

Environmental and Social Data Sheet

Overview

Project Name:	TVÄRBANAN SOLNA
Project Number:	2011-0589
Country:	Sweden
Project Description:	Design, construction and commissioning of a 6.8 km extension of the Tvärbanan light rail between Alvik and Solna in the Stockholm metropolitan area, the acquisition of associated new rolling stock, the upgrading of the existing light rail line (13.2 km) and the construction of a new depot at Ulvsunda.
EIA required:	EIA requirements vary according to project component

Project included in Carbon Footprint Exercise¹: No

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

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

The extension of the Solna branch, the upgrading of the existing Tvärbanan and the new Ulvsunda depot fall under Annex II of EIA Directive 2011/92/EU and the decision of the necessity of an EIA is decided on a case-by-case analysis by the Competent Authority. EIAs were carried out for the light rail extension and the new depot. Manufacturing of the new rolling stock will take place in the manufacturer's plant and does not fall within the scope of the EIA Directive.

The Promoter has confirmed that the project has no impact on nature conservation areas. The certificate signed by the Competent Authority (Länsstyrelsen) 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 Solna light rail extension and the Ulvsunda depot are part of the latest Regional Development Plan for the Stockholm Region (RUF 2010), for which a Strategic Environmental Assessment has been carried out.

The project will spur environmental improvements through increased public transport service offer and usage which contribute to modal shift from private vehicle to public transport usage. The project will further help to maintain the attractiveness and competitiveness of public transport in the Stockholm County. The adverse environmental impacts that could occur during the construction phase of the project will be temporary and related to the construction sites. During operation, noise, in especial in the Ulvsunda depot area and minor visual changes to the cityscape are the main adverse impacts of the project. For both phases proper mitigation measures have been taken to limit these impacts on the surrounding environment.

The project is considered to be acceptable for Bank financing from an environmental and social standpoint.

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.

Environmental and Social Assessment

Environmental Assessment

The Solna light rail extension and the Ulvsunda depot are part of the latest Regional Development Plan for the Stockholm Region (RUFSS 2010), which sets out the region's objectives and undertakings within given strategies. The project is also part of the Promoter's Public Transport Plan 2020 which describes the strategy of public transport development in Stockholm County. A Strategic Environmental Assessment has been completed for the Regional Development Plan.

In Sweden, the requirement to investigate whether an EIA is necessary falls under several laws. The Railway Act, the Plan and Building Act and the Environmental Bill are the relevant laws for this project.

Railway Act

An EIA for the 6.8 km Tvärbanan light rail extension between Solna and Alvik (Solna branch) was carried out in January 2008 under the Railway Act, and was consequently approved by the County Administrative Board (Länsstyrelsen).

Plan and Building Act

Municipalities in Stockholm County are divided into detail plans (*detaljplaner*). According to the Plan and Building Act, for any project that introduces changes to the detail plans, the municipality has to investigate whether the project will bring about considerable environmental impacts and, if affirmative, an EIA needs to be undertaken.

EIAs were carried out as part of the approval process of changes to the detail plans introduced by the Solna branch in Solna and Sundbyberg municipalities in 2008. An EIA was also carried out for the new Ulvsunda depot, located in Stockholm municipality, in 2009. These detail plans, and therefore their associated EIAs, were approved by the respective municipal councils (Kommunfullmäktige).

Environmental Bill

The County Administrative Board decided, in accordance with construction and operation related to water activities falling under the Environmental Bill, that EIAs for the tunnel under Traneberg and the bridge over Ulvsunda lake on the Solna branch had to be carried out. These were completed in 2009. Approvals and specific permits were obtained from the environmental court the same year.

The above mentioned EIAs for those two components conclude that the project will lead to overall positive environmental improvements. The project mainly runs through city and industrial areas on street and railway ground; only a limited part will affect park areas. The potential adverse environmental impacts during construction will be temporary and related to the construction sites. These would mainly be related to noise, dust, vibrations, air quality, exposure of land pollution, and impacts on ground and surface water. During operation, minor noise and visual changes to the cityscape are considered the main adverse impacts of the project. For all potential environmental risks, mitigating and control measures such as noise reduction measures and green compensation (including green roof on the Ulvsunda depot) have been taken.

The EIA for the Traneberg tunnel concluded that the construction and operation of the tunnel could have an impact on the groundwater level in soil and rock. This could in turn lead to damages on buildings and facilities. The efficiency of a limited number of heat pump wells could also be affected, for which owners will have to be compensated. The EIA for the bridge pointed out that a potential impact on the surface water could occur, but this is limited to the construction phase. Appropriate control programs and other measures to limit any impact have been identified.

Overall, the project as a whole will entail an increased quality and offer of public transport services and is expected to decrease the usage of private vehicles in the region and the associated adverse impacts on air quality, climate, noise, traffic safety and energy consumption. If the project is not implemented, its effect on modal shift from private vehicles to public transport with the associated impacts would not occur. Savings of CO₂ have been estimated at 12 kton/year.

EIB Carbon Footprint Exercise

Project is not included as its absolute and relative CO₂ emissions fall below the related thresholds.

Public Consultation and Stakeholder Engagement

The public consultations for the EIA of the Solna branch, falling under the Railway Act, took place on 2007-11-20, 2007-11-21 and 2007-11-22. Invitations were sent out by post and public announcement. Around 200 people participated.

Detail plans are exposed for public consultation as part of the approval process under the Plan and Building Act. The detail plans for the Solna branch and their associated EIAs were exposed for public consultation accordingly.