Luxembourg, 3 June 2020

Public

Environmental and Social Data Sheet

Overview

Project Name:	NEW SLUSSEN STOCKHOLM
Project Number:	2019-0486
Country:	Sweden
Project Description:	Reconstruction of the Slussen area in Stockholm, named after the locks between Lake Mälaren and the Baltic Sea, including renewal of the locks and the road bridges on top of the lock, and new construction of a bus terminal, an intermodal transport hub, bus lanes, bicycle and pedestrian paths.
EIA required:	yes
Project included in Carbon Footprint Exercise[1]:	no

Environmental and Social Assessment

The project is located in the centre of Stockholm City, Sweden. The purpose of the project is to renew almost obsolete infrastructure and to upgrade it to ensure the long-term sustainability of both the transport and the water infrastructure in the area. In addition, another aim of the project is to redesign the Slussen area converting the current traffic junction that dominates the area into an urban space that functions as a meeting place and prioritises walking, cycling and public transport. The project consists of:

- Reconstruction and improvement of locks, including new discharge channels that increase the drainage capacity fivefold.
- Reconstruction of road bridges on top of the locks, adding bus lanes and pedestrian lanes.
- New underground bus terminal blasted into the rock, with a capacity of 40 bus platforms.
- Construction of an underground intermodal hub (the so-called Atrium), connecting metro, bus, regional rail and the ferries.
- Construction of new cycling paths including a new bicycle bridge across the river.
- Establishment of new public spaces and foot paths as well as new spaces for shops and offices.

[1] Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO2e/year absolute (gross) or 20,000 tonnes CO2e/year relative (net) – both increases and savings.

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Environmental Assessment

Impacts on the environment

The project contributes to the Regional Development Plan for the Stockholm Region (RUFS 2010), for which a Strategic Environmental Assessment has been carried out. It aims to increase the use of sustainable transport modes and support the residential and economic growth objectives of the strategy.

The project has been screened in by the Competent Authority and an Environmental Impact Assessment was completed in December 2011, in compliance with the EIA Directive 2014/52/EU. The EIA covers the complete project and also includes assessment of impacts on protected nature areas such as the Natura 2000 areas in and around lake Malaren, as well as assessment on the impacts on water bodies, as required by the Water Framework Directive 2000/60/EC. The environmental permit for the project was issued by the Land and Environmental Higher Court in 2015, which took into account the opinions of the relevant competent authorities, in particular the Swedish Environmental Protection Agency as well as the Water Authority of the North Baltic Sea Water District. As the bus terminal component had to be substantially amended, an additional EIA was completed for this component in early 2016, and after public consultation, the environmental approval for this component was given in 2017.

The main impacts of the project on the environment are positive as the renewal of the area will improve the quality of the public transport and the soft transport modes, which serves as an important gateway to central Stockholm. The capacity for cars in and out of the city will for the time being be preserved at the current level, while it is envisioned that the capacity will be diminished as the metro network over the next decades will be improved in the corridor.

During construction there will be the usual impacts on the local environment, such a noise and dust. Also mobility will be constrained and the ambience of the area will be affected. Relevant measures are being taken to mitigate the negative consequences, including the usual measures against noise and dust, establishing a temporary commuter bus terminal, phased works on the roadway bridges across the river, and the establishment of temporary access to buildings.

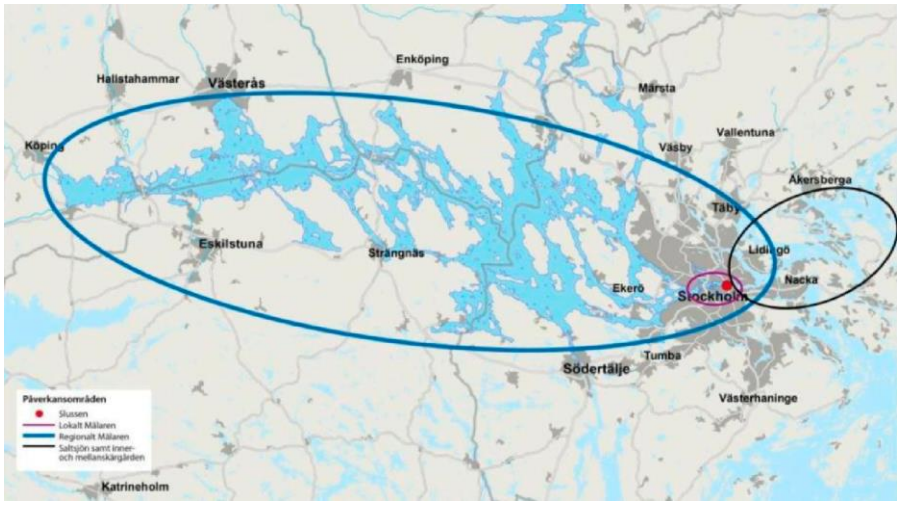
The project takes place nearby sites of cultural heritage. The Promoter has taken measures to ensure that appropriate excavation will take place in case of unexpected findings.

Impacts on natural protected areas

The replacement of the locks will entail a fivefold increase of the water flow capacity between Lake Malar and the Baltic Sea, creating the opportunity to regulate the water level more dynamically in Lake Malar. This improved ability to manage the water level leads to positive effects for both climate resilience, preservation of drinking water quality, and nature preservation along the coast of Lake Malar.

Given the potential impacts of the new water regime on the Lake and the protected nature areas in and around the Lake, an appropriate assessment has been completed in 2011, which assessed the impacts on in total 70 Natura 2000 areas in and around the lake. The assessment found that 15 areas were affected, all with either moderate positive impacts or small positive impacts, provided some mitigation measures (for instance seabed erosion protection) are implemented which have become part of the project scope. The other areas were deemed to be unaffected by the new water regime. The positive impacts of the project on the natural areas were confirmed by the competent authorities (Swedish Environmental Protection Agency and the relevant county administrations) in the environmental permit given

in 2015. No impacts are expected during construction of the project, as there are no protected areas close to the construction sites.



Project site and areas of influence: Lake Malar and inner waters of the Baltic Sea

Impact on climate

The area around Stockholm is sensitive to flooding, as recent severe floods in 2000 and 2006 have shown. The Swedish Meteorological and Hydrological Institute (SMHI) estimated there is a 10% probability that an even worse flood than in 2000 could occur within the next 10 years, due to the lake's insufficient water discharge capacity. The new lock will reduce this risk substantially. The discharge capacity and flood gates will for the first time account for climate change impacts, including a worst-case projected sea level rise in the Baltic Sea. The water inlet capacity is five times higher than the current lock. Moreover, the foundations of the lock will be oversized for current conditions in order to bear the heavier loads from rising sea levels. The project thus contributes to achieving climate adaptation objectives.

In addition, the forecasted increase in public transport, cycling and walking due to the project will also contribute to achieving climate mitigation objectives.

Other Environmental and Social Aspects

The project has been under consideration and development since 2001, adopted by the Stockholm City Council in The Master Plan for Stockholm in 2010, and was formally decided in 2011. In the planning phase between 2007 and 2011, involvement of the general public took place in an open process, and direct contact was undertaken with stakeholders with special concerns. Most issues were resolved in this process, while some issue were finally resolved through the decisions by the Land and Environmental Court in 2015.

No involuntary, permanent resettlements have been needed as a consequence of the project, which has kept within its original footprint (except for the underground bus terminal blasted into the rock). The new water management regime in the Lake will affect agricultural land, and to the extent that agricultural interests have been adversely affected, the land owners receive economic compensation.

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Conclusions and Recommendations

The project complies with relative environmental legislation, including the EIA, Water framework and the Habitat Directives. The project will have predominantly positive environmental effects both in terms of regional mobility and water management. Any adverse impacts, in particular during construction will be mitigated when and where possible.

The Promoter has a good capacity to implement the project in accordance to the environmental permit.

The project is acceptable to the Bank in environmental and social terms.