

Luxembourg, 8th December 2022

Environmental and Social Data Sheet

Overview

Project Name:	T MURES-OGRA-C TURZII A3 HIGHWAY (SPL 2015-0712)
Project Number:	2019-0589
Country:	Romania
Project Description:	The project consists of the construction of a 52 km motorway section on a new alignment between the towns of Targu Mures, Ogra and Campia Turzii.

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 a 52 km long new dual 2x2 carriageway motorway between the towns of Targu Mures, Ogra and Campia Turzii as part of the A3 motorway, and a 4.7 km long 2x2 dual carriageway link road to Targu Mures.

For implementation purposes, the project is divided into two sections and five lots as follows:

- Section 1C, Târgu Mures - Ungheni - Ogra:
 - Lot 1: Targu Mures - Ungheni, km 0+000 – km 4+500 + link road (4.7 km);
 - Lot 2: Ungheni - Ogra, km 4+500 – km 14+605 (10.1 km).
- Section 2A, Ogra - Câmpia Turzii:
 - Lot 1: Ogra - Iernut, km 0+000 – km 3+600 (3.6 km);
 - Lot 2: Iernut - Chetani, km 3+600 – km 21+500 (17.9 km);
 - Lot 3: Chetani - Campia Turzii, km 21+500 – km 37+191 (15.7 km).

The construction works started in 2015. All lots are completed and opened to traffic with the exception of Lot 3 in Section 2A (15.7 km) which is expected to be opened to traffic in Q4 2024. The outstanding works in Lot 3 exceed the December 2023 completion deadline for cohesion funds and are therefore not eligible for EIB financing under the Structural Programme Loan.

The Project was included in the base scenario of the General Transport Master Plan (GTMP),

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.



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which was subject to a SEA procedure. The SEA Decision was issued by the Ministry of Environment on 11th December 2015 and is published on the Ministry's website. The GTMP was approved through Governmental Decision 666/2015.

The project falls under Annex I of the EIA Directive and is thus subject to an environmental impact assessment (EIA). The project borders one Natura 2000 site and its impact has been assessed as non-significant.

An EIA procedure has been carried out separately for each section of the project.

For Section 1C Targu Mures – Ogra, the EIA decision was issued in 2014 and revised in 2016 and 2021.

For Section 2A Ogra - Campia Turzii, the EIA decision was issued in 2017 and revised in 2019.

For both sections, all building permits have been issued.

Environmental impact and mitigation measures

For both sections, Section 1C Targu Mures – Ograd and Section 2A Ogra - Campia Turzii the EIAs identified that the sections have moderate and local impacts both during the construction (surface waters, air quality, noise, dust, vibration, traffic, exhaust gases) and operation (noise, exhaust gases, waste management). In addition, the cumulative impact of the sections have been assessed concluding that the impact is neutral.

The Environmental Decisions specify a range of mitigating measures. The measures include installation of acoustic screens, adequate maintenance of drainage and regular verifications of fuel stations and fuel tanks and maintenance of the fencing.

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

As indicated in the EIAs, the projects are expected to have positive impacts concerning reduction of congestion and improvement of traffic flow, including improvement of road safety by transferring national and international traffic outside the urban centres.

Biodiversity

For Section 1C Targu Mures – Ogra, the Natura 2000 Declaration was issued in 2014. The distances to the five closest Natura 2000 sites vary from 700 m in the case of ROSCI0367 Raul Mures intre Moresti si Ogra, to 6,500 m in the case of ROSCI210 Rapa Lechinta.

The competent authority declared that the works in Section 1C are not likely to have significant effects on Natura 2000 sites.

For Section 2A Ogra - Campia Turzii, as part of the EIA procedure launched in May 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 three Natura 2000 sites (distance to the project s in brackets): ROSPA0041 Elestele lernut Cipau (50 m), ROSCI0367 Raul Mures intre Morasti si Ogra (500 m) and ROSCI0040 Coasta Lunii (20 m).



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The study concluded that the impact on species is indirect and only in case of their presence in the area of implementation of the project. The direct impact on species *Bombina bombina* and *Bombina variegata* was estimated being moderate as the species are characterised by high tolerance to disturbance.

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 is subject to extremely high risk to floods, landslide and wildfire, high risk to change of extreme precipitation and maximum wind speed, moderate risk to accelerated temperature rise, increase of extreme temperature, average wind speed, low temperature period, soil erosion, the freeze-thaw phenomenon and fog and low risk to change of average precipitation.

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 73,100 tonnes of CO₂ equivalent per year;
 - Forecast emission created are 5,600 tonnes of CO₂ equivalent per year.
- The project boundaries are given by the new road and the existing road DN15 between Campia Turzii and Targu Mures.

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' 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, where applicable

Land acquisition is completed. For this purpose, 12 government expropriation decisions were issued and the total expropriated area was 564 ha. Agricultural land, construction yards, industrial sites and private houses were expropriated.



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The expropriation procedure was carried out in accordance with the provisions of Law 255/2010.

40 claims from landowners were received to dispute the amount of the compensation, and are under legal procedure according to the provisions of Law 255/2010.

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

Public Consultation and Stakeholder Engagement

Public consultation has 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.

All lots are completed and opened to traffic with the exception of Lot 3 in Section 2A (15.7 km) which is expected to be opened to traffic in Q4 2024.

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.