, and both the West Railway’s employees and subcontractors are expected to be respectful and courteous in their interactions.”

The West Railway has communicated about the project to municipalities and cities in the planning area by organising info sessions. Feedback from these events and plans is documented and evaluated, with key issues reported to the Board of Directors as part of monthly project reporting. In 2024, no info sessions were held because the planning project had reached an advance stage, while the construction phase had not yet begun. However, during the year, the West Railway organised stakeholder

Safety and well-being of employees is a priority for the West Railway. The aim is to ensure that everyone working on the railway can perform their job safely.”

events for planners, regional councils, government agencies, contractors, suppliers and consultants as well as stakeholders in affected areas along the railway line. In addition, active contact was maintained with stakeholders, including visiting landowners to discuss the progress of the project.

Active dialogue has also continued with decision-making involved in the urban planning processes. The West Railway has published several newsletters and updates on the progress of the project in various communication channels. In 2024, a total of 34 appropriate questions and feedback messages were received through the feedback system, 21 of which received a response in less than seven days, in line with the goal. The response rate improved from 47% in 2023 to 62% in 2024. In addition, in 2024, Teams was introduced as an internal communication channel.

Management of safety at work as an integral part of planning

Safety at work and the well-being of employees is a priority for the West Railway. The aim is to ensure that everyone working on the railway can perform their job safely. In addition to statutory obligations, safety at work is guided by the processes and guidelines of the West Railway. Much of the operational work, both now and during the construction phase, will be carried out by subcontractors. Safety management in the supply chain is therefore an essential part of the plans.

Appropriate training is a prerequisite for ensuring a good level of safety at work. Both subcontractors and internal personnel are required to com-



plete the training and maintain the qualifications required for the position and job. Suppliers are required to comply with the occupational safety guidelines of the West Railway. In addition, suppliers prepare the safety plans required by assignments, which must be approved by the West Railway. Suppliers must investigate accidents at work, keep records of accidents and near misses, identify their causes and take corrective action to prevent similar accidents in the future. Subcontractors must always hold a safety briefing and present proof of the valid professional and safety qualifications required for the job before starting work. The West Railway organises safety training for its own personnel before the start of activities requiring fieldwork.

Level of safety at work to be actively monitored and developed in 2025

Safety incidents and observations must be reported within 24 hours and investigated within seven days of the incident. Serious accidents must be reported to the company’s management without delay. Observed safety issues found must be corrected in accordance with a written action plan made based on the investigation. Preventive corrective action is taken on the basis of near misses and observed safety hazards. The level of safety at work is also assessed with safety inspections conducted as part of site

visits. The inspections are reported and their observations are processed. Safety at work is measured by the frequency of accidents, that is, the number of accidents resulting in lost time per million hours worked on the site. The long-term goal is zero accidents at work. In 2024, the goal was to achieve an accident rate of below five. During 2024, there were a total of three lost time accidents involving contractors. This means an accident rate of 46.81 at the level of the entire West Railway, including hours worked by contractors and the company's own personnel.

Three accidents resulting in lost time were reported as safety incidents, which were also investigated and led to corrective action being taken. The corrective measures included additional training in safe working practices and during work in off-road and slippery areas. Safety has been improved in cooperation with suppliers by organising field safety days and reviewing safety observations and measures. In 2024, a crisis communication plan was prepared to direct the West Railway's communication and response in the event of a crisis.

In 2025, the West Railway will improve its occupational safety activities by further developing the company’s procedures and processes for ensuring and monitoring safety at work, among other measures.

ENVIRONMENTAL RESPONSIBILITY

Minimising negatives and maximising the circular economy

Environmental responsibility is an essential part of West Railway's responsibility to protect and preserve the environment for future generations. One of the design criteria in the planning assignments was that the project's environmental impacts are identified and minimised as an integral part of the plans.

Negative environmental impacts are minimised in the planning phase

The railway project is planned in a way that minimises negative environmental and climate impacts during the project's life cycle. The project's material impacts on biodiversity have been identified, and efforts are being made to reduce negative impacts and increase positive impacts. The climate impacts of the project for different railway engineering features have also been calculated during the planning phase. Climate impacts can be reduced through low-carbon choices of materials and solutions that utilise the circular economy and by minimising the volume of transported rock material. Contractors and partners are also required to commit to the goal of reducing negative environmental and climate impacts. Environmental incidents are monitored and reported. No environmental incidents were reported in 2024.

The environmental impacts of a major railway project can be significant. For this reason, careful surveys and planning are essential for minimising negative environmental impacts. During the planning phase, surveys and

studies are conducted to determine the project's potential negative environmental impacts and environmental risks to be managed. These surveys include archaeological excavations, soil and subsoil surveys, groundwater monitoring, nature inventories, surveys of small bodies of water, and various measurements and studies. Methods for reducing and mitigating negative impacts on the environment and biodiversity are identified proactively. The planned measures can be short-term and concern only the construction phase, such as vegetation protection and treatment or wastewater on the sites, or they may cover the entire life cycle of the project, such as the construction of slopes along the railway line to serve as sunny habitats.

For example, the key nature impacts, conservation areas and Natura 2000 sites and habitats of protected species have been surveyed in the project area. The West Railway has prepared an invasive species strategy and planned wildlife corridors as part of the railway plans. In 2024, additional nature inventories were carried out, such as on populations of flying squirrels and endangered habitats in the planning area. The possibilities for environmental compensation have also been explored.

Preparing for risks posed by climate change

Climate change will have an impact on planned infrastructure constructions. A climate risk assessment has been prepared as part of the railway plans. The solutions adopted in the railway plans give particular consideration to the effects of rainfall, flooding, temperatures and other weather changes on infrastructure construction. These can be caused by the collapse of rail embankments and roads and difficulties in the maintenance of the railway and road networks, for example. These risks can be addressed

with adequately scaled stormwater solutions, bridges and culverts, erosion protection and permeable surfaces in landscape design and adequate safe distances against falling trees, among other means.

Transport and infrastructure play a key role in mitigating climate change, as transport activities account for a third of all energy consumed in the EU and around 23% of direct greenhouse gas emissions. The standards of the EU taxonomy promote the EU's environmental goals and the green transition by directing funding to sustainable projects. The West Railway has made a preliminary assessment of the impacts of the EU taxonomy and will carry out a double materiality analysis during 2025.

In 2024, standardised environmental reporting and calculation methods and their suitability for monitoring the impacts of the project were explored, but no concrete decisions have been made to date.

The project's material impacts on biodiversity have been identified, and efforts are being made to reduce negative impacts and increase positive impacts.

CASE

Property-specific noise control planned for the first time in Finland

The area through which the West Railway is planned to run is heavily populated and includes both urban areas and sparsely populated sections. In addition, the railway runs alongside a motorway for about 60 kilometres of its length. A total of 98 kilometres of new track is planned for the West Railway.

Noise from rail traffic can be a significant source of disturbance. Noise from trains is caused mainly by wheels impacting with rails and is different in nature from noise caused by road traffic. Noise experienced near a railway involves individual spikes of noise from passing trains, while the noise from a nearby motorway could be described as a steady hum.

So far, noise control in railway projects in Finland has been implemented exclusively using solutions constructed in the track area, and a significant part of possible noise control measures have remained unused. Traditional noise barriers are most effective in dense residential areas, where there are many residents and the same barrier protects several properties. Constructing noise barriers in sparsely populated areas to protect individual properties increases costs significantly, without necessarily providing the desired benefits.

In the West Railway’s plans, noise control along the railway track has been designed in a new and

cost-effective way. The West Railway plans to use property-specific noise control measures to supplement and, in some cases, partially replace conventional noise control measures. In Sweden, similar measures have been commonplace for years, but the West Railway is the first railway project in Finland where the new methods are planned to be used. The approved railway plan for the connection between Salo and Hajala is the first of its kind in which the principles of property-specific noise control have been proposed and approved by Traficom.

Better living comfort with property-specific noise control

Property-specific noise control is planned to be used in hundreds of sites along the West Railway project. The solutions have been developed together with stakeholders, landowners and experts and also take into account issues related to real estate law. As the name suggests, property-specific noise control is implemented on individual properties and buildings. With the property owner's consent, noise distur-

bance can be reduced by structural solutions in the buildings or structures on the property.

Possible measures include replacing windows in buildings along the railway track and installing additional insulation to wall structures and sound-absorbing air vents. In outdoor areas, noise control can be implemented by installing glazing for terraces and balconies. In turn, more lightweight noise barriers could be constructed near areas used for recreation.

Noise control involves specialised and demanding design and planning. However, property-specific noise control is based on physics that is understandable to laypersons. Replacing windows or adding insulation to walls helps reduce noise pollution from the nearby railway. Property-specific noise control improves the living comfort of residents along the railway and can also help prevent property devaluation and unnecessary repossessions.



CASE

Extensive surveys to protect biodiversity in the project area

Biodiversity is essential to all life, which is why extensive and determined work has been done during the planning phase of the West Railway to minimise the project's impact on the environment. During the planning phase, comprehensive surveys of animal and plant species in the project area have been carried out, and a number of measures have been taken to protect biodiversity. The locations of endangered habitats have also been reviewed and clarified in line with the results of the 2024 nature inventories.

The West Railway project seeks to actively protect local species and their habitats. For example, the protected green-shield moss (*Buxbaumia viridis*) is one species whose habitats have been carefully surveyed in areas near the railway section between Espoo centre and Hista. In addition, the West Railway has explored the possibility of relocating populations of green-shield moss to a nearby nature reserve to ensure a peaceful habitat.

New corridors for wildlife

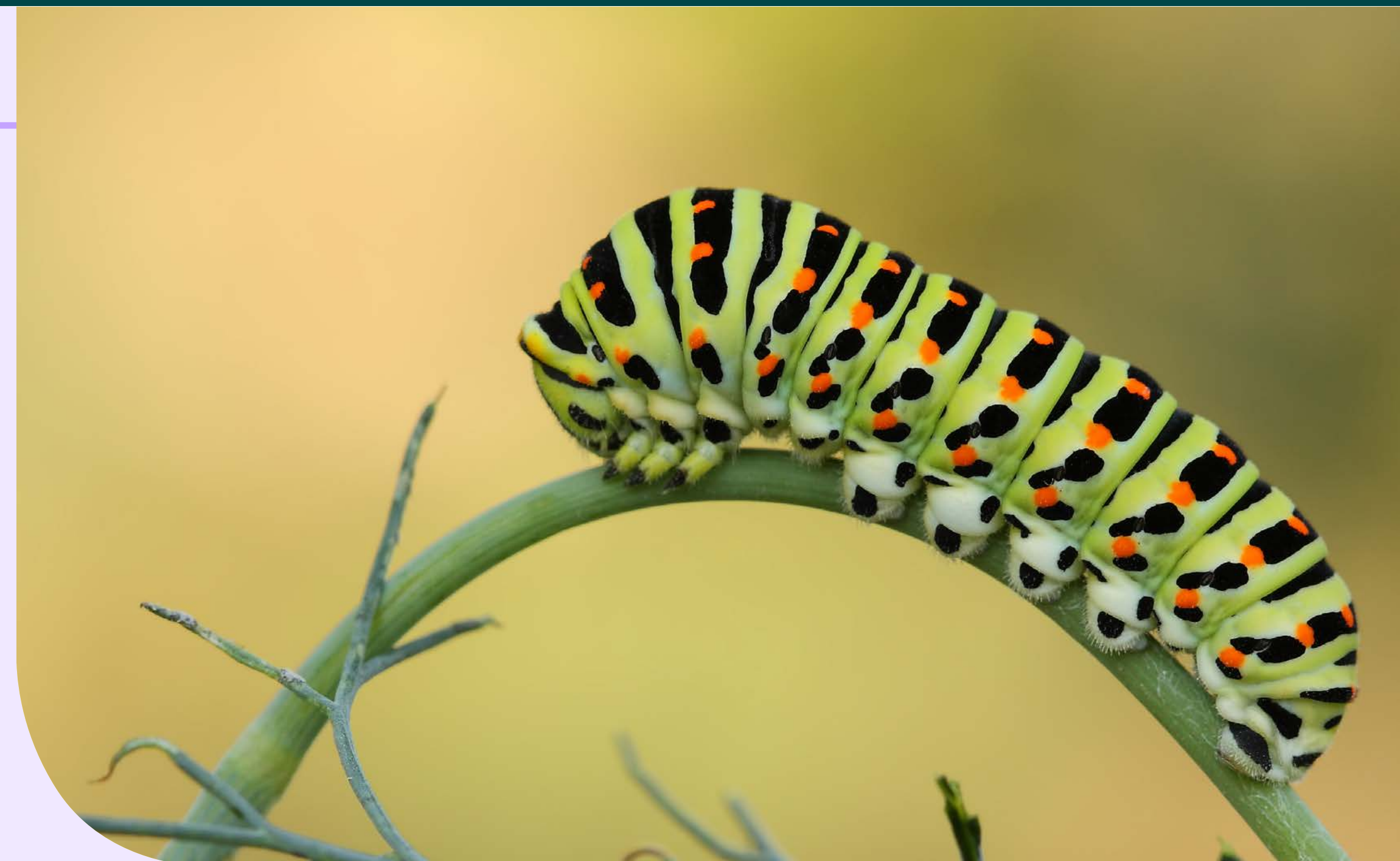
The plans for the West Railway also take into account movements of animals and include the construction of wildlife corridors. These types of solutions are impor-

tant to allow wild animals to move freely and safely around the new infrastructure. For example, ledges will be installed to allow otters to cross safely under bridges. In turn, migration routes of flying squirrels will be protected by building jumping trees and nesting boxes. A tunnel of about 500 metres is planned for the section in Myntinmäki to allow future generations of flying squirrels to continue to use familiar nest trees and migration routes. During the planning phase of the project, the possibility of installing bat houses, similar to those used by birds, has also been explored. The purpose of bat houses is to provide replacement roosting and hiding spots for bats.

Protecting entire ecosystems as part of biodiversity efforts

In addition to individual species, entire ecosystems must be considered as a whole in order to protect biodiversity. A good example of this are xerothermic, or sunny and dry habitats. They are parched areas exposed fully to the sun, usually with a sandy or gravel base, and important habitats for certain plant and insect species. According to plans, biodiversity is enhanced in the West Railway project by creating new sunny habitats to replace those that are lost. The new sunny habitats are designed to restore the natural features of the areas and to mitigate biodiversity loss.

Addressing and mitigating biodiversity loss is an important theme that touches all aspects of the project. Biodiversity in the areas affected by the project has been thoroughly studied since the start of the project, and new measures are constantly being taken to improve biodiversity. The measures and their monitoring will also continue after the railway is completed.



Innovative solutions to reduce climate impacts

Due to the large scope of the railway project, the emissions caused by it will also be significant. Because of this, it is essential to identify innovative alternatives to reduce and possibly offset emissions during construction and operation of the railway. Climate principles have been defined for the planning phase that take into consideration the climate impacts of the project at different stages of its life cycle.

During the project’s environmental impact assessment, it was estimated that the annual emissions reductions from rail traffic on the railway line would amount to 15,500 tCO₂e. In 2022, a method was identified to reduce emissions by more than 36% by reusing soil and rock material produced in the project and by making use of recycled steel, green concrete and more efficient machinery. In 2023, it was estimated that constructing the section between Salo and Lohja as a single-track railway would reduce emissions by around 20%. New ways to reduce emissions during construction and operation are still being explored, and a pilot study was launched in 2024 with a partner to improve the monitoring of drilling machinery on construction sites. In 2022, the possibility of using geothermal heat for the heating and cooling needs of rail stations and platform areas, tunnels and buildings in the vicinity of the railway was explored.

Careful emissions calculations and climate impact assessment

In 2024, emissions calculations were updated using data from completed railway plans. According to the calculations, the total emissions from the railway total about 1,487 kt CO₂e. This corresponds to around 16% all emissions from road transport in Finland in 2022. Around 90% of the railway’s total emissions are produced during construction, and the remainder from the replacement of construction materials over the railway’s lifespan of 50 years. Emissions per metre of track are equivalent to the average annual carbon footprint of one Finn (9.6 tCO₂e) which, while significant, are typical of a major rail project.

The West Railway has assessed the currently available tools for calculating emissions and tested the suitability of the ORIS mass calculation soft-

ware for carbon footprint calculations. The feasibility of calculating Scope 1, 2 and 3 emissions in the project has also been assessed and found challenging at first glance due to its project-based nature. The aim is to monitor climate emissions during construction and assess whether the goals estimated in the plans are realised. Monitoring of climate emissions could be achieved, for example, in terms of emissions per kilometre of track, taking into account the various engineering features such as bridges, track structures and tunnels.

In 2024, a climate impact assessment was carried out for the West Railway, which examined the project’s climate impacts mainly based on life cycle emissions and changes in carbon sinks and carbon stocks. The construction of the railway will alter the land and soil and slow down annual vegetation growth, thereby reducing the amount of carbon sinks. The affected area will also lose vegetation, reducing carbon stocks by about 250 to 287 kt CO₂e. The total carbon stocks of the regions of Uusimaa and Southwest Finland will decrease by about 0.06% as a result of the project.

Rock material studies to boost the circular economy

The circular economy is a means of making the most efficient use of materials and resources by reducing waste and resource use. The project will generate large amounts of excavation spoil, about 17 million cubic metres in total, in addition to about 11 million cubic metres of excess soil mass.

In a large infrastructure project, the efficiency of resource use can be significantly improved by identifying uses for excavated soil material. An exceptional number of various rock analyses have been carried out in the project, which facilitate the recovery and recycling of rock material during the construction phase. The rock material in tunnels and open cuts has been determined by drilling and modelling to provide data on the suitability of the rock material for different applications. At best, rock material excavated during the project can be used for railway construction to the extent that 85% of the rock material needed for construction can be obtained from the project’s own material reserves. This is the equivalent of about six million cubic metres of material.



CASE

Efficient planning facilitates the use of soil masses

Optimal coordination of soil masses can help avoid unnecessary transport of materials, minimise transport costs and reduce emissions. The support areas of construction sites are used for storing and processing excavation spoil. The number and locations of the support areas is of critical importance. They are designed to ensure that the distance for transporting materials between sites does not exceed 20 kilometres. With efficient planning, it is possible to perform transports of rock materials at full capacity to crushing station and return loads of crushed rock to the construction site for use in the base of the track.

In 2024, the West Railway completed the development of the ORIS software for balancing material loads. The software enables project-specific optimisation of the placement of soil and rock material and is the first of its kind in Finland. By optimising the parameters, the software allows the project to quickly and efficiently compare and identify the most

low-carbon options for managing masses of materials. The parameters were tested during 2024 by comparing emissions and costs between the use of several small spoil deposit sites and a single large site in the area of the Espoo-Hista railway line. The results of the comparison showed that using a single large deposit site reduced CO₂eq emissions by 2% and costs by 19%.

The West Railway is actively searching for ways to make use of excess excavated material in other projects in the area. Possible applications include various landscaping projects by cities and municipalities aimed at improving local recreational opportunities or the attractiveness of workplaces and business parks.

The West Railway will work with cities and municipalities, educational institutions, engineers specialised in rock material construction and other stakeholders to support local investment projects.

There are many possible uses for excavated clay

In 2024, a preliminary study on the potential uses of clay excavated during the construction of the railway was completed in a joint project by the West Railway and the Geological Survey of Finland GTK. The preliminary study was based on data from the soil studies and analyses conducted by the West Railway. These were combined with geodata by the GTK to form an overall picture of the types and characteristics of clay soils in each area. Data from the soil studies and the geodata sets was combined with the characteristics and locations of soil replacement areas.

The visualisations generated from the project area help identify the locations and depths of the soil replacement areas and the quality and quantity of soil masses, among other features. Coordination and optimisation of the use of soil mass during construction is easier when the properties of clay masses are known in advance for the entire area of the railway construction.

As part of the study, discussions were held with the GTK, the authorities and other industry participants. The aim was to open new avenues for discussion, exchange information and explore opportunities for cooperation. More detailed discussions were held with representatives of waste treatment and power plants near the planned railway line and with industrial operators in the manufacture of clay products or clay processing products. The study also investigated the requirements for raw clay of industrial operators that use clay in their products.

A repeated topic raised in the discussions was the difficulty of reuse and the need for timely studies to improve the potential for reuse, as well as the interest of the participants in the matter. The scale of reuse is much smaller than the amount of excess clay produced in the project. The best possibility for reusing clay are usually at the site from which it was excavated. Clay can be used in landscaping, green construction, noise barriers, groundwater protection and as landfill liner.

Summary of goals and metrics set by the Board of Directors

The Board of Directors set the sustainability goals and metrics for 2024. The goals and metrics covered the sustainability topics considered to be material. During the year, the Board of Directors also regularly assessed and monitored the achievement of sustainability goals and metrics.

When assessing the achievement of the year's sustainability goals, it is important to keep in mind that the West Railway has not yet entered the construction phase. One consequence of this was that the achievement of goals related to construction design inevitably remained incomplete. The postponement of shareholders' decision-making to 2025 also had an impact on the themes that could be implemented in 2024, both in terms of feasibility and from the point of view of cost management or the project as a whole.

A total of 32 sustainability goals were set for 2024. The majority of these, 20, were achieved in full. In addition, two of the goals were partially achieved. Three sustainability goals were not achieved. In addition, 7 of the sustainability goals were not feasible to be achieved in 2024, as the project did not proceed to the construction phase, making it impossible to achieve goals related to construction design.



Ethical responsibility

Fully achieved

Partially achieved

Not achieved

HONEST, OPEN AND TRANSPARENT BUSINESS		
Metrics	Goal	Result
Competitive tendering and approval of purchases in a transparent manner	All purchases in excess of EUR 60 thousand are tendered out: if possible, tenders are invited from at least 3 suppliers.	<div></div> 4 out of 13 purchases were tendered out. Non-tendered purchases concerned contract extensions.
	The Board of Directors approves all purchases above the EU threshold, as specified by law.	<div></div>
	Important past and upcoming purchases are made public (website)	<div></div>
RESPONSIBLE SOURCING		
Metrics	Goal	Result
Key suppliers are required to publish sustainability reports. If no report: does the supplier have a sustainability programme / sustainability director	Sustainability reporting is in order > suppliers that exceed the EU thresholds specified by law.	<div></div> One supplier with no sustainability programme or sustainability director.
Discussing corporate responsibility with major suppliers	We communicated our corporate responsibility policy to suppliers at the annually organised responsibility theme day, which resulted in a deeper understanding of how responsibility is implemented in our project.	<div></div>
	Reviewing the corporate responsibility policy of West Railway Ltd and committing suppliers to the policy’s principles.	<div></div>
Responsibility in calls for tenders and contracts	Checklists will be prepared to ensure that responsibility considerations are taken into account in calls for tenders and contracts.	Not feasible, construction phase was not started
AVOIDING CONFLICTS OF INTEREST		
Metrics	Goal	Result
Reports made through the whistleblowing channel	All WB reports are processed. The necessary measures are taken. Whistleblowing reports are appropriately reported.	<div></div>

The table of responsibility goals is intended to be read together with the 2024 Corporate Responsibility Report of the West Railway and should not be treated as a separate document.

Economic responsibility

Fully achieved

Partially achieved

Not achieved

Refining construction costs and savings		
Metrics	Goal	Result
The cost estimate for the first phase involving the sections Salo–Hajala and Espoo–Hista is around €530 million (cost level as of 11/2023)	The aim of construction design for the Espoo–Hista and Salo–Hajala sections is to reduce the cost estimate (as of the Board meeting on 25 Jan 2024) by at least 10% of the level stated in railway plans.	Not feasible, construction phase was not started
The total cost estimate of the project, including cost savings, is around €3 billion.	Reducing the degree of uncertainty related to volume risks (construction unit volumes) of the cost estimate for the overall rail link by at least 5 percentage points	Not feasible, construction phase was not started
Monitoring of permit procedures and land use planning		
Metrics	Goal	Result
Monitoring of permit process and urban planning timetables in relation to the project schedule	Comprehensive identification of urban planning and permit processes, their interdependencies and ways in which they impact the project’s implementation and costs.	<div></div>
	Further development of the monitoring and impact tool for urban planning and permit processes as part of project reporting and communication	<div></div>
Consistency of planned and actual costs		
Metrics	Goal	Result
Preparation of construction plans	Avoiding cost overruns in planning (consultancy contracts in construction design).	Not feasible, construction phase was not started
Preparation/reliability of cost estimates	Adopting/developing the necessary internal calculation methods/tools for ensuring the reliability of cost estimates.	<div></div>

The table of responsibility goals is intended to be read together with the 2024 Corporate Responsibility Report of the West Railway and should not be treated as a separate document.

Social responsibility

Fully achieved

Partially achieved

Not achieved

OPEN COMMUNICATION AND ACCESSIBILITY		
Metrics	Goal	Result
Communicating about the project to cities and municipalities in the affected area	Organising info sessions for municipal decision-makers and residents in the affected area.	Not feasible, construction phase was not started
	Summary reports of info sessions	<div></div>
Responding to questions presented in the information channel	All appropriate questions presented to the company at info sessions and in the info channels have received an answer or response in less than 7 weekdays.	<div></div> 62% of feedback received a response within < 7 weekdays
Internal communication	Establishing and implementing an internal communication channel	<div></div>
SAFETY AT WORK (SUBCONTRACTORS AND OWN PERSONNEL)		
Metrics	Goal	Result
Policies and procedures to maintain safety at work	Developing an occupational safety management and culture where subcontractors' safety plans are reviewed and safety meetings are always held before permission is given to carry out fieldwork.	<div></div>
Required training has been completed (track safety, etc.)	Ensuring that subcontractors and employees of West Railway Ltd have valid qualifications required by regulations	<div></div>
Accidents and near misses	Accidents must be investigated within seven (7) days of the incident – concrete corrective measures to be presented. Serious accidents (including subcontractors) must be reported to the company immediately and other accidents within 24 hours	<div></div>
Accident frequency – construction sites and West Railway Ltd’s own personnel	Accidents and near misses are assessed and corrective measures defined in writing	<div></div>
	No fatal accidents	<div></div>
	Accident frequency < 5 per million hours worked, at West Railway Ltd construction sites (infrastructure). When calculating accident frequency, any accidents involving the West Railway’s own personnel are also counted.	<div></div> Accident frequency 46.81 (3 lost time accidents among subcontractors)

The table of responsibility goals is intended to be read together with the 2024 Corporate Responsibility Report of the West Railway and should not be treated as a separate document.

Environmental responsibility

Fully achieved

Partially achieved

Not achieved

MINIMISING NEGATIVE IMPACTS ON THE ENVIRONMENT, IMPACTS OF THE EU TAXONOMY, NO NET BIODIVERSITY LOSS		
Metrics	Goal	Result
Acknowledging the reasoned conclusions of the EIA in construction designs, including noise control, landscaping, invasive species strategy, archaeological sites	Planning seeks to actively reduce the negative impacts identified by surveys and identify solutions, including through the circular economy.	<div></div>
Impact of the EU taxonomy on the project’s implementation	Identifying the direct and indirect impacts of the EU taxonomy and assessing the impact of these, as well as preparing for the CSRD double materiality assessment.	<div></div> <div>A preliminary assessment of taxonomy impacts is completed. A double materiality assessment will be carried out in 2025.</div>
Development of nature reporting	Identify standardised methods for nature reporting and their suitability for monitoring the impacts of the project.	<div></div>
REDUCING CO ₂ EMISSIONS		
Metrics	Goal	Result
CO ₂ innovativeness	Identifying ways to further cut CO ₂ emissions during construction in 2024.	<div></div>
	Assess the economic dimension of emission reductions.	Not feasible, construction phase was not started
Emissions during construction	Continuing efforts to identify ways to reduce emissions during construction and operation.	<div></div>
Emissions during operation		
	Reviewing the feasibility of compensation measures in the project.	<div></div>
Carbon footprint calculation	Developing a carbon footprint metric for the construction phase.	Not feasible, construction phase was not started

The table of responsibility goals is intended to be read together with the 2024 Corporate Responsibility Report of the West Railway and should not be treated as a separate document.

WEST RAILWAY



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The photos in the publication feature West Railway personnel and fieldwork conducted in the project. Some of the pictures are illustrations.

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SOURCES FOR THE FACT BOX ON PAGE 5:

[Turku One Hour Train - Impact Analysis \(28 February 2023\)](#)

[Strategic rail projects - Factors impacted by a major project during its operational phase \(March 2023\)](#)

[Gaia - Results of regional economic modelling](#)

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