

## Environmental and Social Data Sheet

### Overview

Project Name:	TUNNELSICHERHEIT WESTOESTERREICH
Project Number:	2014-0586
Country:	Austria
Project Description:	Modernisation and upgrading of the Arlberg tunnel and the Perjen & Lötzt tunnel group in line with the EU Tunnel Safety Directive
EIA required:	No
Project included in Carbon Footprint Exercise:	No

### 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) as its approval process was completed long before the Directive came into force. Tunnels concerned were opened to traffic on 1.12.1978 (Arlberg tunnel) and on 29.01.1983 (Perjen & Lötzt tunnel group).

The objective of the project is to renovate and upgrade the Arlberg and Perjen tunnels, so that they comply with the EU Tunnel Safety Directive 2004/54/EC by April 2019 latest. In addition, the bi-directional tunnels of the Perjen & Lötzt tunnel group will be upgraded to 2x2 lane standard (twin tubes). The project falls *per se* under Annex I of the EIA Directive 2011/92/EU. However, as the alignments were determined when the first bi-directional tunnels were built, no full EIA has been required.

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.

During construction, traffic from the Arlberg Tunnel will have to be diverted to the Arlberg pass. This situation will create severance for road users and for residents living along this road.

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 adequate retention basins.

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

Disbursement is conditional to the submission of written official confirmation by the competent authority that the project schemes do not require a full EIA.

The Promoter has provided documentary evidence that the two sub-projects do not have significant effects on nature conservation areas (Form A).

The project is acceptable to the Bank from an environmental and social point of view.

## Environmental and Social Assessment

### Environmental Assessment

The project consists of elements of the ASFINAG's 2013-2018 tunnel safety investment programme. They are located on the 62 km long S 16 Arlberg Expressway (E60) between Zams (Landeck) and Bludenz. The project has two components: (i) modernisation of the 14 km long bi-directional single-tube Arlberg tunnel and (ii) modernisation and upgrading to 2 x 2 tubes of the existing bi-directional single-tube Perjen and Lötztunnels with a total length of 3.2 km. The latter project comprises the modernisation and upgrading/extension of avalanche galleries, including the doubling to 2 x 2 lane of the connecting road and two major bridges with a total length of 228 m. The total length of the section concerned is 5.5 km.

Both tunnel schemes were originally designed as double tube, but only a single bi-directional tube was initially built. The alignment of the second tubes had thus already been approved in the 70s and 80s, at the time of construction of the first tubes.

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.

No EIA is required for the Arlberg tunnel, as its infrastructure is only renovated and modernised to cope with the prescriptions of the current Legislation. The modernisation and upgrading of the Perjen & Lötztunnel group has been submitted to the Federal Ministry for Transport, Innovation and Technology to check environmental compliance relative to current legislation. The competent authority has determined that no full EIA is required. Complementary environmental studies shall be considered to issue the building permits.

The building permits for the Arlberg tunnel project have been granted by the relevant regional and local authorities. They include conditions to mitigate environmental constraints, such as 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. Practically no additional land is required for carrying out the project.

With regard to the Perjen and Lötztunnel group, detailed environmental studies have been prepared by specialised consultants and the corresponding construction permits from the relevant local and regional authorities are being processed. These studies concern the impact on climate and air, noise, forestry, nature conservation, zoological assessments (fauna) as well as geotechnical, hydrological and hydraulic assessments.

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 apply 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. No nature conservation areas are located in the vicinity of project activities.

### 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 unidirectional tubes of the Perjen – Lötztunnel group. Emission reduction due to energy savings are expected to be in excess of the marginal increase of emissions from induced traffic.