

Luxembourg, 3rd May 2023

Environmental and Social Data Sheet

Overview

Project Name:	ROMANIA A3 MOTORWAY RRF CO-FINANCING
Project Number:	20220845
Country:	Romania
Project Description:	The project concerns the construction of some 42 km of the new greenfield A3 motorway between the towns of Nadaselu and Poarta Salajului in the Northwest of Romania, being part of the comprehensive TEN-T network.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	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 some 42 km of the new greenfield between the towns of Nadaselu and Poarta Salajului as part of A3 motorway Brasov-Oradea, sector Ogra-Bors, in the Northwest of Romania, being part of the comprehensive TEN-T network.

For implementation purposes, the project is divided into three sections:

- ✓ 3A2, Nadaselu – Mihaiesti (16.80 km).
- ✓ 3B1, Mihăiesti – Zimbor (13.26 km).
- ✓ 3B2, Zimbor - Poarta Sălajului (12.24 km).

The project construction started in August 2021 and is expected to be completed in Q4 2025.

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.

The Project falls under Annex I of the EIA Directive, point 7, b) Construction of motorways and express roads and therefore subject to mandatory EIA. The project has a long history of the EIA procedure developed for different sections, the first one for the section Targu Mures - Oradea was carried out in 2004, based on the national legislation applicable at that time. Another EIA procedure for the section Targu – Mures - Ogra was carried out in 2014. Later in

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, 3rd May 2023

2017, following the EIA procedure for section Ogra - Bors (which includes EIB project), the competent authority, National Environmental Protection Agency, issued the EIA decision.

The EIA report analysed the impact of the project both during the construction (mainly noise, dust, vibration, traffic, exhaust gases, waste management) and operational phases and the cumulative impact on environment and Natura 2000 sites with: other sections of the motorway, and road connections. The report concluded that the impact will be moderate if the works are executed in stages and proposed mitigation measures to minimise the impact on the environment, and population are implemented.

The measures refer mainly to:

- Avoiding works during periods of high water levels;
- Not organising construction sites in proximity of surface waters;
- Implementation of adequate management of wastewaters in the construction areas;
- Avoiding negative effects on river beds and shores;
- Implementing a clear traffic management plan for all vehicles entering and leaving the construction sites;
- Stabilisation and consolidation works before starting construction works;
- Concrete platforms for storage of construction materials in specific areas designated during design or construction;
- Site traffic routes to avoid as much as possible inhabited and protected areas;
- Working program only during daytime in inhabited areas;
- Separate collection of waste generated during construction works, while ensuring appropriate taking over by specialised entities for treatment and disposal of all generated and collected waste should also be implemented.

In addition, should any archaeological artefacts or sites be discovered during construction works, works are to be stopped and competent authorities to be informed and decide how the works are to be continued.

Based on the national legislation requirements, as part of the EIA process, an appropriate assessment was carried out, as required by art. 6 (3) of the Habitats Directive. It has to be noted that there are no Natura 2000 sites in the vicinity of the motorway route of the project financed by the EIB.

Due to the landslide at km 11 and 23 at section 3A2, some modifications are needed in the project design. Therefore, a notification will be sent to the environmental authority who will decide if the modifications are likely to have significant impact on environment and require a screening to be performed. The process is ongoing.

Climate Change Adaptation

According to the climate risk and vulnerability assessment carried out in August 2020 the most significant risks are related to land instability and extreme rainfall changes. Other relevant climate change related project risks, e.g. flooding, accelerated temperature rise, increase in the number of days with extreme positive temperatures, freeze-thaw phenomenon and fog, are rated "high risk".

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 design meets the requirements of current design standards to accommodate increased physical climate risks.

After the application of proper mitigation measures, the climate risk of the project is rated as "low".



Luxembourg, 3rd May 2023

Paris Alignment

The project was assessed by the Bank's services for Paris Alignment in accordance with the policies set out in the Climate Bank Roadmap ("CBR"). The project is considered being aligned with the low carbon goal as it consists of a capacity expansion of an existing road infrastructure meeting the EIB eligibility criteria for Transport, including passing the Adapted Economic Test introduced under the CBR and is consistent with national and EU level infrastructure planning.

Romania's alternative fuel infrastructure national policy framework has been assessed to have shortcomings in the EU latest assessment (2022, but based on information from 2018), most notably the distance requirement of one recharging point at least every 60 km of the TEN-T would not be met, as an average distance of ~70km is foreseen. More recent data shows that the number of charging stations has increased rapidly after 2018 although from a low basis. To illustrate, the number of charging stations already exceeds by more than 400% the target for 2030. Romania's latest National Implementation Report (2020), reports on several measures underway to further improve alternative fuel provision.

EIB Carbon Footprint

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 67 600 tonnes of CO₂ equivalent per year.
 - Forecast emissions created are 7 500 tonnes of CO₂ equivalent per year.
- The project boundaries are given by the new road and the existing roads DN1F (between Nadaselu and Poarta Salajului) and DN1 (between Căpușu Mare and the intersection with local road 764B near Ciucea).

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 initial 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 and paid. For this purpose, 6 government expropriation decisions were issued, and the total expropriated area is some 517 ha and 13 buildings. 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

In line with the EIA national legislation, the EIA Report and appropriate assessment study have been accessible on the website of the environmental competent authority. Public debates were organised within the EIA procedure in July 2017. During the public debates, no comments and questions relevant for the section financed by EIB have been raised.



Luxembourg, 3rd May 2023

Other Environmental and Social Aspects

The EIA decision stipulates obligation related to the monitoring of water, air, noise, and biodiversity, including the monitoring points and frequency. The results will be communicated to the competent authority.

Conclusions and Recommendations

The project is part of the sector Targu Mures - Ogra, for which an EIA procedure, including an appropriate assessment study was carried out in 2017 and an EIA decision was issued by the competent authority. In this context, the following undertakings have been defined and shall be applied:

- The Promoter shall provide the opinion/screening decision/EIA report after completion of the revision procedure for the modifications of the project due to the landslides at km 11 and 23 at section 3A2;
- The Promoter shall ensure that adequate environmental management plan, as required by the EIA decision, is implemented and monitored during the construction of the projects. The Promoter will immediately notify the Bank of any related unexpected accident or incident during the construction of the project.

Subject to compliance with the above conditions, the project is considered acceptable for EIB financing.