



Luxembourg, 12 April 2018

## Environmental and Social Data Sheet

### Overview

Project Name:	STOCKHOLM METRO EXTENSION
Project Number:	20170483
Country:	Sweden
Project Description:	Construction of three extensions of the Stockholm metro with a total length of 19.6 km and, adding 11 underground stations.
EIA required:	Yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

### Environmental and Social Assessment

#### Environmental Assessment

The project contributes to the Regional Development Plan for the Stockholm Region (RUF 2010), for which a Strategic Environmental Assessment has been carried out.

The project consists of three extensions of double track metro infrastructure which will be 100% underground and tunnelled. The total length will be some 20 km including 11 stations of which 1 will be very deep at approximately 100 meters below surface.

The construction of the extensions falls under Annex II of the Environmental Impact Assessment Directive 2011/92/EU. The environmental impact assessments are undertaken separately for each extension, thus a total of three assessments have been prepared and submitted to the Competent Authority for review and decision with the cumulative effects being taken into account. The first assessment was submitted in December 2015 followed by four supplements, the second was submitted in February 2017 followed by one supplement, and the last one was submitted in March 2017. A decision by the Competent Authority on all three assessments is planned for early 2018.

The project is constructed in the urban environment, and works sites for stations are mostly placed inside existing street corridors. Land acquisitions are limited as most of the alignment runs underground. The main environmental impacts identified during construction concern the potential pollution of underground water and of soil and subsoil, emissions of air pollutants, high levels of noise and vibration due to construction activities, potential soil settlement affecting above ground buildings including some cultural heritage buildings and placement of soil surplus. These impacts will be mitigated through the use of best construction practices and appropriate technologies. The project will apply CEEQUAL assessment manual for construction works used for certification in order to enforce sustainability.

For each section of tunnelling a maximum speed of progress is determined based on the structures of the bedrock and foundation, the distance to the surface and the sensitivity of the

<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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buildings and structures on the surface. Thus tunnelling undertaken in more sensitive areas and closer to the surface will be regulated by slower drilling speed and smaller blasts to mitigate impacts. Temporary traffic disruption due to construction in the street right-of-way will be mitigated by a construction and traffic management plan.

The closest Natura 2000 areas are the Hanstra area (SE0110317) at 1 km and the Söderbysjön-Dammorpssjön (SE0110169) at 2.3 km. The environmental impact study has not identified any significant impacts on these areas due to the project. A confirmation of the absence of impact by the competent authority has been requested.

To accommodate the required additional metro trains, an enlargement existing depot will be enlarged and 2.5 km access track will be built between the depot and the "Blue" line. The access track and the depot stabling yard will all be constructed underground. An EIA procedure is being carried out. These works are not included in the scope of the Project.

### **Public Consultation and Stakeholder Engagement**

The promoter has undertaken detailed public consultation including a total of 10 public hearings during 2016 at which any part of the public could get detailed information on the project, ask questions and give ideas or recommendations on the project.

The detailed website in the public domain has been developed since the project start, and all relevant information and key documents can be found on this site, including design features, environmental impact studies, time plans, environmental approvals and permits.

## **Conclusions and Recommendations**

Overall, the project is expected to have an overall positive impact on the environment as a result of the increase in public transport service and quality. The project will decrease air pollutants and noise generated by street vehicles as well as improve inhabitants' safety and reduce CO2 emissions.

Prior to the first disbursement, the promoter shall complete the EIA procedures for the project and shall submit to the Bank the EIA reports, the relevant environmental consent decision, as well as a declaration of the Competent Authority concerning absence of significant impact in relation to the Natura 2000 sites. The documents shall be to the satisfaction of the Bank.

Finally, the promoter shall submit to the Bank as soon as possible and no later than submission of the project completion report, the relevant environmental consent decision to the satisfaction of the Bank for the extension of the depot.

Subject to the conditions above, the project is acceptable to the Bank in environmental and social terms.