

Luxembourg, 21 November 2024

Environmental and Social Data Sheet

Overview

| | |
|----------------------|---|
| Project Name: | CYPRUS ROAD INFRASTRUCTURE FL |
| Project Number: | 2024-0371 |
| Country: | Cyprus |
| Project Description: | The project consists of the construction and improvement of roads, motorways and related infrastructure implemented by the Public Works Department of the Ministry of Transport, Communication and Works in the Republic of Cyprus. |
| EIA required: | Multi-scheme operation. Requirements for EIA vary by scheme type/size/complexity. |

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

The project is a framework loan to support the development and improvement of transport and public infrastructure across the territory of the Republic of Cyprus. The investments are expected to contribute to improving regional connectivity and accessibility, sustainable urban mobility, road safety and network management and environmental management. A number of road schemes are expected to include new road/motorway construction, and rehabilitation and upgrading of existing assets.

The Public Works Department (PWD) of the Ministry of Transport, Communications and Works (MTCW) is responsible the development and implementation of the transport schemes, including on environmental aspects. This includes compliance with environmental obligations under relevant national legislation and EU Directives.

Transport schemes may form part of relevant strategies prepared by the MTCW, relevant programmes such as Local Plans of the main urban areas or Sustainable Urban Mobility Plans (SUMPS).

These schemes are likely to fall under Annex I of the environmental impact assessment (EIA) Directive (2011/92/EU as amended by Directive 2014/52/EU) and subject to mandatory EIA. Other schemes may fall under Annex II of the EIA Directive with requirements on EIA to be determined by the competent authority.

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, 21 November 2024

According to provisions under Cypriot law, a full EIA may be required (Annex II screened in or Annex I of EIA Directive). If a project is expected to have any significant impact on biodiversity or protected areas, e.g. Natura 2000 network sites under the Habitats Directive (92/43/EEC) or Birds Directive (2009/147/EC), the appropriate assessment is included as part of the EIA.

The EIA is to be submitted to the Environmental Authority and issues an Expert Opinion following any consultation requirements and advice including from an advisory committees chaired by the Department of Environment. Expert Opinions may determine environmental aspects to be incorporated into the project or specific variations to ensure the protection of the environment, such as mitigation measures, controls and monitoring of environmental impacts during implementation. All mitigation (or compensation) measures on environmental impacts identified by the Environmental Authority is to be implemented by PWD.

Climate Change

The operation will directly and indirectly address some of the climate vulnerabilities that Cyprus faces through improvements in new and existing road infrastructure consistent with national plans. Assets will be capable to better withstand future climate impacts. All schemes are expected to contribute to climate change adaptation and resilience, and some components to climate change mitigation.

All new/rehabilitation components may contribute to climate change adaptation/resilience through measures to be identified at design/construction stage. For rehabilitation schemes and components with dual purpose stormwater drainage measures – these are expected to significantly contribute to climate change adaptation.

In terms of climate change mitigation, the project is expected to support sustainable urban transport improvement schemes such as cycling and walking facilities, intelligent transport systems (ITS) and other traffic management measures that can be expected to improve efficiency of journeys and reduce energy consumption. For storm water/wastewater infrastructure components – these can be expected to improve management, efficiency and therefore energy consumption in the system.

Social Assessment, where applicable

Social impacts of each scheme are to be assessed as part of the project preparation, design and implementation stages. At this stage, no adverse social impacts are expected, or if any, are expected to be adequately mitigated. During construction and operation, the project shall comply with requirements stipulated in planning and environmental decisions, and in relation to applicable legislation including occupational health and safety and health and safety at temporary and/or mobile construction sites.

Public Consultation and Stakeholder Engagement

Public consultation for schemes are to be carried out through their respective EIA procedures, as applicable, design and planning application stages. Information is to be made publically available during public hearings and presentations to their respective elected Councils of affected municipalities and communities. Expert Opinions of the competent authority will be uploaded to the Ministry of Environment website and also distributed to interested stakeholders.

Other Environmental and Social Aspects

The PWD is the contracting authority responsible for the construction and management of roads under this operation including fulfilling environmental obligations according to relevant national legislation and EU Directives. The Department of Environment, falling under the Ministry for



Luxembourg, 21 November 2024

Agriculture, Rural Development and Environment, acts as a Regulatory Authority and is the environmental competent authority.

Each scheme under the operation may require specific environmental and social monitoring arrangements, including plans and indicators, as stipulated in their respective EIA and/or Expert Opinions from the competent authority. The Bank funds will be allocated to the eligible schemes with procedures modulated according to the scheme size.

Conclusions and Recommendations

The project is considered acceptable for EIB financing in environmental and social terms, with the following undertakings:

- The Promoter shall not commit any EIB funds against schemes that require an EIA or biodiversity assessment according to EU and national law without, prior to commitment, receiving consent from the competent authority, and the Non-Technical Summary of the EIA having been made available to the public.
- The promoter shall verify the compliance of the schemes with the relevant and applicable rules of the European Union legislation, in particular in the fields of environment.
- The Promoter shall store and maintain updated the relevant documents (including environmental studies related to the EIA, the Non-Technical Summaries of the EIAs, and Nature/Biodiversity Assessments or equivalent documents supporting the compliance with the EU Habitats and Birds Directives – Form A/B or equivalents) to be provided to the Bank upon request. In case the EIB requires such documentation, the promoter shall provide all documents requested promptly.