

Environmental and Social Data Sheet

Overview

Project Name:	ROMANIA ROAD SAFETY PRIORITY INVESTMENTS
Project Number:	2020-0888
Country:	Romania
Project Description:	Multi-year investment programme covering infrastructure road safety schemes on the national road network in Romania.
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 Exercise¹: no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

Romania, as an EU Member State, has harmonised its environmental legislation in-line with the relevant EU Directives including, inter-alia, 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). Relevant national legislation include:

- Governmental Decision no.1076/2004 on establishing the procedure for carrying out the environmental assessment for plans and Environmental Protection Act, the Biological Diversity Act, the Act on Waters and their respective regulations.
- Law no. 292/2018 on assessing the impact of certain public and private projects on the environment
- Government Emergency Ordinance no. 57/2007 on the regime of protected natural areas, habitat conservation natural, of the wild flora and fauna, approved with modifications and completions by Law no. 49/2011
- Methodological Guide (No. 262/2020) regarding appropriate assessment of the potential effects of the plans and projects on the natural areas of community interest approved by order no. 19/2020.
- Water Law no. 107/1996 with subsequent amendments

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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This operation, structured as a Framework Loan, will support a programme of infrastructure investments focused on improving road safety on the existing national road network in Romania. The promoter of the operation is the national roads company of Romania (CNAIR). Identified investments include measures to address known black spots mainly at interchanges: channelization/signalisation, roundabouts and over/underpasses. The measures are consistent with the current National Strategy for Road Safety (2016-2020), General Transport Masterplan (GTMP) (2016) and Romania's National Recovery and Resilience Plan (2020). The Investment Plan for Transport Infrastructure 2021-2030 refers to the programme of road safety investments under this operation. This plan is expected to form the basis for Romania's upcoming Operational Programme 2021-2027 covering transport. The GTMP (2016) was subject to a strategic environmental assessment (SEA) which covers, at a strategic level, the types of investments and some of the existing roads under this operation. The procedure was completed with environmental permit no. 33 / 11.12.2015. The upcoming Operational Programmes for the multi-annual financial framework 2021-2027 in Romania will also be subject to SEA. When completed, the relevant SEA shall be provided to the Bank.

Some of the investments may fall under 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 scheme through steps including initial assessment, screening and scoping - as required. Compliance with the 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 are "screened out" for requirement of EIA by the Competent Authority, the Promoter shall provide a copy of the respective screening decision based on EIA directive criteria, before the Bank funds are allocated. Both, EIAs and screening decisions shall be made public by the Promoter.

Potential environmental impacts of the schemes will be assessed when the schemes are submitted for allocation. Given the nature of the operation that focuses on improvements on the existing road network, significant environmental impacts are not expected for the majority of schemes. Potential environmental benefits during operation of the schemes may be improvement of local air quality and reduction of greenhouse-gas (GHG) emissions and noise levels. However, some schemes could have temporary negative environmental impacts during the construction and/or operating phases. These impacts may come from increased traffic-related air pollution, exhaust gas and noise emissions, and generation of construction, operation and demolition noise, waste and vibration. Mitigation measures will be applied in line with the relevant legislation and/or planning/environmental approvals.

The current identified schemes are not expected to encroach on the Natura 2000 network in Romania. Compliance with the Habitats and Birds' Directives will be further determined according to national legislation, and will be confirmed for all schemes in-line with the allocation procedure of the operation. This shall include evidence of Appropriate Assessment and positive opinion from the competent authority, where applicable.

The project is in line with the EIB Climate Bank Roadmap (CBR) (2021) requirements that should ensure that all financing activities are aligned to the goals and principles of the Paris Agreement on climate change. The operation concerns in principle small investments (<EUR 25 million) under the CBR eligible activities of road safety and rehabilitation of road infrastructure. The investments support the implementation of national and transport sector strategies and plans, which also consider decarbonisation, circular-economy and wider sustainability goals. The promoter has committed to specify in its technical requirements the use of lower polluting and more environmentally sustainable techniques and materials.

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Alignment with the CBR will be confirmed for each scheme prior to allocation under the framework loan.

Romania's alternative fuel infrastructure national policy framework has been assessed to have shortcomings in the EU latest assessment², but Romania has shown improving commitment to plan for alternative fuel infrastructure. The National Recovery and Resilience Plan (PNRR) (2020) commits to a mandatory inclusion in the technical design regulations for charging stations for electric cars, smart telecommunications and motorway infrastructure, digital risk warning systems and noise protection measures. The Investment Plan for Transport Infrastructure 2020-2030 includes targets for alternative fuel stations on the national road network and also commitment to new technical regulations necessary to limit pollution in the transport sector (forest curtains, sound absorbing panels, electric recharging stations).

The locations of the current proposed investments cover seven regions of Romania (Bucharest, Brasov, Cluj, Craiova, Constanta, Iasi, Timisoara). The project may be subject to climate change risks including, flooding, soil erosion, earth instability/landslides, increase of average and extreme temperatures, periods with very low temperatures, freeze-thaw phenomenon, changes of average and extreme precipitation, changes in maximum wind speed, vegetation fires and fog. The Promoter will provide an assessment on specific climate risks of all road projects proposed for allocation at feasibility study stage. The analysis shall be consistent with the National Strategy for Climate Change (2013-2020). This should consider, where relevant, impact on climate change mitigation (greenhouse gas emissions) and adapting to climate change. Based on the foreseen commitments, the Bank's climate risk assessment concluded that the climate resilience risk is low and the project is therefore considered to be aligned with the resilience goal.

Social Assessment, where applicable

The schemes are located in both rural and urban areas on the existing national road network. The emphasis and primary objective of the schemes is to improve road safety whilst meeting all other planning, regulatory and industry standards and requirements. All schemes have been pre-identified as a priority considering technical and socio-economic criteria and this will be further elaborated as schemes progress through preparation and design stages. The schemes will be subject to relevant EIA and social assessments as required. The feasibility study of schemes will be required to consider all road users – including the needs of cyclists and pedestrians. The risk of resettlement impacts is identified as low.

All road schemes under the operation will comply with the relevant European Directives related to health and safety at workplaces and temporary construction sites and road safety audits, following the principles of the road safety directive (2019/1936 amending 2008/96/EC on road infrastructure safety management).

Public Consultation and Stakeholder Engagement

The elaboration of relevant strategies and plans, including the GTMP and National Investment Plan for Transport 2020-2030 have included public consultation. Public consultation will take place on all individual schemes subject to EIA and will be checked during at allocation stage.

Other Environmental and Social Aspects

The competent authority for environmental protection at the national level in Romania is the Ministry of Environment, Waters and Forests. The National Environment Protection Agency is the competent authority when delegated by the Ministry for national plans or programmes.

² [https://ec.europa.eu/transparency/documents-register/detail?ref=SWD\(2019\)29&lang=en](https://ec.europa.eu/transparency/documents-register/detail?ref=SWD(2019)29&lang=en)

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The promoter – CNAIR – has implemented operations supported by the Bank that have complied with environmental and social requirements.

Conclusions and Recommendations

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.

The Promoter will be requested to deliver the SEA for the relevant Operational Programme(s) 2021-2027 that covers the project, when completed. In addition, EIAs and appropriate assessments (if applicable and/or relevant screening decision) shall be delivered to the Bank before the allocation of the Bank's funds. All these documents shall be made public by the Promoter.

The Promoter shall provide an assessment on specific climate vulnerability and risks of all schemes proposed for allocation at the relevant level of detail. This should consider the impact on climate change mitigation (change in greenhouse gas emissions) and climate change resilience/adaptation measures.

The overall institutional capacity of the Promoter is deemed satisfactory in relation to 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.