



# WEST RAILWAY

Sustainability report 2025



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## PRESENTATION OF THE WEST RAILWAY PROJECT

# Faster connections increase regional prosperity

The West Railway is a reliable and high-speed rail link planned between Helsinki and Turku, which will extend rail access to new areas and significantly reduce travel time between the cities. The West Railway project was born in response to 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.

West Railway Ltd is responsible for the rail plans and construction of rail links for 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 be administered as part of the national rail network.

## 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.

## 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

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

Once completed, the West Railway will enable opportunities for local transport for half a million residents in new communities in the regions of Uusimaa and Southwest Finland. The West Railway will create a commuting area of 1.5 million people in southern Finland, connected by a reliable and high-speed rail link.

West Railway Ltd has extensively studied the economic, social and regional economic impacts of the project. Based on the studies, the benefits of the West Railway are particularly evident in terms of increased regional prosperity.

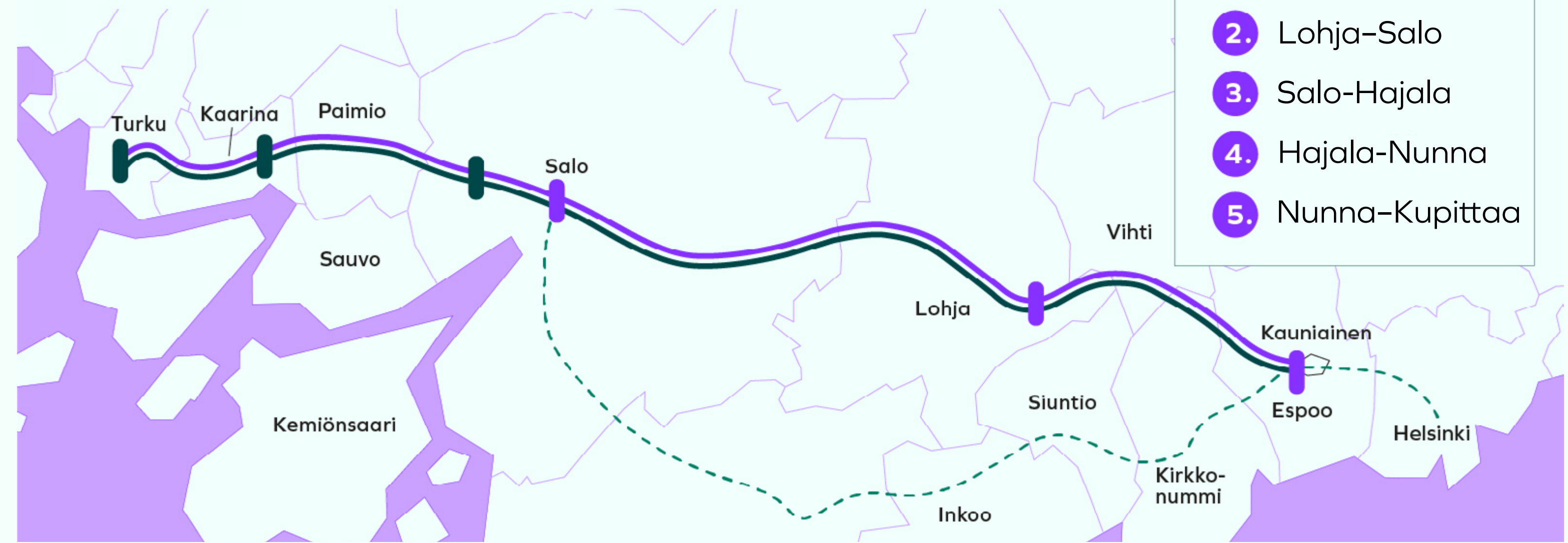
**Accessibility** will improve in all municipalities along the route as travel times become shorter and the reliability of rail transport improves. The high-speed connection between Helsinki and Turku and new local transport options expand the areas for jobs and services. Better movement of labour is an important issue for the national economy as well as about improving people’s quality of life.

Better accessibility brings **employees and businesses** to municipalities along the rail link and helps attract **new investments**. At the same time, a reliable rail connection strengthens the stability of the region’s investment environment. Growing population and developing business life accompanying the project are reflected in the finances of cities and municipalities in the form of increased corporation and income taxes.

As their attractiveness grows, the areas attract new residents, increasing the demand and supply of services and boosting **local purchasing power**. Faster connections also make it possible to use services across a wider area.

The West Railway will introduce new land use opportunities as **the value of land and properties** increase near the new stations turned to transport hubs. At the same time, the project’s area of impact can accommodate entirely new residential areas, high-density housing and more sustainable regional planning.

# WEST RAILWAY



The direct impacts of the West Railway **on jobs created** during both the planning and construction phases are significant. The impact is estimated at around 15,000 person-years.

**Technical aspects of rail plans finalised – two plans approved**

The six rail plans under the responsibility of the West Railway are complete in their technical aspects. The rail plans for the West Railway are approved by the Finnish Transport and Communications Agency Traficom. Two of the rail plans have been approved: Salo-Hajala in December 2024 and Espoo-Hista in October 2025. Traficom published two of the plans for the section between Salo and Turku (Hajala-Nunna and Nunna-Kupittaa) for public review in summer 2025. The West Railway has received comments on both of the plans and prepared its responses. Progress on the other plans is being made in administrative processes, and the planning project will be completed once all rail plans are legally final.

In August 2025, West Railway Ltd began updating the Lohja-Salo rail plan, which will be implemented in accordance with the decision made by the company’s shareholders in 2023. The purpose of the updated plan is to achieve cost savings from a partial single-rail solution without significantly affecting the overall benefits of the project. The updated plan will be ready in the summer of 2027 and will not impact the overall project timetable, as construction of the Lohja-Salo section is part of the second project phase, with construction design to begin in 2027 at the earliest.

The West Railway Ltd’s planning project is funded by capital investments by the company’s shareholders and CEF funding by the European Commission. The planning project has progressed according to the schedule and cost framework of the CEF funding. The planning project will be completed with the initial financial commitments of the shareholders.



## Ready for the construction phase

West Railway Ltd is ready to proceed to the construction phase. The construction phase can be started during the administrative processes of the rail plans, with the two implemented parallel to each other. In practice, proceeding to the construction phase means carrying out detailed construction design starting in 2026, with actual construction set to begin in 2027.

Once completed, 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 mid-2030s.

### **Negotiations to proceed to the construction phase are underway**

The shareholders of West Railway Ltd signed a tentative agreement on the transition into the construction phase in the summer of 2024. In autumn 2024, shareholders began negotiations on the prerequisites for proceeding to the construction phase and the terms of a new shareholders' agreement. The negotiations were concluded at the end of October 2025, and the shareholders' agreement for the first construction phase was submitted to the decision-making bodies of the shareholders for approval.



Of the municipalities involved in West Railway Ltd, namely the cities of Turku, Espoo, Lohja and Salo and the municipality of Vihti, approved the new shareholders' agreement and the transition to the first construction phase. The municipality of Kirkkonummi, on the other hand, did not approve the new shareholders' agreement. The shareholders will discuss the implications of this decision for the first construction phase, and the company will proceed to the first construction phase once the relevant shareholders' agreement has entered into force.

**Pekka Ottavainen**  
CEO



## REVIEW OF THE CEO AND CHAIR OF THE BOARD

# Shareholder negotiations were concluded, and a clear step forward was taken in sustainability work

In 2025, the West Railway Ltd's shareholder negotiations were concluded and the shareholders' agreement was reviewed by the councils of municipal shareholders. The company provided shareholders with materials to support their decision-making within the requested timetable and to the extent necessary to enable a decision on the agreement. The decisions by the councils went through largely as planned. Following the rejection of the agreement by Kirkkonummi, the shareholders will continue to negotiate a new shareholders' agreement. The company is preparing for the next steps based on the outcome of these negotiations.

### Our main goal was achieved

From the perspective of West Railway Ltd and its employees, the most important goal of the year was achieved as decisions were finally being made. The prevailing feeling from the year 2025 was one of success. A large project is carried out with perseverance, one step at a time. Everyone working on the West Railway has done their part, and everyone has been committed to our common goal.

Administrative work and project planning have progressed smoothly according to plans and kept our employees busy. Work began on updating the Lohja-Salo rail plan, and the West Railway published an updated timetable for the construction phase. A second rail plan received approval

from Traficom, as plans for the section between Espoo and Hista were approved in October.

### Solid development and active communication

The work of the management team has been developed, and the new Project Director has brought their extensive and long experience to the project. The expertise and resources of the West Railway are exactly where they should be at this stage of the project. A solid foundation provides the basis for developing and strengthening the company and organisation as we progress toward the start of the construction phase.

In 2025, the competencies of our own personnel were also developed. The team at the West Railway has explored different options for implementing the project and held discussions with key persons involved in similar projects. Data management and procurement processes were also improved.

Throughout the year, stakeholders have shown keen interest in the West Railway project and in West Railway Ltd as a company. The company's communications with stakeholders became even closer during the shareholder negotiations. The aim is to develop cooperation with all stakeholders to ensure that information continues to be communicated in a timely



**Kari Savolainen**  
Chair of the Board of  
Directors

manner and in the agreed extent going forward. Similarly, cooperation is being developed with other important stakeholders, such as the Finnish Transport Infrastructure Agency.

The West Railway project has been covered extensively in the national media. Although much of the media attention focused on the political decision-making process behind the project, there was also interest in the project's progress and its practical implications for the stakeholder municipalities and cities. The company has been engaged in active communications, particularly in the affected areas on the project's practical impacts on the daily lives of residents and businesses once construction eventually gets underway.

### **A double materiality assessment and stakeholder analysis were carried out as planned**

From the perspective of sustainability, a clear step forward was taken in 2025 as the double materiality assessment and stakeholder analysis produced valuable and useful insight. The West Railway also published new web pages on sustainability. Based on double materiality assessment and stakeholder analysis, the focus areas of our sustainability work and data points with metrics were updated. Although there were no major changes to the focus areas, it is important that they are also based on the views of external stakeholders.

Through its state ownership, the West Railway is subject to clear sustainability requirement, including the obligation to produce sustainability reporting. Based on the double materiality assessment, reporting can also be developed, even if the CSRD as such would not apply to West Railway Ltd due to regulatory changes. With respect to future reporting, Länsirata Oy will comply with the requirements of the state as an owner in the project. During the construction phase, the importance of sustainability reporting increases, and double materiality assessment and stakeholder analysis also provide a solid basis for the concrete development of processes and operations.

### **The West Railway is a pioneer in infrastructure projects**

As a company, West Railway Ltd wants to be a pioneer in the public infrastructure sector. Our goal is to develop and test methods and processes that can also be adopted and used in future projects by other actors. When a project is implemented using a special-purpose company model, new implementation methods are created in collaboration with other industry partners, which benefit the entire sector and Finland as a whole.

Finland is currently reforming its railway legislation, which will require consideration of new ways of implementing rail infrastructure projects. The impact of the special-purpose company model on the drafting of the new railway legislation is potentially visible at least in that issues may be raised which have not been previously considered. Legislation must also keep up with the times and evolve as the world changes.

The issue of track gauge is one of the questions that must be resolved in Finland in the near future. The West Railway is monitoring the situation, participating in public discourse and preparing for the measures required by an eventual decision. In terms of the development of Finland's transport system and rail infrastructure, the decision whether to adopt the European track gauge is crucial.

The eventual decision on future track gauge in Finland will impact both mobility on many levels, as well as the prerequisites for opening the markets to competition and the range of possible solutions. It will be interesting to see what kind of decisions are made in Finland and how far into the future legislators set their sights. After all, the issue of track gauge is one that will have an impact for decades from now.

From the perspective of West Railway Ltd, the reform of railway legislation and Finland's stance on the European track gauge will have an impact on the company's operations in the coming years. We are monitoring developments and will take any eventual decisions into account in the operations of the West Railway.

### **Strong progress towards the construction phase**

The most significant development over the past year has been the progress made from the planning phase towards the first construction phase. In line with the shareholders' policy, it has also become clear that the West Railway will eventually become part of the national rail network.

In 2026, the project organisation of the West Railway looks to grow and develop as focus shifts from planning to construction.

The work done by the organisation during the planning phase has been excellent, and new personnel resources and skills are needed as the project transitions to the construction phase. As the project progresses, new participants will become involved as the network of contractors and suppliers expands. Proceeding to the first construction phase also means that, compared to the planning and design phase, the financial scale of the project will multiply.

Our work in developing operating models that are cost-effective and ensure risk management and the consideration of environmental issues continues in 2026.

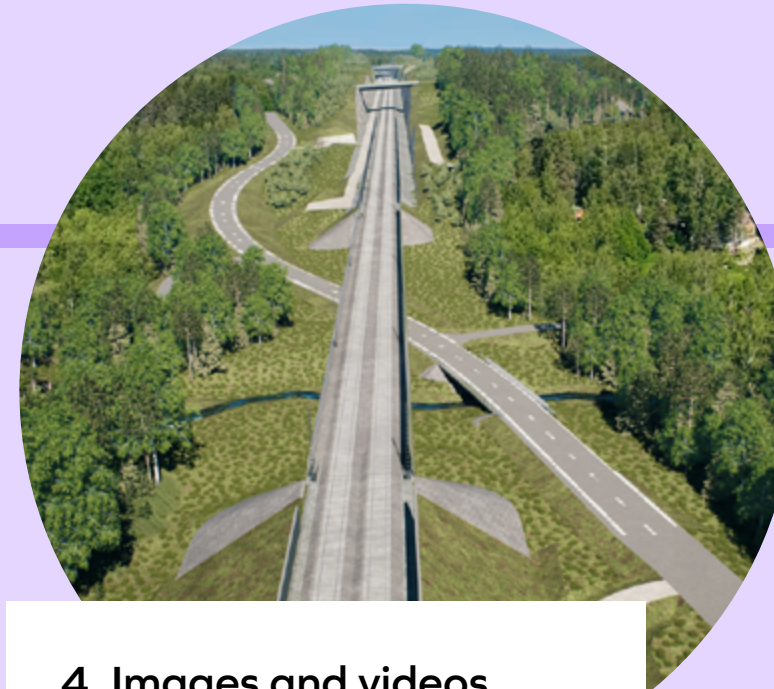
# Highlights of 2025



2. New sustainability web pages explain the West Railway's sustainability work in an easy-to-read package



3. Work began on updating the Lohja-Salo rail plan with the aim of achieving cost savings



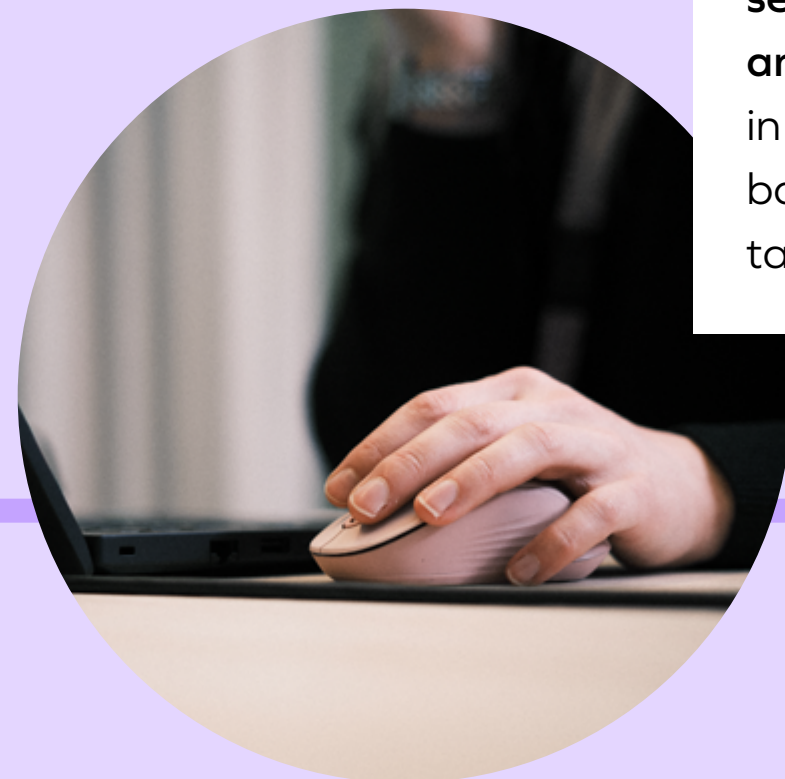
4. Images and videos were added to the map service to illustrate how the tracks would appear along the route.



5. The West Railway published an updated construction timetable to support shareholders' decision-making



6. A second rail plan received approval from Traficom, as the plan for the section between Espoo and Hista were approved in October.



1. Double materiality assessment and stakeholder analysis were carried out in the spring to serve as a basis for developing sustainability work.

7. Shareholder negotiations for the West Railway were concluded and the shareholders' agreement was addressed by the councils of municipal shareholders



## SUSTAINABILITY MANAGEMENT

# The West Railway is building sustainable rail infrastructure for the good of society

**The goal of all activities within the West Railway is to ensure that the multi-year railway project and the resulting rail link are designed and constructed as sustainably and responsibly as possible while listening to the needs of stakeholders. The rail link also needs to be put into use in a way that best benefits society.**

## The West Railway looks far into the future

It is the task of West Railway Ltd to carry out all its responsibilities and obligations in an exemplary manner. In addition to our core task, another important goal is to develop good practices and new solutions to serve future infrastructure projects. The West Railway is already looking far into the future.

The West Railway and its shareholders are committed to sustainable and ethical conduct. Concrete processes, tools and reporting that support sustainability are developed systematically. We also expect the West Railway's contractors, suppliers and partners to commit to sustainable ways of working.

## State ownership steering and sustainability frameworks guide our work

The West Railway complies with the sustainability principles confirmed by the Board of Directors and other internal policies. The Board of Directors of West Railway Ltd is responsible for sustainability, while the CEO is responsible for the company's internal policies. Sustainability-related risks are identified and overseen by the company's executive management as part of overall risk management.

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 the UN Declaration of Human Rights, the Principles of the UN Global Compact and standards of the International Labour Organisation (ILO).

## Sustainability work through dialogue

The goal of the West Railway's sustainability work is to support the company's strategy and management, respond to stakeholder expectations and ensure the project's impact. The content of sustainability work is developed based on feedback from stakeholders and through dialogue.

In 2025, West Railway Ltd carried out a double materiality assessment and a stakeholder analysis. The results of the analyses to support the development of our sustainability work are described in more detail on pages 11–15.

When promoting sustainability, it is essential to track progress and ensure that the metrics used are effective and suitable for their purpose. This ensures the availability of up-to-date data for both stakeholders and to

support management. More information about the goals and metrics of the West Railway is available on page 16 and pages 28–32.

## Reporting takes into account the special characteristics of the West Railway project

The company publishes an annual sustainability report. Sustainability reporting will be developed in the direction required by the EU CSRD and the State Ownership Policy, according to a separate plan. Preparations are also being made for possible assurance of reporting as part of the development work. Reporting takes into account the unique characteristics of West Railway as a party responsible for the implementation of a major infrastructure project.

The results of the double materiality assessment carried out in 2025 will be used as the basis for future reporting. The double materiality assessment will be updated once actual construction begins. The first sustainability report to address the requirements of the CSRD is planned to be prepared for the year 2027 and published in early 2028.

West Railway Ltd is monitoring the impact of the European Union Omnibus initiative on future reporting requirements. Issues deemed material to the company's sustainability work will be developed regardless of reporting requirements, in accordance with state ownership steering policy, stakeholders' views and the needs of the West Railway.

## Focus areas of sustainability work at the West Railway

In line with its corporate sustainability principles, West Railway's sustainability work focuses on ethical, economic, social and environmental responsibility. The key themes and impacts in each area of sustainability depend on the phase of the project. The planning and design phase lays a sustainable foundation, and the construction and operational phases deliver on the project's promises in accordance with sustainability principles. More information about the West Railway's sustainability work in different themes is available starting on page 19.

## CASE

# Designing Finland's most sustainable infrastructure project

**The West Railway is much more than just a railway project. The West Railway will improve Finland's infrastructure and pave the way for sustainable construction in the future, says Raimo Kaunismäki, Project Director of the West Railway.**

The West Railway is being designed and implemented by seasoned experts. Their input helps ensure that the project is carried out efficiently and according to plan. The Project Director of the West Railway is **Raimo Kaunismäki**, who has made his entire 30-year career in project leadership positions. Kaunismäki has managed large and challenging projects, such as the West Metro in Espoo.

Kaunismäki joined the West Railway project in April 2025. In addition to the fact that the project is extremely interesting due to its challenging nature and significance, many things have come as a surprise to the experienced Kaunismäki.

"The administrative process of planning the West Railway is demanding and involves many stages. Still, this process is essential to the quality of the rail plans, as it ensures a safe and responsible outcome," Kaunismäki explains.

## Sustainability principles guide all our work

Sustainability requirements are taken into account in all of the West Railway's work, from process management and planning to human resources management.

"I am very proud of the West Railway's sustainability work. The views of stakeholders and environmental values are taken into account extensively at all stages of the project, and the project's activities are very transparent," says Kaunismäki.

The circular economy has also been planned in great detail in the project. For example, the aim is to achieve balance of material loads so that excess soil masses are used in the project wherever possible.

By taking sustainability into consideration in the planning and construction of the West Railway, we can extend the service life of the railway and ensure its suitability for future needs. The West Railway is part of the Scandinavia-Mediterranean core network corridor of the Trans-European Transport Network (TEN-T). The purpose of the TEN-T is to facilitate the smooth and seamless movement of people and goods in Europe.

Kaunismäki hopes that in the future, the West Railway will be seen as a successful and safe project that has promoted sustainable construction in Finland.

"The West Railway should be seen not only as a railway project, but as a state-of-the-art, sustainable Finnish infrastructure project. In addition to improving rail connections, the West Railway will significantly improve other infrastructure in southern Finland through the construction of new bridges and tunnels, for example. The most important task of the West Railway is to enable fast and convenient travel, and I believe we are in a very good position to make this a reality."

## The West Railway boosts regional development

The value of the West Railway comes not only from shorter travel times but also from the broader social significance of the rail link. The West Railway will significantly improve local transport and offer municipalities and cities opportunities to grow and attract new residents.

"Even less busy communities may become more lively as the West Railway enables easy and fast travel to neighbouring cities and new higher-density housing forms around stations," Kaunismäki predicts.

One of the metrics tracked in the West Railway is the project's life cycle carbon footprint, which is also of great interest to the shareholder municipalities and cities. The project tracks a wide range of metrics to

help ensure that the plans are followed and the sustainability of operations can be verified.

"All shareholder municipalities of the West Railway have shown great interest in matters related to the railway, and the sustainability of the infrastructure project is being achieved through cooperation. Concrete decisions in areas such as the circular economy, transport and emissions can significantly influence the final sustainability of the railway, and there are effective metrics available for assessing the results," adds Kaunismäki.



**Raimo Kaunismäki**  
Project Director



DOUBLE MATERIALITY ASSESSMENT

# A framework for future sustainability work

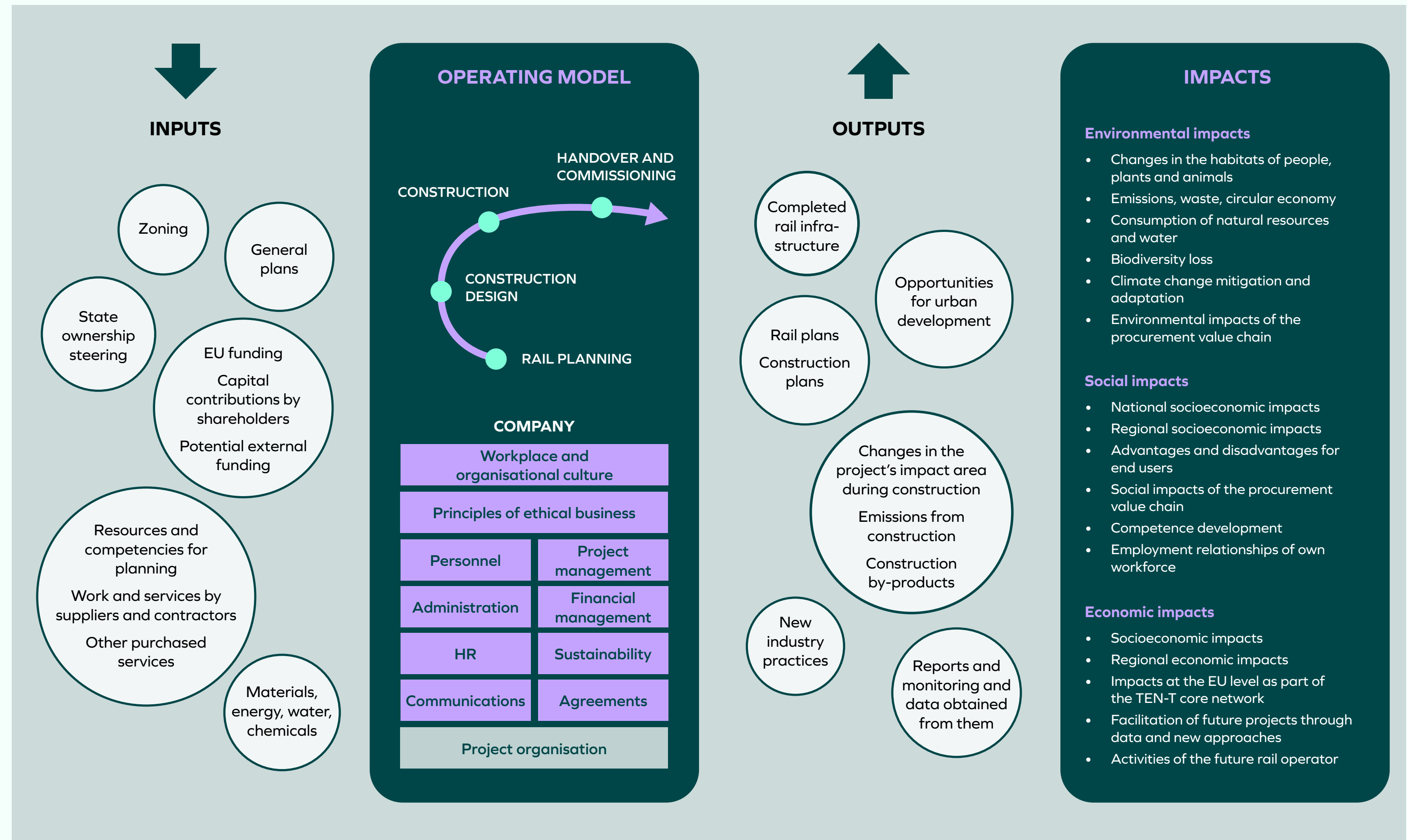
One of the key goals for 2025 in developing sustainability was carrying out a double materiality assessment. The assessment was carried out in the spring in collaboration with external experts. The double materiality assessment also made use of the stakeholder analysis conducted at the same time.

## The materiality assessment supports sustainability management

The double materiality assessment was carried out in five stages. The entire personnel of the West Railway participated closely in the double materiality assessment workshops and gave valuable input to identifying and evaluating the themes covered in the assessment.

The assessment began by mapping out the West Railway’s strategy, baseline and existing analyses of the project’s risks, impacts, opportunities and stakeholder views. The value chain and business model were also identified and described.

The second phase identified potentially material sustainability topics that relate to the environmental and social impacts of the West Railway or involve business risks or opportunities for the West Railway. The sustainability topics identified as material were carefully reviewed by external experts in terms of the impacts of the West Railway and the resulting risks and opportunities.



The company's own experts identified and assessed the impact of material sustainability topics to the West Railway. Finally, the results of the assessment were presented and supplemented based on the views of key personnel and finalised in a validation workshop.

The results of the double materiality assessment described the material impacts, risks and opportunities of the West Railway and identified the sustainability topics to be reported. The results will help the West Railway carry out and develop its sustainability reporting. Above all, the assessment supports the consideration of sustainability issues in the company's strategy, daily work and data collection.

With regard to the results, it should be noted that the West Railway is still in its planning phase, and several themes were found to still be non-material. However, the significance of the themes will grow as the project progresses toward the construction phase, and the assessment will be updated once actual construction work begins.

### The value chain description gives an overview of operations

Based on the double materiality assessment, the value chain of the West Railway was identified and described (p. 11). The aim of the description is to provide an overview of the West Railway project's operations. In the description, the inputs represent external factors influencing the

West Railway's operations, such as previous project stages, shareholders and purchases related to planning and construction. The operating model describes the activities of the West Railway and the company's life cycle, from rail planning and design to the handover of the completed railway. The model presents the activities carried out by West Railway Ltd to support the project organisation.

The outputs of the value chain description are things that result from the activities of the West Railway: plans and completed infrastructure, impacts during construction, emissions and by-products, facilitated urban structure, new industry practices and research data.

<b>ENVIRONMENTAL STANDARDS AND TOPICS</b>	<b>ESRS E1: Climate change</b> <ul style="list-style-type: none"> <li>Climate change adaptation</li> <li>Climate change mitigation</li> <li>Energy</li> </ul>	<b>ESRS E3: Water and marine resources</b> <ul style="list-style-type: none"> <li>Water consumption</li> </ul>	<b>ESRS E4: Biodiversity and ecosystems</b> <ul style="list-style-type: none"> <li>Biodiversity loss</li> <li>Other drivers of biodiversity loss</li> <li>Impacts on species populations</li> <li>Impacts on the extent and condition of ecosystems</li> <li>Impacts on ecosystem services and dependencies</li> </ul>	<b>ESRS E5: Circular economy</b> <ul style="list-style-type: none"> <li>Resource inflows</li> <li>Resource outflows related to products and services</li> <li>Waste</li> </ul>
<b>SOCIAL STANDARDS AND TOPICS</b>	<b>ESRS S1: Own workforce</b> <ul style="list-style-type: none"> <li>Secure employment of own workforce</li> <li>Work-life balance of own workforce</li> <li>Health and safety of own workforce</li> <li>Training and skills development of own workforce</li> </ul>	<b>ESRS S2: Workers in the value chain</b> <ul style="list-style-type: none"> <li>Health and safety of workers in the value chain</li> </ul>		
<b>GOVERNANCE STANDARDS AND TOPICS</b>	<b>ESRS G1: Business conduct</b> <ul style="list-style-type: none"> <li>Corporate culture (Ethical business conduct)</li> <li>Prevention and detection of corruption and bribery</li> <li>Incidents of corruption and bribery</li> </ul>			

The impacts of the West Railway's operations are grouped into environmental, social and economic impacts.

### **Environmental considerations were identified as material from the perspective of impacts, risks and opportunities**

In the double materiality assessment, many environmental themes emerged as material in terms of both impact and economic materiality. However, in terms of environmental responsibility, the impacts, risks and opportunities will change significantly once the construction phase begins.

Key environmental topics identified as material were climate change adaptation, climate change mitigation and energy. Water and marine resources were also identified as an important topic, particularly during the construction phase. Other topics identified as material included biodiversity loss, impacts on species populations, the extent of ecosystems and ecosystem services. In the topic of circular economy, resource inflows and outflows related to products and services, as well as waste issues, were identified as material.

The environment is one of the key stakeholders affected by the project. In its stakeholder dialogue, the West Railway seeks to consult parties such as environmental organisations and other experts on environmental issues. They bring nature's perspective into the dialogue.

### **Social responsibility impacts the value chain as a whole**

In social responsibility, the following core issues related to the company's own workforce were identified as material: job security, work-life balance, health and safety, and training and skills development. The health and safety of workers in the value chain was also identified as a material topic.

As the project transitions to the construction phase, the impacts in the value chain increase significantly and new topics will emerge as material. These topics relate in particular to ensuring responsibility and working

conditions in the supply chain.

Impacts on communities, such as risks and opportunities related to land use and the safety of communities, will also be reassessed once construction begins. These are important themes both from the perspective of stakeholders, as well as in terms of the smooth implementation of the project.

### **Good governance also extends to the activities of partners**

The West Railway has developed its processes and models related to good governance since the project was launched.

In the area of governance, the double materiality assessment highlighted general issues related to corporate culture and ethical business practices, as well as policies and other concrete measures to prevent corruption and bribery as material. For example, a whistleblowing channel, which is already in use in the West Railway, supports good governance and transparency of operations.

In addition, relationships with suppliers of goods and services were identified as material topics. The West Railway requires that its contractors,

suppliers and partners commit to responsible ways of working. Railway projects involve many kinds of partnerships and supply chains, the sustainability of which is reflected in the implementation, risks and overall acceptability of the entire project.



## STAKEHOLDER ANALYSIS

# Stakeholders want clear communication and dialogue with local communities

**The West Railway surveyed the views and expectations of its stakeholders through interviews and a questionnaire conducted by an external partner. The analysis was carried out in March–April 2025, with around 1,300 respondents in total. The respondents were divided into three groups: private individuals and residents of the project’s impact area, landowners, and representatives of other stakeholders.**

## The project conducts regular stakeholder analyses.

The results of the stakeholder analysis will be used to develop stakeholder engagement, particularly with regard to the upcoming construction phase. The summary of the results also served as key source material for the materiality assessment by experts and the validation of the results of the double materiality assessment.

The aim is to repeat the analysis annually to see how the views of stakeholders have developed and what kinds of results have been achieved by the measures taken by the West Railway.

## Not all stakeholders are clear on the project’s purpose

The results of the stakeholder analysis showed that the project and its purpose are not entirely clear to many stakeholders. Understandably, many stakeholders get mixed up about the West Railway Ltd as a company and the West Railway project and its related public debate.

The responses to the stakeholder analysis show a critical or sceptical attitude toward the project. Although the project has strong supporters, the responses reveal a lack of trust, particularly among landowners and resi-

dents. The project is being questioned and criticised, and no clear justification for it can be seen.

When evaluating the results of the analysis, it is important to note that the respondent group “landowners” consists of landowners who have previously been in contact with the West Railway about challenges relating to the project. There are several hundred landowners in the project’s impact area, with a total of 87 landowners participating in the study.

## Stakeholders want open communication and clear justification

The West Railway has actively communicated on the progress of the planning phase and maintained active contact with stakeholders at different levels. Despite this, not all respondents believe that open and transparent project communications are being handled in the best possible way. Local residents want more information about both the progress of the project and the project in general.

Many question the project’s cost-benefit ratio and view the project to be excessively costly, especially in light of the current economic situation.

*“The goal of the West Railway is to respond to stakeholder needs by more actively providing information about the benefits and reasons of the project.”*

The attitude of the media towards the company and the project is positive or neutral, and service providers and partners have a positive overall view of both the project and West Railway Ltd.

## Emphasis on communication and stakeholder engagement

Based on the results of the analysis, the West Railway’s goal is to respond to the needs of stakeholders by communicating even more actively about the benefits and justifications of the project going forward. The fundamental reasons for the project will be highlighted more clearly.

Our goal is to provide the most up-to-date information possible on the progress of the project through channels and methods that ensure that different stakeholder groups are reached, especially residents of the project area. Clear communication will be increased and additional resources allocated to communication. Messages and questions are always answered promptly.

The company’s employees will also engage extensively with local communities and stakeholders. The communication capabilities of subcontractors and other partners will also be improved and ensured that they comply with mutually agreed guidelines for communication and stakeholder engagement.

Active development of media relations will be continued. Maintaining good media relations means, in particular, providing easily accessible, interesting and up-to-date information on the progress and benefits of the project to different target groups. The people behind the project will also be given the spotlight.



**Comment by the Director of Communications and Sustainability**

## Our task is to fill the communication vacuum

The stakeholder survey conducted in spring 2025 sent a clear message from our stakeholders: more and better communication is needed. At the West Railway, we are ready to respond to the call and develop our communications to better serve our stakeholders.

In 2025, we already made improvements in a few fundamental areas: response times to feedback and questions were significantly shortened, and the new images and videos added to our map service help illustrate how the how railway would look in reality. We also developed our communications with landowners regarding future field work, the results of which will become apparent as actual construction nears.

Despite the progress, the hardest work is still ahead. The transition of the West Railway from planning to construction has taken a long time, and the delay has also resulted in a communication vacuum. There has been no further news about the planning phase, and communication relating to the construction phase has not yet begun. The fundamentals of the project and its implementation have not been given the attention they deserve. We alone can fill this vacuum.

The West Railway can be justified by a number of benefits of society that easily remain distant to the residents in the area affected by the project. However, we should not forget that the rail link is being built first and fore-



most for its future users. Infrastructure is not a means to an end; what is more important is what it enables people to accomplish.

In the future, our task is to communicate more clearly why the West Railway is being constructed, what its impacts will be, how and where the work will progress, and what are the impacts of the construction work itself.

Communication is a marathon, not a sprint, and perceptions or the results of stakeholder surveys do not change overnight. However, we are prepared to engage in long-term, forward-looking work in communications as part of the larger project.



***Mikko Hämeenniemi***

Director, Communications and Sustainability



## SUSTAINABILITY GOALS

# Our goals were achieved almost as planned

**The company's Board of Directors updates and approves sustainability goals and metrics for the West Railway in accordance with its annual plan. The goals and metrics cover sustainability topics that have been defined as material, and the Board of Directors regularly assesses and monitors their achievement.**

### Sustainability goals evolve as the project progresses

Sustainability goals and metrics are updated annually, and long-term sustainability work will continue throughout the project. Regarding the sustainability metrics for 2025, it should be noted that when the metrics were defined, no decision had yet been made on proceeding to the construction phase, but that one was expected to be made during 2025. In addition, with the exception of the Lohja–Salo section, the rail plans have progressed to the administrative approval processes.

The sustainability metrics for 2025 focused on developing the company's overall operations and sustainability, including carrying out a double materiality assessment and a stakeholder analysis, advancing the administrative processes of the railway plans and preparing rail plans for the Lohja–Salo section.

The sustainability goals were achieved almost as planned, with the only significant deviation relating to the work-related accident frequency. During the year, one accident occurred that resulted in sick leave, but as the total number of hours worked in the field was low, the accident frequency exceeded the goal.

In addition, the implementation of metrics related to the update of the Lohja–Salo plan was incomplete, as work to update the plan did not begin

until early autumn and the results were not yet available during 2025. Similarly, the delay in transitioning to the construction phase contributed to the achievement of the 2025 sustainability metrics.

### Updated metrics for 2026

As the project moves to its construction phase, new data-based sustainability metrics with data points are needed. The West Railway is striving to develop data-based sustainability metrics and an efficient process for collecting data. The metrics will be made clearer, and the quality of data will be improved to ensure more effective utilisation. The metrics must be set correctly and relevant.

The sustainability metrics for 2026 will be decided by the Board of Directors of West Railway Ltd in early 2026. The metrics will be developed based on the results of the double materiality assessment and the updated focus areas. However, as actual construction of the West Railway will not start in 2026, the metrics will continue to focus on the overall development of the West Railway's sustainability work and on describing and developing the topics identified in the double materiality assessment. The sustainability metrics for 2026 will be published on the West Railway website.

## SUSTAINABILITY ROADMAP

# The updated roadmap includes two development programmes

**In the long term, the West Railway's sustainability work will focus on supporting strategy and management, developing material sustainability content and meeting regulatory and stakeholder requirements. Stakeholder engagement is a key part of the sustainability roadmap. Sustainability themes can be explored in greater depth through dialogue with stakeholders.**

## Update of the sustainability roadmap

The West Railway's overall sustainability goals relate to the continuous development and clarification of the content, goals and metrics applied in sustainability work and the development of sustainability reporting in practice.

The sustainability roadmap was updated in 2025 based on the results of the double materiality assessment. Based on the findings of the assessment, the focus areas and sustainability plans were updated to reflect the results and stakeholder expectations. In addition, the West Railway's value chain was defined and described. Based on the double materiality assessment, the data points to be monitored and reported during the construction phase were also defined. The results of the double materiality assessment will also serve as a basis for updated sustainability principles to be published in 2026.

The roadmap specifies the dates for defining sustainability metrics and publishing sustainability reports in the future. The West Railway plans to

publish its first report in accordance with CSRD covering the year 2027 in the spring of 2028. However, the West Railway follows the guidelines of the State Ownership Policy on reporting requirements.

In accordance with the roadmap, the double materiality assessment will be updated when actual construction begins, in other words in 2027 according to the current timetable. The updated assessment will specify the key sustainability themes and data points to be monitored in the West Railway project based on the construction design.

## Double materiality assessment serves as the basis for development programmes

Two separate development programmes were added to the sustainability roadmap. While both development programmes are part of the larger project, handling them separately allows for faster progress on the selected themes.

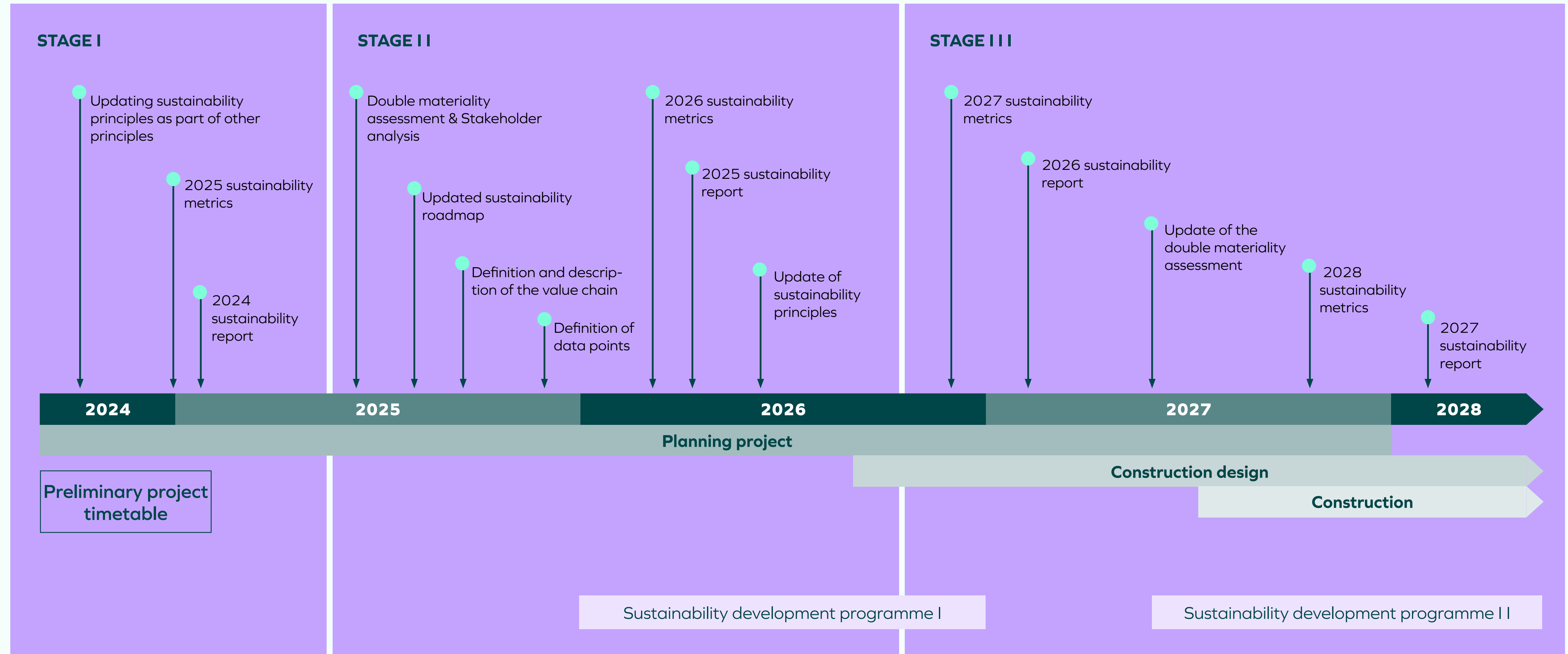
The first development programme focuses on the material topics identified in the double materiality assessment in 2025. In addition to climate and biodiversity, important environmental topics covered by the development programme include initiating dialogue with nature conservation organisations, public authorities and local residents. In social responsibility, the focus is both on our own workforce as well as on communication with local communities and developing stakeholder relations. In economic responsibility, the programme focuses on the project's finances, corporate culture and the prevention of corruption and bribery in the value chain.



**“The construction phase differs from earlier phases, and the topics and their emphasis will also change from the planning phase.”**

The second development programme will focus on topics identified in the updated double materiality assessment carried out in connection with the start of actual construction work. The goals and concrete measures of the development programme will become clearer as the project progresses towards the construction phase. The construction phase differs from earlier phases, and the topics and their emphasis will also change from the planning phase.

# Roadmap for developing sustainability



## ETHICAL RESPONSIBILITY

# Responsible decision-making and procurements

*Ethical responsibility themes identified as material in the double materiality assessment included corporate culture and business ethics, prevention of corruption and bribery, and relationships with suppliers of goods and services.*

**Ethically sustainable and acceptable business conduct and good governance are important aspects of sustainability throughout the project, from planning to implementation. Processes must be in order, and operating principles and policies must be clear.**

## Responsible operations are based on ethical business conduct principles

The West Railway's principles of ethical business conduct form the basis for sustainable operations and a healthy working community. The principles of ethical business conduct are followed in all our activities and guide the actions and decisions of the Board of Directors, operational management and personnel.

The principles address situations such as cooperation between the West Railway's personnel and external stakeholders, conflicts of interest, the

protection and use of company assets, gifts and donations, and communication and financial reporting.

The company's management and personnel have a duty to comply with the ethical business conduct principles. Contractors, suppliers and partners are also required to act responsibly and comply with ethical principles.

## Transparency and openness are important principles

Open and transparent, ethically acceptable business conduct forms the basis for our interaction with stakeholders. The importance of the West Railway's ethical business conduct principles, sustainability and internal procurement guidelines is emphasised when interacting with contractual partners, authorities and other stakeholders. The preparation of rail plans and their related inspections, surveys and studies are outsourced. The project employs hundreds of experts, designers, contractors and other professionals through outsourced functions of the rail planning phase. Responsible procurement and prevention of the grey economy are essential to managing a complex network of partners and subcontractors.

## The West Railway combats the grey economy

The West Railway does not approve of the grey economy and takes into consideration sanctions imposed by the EU and the UN in its procurements, contracting and choice of partners. The West Railway has a whistleblowing reporting channel in place, through which anyone can confidentially report observed or suspected misconduct or inappropriate behaviour.

The West Railway's purchases are 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. 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.

## ECONOMIC RESPONSIBILITY

# A large-scale project requires solid financial expertise

*In the double materiality assessment, economic responsibility was evaluated based on the economic impacts arising from risks and opportunities. Policies and measures related to responsible procurements and the prevention of corruption and bribery are also an important part of economic responsibility.*

**High-quality and careful financial planning and monitoring form the foundation of the project throughout each of the project's phases. From the perspective of economic responsibility, the most important issues are the cost-effectiveness of planning and tasks, adherence to the budget and the accuracy of cost estimates.**

## Systematic cost management

During the construction phase, the importance of appropriately scaled and timely cost management is emphasised. Significant costs will begin to accrue once construction begins. Effective planning and high-quality project management help ensure that construction proceeds seamlessly and that the timetable and budget are not exceeded. The West Railway Ltd's

planning phase is funded by capital investments by the shareholders and CEF funding by the European Commission. 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. Costs, provisions, forecasts and liquidity are actively monitored and reported to the Board on a monthly basis.

The total costs in 2025 amounted to EUR 5.7 million. Most of these were capitalised on the balance sheet, and a loss of EUR 838,000 was recorded for the financial year.

## Economic value through purchases

During the railway's 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's planning phase are mainly focused in the sectors of civil engineering services and urban planning.

The total estimated impact of procurements 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 2025, the corresponding figures are EUR 1.0 million and EUR 0.1 million, respectively. The company's tax footprint in 2025 consisted of withholding taxes, statutory pension and unemployment insurance contributions and social security contributions, which totalled EUR 0.8 million.

## Two purchases in 2025 exceeded the threshold value

The company made 38 purchases in 2025 totalling EUR 5.3 million. In

2025, two purchases exceeded the EU threshold, which were approved by the Board of Directors in accordance with the specified process.

During 2025, the company made a total of 13 purchases with a value exceeding EUR 60,000 but below the EU threshold. The total value of these purchases was EUR 1.9 million.

Five purchases were implemented by inviting tenders from at least three suppliers. These accounted for 26% 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.

## The sustainability of purchases is developed systematically

In 2025, the company prepared sustainability guidelines that each supplier is required to follow. The guidelines were incorporated into the company's procurement and contracting process. The general terms of contract and contract templates were also updated in line with sustainability requirements. The West Railway requires its suppliers to commit to ethical business conduct, social and environmental responsibility and occupational safety.

The West Railway is developing its tendering procedures from the perspective of sustainability. Key sustainability goals are integrated into the tendering process. For example, environmental requirements and goals were an essential part of the call for tender for the updated rail plans for the Lohja-Salo section.



### The West Railway is looking for economically optimised solutions

The West Railway is constantly looking to identify economically optimised solutions in terms of overall life cycle from the perspective of both the project and socioeconomic factors. At the same time, the company ensures that its cost estimates are comprehensive and also include reserves for costs that may become more specified at later stages of construction design.

During the planning of the project, the company has also actively explored opportunities for cost savings. In 2025, work began on updating the plans for the Lohja–Salo section, which will be partially converted to a single-rail solution to achieve the targeted cost savings. The final achievement of the targeted cost savings will only be confirmed in 2027 once the updated rail plans are finalised. The company's shareholders will eventually have the opportunity to decide between the construction of a double-rail or a partially single-rail section between Lohja and Salo. The overall benefits of the project will be realised in both options.

### Openness and transparency guide financial operations

The West Railway combats the grey economy by ensuring openness and transparency in its purchases. In 2025, internal procurement guidelines were drawn up based on the company's procurement principles. Among other topics, the guidelines cover the archiving requirements of documentation in accordance with the Contract-

*“The West Railway combats the grey economy by ensuring openness and transparency in its purchases.”*

tor's Liability Act. All members of personnel received training on the new guidelines. The company has no turnover and is not intended to generate profits. West Railway Ltd does not engage in aggressive tax planning and pays taxes to Finland.

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.

### Most of the zoning plans have been approved by the shareholder municipalities.

The approval of the rail plans is closely linked to the progress of municipal land use zoning planning projects. West Railway Ltd communicates actively with municipalities, and the zoning planning situation is monitored regularly every two weeks. Most zoning plans have already been approved, but the situation in Kirkkonummi remains unresolved.

The project will also require various permits under environmental, water and nature conservation legislation. The necessary permits for the Espoo–Hista and Salo–Hajala sections have been identified, the timetables and requirements have been defined and risks have been assessed.

In 2025, a preliminary timetable was created for coordinating the permit processes for each section of the rail plans as part of the overall project schedule. The West Railway developed a tool for monitoring the environmental, water and nature conservation permit processes as part of project schedule monitoring. Risks associated with the permit processes and their dependencies and impacts on project schedule were also assessed.

**SOCIAL RESPONSIBILITY**

# The project is accomplished in collaboration with partners and stakeholders

*In the double materiality assessment, the following core social responsibility issues related to the company's own workforce were identified as material: job security, work-life balance, health and safety, and training and skills development. The health and safety of workers in the value chain was also identified as a material topic.*

**The activities of the West Railway have impacts on various groups of people and communities. A project never operates in a vacuum but needs the approval of all stakeholders.**

**Openness and transparency guide communications**

In a project such as the West Railway, the importance of timely communication, listening to stakeholders and ensuring transparency of decision-making throughout the project is emphasised. A project never operates in a vacuum, but needs the approval of stakeholders. The West Railway will carry out project communications in the municipalities and cities in the project's area of impact.

During the planning phase, listening to local communities and involving different parties are the most important areas of stakeholder engage-

ment and project communication. Stakeholders are informed about the progress of the plans and encouraged to follow the process in the browser-based map tool. Stakeholders are also given the opportunity to engage in dialogue in the form of questions and feedback. The success of communication is measured using metrics such as the response time to questions.

The West Railway carried out a stakeholder analysis in 2025. For more about the analysis and its results, see pages 14–15. The results of the stakeholder analysis provided the company with tools for developing its communications ahead of the start of the construction phase.

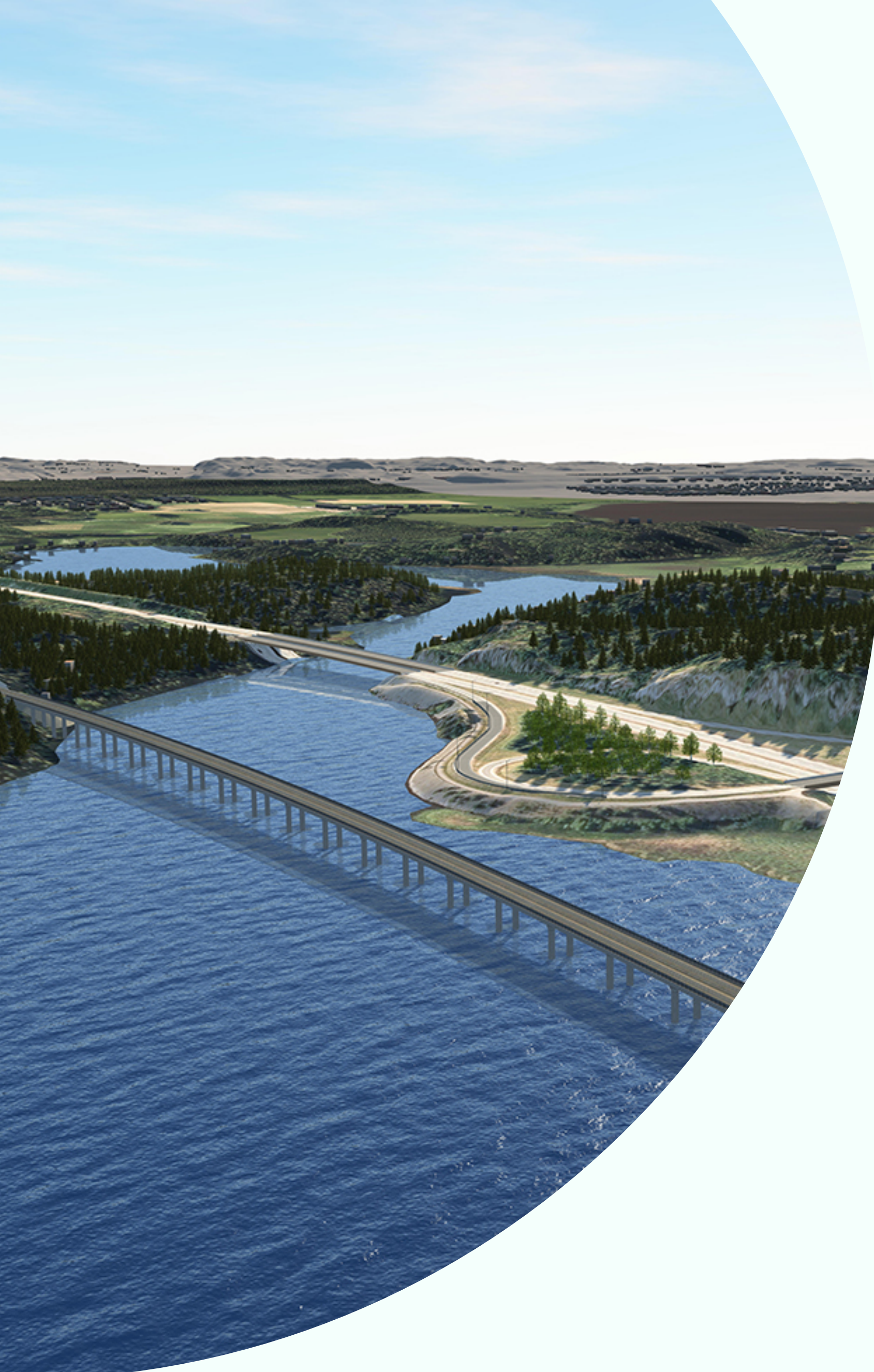
**Everyday communication and participation in events**

In 2025, active dialogue continued with parties involved in land use planning as well as other stakeholders. The West Railway hosted a total of 53 stakeholder events and responded to stakeholder questions and feedback within the set time limit.

The West Railway communicated and reported on the progress of the plans through various communication channels and actively participated in industry and public events. The results of the project's surveys and studies are shared with other infrastructure operators, and cooperation has been carried out with higher education institutions, for example.

In February 2025, the West Railway participated in the Rata event for rail transport industry professionals. The event celebrated 200 years of rail transport. The West Railway represented the future at the event and presented its successes from the planning phase as part of the event programme.





### Healthy personnel and a safe working environment

In 2025, the own workforce of West Railway Ltd included nine employees and the CEO. The number of personnel will increase as the project transitions to the construction phase. In a constantly evolving project organisation, the well-being and professional development of employees are particularly important. In 2025, we developed the skills of our personnel by exploring other infrastructure projects and different models for implementing projects. The well-being of personnel is supported by the wellness and lunch benefits offered by West Railway Ltd.

Safety and well-being of employees are important for West Railway. The aim is to ensure that everyone working on the railway can perform their job safely. As the project progresses to the construction phase, occupational health and safety issues become emphasised and require even more careful management.

Subcontractors play a major role in the operations of the West Railway, and safety management in the supply chain is also an essential part of planning. Both the company's own employees and subcontractors are required to comply with strict occupational safety regulations, respect human rights and follow the standards of the International Labour Organisation (ILO).

### Level of safety at work is actively monitored and developed

In addition to legislation, safe working practices are guided by the West Railway's internal processes and guidelines. The level of safety expertise is ensured through appropriate onboarding, training and monitoring of qualifications. Safety is also monitored through occupational safety inspections.

In occupational safety management, we have prepared for the construction phase by organising shared workshops and by learning about the occupational safety systems of other operators. In 2025, common procedures and processes for monitoring occupational safety were developed and implemented throughout the organisation.

*In a constantly evolving project organisation, the well-being and professional development of employees are particularly important."*

In accordance with this process, safety deviations must be reported within 24 hours of their occurrence, and accident investigations and corrective measures must be carried out within seven days. Serious accidents must be reported to the company's management without delay. Observed safety issues found are corrected in accordance with a written action plan prepared based on the investigation. Preventive corrective action is taken on the basis of near misses and observed safety hazards. In 2025 in the West Railway project, a total of four safety observations were reported in field work.

### Accident frequency as a metric

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 2025, the goal was to achieve an accident rate of below five.

During 2025, contractors suffered one accident resulting in an absence from work. Due to the low total number of hours of field work, the accident frequency rate for the West Railway as a whole was 40.29. In addition, the process for reporting occupational accidents at the West Railway did not function adequately for the first months of the year. The process was made functional during the year by developing common procedures and processes.

Due to the postponement of the start of the construction phase, the company has held off on recruiting a person responsible for preventive occupational safety measures, creating an occupational safety program and validating procedures until 2026 instead of 2025.

## ENVIRONMENTAL RESPONSIBILITY

# A sustainable project from planning to implementation

*In the double materiality assessment carried out in 2025, the following topics emerged as material for environmental responsibility: climate change adaptation, climate change mitigation, energy, water and marine resources, biodiversity and the circular economy. The environment is also one of the key stakeholders affected by the project.*

**The environmental and biodiversity impacts of large-scale rail infrastructure projects are significant. For this reason, environmental responsibility is an integral part of the West Railway's sustainability work.**

## Careful background research, identifying solutions and minimising adverse impacts

Environmental goals guide our work from the planning phase all the way to the eventual operation of the railway. Contractors and partners are also required to give their absolute commitment to the goal of reducing negative environmental and climate impacts.

During the planning phase, choices are made on materials, energy solutions, logistics and land use, among other factors. In project planning, we

have looked to identify innovative ways to reduce harmful environmental impacts and promote the circular economy.

The primary objective of the West Railway is to avoid causing harm to nature, with the secondary objective to mitigate any harm caused, for example through restoration, and to only use ecological offsetting as a last resort. Ecological offsetting is the last resort in situations where damage which could not be prevented or mitigated is offset in other ways.

The West Railway has conducted nature surveys and identified endangered habitat types in the project's impact area. For example, the protected green-shield moss is one of the species whose habitats have been identified and the possibilities for relocation investigated.

The rail plans also take into account the migration routes of animals. Ecological corridors, such as ledges for otters, jumping trees for flying squirrels, underpasses for bridges and green bridges on top of tunnels enable animals to safely migrate despite the new infrastructure.

Entire ecosystems are also taken into consideration. During planning and construction phases, new sunny and dry habitats will be created, which are particularly important for certain plant and insect species.

## Resource utilisation through the circular economy

Tools offered by the circular economy help utilise the project's materials and resources as efficiently as possible. The project will generate large amounts of excavated material, and resource efficiency can be significantly increased by finding useful applications for the excavated soil.



## The West Railway supports Finland's climate goals

Transport and infrastructure play a key role in mitigating climate change. Transport activities account for a third of all energy consumed in the EU and around 23% of direct greenhouse gas emissions. The West Railway and development of rail transport contribute to Finland's efforts to phase out fossil fuels and achieve the EU's climate goals.



To this end, the project has carried out an exceptionally large number of rock material surveys. According to the surveys, 85% of the rock material needed for the track structures can be obtained from the project's own reserves of material. Clay can also be used in landscaping, green construction, noise barriers, groundwater protection and as landfill liner.

### **Climate principles have been defined for the planning stage**

Climate principles defined for the plans of the West Railway take into consideration the climate impacts of the project at different stages of its life cycle. Climate impacts can be divided into four categories: emissions during construction, life cycle emissions, climate impacts of transport, and the impact of rail transport on urban structure.

In the rail plans, these environmental impacts and the economic effects of emission reductions have been extensively assessed based on various reports and studies. The latest calculations of the project's climate impacts were made in summer 2024 based on technically finalised rail plans. The calculations will be further refined as the planning progresses.

Climate change and its impact on future infrastructure projects must be taken into account already during the planning stage. Climate risks have been assessed, and solutions adopted in the plans give particular consideration to the effects of rainfall, flooding, temperatures and other weather changes on the structures.

Adequately scaled stormwater solutions, bridges and culverts, erosion protection, choices of surface materials and safe distances can help prepare against collapses of railway embankments and roads and problems with rail and road maintenance.

### **Potential for emissions reduction on a new scale**

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. Climate impacts can be reduced through low-carbon choices of materials and solutions that utilise the circular economy and by minimising the number of transports of rock material.

The West Railway is seeking innovative alternatives to reduce emissions during construction and operation. Examples include the reuse of soil and rock material internally in the project, recycled steel and green concrete, and ground source heat for heating and cooling. Emissions would also be reduced in the event that the Lohja-Salo section is constructed partially as a single rail.

The West Railway uses the ORIS software for balancing material loads, which makes it possible to identify solutions with the lowest total emissions

for managing soil masses. Optimal coordination of soil masses helps avoid unnecessary transport of materials and minimise emissions and transport costs.

A pilot project carried out in 2024 with an external partner investigated the potential of reducing emissions through monitoring of drilling machinery on work sites. The project improved our understanding of the level of expertise required from contractors and the technical requirements of the systems. The results of the pilot project were finalised and applied in practice in 2025. Issues identified in the pilot project can now be better taken into account already when issuing calls for tenders for contracts.

The West Railway is developing its emissions calculation and has identified a number of different tools for calculating emissions. The emission reduction potential of currently identified and available measures is around 36%. In 2025, we switched to using the Ihku calculation service for carbon footprint calculations.

### **Environmental impacts during construction and operation**

During the construction phase, the most significant impacts are caused by energy consumption, resource usage and emissions. Construction work may have a negative impact on residents in the surrounding area in the form of noise, dust and traffic.

A good example of mitigating adverse impacts is property-specific noise control, which is a new and cost-effective way of improving the living comfort of residents along the railway. Noise disturbance can be reduced by structural solutions in the buildings or on the property.

The environmental impacts of the railway during the operation phase will in turn 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.

## CASE

# From identifying to measuring natural impacts

## The landscapes along the route of the West Railway are varied and diverse.

The West Railway runs through Uusimaa and South-west Finland along a corridor that is around 80 metres wide and 150 kilometres in length. For the majority of its route, the West Railway runs alongside existing infrastructure, but the route also passes through natural habitats.

Much of the route runs alongside the existing coastal railway as a double-rail track (Salo–Kupittaa) or alongside the Turku–Helsinki motorway (Hista–Suomusjärvi). In these sections, the new track will largely be integrated with the measures of existing road and rail infrastructure to mitigate environmental impact in terms of noise control, for example.

The most pristine areas in terms of nature along the route are located between Espoo and Hista (along a length of around 10 km) and Suomusjärvi and Salo (around 32 km), where the track follows a route further away from existing roads and railways.

## Nature footprint measures the impact of human activity

The impacts of the West Railway on nature and biodiversity have been studied in several stages over the

past decade by a number of parties, including surveys related to regional and municipal land use planning, as part of the general plan and environmental impact assessment by the Finnish Transport Infrastructure Agency, and in the railway plans prepared by West Railway Ltd.

The surveys have focused on both individual species and entire habitats. The impacts of the project have been identified, and mitigation measures have been presented in the rail plans. The project has also commissioned a master's thesis on the possibilities for ecological compensation with potential sites presented as examples.

During 2025, West Railway Ltd investigated how the identified environmental impacts of the project could be measured. Nature footprint measures the impact of human activity on the environment, taking into account all of the company's impacts, such as material and energy consumption, emissions and waste.

There are several possible methods for calculating nature footprint, and the methodologies are constantly being developed. As a rule, the calculation is based either on consumption-based economic data or on a habitat-based approach using terrain surveys.

"At the current stage of planning, no consumption data is available for the project's environmental impact, as the data will be produced in the construction phase. For this reason, habitat-based methods are more suitable as tools for calculating biodiversity footprint at this stage," says **Riitta Heliö**, Environment and Sustainability Manager at West Railway Ltd.

Biodiversity footprint can also be positive, in which case the activity contributes to the betterment of the environment.

"In the West Railway project, we are also looking to create new ecological value, for example by constructing sunny and dry habitats along the railway that are valuable in terms of biodiversity," says Riitta Heliö.

## Calculating natural value hectares is a prerequisite for planning ecological offsetting

Ecological compensation can be used to compensate for damage caused to nature by the construction of the railway. Ecological compensation was introduced into Finnish nature conservation legislation in 2023 as a voluntary measure.

In order to determine the extent of damage caused to nature and the amount of ecological compensation



**Riitta Heliö**  
Environment and  
Sustainability Manager

## CASE

needed, it is necessary to know what type of habitat is being degraded and to what extent. To assess the extent of the damage, data is needed on the area impacted, its ecological quality and the severity of the damage. Calculating natural value hectares is a prerequisite and baseline for planning ecological offsetting.

"The natural value hectare is the unit of measurement used in calculating environmental damage and ecological compensation. As a concept, a natural value hectare is narrower compared to nature footprint. It describes the value of the area in its natural state in relation to a corresponding area of the same habitat in its natural state," explains Heliö.

The natural value hectare combines surface area and ecological quality into a single figure, which can be used to calculate both the extent of the damage and the amount needed to compensate the damage. The compensation calculation ensures that the damage and its compensation match in terms of total natural value hectares.

The Finnish Environment Institute (SYKE) has prepared a report describing the precise calculation principles for damaged areas used for compensation. The calculation is based on terrain surveys and formulas in accordance with the Nature Conservation Act. Ecological condition is assessed on a scale of 0–1, and the endangered habitat factor increases the weight of the damage.

"During the 2026 field season, we will conduct a pilot test of the biodiversity footprint calculations in the Espoo–Hista section in accordance with the guidelines of SYKE. In practice, this means that each hectare along the railway corridor is assessed for its ecological value. The results can be used as baseline data in planning potential compensation measures," explains Heliö.

### Working together towards sustainable rail infrastructure

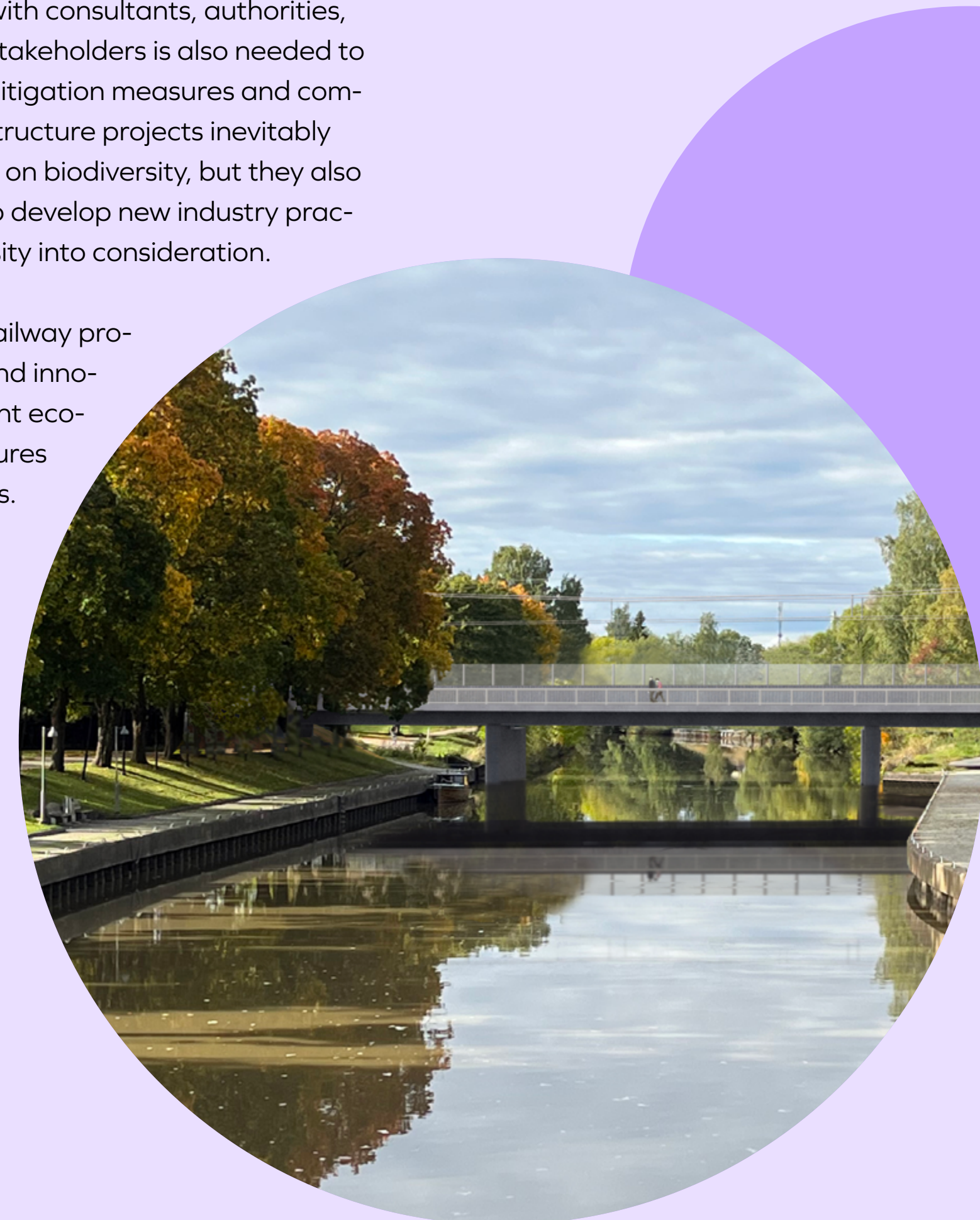
The calculation of environmental impacts and ecological compensation has many benefits, particularly from the perspective of nature itself, but also for future infrastructure projects. As calculation methods are developed, useful experience and expertise is gained which can be used to improve the quality of future planning. The West Railway is a multi-year, multi-phase construction project, and lessons learned during the first steps can be used in subsequent project phases.

"The calculation of ecological value hectares and ecological compensation cannot be separated from each other, as the calculation is used to identify the most valuable natural habitats. The negative impacts of construction projects can be minimised but rarely eliminated altogether. Ecological compensation offers an opportunity to compensate for damage caused to the environment," Heliö sums up.

The West Railway engages in a wide range of cooperation with stakeholders throughout the project's

life cycle. Cooperation with consultants, authorities, landowners and other stakeholders is also needed to implement ecological mitigation measures and compensation. Large infrastructure projects inevitably have a negative impact on biodiversity, but they also provide opportunities to develop new industry practices that take biodiversity into consideration.

"The aim of the West Railway project is to develop new and innovative ways to implement ecological mitigation measures in infrastructure projects. We want to build sustainable rail infrastructure while striving to preserve natural values," Heliö sums up.



# Summary of goals and metrics set by the Board of Directors

The company's Board of Directors set sustainability goals and metrics for 2025 for the sustainability topics assessed to be material. During the year, the Board of Directors regularly assessed the attainment of sustainability goals and metrics.

A total of 18 sustainability goals were set for 2025. The metrics focused on developing the company's overall operations, promoting the administrative approval processes of rail plans, and plans for the Lohja-Salo section.

With respect to the metrics, it should be noted that the delay in transitioning to the construction phase contributed to the attainment of the sustainability metrics for 2025. In addition, the implementation of metrics related to the update of the Lohja-Salo plan was incomplete, as work to update the plan did not begin until early autumn and the results were not yet available during 2025.



# Development of sustainability work

● Achieved ● Not achieved

## THEME: DEVELOPING THE COMPANY'S SUSTAINABILITY WORK

Metric	Goal for 2025	Methodology	Completed	Result	Comments
Double materiality assessment	Carry out a double materiality assessment to serve as a basis for an updated sustainability development programme for the company	Yes/No	8/25	●	
Development of sustainability metrics	Based on the double materiality assessment, a clear system of data-based sustainability metrics and a process for collecting data for the metrics will be developed for the company.	Yes/No	12/25	●	
Developing stakeholder cooperation and engagement	Carrying out a stakeholder analysis, based on which a plan will prepared for developing stakeholder cooperation and inclusive engagement	Yes/No	8/25	●	

# Principles of ethical business

## THEME: A SAFE, HEALTHY, AND THRIVING WORK COMMUNITY

Metric	Goal	Methodology	Completed	Result	Comments
Development of well-being in the workplace	Carrying out a personnel survey on well-being at work and prepare a plan for addressing areas for improvement identified in the survey.	Yes/No	12/25	●	Implementation of the survey has been postponed until the start of the first construction phase

## THEME: COOPERATION WITH CONTRACTUAL PARTNERS, AUTHORITIES AND OTHER STAKEHOLDERS

Metric	Goal	Result	Completed	Result	Comments
Responsible procurements	Preparing sustainability guidelines for suppliers, which will be included as part of future contracts by the company and which suppliers are required to follow. In addition, the company's general terms of contract and contract templates will be updated in accordance with sustainability requirements.	Yes/No	6/25	●	

# Economic responsibility

● Achieved ● Not achieved

## THEME: HONEST, OPEN AND TRANSPARENT BUSINESS

Metric	Goal for 2025	Methodology	Completed	Result	Comments
Transparency and competitive tendering of purchases	To ensure openness and transparency of purchases and to combat the grey economy, internal procurement guidelines are drawn up based on the company's procurement principles. The guidelines should specify the archiving requirements for documentation in accordance with the Contractor's Liability Act, among other topics. All members of personnel will receive training on the procurement guidelines.	Yes/No	6/25	●	

## THEME: EXPENSES AND COST SAVINGS

Metric	Goal for 2025	Methodology	Completed	Result	Comments
Securing the targeted cost savings on the Lohja-Salo section	In connection with the update of rail plans, it is ensured that the updated planning principles achieve the desired cost savings. Final attainment of the goal will not be confirmed until the updated rail plans are completed in 2026. As of the end of 2025, however, the goal is to ensure that the direction being pursued is clear and correct.	Yes/No	12/25	●	

## THEME: MONITORING OF PERMIT PROCEDURES AND LAND USE PLANNING

Metric	Goal for 2025	Methodology	Completed	Result	Comments
Preliminary timetable for coordinating the permit processes for the Salo-Hajala, Hajala-Nunna, Nunna-Kupittaa and Espoo-Hista sections as part of the project schedule (MS Project)	Development of the tool for monitoring the environmental, water and nature conservation permit processes as part of project reporting. Identifying permit-related risks and dependencies and their impact on the project schedule.	Yes/No	6/25	●	

# Social responsibility

● Achieved ● Not achieved

## THEME: OPEN COMMUNICATION AND ACCESSIBILITY

Metric	Goal for 2025	Methodology	Completed	Result	Comments
Response time to questions from stakeholders	All questions and feedback from stakeholders will receive a due response. Questions about the project presented in the information channels will be answered within five weekdays. If more time is needed to prepare the answer, the final answer will be given within 21 weekdays.	Yes/No	Continuously tracked metric	●	34/34 answered within the time limit

## THEME: SAFETY AT WORK (SUBCONTRACTORS AND OWN PERSONNEL)

Metric	Goal for 2025	Methodology	Completed	Result	Comments
Establishing occupational safety procedures and an occupational safety organisation	Creating procedures and processes for monitoring occupational safety within the company and implementing the procedures throughout the organisation. The procedures cover internal monitoring and reporting of occupational safety matters.	Yes/No	8/25	●	
	Recruiting an employee whose duties cover preventive occupational safety measures and the establishment of a programme related to these, as well as ensuring and monitoring occupational safety-related procedures and processes both internally and towards subcontractors.	Yes/No	12/25	●	No recruitment was made as the construction phase was not started, but the processes and monitoring were improved in connection with the development of occupational safety during the planning phase.
Accidents and near misses	Accident investigation must be carried out within seven (7) days of an incident, including the implementation and monitoring of corrective measures. Serious accidents (including subcontractors) must be reported to the company immediately and other accidents within 24 hours. Near misses are recorded and reviewed with the subcontractor on a quarterly basis.	Yes/No	Continuously tracked metric	●	One accident, inadequate reporting process
Accidents	No fatal accidents	Quantity 0	Continuously tracked metric	●	
	Accident frequency <5 per million hours worked. When calculating accident frequency, both subcontractors and the company's own personnel are included.	Frequency <5	Continuously tracked metric	●	Frequency 40.29 (one accident)

# Environmental responsibility

● Achieved ● Not achieved

## THEME: MINIMISING ADVERSE ENVIRONMENTAL IMPACTS

Metric	Goal for 2025	Methodology	Completed	Result	Comments
Environmental impacts of the updated Lohja-Salo rail plan	In connection with the updated plans for the Lohja-Salo section, identifying and reporting on ways to increase positive environmental impacts and reduce negative environmental impacts using tools offered by the circular economy.	Yes/No	12/25	●	The update of the rail plans has not progressed sufficiently to produce data on the impacts to be reported
Development of biodiversity work	The project aims to mitigate negative impacts on biodiversity and identify local sites with potential for habitat restoration and potential sites for ecological compensation. To promote this work, a biodiversity working group will be set up together with municipalities, Centres for Economic Development, Transport and the Environment (ELY) and consultants. The working group reports on the results of its work annually.	Yes/No	12/25	●	It was not possible to establish the working group before the project has transitioned to the construction phase.

## THEME: EMISSIONS REDUCTION

Metric	Goal for 2025	Methodology	Completed	Result	Comments
Development of emissions calculations	Switching to the Ihku calculation service in the calculation of carbon footprint.	Yes/No	6/25	●	
	With regard to the Lohja-Salo rail section plan, comparative data will be produced on the climate emissions of a single-rail solution compared to a double-rail solution.	Yes/No	12/25	●	Progress on the updated rail plans is not sufficient to produce comparative data

# WEST RAILWAY



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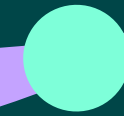
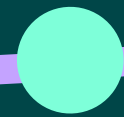
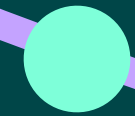
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