

Luxembourg, 8th December 2022

Environmental and Social Data Sheet

Overview

Project Name: SEBES-TURDA A10 HIGHWAY (SPL 2015-0712)
 Project Number: 2019-0588
 Country: Romania
 Project Description: The project consists of the construction of the 70 km A10 motorway on a new alignment between junction A1 near Sebes and junction A3 at Turda.

EIA required: yes

Project included in Carbon Footprint Exercise¹: yes

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The project concerns the construction of approximately 70 km of motorway on a new alignment. The project is part of the TEN-T core network and will provide a link between the existing A1 Orastie – Sibiu and A3 Gilau – Cambia Turzi motorway sections.

For implementation purposes, the project is divided into four lots:

- Lot 1 from km 0+000 to km 17+000;
- Lot 2 from km 17+000 to km 41+250;
- Lot 3 from km 41+250 to km 53+700; and
- Lot 4 from km 53+700 to km 70+000 (including Dumbrava junction).

The project construction for the four lots started in April 2014 and is expected to be finished in Q1 2023. The Dumbrava junction is expected to be completed in Q4 2023. Although all lots of the project have not been completed and therefore formally received by the Contracting Authority, the motorway was opened to traffic in December 2021.

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



Luxembourg, 8th December 2022

The Project is included in the General Transport Master Plan approved through Governmental Decision 666/2015 which was subject to a SEA. The SEA Decision was issued by the Ministry of Environment on 11th December 2015 and is published on the Ministry's website.

EIA

The project falls under Annex I of the EU EIA Directive point 7, b) Construction of motorways and express roads. The competent authority for this project is the National Environmental Protection Agency (NEPA).

The EIA procedure was carried out between 2009 and 2017 for the entire Sebes – Turda motorway (Lots 1-4).

The EIA Decision (no. RO-ANPM/01) was issued on 30th June 2009. Due to modifications in the project, the following decisions were issued by NEPA and published on its website:

- Revised Environmental Decision issued on 31st October 2013;
- Annex to the EIA issued by NEPA on 11th March 2015 ;
- Annex to the EIA issued by NEPA on 16th July 2015;
- Revised Environmental Decision issued on 26th November 2015;
- Negative Screening Decision no.214 issued on 10th August 2017.

The EIA identified impacts during the construction (noise, dust, vibration, traffic, exhaust gases) and operation (noise, exhaust gases, waste management).

The Environmental Decisions specify a range of mitigating measures. The measures include the installation of acoustic screens placed where noise levels do not comply with legal admissible limits, construction of animal passes, adequate maintenance of drainage and regular verifications of fuel stations and fuel tanks.

The measures also include minimum de-vegetation works and, if necessary, local species to be planted and development of green areas, trees and vegetation, maintenance of the fencing, various restrictions on working periods, hours and practices as well as requirements for regular monitoring.

Assessment of effects on Natura 2000 sites

As part of the revision of the EIA Decision in 2013, NEPA issued the Natura 2000 Declaration no. 1/3734/20.11.2013, which states that considering the location of the motorway alignment, the project is not likely to have significant impacts on Natura 2000 sites.

In addition, as part of the revision of the EIA Decision in 2015, the project was subject to an appropriate assessment study.

The study assessed the impact of the project during construction and operation stages on the following eleven Natura 2000 sites (distance to the project reflected in brackets): ROSC|0004 Bagau (650 m), ROSC|0147 Padurea de stejar pufos de la Miraslau (750 m), ROSC|0211 Podisul Secaselor (850 m), ROSC|0253 Trascau (880 m), ROSPA0087 Muntii Trascaului (950 m), ROS|0187 Pajistile lui Suci (2,700 m), ROSC|0211 Rezervatia Rapa Rosie (part of SC|Podisul Secaselor – 3,200 m), ROSPA0139 SPA Piemontul Muntilor Metaliferi si Vintului (3,200 m), ROSC|0832 Râul Tarnava Mare intre Copsa Mica si Mihalt (3,200 m), ROSC|0223 Saraturile Ocna veche (5,500 m), ROSPA0113 Canepistii (6,000 m) and the National protected areas: Rezervatia Tau fara fund (4,800 m), Rezervatia Ocna Veche Zona (5,500 m) and Rezervatia Saratura Zona (5,500 m).



Luxembourg, 8th December 2022

Apart from general mitigation measures, the study identified as main mitigation measures to reduce the impact on the Natura 2000 the construction of two passages for large mammals and several culverts for amphibians, reptiles and small mammals.

As indicated in the EIA, the project is expected to have positive socio-economic impacts such as the reduction of travel costs and improvement of road safety. The project is also expected to improve the quality of life of the inhabitants of the localities crossed by the roads in the area of influence of the new motorway, as a result of reduced air and noise pollution and job creation.

Building permits

All issued building permits are published on the Ministry of Transport website.

The construction works on Lots 3 and 4 started before the required building permits were issued. These works were subject to a technical assessment and legalized through a ministerial order (GEO 7/2016).

Climate Change

A retrospective Climate Change Vulnerability and Risk Assessment (CC VRA) was carried out in 2017 as part of the EU grant application.

The assessment identified that the project presents extremely high risk to floods and landslides, high risk to wildfire, moderate risk to increase of extreme temperature, change of average precipitation, change of extreme precipitation, maximum wind speed change, soil erosion, low temperature period, the freeze-thaw phenomenon and fog and low risk to the other variables.

The climate adaptation measures adopted in the project include both structural (design) and operational measures, with the former covering mainly flooding and landslides risks and the latter wild fires, strong winds, fog and extreme precipitation risks.

The project is considered to be aligned with the adaptation and climate resilience objectives of the Paris Agreement. The project is consistent with the Romanian National Climate Change Strategy and supportive of its objective to integrate local climate change concerns into transport policy. The project and its design exceed the requirements of normal design standards to accommodate increased physical climate risks.

EIB Carbon Footprint Exercise

The project is included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of project in a standard year of operation:
 - Forecast absolute (gross) emissions are 124 500 tonnes of CO₂ equivalent per year;
 - Forecast emissions avoided are 14 200 tonnes of CO₂ equivalent per year.
- The project boundaries are given by the new road and the existing road DN1 between Sebes and Turda.

The baseline is the forecast third party emission, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services'



Luxembourg, 8th December 2022

assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Social Assessment

Land acquisition is completed. For this purpose, 10 government expropriation decisions were issued and the total expropriated area is 1,026 ha. There are no open legal procedures.

Road safety audits at various stages of design, pre-commissioning and operation have been or will be performed in accordance with Romanian legislation.

Public Consultation and Stakeholder Engagement

Public consultation during the different SEA's and EIA's related to the project have been carried out in compliance with the requirements of the applicable legal framework. The proposals and recommendations received during the consultations have been dealt with in issuing the environmental decisions.

Conclusions and Recommendations

The project sections are included in the General Transport Master Plan which was subject to a Strategic Environmental Assessment (SEA) in 2015.

The Project falls under Annex I of the EIA Directive 2011/92/EU, as amended by the Directive 2014/52/EU, and therefore is subject to a full EIA procedure.

The project was opened to traffic in December 2021.

The EIA process, the mitigation measures, and the Promoter's capacity to manage their implication are deemed to be adequate.

The project is considered acceptable for EIB financing from an environmental and social point of view.