

Environmental and Social Data Sheet

Overview

Project Name: Tampere City Tunnel
 Project Number: 20130635
 Country: Finland
 Project Description: Construction of the 2.3 km Rantaväylä tunnel on Highway 12 in the center of the City of Tampere together with the necessary junctions in Santalahti and Naistenlahti on Highway 12

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

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

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.

Compliance with the Birds (79/409/EEC) and Habitats Directive (92/43/EEC) is a usual requirement. However as this project is located in the City Centre there are no Natura 2000 areas in the vicinity of the project. Four design options were examined and option 2 (a long tunnel as per the road plan) was selected. Some fish in the nearby lake may be affected by planned reclamation work. However voluntary compensation measures are planned. A copy of the environmental permit would be required as a condition for disbursement.

Detailed environmental management and mitigation measures have been planned for the construction and operation periods. In addition environmental monitoring is a contractual obligation of the alliance contract during construction and operation, with long term monitoring being undertaken by the FTA. The Competent Authority for Nature Conservation has 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 is a condition for disbursement.

The main positive impacts of the project include better access to the city centre including reduced severance 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, reduced noise levels in the city centre. Negative impacts include increased NO₂ 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) will result in some temporary water quality issues. This will be mitigated by nets, and any loss to the ecosystems of the lake will be compensated by EUR 10,000 in new fish replenishment during the four year

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.

period. Noise levels are expected to be exceeded at crossings and will be mitigated by sound barriers. Visual impacts will be mitigated through landscaping. During construction a nearby dolphinarium may be affected by blasting. Dolphins are to be removed during blasting periods over two months at 3m/day to a radius of 100m). Several museums located on top of the tunnel will be temporarily relocated during blasting to avoid damage. Various phases of construction, noise control, vibration monitoring, repair and reimbursement of any damage to buildings, groundwater management, timing of blasting and transportation will be managed during construction. Based on the above environmental and social assessment the project is satisfactory to the Bank.

Environmental and Social Assessment

Environmental Assessment

The SEA Directive 2001/42/EC is not applicable to the Project as the project is not carried out as part of a wider plan or programme. Several major planning applications are to be submitted to the bank including i) The environmental Permit ii) Final approval of the Road Plan and a iii) Duly signed declaration on the undertaking of an appropriate assessment in line with articles 6.3/6.4 for the project. These are to be sent to the Bank prior to disbursement.

Four options plus the zero option were considered during the EIA procedure. Alternative 0: the current roadway, alternative 0+, the current roadway improved by level crossings; alternative 1: a short tunnel (at Onkiniemi) and interchanges (multi-level junctions) and alternative 2: a long tunnel as per road plan.

Extensive public consultation and feedback has been received from the city and suggestions have been incorporated in the designs of the chosen alternative No 2. Main advantages of the selected option include a reduction in noise levels in the residential areas and vulnerable points in the city; positive impact on the landscape and urban areas in the city center; improved severance; a reduction in CO₂ emissions including improved air quality in the city centre; improvement in road safety and a reduction in the risk of accidents for cyclists and pedestrians; improved scope for land use development; improved travel times; increased land area both from the relocation of the road underground and the planned lake reclamation. Negative impacts include exposure to increased NO₂ emissions in the vicinity of the tunnel openings; museums, and a dolphinarium could be affected by the blasting in the tunnel during construction; dams between the lakes are old and could be affected by blasting; spoil from the tunnel will be used to reclaim a section of the lake (600,000 m³); noise levels will be exceeded at crossings but noise barriers have been planned.

One of the main impacts of the project will be potential damage to fish in the lake by pollution caused by the land reclamation. Planned (voluntary) compensation measures include re-populating fish in the lake (to the value of EUR 10,000 over the four years). In addition the dolphinarium located on top of the tunnel will be monitored and if needed the dolphins relocated during the blasting periods. Similar plans have been made for the artefacts in the museums located above the tunnel, which would also be relocated during blasting. Dams between the lakes are currently being strengthened to withstand the effects of blasting during construction. Compensation measures are planned for buildings which may be damaged during blasting (controlled blasting will be used to minimise impact). The construction of the tunnel is in the city and will not take place close to any Natura 2000 area.

The upgrading of this congested road connection will result in economic benefits, including journey time savings and safety benefits from improved road and tunnel design. Residents along and using the current road have to endure long queues from HGVs along with traffic noise and heavy emissions. Green House emissions will decrease along the old route due to lower levels of traffic and speeds.

A preliminary Road Safety Audit of the designs for the motorway has been completed and submitted to the Bank. A report detailing the findings of the tunnel safety audit is to be submitted. The construction drawings and any amendments will also be audited as part of the approval process.

Social Assessment

The Alliance contractor will be required to prepare safety plans including safety rules, site organisation plans, traffic arrangements, fire and rescue plans etc. They are also responsible for preparing safety procedures such as orientation and familiarization for employees and subcontractors and organise authorization / passes for moving in the construction area.

Land acquisition: The bank has been advised that no land acquisition is needed for the project.

Public Consultation and Stakeholder Engagement

The residents of the area as well as other interest groups have had the opportunity to participate in the planning and in the assessment of environmental impacts. The progress of the project has been communicated via press, the internet, e-mail, and letters. On 8 September 2009, the person responsible for the project issued a press release to announce the commencement of the drafting of the EIA; in October 2009, the alternatives; and on 12 March 2010, a public event relating to the Assessment was held. A high volume of feedback was received on the alternatives. Some suggestions were taken on board in the design process.

Other Environmental and Social Aspects

Climate change has been considered in the design standards for the project. A one in 250 years water level rise has been contemplated (worst case) including an additional 1.6 m for wave height.

Contaminated soil may be present due to an old sawmill. This soil will need to be removed and replaced with good soil as required.

Ongoing monitoring during construction of the vibration caused from blasting on the dolphinarium, the heritage aspects (museums), the dams on the lakes and other buildings located nearby will be done and is the responsibility of the alliance team the FTA and City.