Luxembourg, 19 November 2013

Environmental and Social Data Sheet

Overview

Project Name:	TUNNELSICHERHEIT 2013-2018
Project Number:	2013-0190
Country:	Austria
Project Description:	Modernisation and upgrading of 3 tunnels on the A9 between Linz and Graz

EIA required: Yes

Project included in Carbon Footprint Exercise:

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project does not fall under the Strategic Environmental Assessment Directive (2001/42/EC) since its approval process was completed long before the Directive came into force: Studies of the Pyhrn motorway started in 1969 and construction works in 1971. The entire section was completed in 2004, with some major tunnels operated in bi-directional tubes. No SEA was therefore performed.

The objective of the project is to upgrade these bi-directional tunnels to 2 x 2 standard, so that they comply with the EU Tunnel Safety Directive 2004/54/EC by year 2019. The project falls *per se* under Annex I of the EIA Directive 85/337EEC as modified. However, as the alignment was already determined when the first bi-directional tunnels were built, no further studies have been necessary and two sub-projects have been screened out by the relevant Austrian Authorities. Procedures for the Klaus tunnel chain are on-going and should in principle also be screened out. The Promoter is requested to provide, before first disbursement, documentary evidence on this matter.

In line with the Road Safety Directive 2008/96/EC and the Tunnel Safety Directive 2004/54/EC, the projects' design underwent road and tunnel safety audits carried out by an independent Auditor. They will be continued upon completion and during operation of the tunnels according to the prescriptions of the Directives.

Residual negative impacts are minimal. The main negative impact of the project concerns the necessity to treat run-off water, which may get polluted during construction and during operation of the tunnels, and to build and operate retention basins.

The Spering Tunnel (2 894 m) crosses a Natura 2000 area. As the portals of the tunnel are located beyond the borders of this Natura 2000 area, the tunnel has no direct impact on this zone.

The project has major positive effects on road safety and on traffic fluidity.

The Promoter will be requested to provide, before first disbursement, documentary evidence that the requirements of the Habitats Directive have been fulfilled (Form A/B or equivalent document to the satisfaction of the Bank).

Under these conditions, the project is acceptable to the Bank from an environmental point of view.

Environmental and Social Assessment

Environmental Assessment

The project consists of elements of ASFINAG's 2013-2018 tunnel safety investment programme. They are located on the A9 Pyhrn motorway (E57) between Linz and Graz and concern the modernisation and upgrading to 2 x 2 tubes standard of existing bi-directional single-tube tunnels. The project is subdivided into 3 major sub-projects.

The project must be compliant with the Environmental Legislation in Austria, UVP-G 2000 (Umweltverträglichkeitsprüfung), as amended. This Legislation transcribes the EU EIA Directive 2011/92/EU.

All tunnels were initially designed as double tube, but only a single 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. The projects have been submitted to the Federal Ministry for Transport, Innovation and Technology to check environmental compliance relative to current legislation. Two of the schemes have been screened out and thus no EIAs are required. Procedures are on-going in this regard for the Klaus sector tunnels.

The required authorisations for carrying out the project activities have been or are being granted by the relevant Authorities at regional or local level, and the main documents have been submitted to the Bank. They include conditions to mitigate environmental constraints, such as the dumping of extracted material, the treatment of run-off water from the tunnels, the elimination of virgin water from the mountains (separation from waste water), the clearance of forests during construction etc. The temporary use or acquisition of land does not constitute a major constraint for realising the project.

Rehabilitation and safety measures should have a positive impact as new tubes should follow the same alignment and reduce congestion. The promoter is used to applying the strictest environmental legislation. Tunnels by nature limit the visual and noise impact of linear infrastructure thus the programme should have an overall positive impact. Although there are environmentally protected areas in the vicinity, the project has no significant impacts on them.

Social Assessment, where applicable

Not applicable.

Public Consultation and Stakeholder Engagement, where required

The project is included in the national tunnel safety investment programme and aims to comply with the EU Tunnel Safety Directive by year 2019 and, in general, to the improvement of road safety in Austria.

The environmental impact is already minimal and will be further 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.