

Luxembourg, 22<sup>nd</sup> February 2019

**Public**

## **Environmental and Social Data Sheet**

### **Overview**

Project Name:	KARAWANKENTUNNEL ASFINAG		
Project Number:	2018-0174		
Country:	Austria		
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:	No		
Project included in Carbon Footprint Exercise <sup>1</sup> :	No		

### **Environmental and Social Assessment**

The works comprise:

- improvements to the tunnel approaches including twining of two 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 Austrian side of the tunnel, which comprise roughly half of the overall length of the tunnel.

#### **Environmental Assessment**

The building consent for the construction of the two tubes for the Karawanks tunnel was given on 06.09.1977. The competent authority (Austrian Federal Ministry of Transport, Innovation and Technology) confirmed that the legal building consent was issued before the commencement of the original EIA Directive (85/337/EEC of 27.06.1985) and also the transposed Austrian Federal EIA Law (BGBl. Nr. 697/1993 of 14.10.1993). Therefore, the

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

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building consent was granted before the accession of the Republic of Austria to the European Union. Considering the date of the building consent, Directive 2011/92/EU (the 'EIA Directive') does not apply

The Project is listed in the annex to the Austrian Federal Roads Act. Therefore, the second tube of the Karawanks tunnel is implemented as part of this program. If a new road section is to be included in the annex of the Federal Roads Act, a strategic environmental assessment must be performed regarding this. For the second tube of the Karawanks tunnel no strategic environmental assessment has been performed, as this section was already part of the annex to the Federal Roads Act as early as 1983 (BGBl. Nr. 63/1983), i.e. before the SEA Directive came into effect, and before its transposition into Austrian Law respectively.

As a cross border project, the Espoo convention is applicable. In April 2016, the necessary cross border consultations were initiated and completed by Slovenia with 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. The land for the disposal of excavated material is identified and the rehabilitation measures agreed.

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**

Consultations with Slovenian authorities were performed within the framework of the Espoo Convention.

#### **Conclusions and Recommendations**

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