

## Environmental and Social Data Sheet

### Overview

Project Name:	TAMPERE TRAMWAY
Project Number:	2016-0227
Country:	Finland
Project Description:	Construction of the first phase of the first tramway line in the City of Tampere (15 km)
EIA required:	no
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

- Compliance with applicable Environmental Legislation:* The project, a tramway line, falls under the scope of the annex II of the EIA directive. The project has been screened out by the competent authority (Pirkanmaa Centre for Economic Development, Transport and the Environment - ELY Centre) as the impacts during construction and operation have been sufficiently assessed during EIA procedures for related zonal land-use plans and the project is not considered to have significant adverse impacts on the environment. Nevertheless, an environmental study has been prepared as part of the planning process and has been made public on the City's website.
- Natura 2000 and Biodiversity :* The project is not likely to have significant impacts on any Natura 2000 area, the closest area (FI0316007) been located circa 3 km away. The line mainly runs through a consolidated urban environment on existing road corridors having no major impacts on biodiversity except for the depot located in Hervanta and at Vackerinpuisto park in Hallila. In these two sections the project will have an impact on flying squirrels listed in annex IV of the Habitats Directive. Derogation from the competent authority has been granted to impact upon the flying squirrel's areas of rest and reproduction, subject to the implementation of compensatory measures. The competent authority confirms that this derogation will not weaken the protection of the flying squirrel regionally or nationally.
- Impacts during construction:* The main impacts will be temporary (dust, noise and emissions). In particular, the quarrying and blasting work in the Hervanta depot will be a substantial source of noise during the construction. Those impacts will be dully mitigated through good construction practice. This is reinforced by the fact that the Alliance Group, in charge of the implementation of the project, has certified management systems for environmental and safety issues.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

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- *During the operational phase:* The impacts of the tramline on the overall noise level of traffic have been evaluated with noise modelling on the basis of the traffic prognoses of the Tampere traffic model. In most areas, the overall changes in noise levels are minor (+/- 1 dB). The noise levels will increase in areas where no bus lines were running in the do-nothing scenario (i.e. southern end of Insinöörinkatu in Hervanta). According to the noise modelling, no mitigation measures are required as noise remains at acceptable levels. In general, the vicinity of the tramline does not contain substantial vibration risk areas. Nevertheless, in some specific cases mitigation measures will be put in place.
- *Other Environmental and social Impacts:* The project does not require major land acquisitions as the line will mainly run through existing road corridors. The depot will be built on land owned by the city.
- *Climate change mitigation:* The project is enhancing the public transport system in Tampere, improving the quality of public transport service in terms of speed, comfort and reliability and thus increasing its attractiveness to users in the urban area, contributing to the reduction of reliance on private cars and the related negative impact on environment, and consequently to tackling climate change.

## Public Consultation and Stakeholder Engagement

Public consultation has been carried out within the EIA procedures for the urban land-use plans. The screening-out decision for the project itself has been published on the competent authority website.

The environmental impact study for the project and all its annexes (i.e. noise studies) have been published on the City's website.

In order to keep residents informed of the planning and construction process, the city has a dedicated web page for the project. Detailed schedules will be notified to residents before work starts at each worksite. These measures are considered suitable for the Bank.

## Conclusions and Recommendations

The project will mainly run through a consolidated urban environment and therefore social and environmental impacts will be limited and minimized during construction and operation through a comprehensive environmental management plan. Nevertheless, derogation was required to impact locally upon the flying squirrel's areas of rest and reproduction. The competent authority has granted the derogation subject to the implementation of compensatory measures based on the fact that this will not weaken the protection of the flying squirrel regionally or nationally.

The Promoter shall provide a written confirmation from the competent authority that the project will have no impact on Natura 2000, before the first disbursement.

Under these circumstances and once conditions are met, the project is considered to be acceptable for Bank financing from an environmental and social perspective.