



European Investment Bank (EIB)

Luxembourg, 12 Dec 2019

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	Tampere City Tunnel
Project Number:	2013-0635
Country:	Finland
Project Description:	The project consists of construction of a new 4.2 km 2x2 motorway including 2.3 km of twin tunnel in Tampere, Finland.

Summary of Environmental and Social Assessment at Completion

EIB notes the following key Environmental and Social outcomes at Project Completion.

The project falls under Annex I of the EIA Directive 2011/92/EU. The EIA was completed by the Finnish Road Administration (now the Finnish Transport Authority (FTA)) and the City of Tampere and approved by the Competent Authority (Pirkanmaa Ely centre – Environment and Natural Resources Section) in 7/2010 for the section. Wide public consultation was undertaken which included workshops, field visits, and presentation events during the planning phase.

Detailed environmental management and mitigation measures were planned for the construction and operation periods. In addition environmental monitoring is a contractual obligation of the Contractor during construction and operation, with long term monitoring being undertaken by the FTA. The Competent Authority for Nature Conservation determined that the project is not likely to have a significant impact on any Natura 2000 sites. The formal declaration on the assessment carried out under Article 6.3 of the Habitats Directive and duly signed, was a condition for disbursement.

At appraisal, the main positive impacts of the project included better access to the city centre for pedestrians (pedestrian bridges planned at main intersections), improved preservation of the cultural-heritage nature of the Mustalahti harbour including increased land area from reclamation of the lake, minimal impact on the urban infrastructure, improved travel times and improved noise levels in the city centre.

At appraisal, negative impacts include increased CO2 emissions around the entrances to the tunnel (but not in the residential area), land reclamation in the nearby lake (using the spoil from the excavation) that was expected to result in some temporary water quality issues. Also, noise levels were expected to be exceeded at crossings mitigated by sound barriers. The visual impacts of the barriers was mitigated through landscaping.

After the implementation and according to Report No. 2/2017 of the City of Tampere Environmental Protection Unit, the Rantatunneli tunnel has reduced the areas in which residents were exposed to noise in Naistenlahti, Ranta-Tampella and Mustalahti considerably. Based on the air quality monitoring carried out by the Finnish Meteorological Institute, air quality near the tunnel entrances appear to have remained unchanged.

In addition to the above, some fish in a nearby lake could be affected by planned reclamation work and voluntary compensation measures were planned; a copy of the environmental permit was required as a condition for disbursement.



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Additionally, a nearby dolphinarium was likely to be affected by blasting so Dolphins were to be removed during blasting periods over two months. Museums on top of the tunnel were supposed to be evacuated/protected prior to blasting. All protective measures that were planned for the dams / gates between the lakes and various phases of construction, noise control, vibration monitoring, repair and reimbursement of any damage to buildings, groundwater management, timing of blasting and transportation have been implemented during construction.

The social impact of the project was deemed positive, due to the generated benefits in terms of users' time savings and safety benefits.

Summary opinion of Environmental and Social aspects at completion:

Based on the promoter's reports, EIB supports the opinion that the project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.