

## Environmental and Social Data Sheet

### Overview

Project Name:	SOFIA ROADS AND URBAN MOBILITY
Project Number:	20200758
Country:	Bulgaria
Project Description:	Multi-year programme of investments supporting the construction and rehabilitation of municipal roads, tramways, cycling and walking, and other urban infrastructure in Sofia Municipality
EIA required:	This is a multi-investment operation. Some of the investments may require an EIA under Annex I or II of the EIA Directive
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Environmental and Social Assessment

#### Environmental Assessment

Bulgaria, as an EU Member State, has harmonised its environmental legislation in line with the relevant EU Directives including SEA (2001/42/EC), EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives and Water Framework Directive (2000/60/EC). Applicable national legislation include Environmental Protection Act, the Biological Diversity Act, the Act on Waters and their respective regulations.

The operation, structured as a Framework Loan, will support a series of urban transport infrastructure investments including the construction and rehabilitation of municipal roads, tramways, cycling and walking and other urban infrastructure, which are included in the recent Sustainable Urban Mobility Plan (SUMP) for Sofia. The proposed investments, as part of the SUMP, were assessed in the “Comprehensive program for improving the quality of the atmospheric air on the territory of Sofia Municipality for the period 2021-2026”. The air quality program was subject to a strategic environmental assessment (SEA) screening procedure and was screened out by the competent authority (Decision CO-6-EO / 2021).

The type of investments fall within the scope of Annex II of EIA directive (2014/52/EU amending 2011/92/EU) and the competent authority will decide on the requirement of the EIA for each individual project scheme. Compliance with EIA directive will be checked at allocation stage. The Promoter shall deliver the full EIA report to the Bank, if applicable, before the Bank funds are allocated. For schemes that will be “screened out” by the

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

Luxembourg, 20 July 2021

Competent Authority, the Promoter shall deliver a copy of the respective Annex II screening decision based on Annex III criteria, before the Bank funds are allocated. Both, EIAs and Annex II screening decisions shall be made public by the Promoter.

Potential impacts of the schemes will be assessed when the schemes are submitted for allocation. Potential environmental benefits during operation of the public transport and non-motorized modes schemes would be improvement of the urban air quality and reduction of GHG and noise levels. However, some schemes could have temporary negative environmental impacts during the construction phase. These impacts may come from increased local traffic through traffic-related air pollution, exhaust gas and noise emissions, and generation of construction and demolition noise, waste and vibration. Special mitigation measures will be applied in line with the relevant legislation.

The operation schemes, at this stage, are not placed within any location included in the Natura 2000 network. The closest Natura 2000 site is BG0000113 Vitosha, located 1.6 km away from the nearest project scheme. Compliance with the Birds and Habitats Directives will be further checked during the appraisal of individual schemes at the allocation stage.

The project is considered as Paris aligned and consistent with the Climate Bank Roadmap as it concerns public transport infrastructure, infrastructure for active mobility and small urban roads/streets that support the implementation of Sofia's SUMP. Alignment, particularly for any schemes with road components, will be reconfirmed for each sub-project prior to allocation of the sub-project to the framework loan.

The project may be subject to climate change risks including, flooding, precipitation and temperature changes. The Promoter will provide an assessment on specific climate risks of sub-projects with cost greater than EUR 25 million and all road projects proposed for allocation. This should consider, where relevant, impact on climate mitigation (greenhouse gas emissions) and climate adaptation measures.

### **Social Assessment**

The operation schemes are located in an urban area and are expected to have some positive social impacts – in terms of effects from improvement to public transport and modernisation of transport infrastructure. Sustainable mobility schemes may contribute to modal shift from road to public transport. Furthermore, road infrastructure schemes may be targeted to improve road safety and reduce road accidents in the concerned areas. The individual schemes shall comply with relevant European Directives related to health and safety at workplaces and temporary construction sites. Road safety audits, following the principles of the road safety directive (2019/1936 amending 2008/96/EC on road infrastructure safety management) will be applied on any road scheme that may be financed under the EIB operation.

### **Public Consultation and Stakeholder Engagement**

The elaboration of Sofia's SUMP included focus groups and public participation. Public consultation will take place on individual schemes subject to EIA and will be checked during the appraisal of the respective schemes at the allocation stage.

### **Other Environmental and Social Aspects**

The competent authority regarding environmental authorization is the RIEW in Sofia. The promoter has implemented operations with the Bank in the past satisfactorily complying with environmental and social requirements.

## Conclusions and Recommendations

The Bank will require the Promoter to act according to the provisions of the relevant EU Directives, including SEA (2001/42/EC), EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives and Water Framework Directive (2000/60/EC).

Detailed information on the operation schemes is not available at this stage. Environmental and social aspects will be appraised at allocation stage. Prior to allocation of EIB funds against any specific scheme, the Promoter is to provide to the Bank the confirmation that schemes comply with relevant provisions of the environmental EU Directives, including SEA (2001/42/EC), EIA (2014/52/EU amending 2011/92/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives and Water Framework Directive (2000/60/EC) as transposed into national law. In addition, the Promoter will be requested to deliver the EIAs (if applicable and/or relevant Annex II screening decision in accordance with Annex III criteria) to the Bank before the allocation of the Bank's funds. Both, EIAs and Annex II screening decisions shall be made public by the Promoter.

The Promoter shall provide an assessment on specific climate risks of sub-projects with cost greater than EUR 25 million and all road projects proposed for allocation. This should consider, where relevant, impact on climate mitigation (greenhouse gas emissions) and climate adaptation measures.

The overall institutional capacity of the Promoter is deemed satisfactory since it has established solid procedures to manage environmental and social issues. Therefore, given the type of operation, and subject to the conditions mentioned above, the Project is acceptable to the Bank in environmental and social terms.