

Luxembourg, 16 July 2025

Environmental and Social Data Sheet

Overview

Project Name: A1 Motorway EU Cohesion Co-Financing
 Project Number: 2024-0824
 Country: Romania
 Project Description: The project concerns the construction of a 122.11 km section of the 2x2 lanes new greenfield A1 Motorway between the cities of Sibiu and Pitesti in less developed regions of central Romania. This motorway is part of the Core TEN-T network.

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

The project concerns the construction of a 122.11 km section of the 2x2 lanes new greenfield A1 Motorway between the cities of Sibiu and Pitesti in less developed regions of central Romania.

For implementation purposes, the project is divided into 5 Sections, as follows:

- **Section 1:** Sibiu – Boita. 14.15 km.
- **Section 2:** Boita – Cornetu. 30.35 km.
- **Section 3:** Cornetu – Tigveni. 37.40 km.
- **Section 4:** Tigveni - Curtea de Arges. 9.86 km.
- **Section 5:** Curtea de Arges – Pitesti. 30.35 km.

The project construction has started in March 2020, and the works are expected to be completed by Q4 2028.

The project is part of the Romanian General Transport Master Plan (GTMP), which was subject to a Strategic Environmental Assessment (SEA). The SEA Decision was issued by the Ministry of Environment in 2015.

The project falls under Annex I of the EIA Directive and of the Romanian EIA legislation, point 7, b). Construction of motorways and express roads and therefore subject to mandatory EIA.

An EIA procedure was carried out between 2017 and 2018 for the entire alignment (Sections: 1,2,3,4, and 5) at the time of the feasibility study.

The following environmental reports have been prepared during the EIA procedure: an Environmental Impact Assessment Report (EIA Report), an Appropriate Assessment Study (AA Study), and an assessment of the project's impact on water bodies. The Climate Change and Vulnerability Risk Assessment was part of the EIA Report and was prepared in line with DG Climate Action – Non-Paper Guidelines for Project Managers: Making Vulnerable Investments

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, 16 July 2025

Climate Resilient. The EIA procedure was completed with the EIA Decision No. 04 of 28.12.2018 issued by the National Environmental Protection Agency (NEPA).

The project was subject to modifications arising from the technical designs for Sections 1, 4, and 5 in 2022, 2023, and 2024, respectively. Following the review of the accompanying documentation, the competent authority NEPA decided that an EIA was not required for these modifications and issued the Screening out Decisions.

The Romanian Ministry of Transport and Infrastructure has granted development consents for the majority of the project sections between 2020 and 2024. The pending development consents, expected to be issued by December 2025, relate to three of the four lots on Section 2 and on Section 3 and relate only to the additional land expropriated as a result of the technical design modifications mentioned above.

The project alignment crosses or is in the vicinity of 11 Natura 2000 sites. The Natura 2000 sites crossed by the project are: ROSPA0062 Lacurile de acumulare de pe Argeș, ROSCI0046 Cozia; ROSPA0025 Cozia-Buila-Vânturarița, ROSCI0132 Oltul Mijlociu-Cibin-Hârtibaciu, ROSCI0122 Munții Făgăraș, ROSCI0085 Frumoasa and ROSPA0043 Frumoasa. The Natura 2000 sites in the vicinity of the project are: ROSCI0268 Valea Vâlsanului, ROSCI0354 Platforma Cotmeana, ROSPA0098 Piemontul Făgăraș and ROSCI0304 Hârtibaciu Sud-Vest.

As part of the EIA procedure, the AA evaluated the project's impact on Natura 2000 sites, based on conservation objectives set in nationally approved Management Plans. The assessment concluded that the project would not have any significant adverse effects on Natura 2000 sites. This conclusion was reaffirmed in 2020, considering site-specific conservation objectives defined by the competent authority.

The cumulative impact was assessed within the environmental reports, taking into consideration other transport projects (railway and motorway infrastructure projects) included within the GTMP or in other areas.

During the construction period, NEPA has imposed the following main measures to mitigate the temporary and local impacts:

- Installation of reinforced fences on the entire motorway length between Sibiu and Curtea de Argeș, to avoid collisions with wildlife, particularly with large mammals.
- Installation of an anti-collision and noise reduction systems at the intersections and/or neighbouring sectors with SPA (Special Protection Area) Frumoasa, SPA Cozia-Buila-Vânturarița, and SPA Lacurile de Acumulare de pe Argeș.
- Planting shrubs and trees to ensure connectivity for large mammals, maintain local ecological corridors affected by the execution of works, provide alignments for bats guidance, and create arrangements under bridges and viaducts to facilitate safe sheltering conditions for wildlife undercrossing.
- Construction of two ecoducts in the Olt Valley to ensure ecological connectivity between the Natura 2000 sites. One of the ecoducts will be located in the south of Lazaret and the second in the north of Călinești.
- Installation of noise barriers/panels where the motorway passes near to inhabited areas and natural protected areas, with a total length of 82,438 m.

During the operational stage, NEPA has imposed the following main measures to mitigate the impacts:

- Maintaining the integrity and functionality connectivity measures through video monitoring, observation, and data collection activities from the field to prevent wildlife-vehicle collisions.



Luxembourg, 16 July 2025

- Monitoring the Natura 2000 habitats and species along the motorway route and at least 1 km from the boundaries of the expropriation corridor and any other areas affected by the project, including areas near the protected areas.
- Monitoring invasive species at least 500 m from the boundaries of the expropriation corridor and any other areas affected by the project.
- Monitoring noise level to ensure compliance with national legal limits, with noise barriers/panels to be installed if required based on results from monitoring measurements.

Climate Change Adaptation

According to the climate change and vulnerability risk assessments carried out as part of the project preparation, the most significant risks are related to flooding, changes in extreme precipitation and landslides. Other relevant climate change related project risks are accelerated temperature rise, frost-thaw phenomenon, changes in average precipitation and rockfall.

The findings and recommendations from the assessment have been incorporated into the project design wherever feasible

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.

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.

As part of the EC's review process under the repealed Alternative Fuels Infrastructure Directive (2014/94/EU) Romania's alternative fuel infrastructure national policy framework was assessed to have shortcomings. Recent data shows Romania's alternative fuel infrastructure is improving.

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 312.7 kt of CO₂ equivalent per year.
 - Forecast emissions saved are 121.9 kt of CO₂ equivalent per year.
- The project boundaries are given by the new road and the existing national road DN7 connecting the cities of Sibiu and Pitesti.

The baseline is the forecast third party emissions, 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.



Luxembourg, 16 July 2025

Social Assessment, where applicable

The project involves the expropriation of private and public land. Such expropriation is conducted in accordance with applicable national laws and regulations. Land acquisition is expected to be completed in December 2025 for the entire Sibiu – Pitești motorway project area, including the motorway itself, and the areas for two ecoducts. The total expropriated area is around 1065 ha, primarily consisting of arable land, forest, and pasture.

The project activities are expected to generate occupational and community health and safety impacts and risks. These will be managed through the implementation of the appropriate mitigation measures. A register of all project-related accidents will be kept during the project implementation and submitted to the Bank. In the event of a major accident resulting in serious injury and/or fatalities, the EIB will be notified within 3 days of its occurrence.

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

Public Consultation and Stakeholder Engagement

In line with the EIA Directive and national legislation, public consultation needs to be carried out during the EIA procedure. In this context, all reports and studies prepared within the EIA procedure were made available to the public. During the EIA procedure, carried out between 2017 and 2018, a total of 11 public consultation meetings were held at different locations along the proposed alignment of the motorway. No substantive comments or objections were raised during these consultations.

Conclusions and Recommendations

The project and its subsequent modifications were subject to the EIA process and the EIA Decision, and Screening out Decisions concluded that the project, as proposed for implementation, including all prevention, mitigation and monitoring measures, is not expected to have significant impacts on the environment.

The main expected positive impacts of the project include the diversion of traffic away from populated areas, reduced journey times, improved interconnectivity between inter-regional corridors and the adjacent national road and motorway networks, enhanced accessibility to the TEN-T network from/to the local road network and overall improvement in infrastructure quality through better traffic safety conditions.

In this context, the following disbursement conditions and undertakings have been defined and shall be applied.

Disbursement conditions:

In relation to the Bank's financing towards the project's section 2 and 3, the EIB receives copies of the outstanding development consents for the respective sections.

Undertakings:

- Implement all the envisaged mitigation measures and monitoring requirements, conditions, and recommendations included in the EIA decision issued by the project's competent authority.
- Ensure that the environmental management plans required by the EIA Decision are implemented and monitored during the project's construction. The Promoter will immediately notify the Bank of any related unexpected accident or incident during the project's construction.
- Inform the Bank about any changes to the project and any additional mitigation measures prescribed by the competent authority.



Luxembourg, 16 July 2025

- Keep a register of all project-related accidents during the project implementation. Submit to the Bank the updated register as part of the project progress reports. In the event of a major accident resulting in serious injury and/or fatalities, notify the EIB within 5 working days of its occurrence.

Subject to compliance with the above undertakings, the project is considered acceptable for EIB financing in E&S terms.