



European Investment Bank (EIB)

Luxembourg, 28 December 2020

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	OEBB AUSBAU WESTBAHN PRIORITY TEN-T
Project Number:	2012-0198
Country:	Austria
Project Description:	Expansion of capacity on the Westbahn railway (TEN-T) corridor (St. Pölten – Ybbs - Linz)

Summary of Environmental and Social Assessment at Completion

The project consisted of the addition of two railway tracks on the “Westbahn” to the already existing double track line on three sections (by-pass St. Pölten, Ybbs-Amstetten and Linz railway junction) which completed the expansion of the capacity between Vienna and Linz. The existing railway infrastructure on the section Ybbs-Amstetten was also upgraded.

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

The project was appraised in 2012 and an Environmental and Social Data Sheet was prepared.

With respect to the Strategic Environmental Assessment, the initial development plans for the doubling of the WestBahn between Linz and Vienna were prepared in the 1990s following the act prescribing the creation of high capacity rail links in Austria of 1989. The SEA Directive was only adopted in 2004. The SEA is thus not required.

The Ybbs-Amstetten scheme and the Linz Gleisdreieck-Linz Hbf scheme fell under the requirements of Annex II of the EU Directive 2011/92/EU, according to which the need for a full EIA was decided on a case by case analysis by the Competent Authority.

In the case of Ybbs-Amstetten, scheme preparation started in 1997 and in accordance to the applicable EIA legislation in Austria at that time (the UVP1993) no EIA was required. The Competent Authority (BMVIT) confirmed this when they issued the development consent for the scheme, in the period 2004-2007. Also the Linz scheme did not require an EIA, as was confirmed in the development consent issued in 2007. The Bank received formal confirmation of the Competent Authority that all three schemes have no significant impact on protected areas (form A).

The **Linz Gleisdreieck-Linz Hbf** scheme did not require an EIA, and the development consent issued by the Competent Authority in 2007 includes a paragraph that confirms this. This scheme does not impact upon protected areas such as the Natura 2000 areas, and this has been confirmed by the promoter.

The **St-Pölten-Loosdorf** scheme runs close to the Natura 2000 sites Pielachtal (AT1219V00) and Niederösterreichische Alpenvorlandflüsse (AT1219000) but the Competent Authority declared after investigation that the scheme has no impact on the area.



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The **Ybbs - Amstetten** scheme crosses the Ybbs-river, which is also a Natura 2000 area (Niederösterreichische Alpenvorlandflüsse - AT1219000).

The Competent Authority has issued a decision that states that the promoter may construct the requested railway bridge, provided it fulfils three conditions:

- 1) there shall be an supervisor that will monitor impacts on the river during construction;
- 2) construction activities on the river may only take place in between May and October or between December and February; and
- 3) the promoter shall notify 14 days before start of works the local fishing authority.

The Linz scheme is completely within the existing railway corridor inside the city of Linz and does not come close to any Natura 2000 area.

The required conditions were complied with.

Comprehensive mitigating measures have been implemented such as landscaping, replanting, creation of wet areas and animal crossing bridges. All three schemes have extensive noise barriers.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the Promoter during construction that the project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.