

Public

Environmental and Social Data Sheet

Overview

Project Name:	KARAVANKE TUNNEL SAFETY UPGRADE	
Project Number:	2017-0985	
Country:	Slovenia	
Project Description:	Refurbishment of the existing tube and construction of a second tube of an 8 km long cross border road tunnel connecting Slovenia with Austria. The project will bring the tunnel into conformity with EU safety standards and add capacity to meet demand.	
EIA required:	Yes	
Project included in Carbon Footprint Exercise ¹ :	No	

Environmental and Social Assessment

The works comprise:

- improvements to the tunnel approaches including two new bridges (plus one temporary bridge during construction);
- the construction of a second tube, for use in both uni and bi-directional traffic, to the east of the existing Karawanks Tunnel;
- new portal works; and
- refurbishment of the existing tunnel including the replacement or upgrading of pavement, replacement of the tunnel kerbs, drainage, local restoration of the invert, restoration of portal facilities.

The project will bring the tunnel into compliance with the tunnel safety Directive 2004/54/EC.

This EIB operation concerns the works on the Slovenian side of the tunnel, which comprise roughly half of the overall length of the tunnel.

Environmental Assessment

The Competent Authority for the environment required a regulatory Environmental Impact Assessment (EIA) in accordance with Directive 2011/92/EU (as amended) as reflected in national law. The process was completed and the environmental permit was issued in May 2016 (no. 35402-35/2014-110).

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Luxembourg, 11th December 2018

The project is consistent with the National Spatial Plan approved in June 2016 and part of the “Strategy of transport development V of the Republic of Slovenia”, 2015, which was subject to a Strategic Environmental Assessment (SEA) in accordance with Directive 2001/42/EC.

As a cross border project, the Espoo convention is applicable. In April 2016, the necessary cross border consultations with Austria were completed and an agreement reached on monitoring the status of underground water and data exchange.

The project is not likely to have significant effects on any NATURA 2000 site, as confirmed by the Competent Authority for Nature Protection.

Environmental Impacts

The main potential negative impacts will be localised, temporary and related to construction activities, in particular noise, vibration, transport and disposal of waste and risk of contamination of underground water. These risks will be mitigated by good construction practices, enforced on the contractors performing the works’ through third party qualified supervision.

Once completed the project will have minor negative residual impacts, relating mainly to permanent conversion of a small additional amount of land for the portal and disposal areas. Local and global emissions are expected to be reduced modestly due to the reduction of congestion arising from the additional capacity. The safety and reliability of the tunnel will be significantly enhanced.

Public Consultation and Stakeholder Engagement

Prior to issuing of the environmental permits, the following consultations took place in 2015 and 2016:

- National Spatial Plan;
- Consultation carried out under the EIA process; and
- Consultations with Austrian authorities within the framework of the Espoo Convention.

Conclusions and Recommendations

The project is acceptable for EIB financing in environmental and social terms.