

Environmental and Social Data Sheet

Overview

Project Name:	Hafen Linz TEN-Infrastruktur
Project Number:	2015-0771
Country:	Austria
Project Description:	The Project involves the further development of the tri-modal logistics platform in the inland port of Linz, located in Upper Austria at the River Danube, with the overall aim of increasing the capacity and improving the efficiency of the logistics operations.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The Project involves reclamation of 4.2 ha of land by partly filling two inner port basins, as well as several investments included in the Port Master Plan 2016-2024, such as the expansion of container terminal, the expansion of the logistics terminal, the construction of new warehouses, the construction of flood protection, as well as railway infrastructure works. This last project component is part of a larger project that will be carried out in cooperation with the Austrian Federal Railways, the Österreichischen Bundesbahnen ("ÖBB").

Environmental procedures

As the project components do not result from a plan or programme that is considered to have significant impacts on the environment, a Strategic Environmental Assessment ("SEA") in accordance with the SEA Directive 2001/42/EC was not carried out.

All project components fall under Annex II of the EIA Directive 2011/92/EC, which has been transposed into Austrian law through the Environmental Impact Assessment Act 2000 ("EIA Act"), and have been screened out by the competent environmental authority (Landeshauptstadt Linz, Anlagen und Bauamt). The screening out decision has been received by the Bank.

None of the project components are considered to cause the deterioration of the water status or failure to achieve good water status in accordance with Article 4(7) of the Water Framework Directive 2000/60/EC. Despite the land reclamation works not having a significant impact on the water bodies, the Directorate of Environment and Water Resources of the Office of the Upper Austrian State Government required to offset the resulting loss of water surface due to the partial filling of the inner port basins by creating a new tributary in the river Danube. Nearly 800,000 cubic meters of sediment were excavated and the resulting water area at mean water level amounts to approximately 6.2 ha which corresponds to the water area that was lost inside the port of Linz. The development consent for the land reclamation was issued by the Office of the Upper Austrian State Government and the Municipality of Linz

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.

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in 2009. The land reclamation works, together with the ecological dredging works, were completed in 2013.

Biodiversity issues

As the entire Project is implemented inside the port boundaries and within the footprint of the existing railway network, no land acquisition is required and none of the investments will have a significant effect on any Natura 2000 sites, the closest sites “Traun-Donau-Auen”² and “Eferdinger Becken”³ are both located at a distance of approximately 5 km. An assessment according to Art.6.3 of the Habitats Directive 92/43/EEC is therefore not required for any of the project components. The Bank has received a signed Form A, issued by the competent authority (Landeshauptstadt Linz), for the already completed land reclamation works and for the investments included in the Master Plan.

Main environmental impacts

Based on the nature of works included in the Project, only minor adverse effects on the environment are expected to materialise. There may be small disturbances to the environment and nuisances during construction, mostly related to dust and noise emissions. Overall, the Project will result in environmental benefits resulting from a reduction in greenhouse gas emissions by promoting a modal shift from road to rail and inland waterway transport for the logistics operations.

Climate change aspects

The new mobile flood gate provided for by the Project will protect the port infrastructure against flooding with statistical return period of 100 years, corresponding to level 9.34 m which is approximately 5.8 m above normal water level. The total protected area is approximately 725,000 m².

Social Assessment, where applicable

Indirectly the Project will support the competitive position of the industries around the port of Linz. The presence of an efficient tri-modal logistics platform and high quality storage facilities in a well-connected location is an import competitive asset for the industry. This will further support the development of these industries and related employment generation.

Public Consultation and Stakeholder Engagement

During the elaboration of the Master Plan the Promoter has on a voluntary basis engaged itself in information meetings with the inhabitants, neighbours and stakeholders in general. The Project is generally seen quite positive by the stakeholders and the inhabitants, and no major disputes have been recorded.

Other Environmental and Social Aspects

The Promoter’s capacity and environmental procedures management are deemed good. Environmental management procedures are integrated in the company’s certified quality management systems (ISO 14001 certified), the effectiveness of which is regularly checked through internal and external audits.

² Code AT3114000 (Birds and Habitats Directive site)

³ Code AT3127000 (Habitats Directive site)



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Conclusions and Recommendations

The Promoter will be required to provide the Bank with a copy of the building permits (“*Baubewilligung*”) issued by the Competent Authority for each component included in the Project. Subject to this undertaking being met, the overall residual environmental and social impacts of the Project are expected to be mostly negligible to minor and no particular problems are envisaged during the implementation and operation of the Project. Therefore, the Project is acceptable for EIB financing in E&S terms.

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