European Investment Bank

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Environmental and Social Data Sheet

Overview

Project Name:	*TAMPERE TRAMWAY REGIONAL EXTENSION*
Project Number:	*2025-0010*
Country:	*Finland*
Project Description:	*Extension of the tramway network in Tampere and adjacent municipalities. The project will construct ~13.6km of double track tram tracks, extend the tram depot at Hervanta, procure 7 new trams and 8 extension cars.*

EIA required: no

Project included in Carbon Footprint Exercise[1]: no

(details for projects included are provided in section: “EIB Carbon Footprint Exercise”)

Environmental and Social Assessment

The project concerns civil works related to the construction of extensions to the existing tram network in Tampere, the procurement of rolling stock, procurement of extension cars for existing trams and the extension of the tram depot at Hervanta.

The extension will construct approximately 13.6km of double tracks whilst the works at the depot is necessitated by the increase in the number of trams in operation. The capacity of the depot will increase by about 50% with the number of tracks increasing from 6 to 9.

The new trams are required to meet schedule requirements on the extended network whilst the extension tram cars will be used to increase the passenger capacity of existing tram sets.

The Promoter has previously undertaken a similar project financed by the Bank in the same region, with positive outcome.

The project falls under Annex II of the EIA Directive and has been screened out by the competent authority (Pirkanmaa Centre for Economic Development, Transport and the Environment - ELY Centre).

Environmental Assessment

This new tramline will connect with the existing tram network, with the aim of expanding the clean public transport infrastructure of the city of Tampere

A SEA (Strategic Environmental Assessment) was carried out by the region of Pirkkala. The SEA is part of the latest Strategic Land Use Plans for the region, approved by the council of the

[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.

municipality of Pirkkala on 17th June 2024. There is also a Strategic Master Plan that was approved by the council of the municipality on 8th June 2020.

The project falls under Annex II of the EIA Directive and has been screened out by the competent authority (Pirkanmaa Centre for Economic Development, Transport and the Environment - ELY Centre) in a letter dated 4-9-2020.

Two key documents, Tampere Tramway, Environmental Plan and Tampere Tramway, Environmental Impact Assessment have been produced and are publicly available. These documents detail the impact of the project, mitigating measures and the permitting regulations related to various activities.

Environmental Benefits of the project:
The project is an urban public passenger transport initiative that will make a significant contribution to environmental sustainability through pollution prevention and noise reduction in the region. It will encourage a modal shift from private cars and buses to a cleaner, modern tramline. Furthermore, the project will enhance the reliability and quality of public transport services within the city, thereby reducing dependence on private vehicles and maintaining or increasing the share of public transport. By transforming current mobility patterns, the project is expected to lower greenhouse gas (GHG) emissions, while also reducing air pollution, noise levels, and traffic congestion in Tampere and environs.

Negative environmental impacts:
The anticipated negative impacts are expected to be temporary and will occur primarily during the implementation phase. Appropriate mitigation measures have been proposed to minimise these effects. The main adverse impacts identified include gas emissions from heavy machinery, traffic disruptions in the vicinity of construction sites, noise pollution, and the temporary loss of green areas affected by the works. It should be noted that all green areas will be restored upon completion of the project. In addition, noise levels will be monitored throughout the construction period in compliance with legal requirements.

Impacts on protected areas or biodiversity:
No significant impacts on protected areas or biodiversity have been identified in the screening out decision.

The project EIA has identified that flying squirrel and the moor frog habitat, will be impacted by the construction. Mitigating measures have been designed including planting of additional trees suitable for the flying squirrel, creation of new habitats for the moor frog and measures to prevent the deterioration of water quality (details of measures are included in the Environmental Plan), A proactive intervention to eliminate invasive species in the area of the project in accordance with environmental guideless will also be undertaken..

Alignment with Paris Agreement:

The project has been assessed for Paris alignment and is considered to be aligned both against low carbon and resilience goals against the policies set out in the Climate Bank Roadmap (CBR).

Public Consultation and Stakeholder Engagement

A large number of stakeholders have been engaged in the project – from inception through to design stage – and still continue to engage in the project in the construction stage given that mechanisms are in place for continuous stakeholder engagement. Engagements have taken place either bilaterally or in large public events, and both the planning process and project

details are communicated via websites, social media and channels commensurate with the parties being engaged.

In terms of coordination and compliance with regulation, the project implementing team (Tampere Tramway Pirkkala-Linnainmaa Alliance) have taken a proactive role and have engaged all relevant environmental authorities with jurisdiction over the project. A meeting was organised for all authorities in Q3 2023 to present the project, discuss the impacts, permit requirements, mitigation measures and plans.

On April 24th 2023, Pirkkala Municipal Council launched an initiative for action in connection with decision making on the implementation planning – the objective being to ensure the municipal government provides residents with sufficient opportunities for consultation and influencing before the construction decision is made. All feedback from stakeholder consultations have been reviewed and taken into account in the planning and design process. The documentation of the feedback is published on the Alliance's website www.pirkkalalinnainmaa.fi/katusuunnitelmat.

Key stakeholders consulted include, local residents, property owners along the trajectory, schools, kindergartens, parents (of school age persons), various authorities, businesses along the trajectory, accessibility groups, cyclists, utility operators, etc.

Conclusions and Recommendations

The project is predicted to have a positive environmental impact. The project will result in the replacement of buses with trams consequently resulting in the shift of public transport from diesel to zero-emission technologies. The project will contribute to reduced pollution and noise, as well as an increase in energy efficiency. In addition, these investments are expected to improve the quality of public transport services, helping thus reduce reliance on private cars and maintain or increase public transport share.