

Environmental and Social Data Sheet

Overview

Project Name:	WESTMETRO ESPOO EXTENSION
Project Number:	2015-0223
Country:	Finland
Project Description:	The project consists of the second phase of the Westmetro extension between Matinkylä and Kivenlahti (7 km long and 5 stations) in Espoo, Finland.
EIA required:	no
Project under Carbon Footprint Exercise :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

Environmental Assessment

- *Compliance with applicable Environmental Legislation:* The project, an extension of an existing underground line, falls under the scope of the annex II of the EIA directive. The project has been screened out by the competent authority (Uusimaa Regional Environment Centre) as the impacts during construction and operation for the extension have been sufficiently assessed during EIA procedures for related projects and plans, such as for the zonal land-use plans for the city of Espoo and for the first phase of the Westmetro extension.

The project is also part of the new Helsinki Region Transport System Plan (HLJ 2015) having as a main objective the mitigation of climate change and the definition of a coherent urban structure. This plan was approved in March 2015 and has been subject to an SEA.

- *Biodiversity issue:* The project is not likely to have significant impacts on any Natura 2000 area, the closest area (FI0100027) been located circa 1.5 km away, as confirmed by the competent authority. The line extension will be underground reducing the impacts to the location of the emergency/ventilation shafts and stations. Most of them will be located in locations having no major impacts on biodiversity except for the Finnoo station that will be built under a new commercial centre. This centre will have an impact on flying squirrels listed in annex I of the Habitats Directive. An assessment on the impacts and identification of appropriate mitigation measures have been provided to the Bank.
- *Other Environmental and social Impacts:* The project does not require major land acquisitions as the line and the depot will be underground. Most of the stations and other the emergency/ventilation shafts will be built on land owned by the city of Espoo except for the Soukka station that requires land acquisition. The main impact of the construction of the metro tunnel will be noise. Measures to minimize the disturbance for the neighbouring residents (i.e. schedule of works at acceptable times of the day) and noise monitoring are foreseen. During the operational phase, the elimination of the vibration and noise caused by the trains is one of the guiding design principles. The track structures will include features for damping noise; damping will be complemented in steep curves with acoustic structures on the ceiling and walls. Vibration during the trains' operation will be minor. The tracks will be welded together, lying on a platform of crushed

stone, ensuring smooth train operation. Access to the stations will be improved and parking facilities will be provided at the stations.

- *Climate change mitigation:* The project is enhancing the public transport system in Helsinki metropolitan area, 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 for the city of Espoo and for the first phase of the Westmetro extension. The screening-out decision for this extension has been published on the competent authority website. The project affected people will be continuously informed of the progress of the project and the implementation of mitigation measures. Detailed schedules will be notified to residents before work starts at each worksite. These measures are considered suitable for the Bank, and had been implemented on a satisfactory way during the first phase.

Conclusions and Recommendations

No significant social and environmental impacts have been identified at this stage. Mitigation measures are foreseen to minimize the environmental impacts during construction and operation. An assessment on the impacts over protected species in Finnoo and identification of appropriate mitigation measures as well as the opinion from the competent authority have been provided to the Bank. Under these circumstances, the project is considered to be acceptable for Bank financing from an environmental and social perspective.