

Environmental and Social Data Sheet

Overview

Project Name:	WEST SWEDISH INFRASTRUCTURE PROJECT
Project Number:	2012-0241
Country:	Sweden
Project Description:	The project concerns financing of 10 schemes in the urban transport, rail and road sectors with the overall aim of improving urban transport in the west Swedish city of Gothenburg and meeting the expected increase in demand due to population growth and the introduction of congestion charges for vehicles into and out of the City. Besides some smaller investments in new bus lanes and tram tracks, the project also includes some larger investments, in particular a new road tunnel and railway bridge crossing the Göta River. The project is situated in Västra Götaland County. The majority of schemes are located within the County capital, City of Gothenburg.
EIA required:	An EIA was required for 5 schemes.
Project included in Carbon Footprint Exercise ¹ :	no

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

On a national level, the development of the Swedish transport system is governed by the National Transport Plan 2010-2021 in which all major investments are listed and for which a Strategic Environmental Assessment (SEA) has been carried out. Most of the schemes that are part of the project are listed in the National Transport Plan. The priority transport projects of the region are listed in the Västra Götaland Regional Transport Development Plan 2010-2021 for which a SEA has been carried out.

The project schemes have different technical characteristics. Seven schemes 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. In this case, five schemes require an EIA while two have been screened out. Within one of the schemes, comprising of several individual investments (*Bus lanes on state road network*), seven separate EIAs have to be concluded of which five have been approved and submitted to the EIB. The remaining two EIAs are expected to be finished during spring 2013 and finance of the Bank for these schemes is conditional upon approval of the respective EIAs by the Competent Authority and receipt of the non-technical summary (NTS) and the related approvals to the Banks satisfaction.

Two schemes are located in Natura 2000 area Säve creek (Habitats Directive) and one scheme is partly located in the vicinity of Torsviken (Birds Directive) and Sandsjöbacka (Birds Directive). Assessment of the impact on Natura 2000 areas is embedded in the EIAs which concluded that there will be no significant impact on Natura 2000 areas. The relevant EIAs have been approved by the Competent Authority, which is also the Competent Authority for the Natura 2000 areas. In addition, the Bank has received a statement from the Competent Authority confirming that *Marieholm tunnel*, *Marieholm bridge* and *Gamlestadstorg*

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.

interchange station are deemed to have no impact on Natura 2000 areas. Finance from the Bank has been made conditional upon receipt of a similar declaration for *Skeppsbron development area* and *Bus lanes on state road network* as well as a screening-out decision for *Munkebäck tram link*.

Despite some adverse environmental impacts during construction, the project is expected to have an overall positive impact on the environment by increasing the offer of public transport and rail freight, reducing road congestion in the urban environment, as well as enhancing road safety in the City. The investments are part of a wider strategy of the City to promote public transport, implement congestion charges for cars while at the same time investing in competitive public transport.

Under the abovementioned conditions, the project is acceptable for EIB financing.

Environmental and Social Assessment

Environmental and Social Impact and Mitigation

On a national level, the development of the Swedish transport system is governed by the National Transport Plan 2010-2021 in which all major investments are listed and for which a Strategic Environmental Assessment (SEA) has been carried out. Most of the schemes that are part of the project are listed in the National Transport Plan. The priority transport projects of the region are listed in the Västra Götaland Regional Transport Development Plan 2010-2021 for which a SEA has been carried out.

In Sweden, the requirement during the planning process to investigate whether an EIA is necessary falls under several laws. Given the project scope, the Railway Act, the Environmental Code and the Plan and Building Act instigate the process of whether an EIA is required or not.

The project schemes have different technical characteristics. Seven schemes fall under Annex II of EIA Directive 2011/92/EU. Five schemes require an EIA, two have been screened out. The schemes screened in are the following (i) *Marieholm tunnel*- construction of a new road tunnel, (ii) *Marieholm bridge*- construction of a new railway bridge, (iii) *Bus lanes on state road network*- widening of bus lanes, (iv) *Gamlestadstorg interchange station*- construction of an interchange station, pedestrian and bicycle lanes, (v) *Skeppsbron development area*- construction of a new tramway link and transport hub. Within scheme (iii), seven separate EIAs have to be concluded of which five are approved and have been received. The remaining two EIAs will be submitted to the Competent Authority for approval during spring 2013.

The EIAs for the individual schemes provided by the Promoter conclude that the project will overall lead to positive environmental improvements. Also cumulative impacts have been considered. All of the large infrastructure schemes are located within the City and runs mainly through city and industrial areas. However, some areas where construction takes place are close to or in the water. Works and construction in water are regulated in the Swedish Environmental Code and require, in principle, a separate environmental assessment and related ruling from the Environmental court (see attachment). The Promoter has submitted most water rulings to the Bank except for investment nr 102357 within scheme *Bus lanes on state road network*. The application to the Environmental court will be submitted spring/fall 2013.

The transfer of land is regulated by the Swedish law. Land is particularly required for the river crossings and the schemes located at Gamlestadstorg and Skeppsbron. The land required for these schemes primarily belong to the City.

Potential adverse impacts are expected mainly during construction phase and linked to the construction sites. These are principally related to noise, dust, vibrations, air quality, archaeological findings, pollutants from earth works, impediment of river transportation, and quality of surface water. Good construction practices apply and specific mitigating measures

such as control programs and soil and water treatment are in place to prevent adverse impacts to the extent possible. In addition, the Promoter has included climate adaptation measures in the scope of the works such as quay elevation to mitigate damages related to flooding.

During operation, apart from minor potential impacts such as noise and visual changes to the cityscape, the most important risks are related to the *Marieholm tunnel*, *Marieholm bridge* and *Skeppsbron development area*.

- To mitigate the risk of accidents in the Marieholm tunnel, a risk analysis has been developed by Trafikverket for the operational phase which includes several mitigating measures based on quantitative and qualitative investigation. The Marieholm tunnel scheme has to comply with Directive 2004/54/EC on tunnel safety and 2008/96/EC on road safety.
- To mitigate the risks associated with the transportation of dangerous goods over the new *Marieholm bridge*, the bridge structures are built to keep trains on the bridge in case of derailment.
- The terminal building for buses, trams and ferries has been designed to mitigate the potential risks of flooding of the Skeppsbron area. The impact on the nearby district heating plant (Rosenlundsverket) in case of a derailment of the tram has been limited by including a reinforced protection wall in the project design.

The project as a whole is expected to increase the offer of public transport and freight services, and decrease the use of road vehicles in the region. Several positive impacts related to the quality of surface water, noise, air quality, vegetation and, treatment of water and soil are expected. Improved drainage and purification of road surface water is expected to increase the quality of road surface runoff water. Several schemes entail treatment of polluted soil while carrying out earth works. The infrastructure will have a positive impact on the urban environment by creating potential for future urban development and enhance outdoor recreation thanks to jetties, pedestrian and bicycle lanes.

The schemes *Marieholm bridge* and *Gamlestadstorg interchange station* are located within Säve creek, a designated Natura 2000 area (Habitats), whereas *Marieholm tunnel* is located in the vicinity of Säve creek and some of the new bus lanes on the state road network are in the vicinity of Natura 2000 areas Torsviken (Birds) and Sandsjöbacka (Birds). A selected part of Säve creek is a designated Natura 2000 area based on the salmon, which use it as migration path and playground. Torsviken and Sandsjöbacka are designated Natura 2000 areas based on the presence of certain bird species which are using the area for nesting, wintering ground and migration stopover. The EIAs have assessed potential impacts on Natura 2000 areas and judged that there will be no significant impact. These EIAs have been approved by the Competent Authority, which is also the Competent Authority for the Natura 2000 areas. The outstanding EIAs will as well include such assessment and be subject to approval of the Competent Authority. The 5 schemes not requiring an EIA or a biodiversity assessment are located in properly zoned urban areas or are of such size that they are not deemed to raise any nature conservation issues. The promoter has confirmed that through the planning process the Competent Authority has taken these aspects into account.

The project is not included in the exercise as its absolute and relative CO2 emissions fall below the related thresholds. CO2 savings for the Marieholm tunnel and bridge sum up to 11.1 kton per year.

Public Consultation and Stakeholder Engagement, where required

Consultations with stakeholders have been carried out within the process of the respective schemes requiring an EIA. Consultation with stakeholders was done as part of the EIA process and include the following dates: *Marieholm tunnel* – 19, 20 and 22nd April 2004, *Marieholm bridge* – 17th May 2011, *Gamlestadstorg interchange station* – 9 November to 20th December 2011, *Skeppsbron development area* – 30 September to 10 November 2009. For the *Bus lanes on state road network* consultations took place in 2011 on the 22nd February, 28th April, 21st June and 19th October.

ENVIRONMENT					
Project name	EIA required	EIA approved	Other environmental permits including approval date	Impact on Natura 2000	Natura 2000 area concerned
1. Marieholm tunnel	Yes	Yes (11-2011)	Received (03-2010 and 10-2011)	No, confirmed by Form A	On the border to Sävve creek
2. Road safety and noise measures	No	n/a	n/a	No	No Natura 2000 area nearby
3. Bus lanes on state road network	Yes	partially ¹	Water ruling pending	No, Form A pending	Nearby Torsviken (80m) and Sandsjöbacka (700m)
4. Extension of railway station platforms	No	n/a	n/a	No	No Natura 2000 area nearby
5. Marieholm bridge	Yes	Yes (11-2011)	Received (02-2013)	No, confirmed by Form A	Passes through Sävve creek
6. Extension of urban bus lines	No	n/a	n/a	No	No Natura 2000 area nearby
7. Gamlestadstorg interchange station	Yes	Yes (11-2012)	Received (07-2012)	No, confirmed by Form A	Partly within the Sävve creek area
8. Angered square tramway turning point	No ²	n/a	n/a	No	No Natura 2000 area nearby
9. Munkebäck tram link	No ³	n/a	n/a	No	No Natura 2000 area nearby
10. Skeppsbron development area	Yes	Yes (09-2011)	Received (04-2013)	No, form A pending	No Natura 2000 area nearby

¹ Pending for 2 schemes.

² Screened out.

³ Screened out, confirmation pending.

Luxembourg, 23.07.2013