

Environmental and Social Data Sheet

Overview

Project Name:	THESSALONIKI METRO B
Project Number:	2008-0399
Country:	Greece
Project Description:	Construction of a 4.77 km. long extension of the Thessaloniki Metro, including five new stations and two new P&R facilities. The Project extends the metro line that is currently under construction (base line).
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The extension of the Thessaloniki Metro towards the City of Kalimaria fall under Annex II of EIA Directive 2011/92/EU and the decision of the necessity of an EIA are decided on a case-by-case analysis by the Competent Authority. In this case, an EIA was carried out. In 2011, a joined ministerial decision 203064/6-9-2011 was issued that approved the construction and operation of the project, under a number of conditions and directions, which form the Environmental Statement of the project.

The two park and ride facilities at Mikra and N. Elvetia metro stations were not part of the EIA process mentioned above. Given that also P&R facilities fall under Annex II of the EIA Directive 2011/92/EU, these will have to follow a separate process. During the appraisal, the preparation of these two schemes was however not sufficiently advanced. Therefore, the last disbursement of the loan has been made conditional upon receipt of details on the environmental procedure for these two P&R facilities, to the satisfaction of the Bank.

The Promoter has confirmed that the project has no impact on nature conservation areas. The certificate signed by the Competent Authority (Ministry of Environment, Energy and Climate Change) that the project complies with the EU nature conservation policy, according to the EU Birds directive (97/409/EEC), the Habitat directives (92/43/EEC), has been received.

The metro project was included in the Masterplan for Thessaloniki of 2001 and is also included in the update of the Masterplan which is currently being completed. The update of the Masterplan has been subject of Strategic Environmental Assessment (SEA), in compliance with Directive 2001/42/EC.

The project will help to maintain the attractiveness and competitiveness of public transport in Thessaloniki, resulting in an improvement of the quality of the urban environment. The adverse environmental impacts that could occur during the construction phase of the project will be temporary and related to the construction sites. Archeological remains in the underground will be excavated with great care. During operation, possible negative impacts would be noise and vibration. For both phases proper mitigation measures have been taken

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

to limit these impacts on the surrounding environment. There are also positive impacts, in particular decreasing traffic accidents, emissions of pollutants and CO₂ because the metro attracts travelers away from private car. Although CO₂ savings are smaller than usually seen in these kind of projects mainly because CO₂ emission of electricity generation in Greece is relatively high.

Considering the above, the project is considered to be acceptable for Bank financing from an environmental and social standpoint.

Environmental and Social Assessment

The metro project was included in the Masterplan for Thessaloniki of 2001 and is also included in the update of the Masterplan which is currently being completed. The latest update of the Masterplan has been subject of Strategic Environmental Assessment (SEA), in compliance with Directive 2001/42/EC.

According to the national legislation (Law 3010/2002), a Preliminary Environmental Assessment Study was conducted and submitted to the Ministry of Environment, Energy and Climate Change for approval. After consultation with other ministries and the City of Thessaloniki, it was agreed to proceed with the project taking into account a number of conditions and directions, contained in the Decision 197958/6-4-2011. Then Attiko Metro S.A. conducted an Environmental Impact Assessment study, having taken into consideration all the conditions and directions of the Decision 197958 and in accordance with applicable legislation, i.e. in accordance with Law 3010/25.4.2002 (transposition into Law 1650/86 of EU Directive 97/11/EU and Directive 96/61/EU). It was submitted for approval to the Ministry of Environment Energy and Climate Change and again after consultation, a joined ministerial decision 203064/6-9-2011 was issued that approved the construction and operation of the project, under a number of conditions and directions, which form the Environmental Statement of the project. The Decision has been made publicly known through national and local press. The decision mentions that:

- All necessary measures shall be taken to minimize the impact from dust and noise generated by the construction works in the vicinity of the buildings, properties and businesses adjacent to the works.
- All necessary measures shall be taken to minimize heavy truck circulation on the city's central arteries.
- Special attention must be paid to the preservation of large trees located within or near the worksites. It should be examined whether it is feasible to move large trees along with their route system and to re-plant them after the Project's completion, as an alternative solution to permanent removal.
- Each destroyed tree shall be replaced with at least twice the diameter of new trees, calculated in 1.00 m. height from the ground surface, at the reinstatement phase.

Most impacts take place during the construction phase (noise, vibration, dust production, traffic arrangements and diversions). All these are short term and reversible impacts and will be monitored and reduced by special measures like sound barriers, filters for the dust, etc. Any archeological remains will be excavated with great care, under supervision of the Ministry of Culture and Tourism. During construction the only permanent impact will be the tree cutting in the areas of the stations. However, after the construction new trees will be planted in order to replace all of the trees which were cut.

During operation of the project the only impact concerns noise and vibration from the train circulation. However, proper measures will be taken (application of floating slabs and elastic interventions) so that nuisance, if any, should be limited. During the operation of the Project, all openings (shafts, accesses etc.) in stations and shafts shall be adequately protected against a possible flood of the upstream areas that might be caused by a storm of T=200 year return period.

Social Assessment

The first part of the project from Patrikiou station up to Aretsou station runs under or near buildings, while the second half of the project from Aretsou station to the end is built under a 40m wide corridor reserved for the construction of Pondou Street. Only few expropriations are necessary for the project in the areas of the stations and the shafts. In total 49 properties will be expropriated, of which only 5 are occupied by a building.

Public Consultation and Stakeholder Engagement

There has been extensive consultation with all the relevant authorities, and their comments have been taken into account before the environmental approval of the project. For instance, Kalamaria station exit was redesigned after the city decided to pedestrianise an adjacent road. The update of the urban Masterplan, which includes the metro extension, was in 2010-2011 subject to extensive public consultation. Furthermore, Attiko Metro S.A. made several presentations to local authorities, with public participation, in order to explain the context of the project and to receive comments/questions. The EIA study has been made available to the public for a month in order to read and make comments, before approval of the EIA by the Competent Authority. After the approval, the Environmental Conditions have been published in the local press.