



European Investment Bank (EIB)

Luxembourg, 16/06/2020

## Environmental and Social Completion Sheet (ESCS)

### Overview

Project Name:	Tunnelsicherheit 2013-2018
Project Number:	2013-0190
Country:	Austria
Project Description:	The project consists of the modernisation and upgrading 2 tubes x 2 lanes standard of several existing single-tube bi-directional tunnels located on the A9 Pyhrn motorway (E-57) between Linz and Graz.

### Summary of Environmental and Social Assessment at Completion

The project concerns the modernization and upgrading to 2 x 2 tubes standard of existing bi-directional tunnels. The total length of new tunnels is about 20km and the total tunnels length to be modernized is 20.1km. Three major sub-projects conform the whole project: Chain of four tunnels, so called Klaus sector; (ii) Bosruck tunnel and (iii) Gleinalm tunnel.

All tunnels were initially designed as double tube, but only one bidirectional tube was initially built. The alignment of the second tubes was thus already approved in the 70s and 80s, at the time of construction of the first tubes, so an EIA was already available to the competent authority to issue the corresponding environmental decisions and permits. Disbursement conditions applied: (i) written confirmation from the competent authority concerning the impacts on nature conservation (Form A/B or equivalent) and (ii) environmental permit and environmental screening decision by the competent authority on the Klauskette tunnels.

#### **EIB notes the following key Environmental and Social outcomes at Project Completion.**

The main potential negative impacts of investment on environment are the following:

- Deposits of excavation materials (“Deponienachsorge”)
  - Bosruck: Deponie Danklmayr
  - Gleinalm: Deponie Rehgraben, Deponie Heigl, Deponie Liechtenstein
- Tunnelkette Klaus, Bosruck, Gleinalm: Monitoring of tunnel seepage water, monitoring of water of driving surface.

The promoter has implemented very significant measures to mitigate negative environmental impacts satisfying all the water, forestry, and nature and energy legislation. All required authorizations concerning water management and dumping of excavations material were duly obtained.

Health and safety plans for all schemes according to Austrian law (“Baustellenkoordinationsgesetz” and “Arbeitnehmerinnenschutzverordnung”) were also complied with:

- Internal monitoring of compliance: “Baustellenkoordinator”
- External verification of compliance: “Arbeitsinspektor”



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### **Other Environmental and Social Aspects**

The project was included in the national tunnel safety investment programme and aimed to comply with the EU Tunnel Safety Directive by 2019 and in general to contribute to the improvement of road safety in Austria.

The project lies on the TEN-T network and is therefore subject to the provisions of Directive 2008/96/EC on road safety management. At the time of the Project Completion Report, all Road Safety Audits have been performed on the four stages of roads project as planned.

Environmental impact will be reduced, notably through the reduction of forced ventilation in the new twin mono-directional tubes. Emission reduction due to energy savings are expected to be well in excess of the marginal increase of emissions from induced traffic as well as from road safety improvements.

### **Summary opinion of Environmental and Social aspects at completion:**

Based on the promoter's reports, the EIB supports the opinion that the project has complied with Environmental regulations applicable to the project and their implementation.