

 Early Warning System

EIB-20220314

HELSINKI CROWN BRIDGES LIGHT RAIL



## Quick Facts

<b>Countries</b>	Finland
<b>Specific Location</b>	Helsinki
<b>Financial Institutions</b>	European Investment Bank (EIB)
<b>Status</b>	Approved
<b>Bank Risk Rating</b>	U
<b>Voting Date</b>	2024-05-24
<b>Borrower</b>	City of Helsinki
<b>Sectors</b>	Transport
<b>Investment Type(s)</b>	Loan
<b>Investment Amount (USD)</b>	\$ 434.14 million
<b>Project Cost (USD)</b>	\$ 1,083.18 million



## Project Description

According to the Bank's website, the project consists of the works and installations for the construction of the Crown Bridges light rail line in the City of Helsinki with a total length of c. 8 kilometres, the construction of a new depot in Ruskeasuo area to host the trainsets needed for the operation of the tramline. This depot will accommodate up to 100 trams and will have also parking facilities in the roof for about 220 buses (which are not part of this project) and the acquisition of related rolling stock and ancillary works relating to the light rail line, with a surface of c.30,000 sq.m. In particular, the project includes the construction of 3 new bridges and will also comprise the purchase of approx. 23 new tram sets 35 m-long. The new infrastructure will provide new facilities along the corridor for cyclists and pedestrians.

The Crown Bridges light rail will connect the suburbs of Laajasalo, Korkeasaari and Kalasatama to Helsinki city centre. It will also provide a new route for cyclists and pedestrians.

The aim is to support investments in sustainable urban public transport. The new light rail line will provide a direct and segregated link to the city centre, which will reduce air pollution and greenhouse gas emissions (transport externalities) as well as travel times.



## Early Warning System Project Analysis

Negative environmental impacts: Most identified negative impacts during project execution are temporary ones, and mitigation measures are proposed to reduce the final impact, as such the residual negative impacts of the project are deemed acceptable by the competent authority. The main identified negative impacts produced during construction phase are gas emissions by the heavy plant machinery, traffic disruptions nearby the construction sites, contamination of sea water during bridges construction phase -including dredging-, volumes of excavated material to be disposed, noise levels and the impact on the green areas (while these are limited areas) affected by the works, to be restored. During the future operation of the tramline, noise and vibrations due to the trains running is likely to be the worst negative impact. This can be considered very located and limited in time. To minimise the noise and vibrations of the trains accelerating and breaking, the track works are design to absorb and mitigate them. Construction of the foundations for the bridges (for the abutments and piers) will have a negative impact on the sea waters of the estuary the tramline flies over. This impact -mainly water pollution and disruptions to the fauna in the area- is considered temporary and limited in time and space.



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## Investment Description

- European Investment Bank (EIB)



## Contact Information

Responsible for the project:

City of Helsinki, Agency for Urban Planning, PL 2100

00099 CITY OF HELSINKI

Geographical address: Kansa schoolkatu 3, 00100

Helsinki

Contact point:

Centre for Economic Development, Transport and the

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00520 HELSINKI

Contact persons at the Helsinki City Planning Authority:

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## ACCESS TO INFORMATION

You can submit an information request for project information at: <https://www.eib.org/en/infocentre/registers/request-form/request-form-default.htm>

## ACCOUNTABILITY MECHANISM OF EIB

The EIB Complaints Mechanism is designed to facilitate and handle complaints against the EIB by individuals, organizations or corporations affected by EIB activities. When exercising the right to lodge a complaint against the EIB, any member of the public has access to a two-tier procedure, one internal - the Complaints Mechanism Office - and one external - the European Ombudsman. A complaint can be lodged via a written communication addressed to the Secretary General of the EIB, via email to the dedicated email address: [complaints@eib.org](mailto:complaints@eib.org), by completing the online complaint form available at the following address: <http://www.eib.org/complaints/form> via fax or delivered directly to the EIB Complaints Mechanism Division, any EIB local representation office or any EIB staff. For further details, check:

[http://www.eib.org/attachments/strategies/complaints\\_mechanism\\_policy\\_en.pdf](http://www.eib.org/attachments/strategies/complaints_mechanism_policy_en.pdf)

When dissatisfied with a complaint to the EIB Complaints Mechanism, citizens can then turn towards the European Ombudsman. A memorandum of Understanding has been signed between the EIB and the European Ombudsman establishes that citizens (even outside of the EU if the Ombudsman finds their complaint justified) can turn towards the Ombudsman on issues related to 'maladministration' by the EIB. Note that before going to the Ombudsman, an attempt must be made to resolve the case by contacting the EIB. In addition, the complaint must be made within two years of the date when the facts on which your complaint is based became known to you. You can write to the Ombudsman in any of the languages of the European Union. Additional details, including filing requirements and complaint forms, are available at:

<http://www.ombudsman.europa.eu/atyourservice/interactiveguide.faces>



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## Bank Documents

- [Environmental and Social Data Sheet \(ESDS\) - HELSINKI CROWN BRIDGES LIGHT RAIL](#)
- [Environmental and Social Impact Assessment \(ESIA\) - HELSINKI CROWN BRIDGES LIGHT RAIL - Environmental](#) [Original Source]