

10.12.2025

Environmental and Social Data Sheet

Overview

Project Name: BRASOV-SIGHISOARA RAILWAY EU CO-FINANCING
 Project Number: 2025-0239
 Country: Romania
 Project Description: The project consists of upgrading of 113 km Brasov-Sighisoara double-track electrified railway line, part of the Rhine-Danube and Baltic Sea-Aegean Sea Core TEN-T Corridors. The upgrading includes increase of maximum design speed, axle load and maximum permissible train length, as well as installation of European Railway Traffic Management System (ERTMS).

E&S Risk categorisation High

Project included in Carbon Footprint Exercise¹: no

(Details for projects included are provided in section: "EIB Carbon Footprint Exercise".)

Environmental and Social Assessment

Strategic Environmental Assessment (SEA)

The Project is part of The Romanian General Transport Master Plan (GTMP), which was subject to a SEA procedure in 2014-2015. The SEA Decision was issued by the Ministry of Environment (MoE) in December 2015.

Environmental Assessment

The project consists of upgrading of 113 km of double track electrified railway line between Brasov and Sighisoara, part of the corridor connecting Bucharest and the Black Sea Port of Constanta with the Hungarian Border.

The scope of the project includes the reconstruction of the line to upgraded design standards in terms of maximum design speed (up to 160 km/h for passenger trains and up to 120 km/h for freight trains), axle load 22.5 t, maximum permissible train length of 740 m and installation of European Railway Traffic Management System (ERTMS). The project scope also includes the rehabilitation of train stations and stops along the railway line.

The project falls within the scope of Annex I of the Environmental Impact Assessment (EIA) Directive (2011/92/EU as amended by 2014/52/EU). An EIA procedure was

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.



carried out, including an Appropriate Assessment, in accordance with the Habitats Directive 92/43/EEC, to evaluate project impacts on Natura 2000 sites. The competent authority issued the EIA decision no. 1 on 29/01/2015, containing requirements for mitigation measures and monitoring during implementation. The competent authority for water bodies (Romanian Waters Administration) confirmed that the project will not cause deterioration of physical characteristics of surface water bodies and issued a declaration for the entire section Brasov–Sighisoara on 05.02.2015. The building permit for two lots (Brasov-Apata and Cata-Sighisoara) was issued on 25/11/2019 and for the third lot (Apata-Cata) was issued on 07/10/2020.

Some changes to the project were submitted to the competent authority, who decided that they do not have significant impact on environment, therefore issued two further screening out decisions (decision no. 131 dated 08/11/2021 and decision no. 156 dated 03/09/2024).

The EIA study analysed the main impacts connected to the project implementation as well as to railway operations, including impacts on water, air, noise, vibrations, soil, subsoil, flora, fauna, landscape, cultural heritage as well as on communities.

Construction activities cause some disruptions that are monitored and, in any case, limited in time. Impacts during the construction period are likely to occur on air (emissions of pollutants and dust in the building sites area due to construction activities, which also generate road traffic increase), and potentially on water (risk of spillover of polluting substances in the building sites) and soil (risk of accidental spreading of pollutants).

Mitigation measures for impacts during construction include traffic management plans, water spraying of roads to prevent high dust emissions, installation of panels in sites with large dust generating activities, reuse of materials from the existing infrastructure, appropriate disposal of waste, oils and other polluting materials, protection of soil and water bodies/streams, replantation of areas used for borrow pits and restoration of vegetation in areas affected by construction activities.

During project operations, mitigation measures include protection of soil and waters through appropriate systems of collection, storage and management of wastewater and other waste materials. The use of elastic fastening and continuous welded rails and installation of noise barriers will reduce noise and vibrations in residential areas. Moreover, maintenance works will be planned in compliance with rules which consider the protection of environment.

The 2015 EIA decision contains a monitoring plan for environmental factors and biodiversity. Moreover, the decision prescribes the implementation of mitigation measures and monitoring requirements for reducing the project impacts on the environment.

Overall, the project will contribute to journey time savings, railway capacity increase and improvement of quality and reliability of railway services for both passengers and freight. This project will generate some modal shift from road to rail with reduction of congestion on the road network as well as reduction of car accidents and emissions of pollutants and CO₂. The “with project scenario” will bring an overall improvement to the environment if compared with the “without project scenario”.

Natura 2000 sites

The project crosses or is in the vicinity of the following Natura 2000 areas: ROSCI0329 Oltul superior, ROSCI 0227 Sighisoara-Tarnava Mare, ROSCI0383 Raul Tarnava Mare intre Odorheiul Secuiesc si Vânători, ROSPA0037 Dumbravita-Rodbav-Magura



Codlei, ROSPA 0027 Dealurile Homoroadelor, ROSPA 0099 Podisul Hartibaciului and an appropriate assessment study was prepared. According to the national legislation, the conclusion of the appropriate assessment, following consultation with competent authorities responsible for the sites, was included in the EIA Report.

The EIA Decision contains the results of the appropriate assessment and sets out the relevant mitigation measures for avoiding adverse impacts on the integrity of Natura 2000 sites.

Paris alignment

The project has been assessed by the Bank's services for Paris alignment in accordance with the policies set out in the Climate Bank Roadmap. The project consists of upgrading of infrastructure for zero direct emission transport, therefore, it is considered to be aligned with the low carbon goal. The climate residual risk of the project, with the correct implementation of planned mitigation measures and designed features to make the infrastructure more resilient to climate change, is assessed as low and, therefore, it is in line with the resilience goal.

Climate Assessment

Material climate risks for the project are heavy precipitation, floods, droughts, landslides, high temperatures, heat waves, and wildfires. The project includes adaptation measures which address these material risks and enhance the resilience of the infrastructure.

Moreover, the project is expected to mitigate impacts on climate change by generating some modal shift from road to rail with the consequent reduction in GHG emissions.

Social Assessment

Land acquisition and resettlement

The implementation of the project includes the acquisition of 230 hectares of land. There is no need for demolition of buildings or resettlements of people or businesses. Compensations for expropriations are carried out in compliance with the national legislation.

Transport safety

The installation of ERTMS will result in improvement of safety of the railway network. Moreover, the implementation of well protected level crossings as well as the construction of grade-separated rail-road crossings will result in improvement of safety of both railway and road transport. The project is also expected to result in modal shift from road to rail and therefore to an improvement in the safety of the transport system in general.

Accessibility

The project will improve the accessibility of railway transport for passengers. Passenger buildings and platforms at stations and stops as well as the underpasses will be renovated in accordance with the current EU requirements for accessibility for persons with reduced mobility and persons with disabilities.

Public Consultation and Stakeholder Engagement

The competent authority (National Agency for Environmental Protection – ANPM) made the EIA report and related documentation available to local authorities and the general public. Public hearings were organised with participation of concerned communities along the project alignment. The promoter replied to all questions and



comments submitted by the general public. Comments were related to noise and vibration measures, level crossings availability for people and cars and expropriations.

These comments were taken into consideration in the decision making process and promoter's answers were published on the competent authority website and sent directly to the enquiring party. Announcements related to the various stages of the EIA procedure were published in the national press and made available on notice boards of local authorities located along the project alignment.

Conclusions and Recommendations

The project is part of an infrastructure programme, which was subject to SEA. The project was subject to an EIA procedure, including public consultation and an Appropriate Assessment of the potential impacts on Natura 2000 sites was carried out. At the end of the EIA procedure, the competent authority issued an environmental decision for the project.

The environmental decision identifies appropriate mitigation measures for environmental impacts during construction and operations and the competent authority stated that the project does not have significant impacts on any Natura 2000 sites if mitigation measures are implemented. The residual negative impacts of the project during construction and operations, considering the planned mitigation measures, are acceptable. The impacts during the operation phase are partly offset by the expected modal shift facilitated by the investment.

With the correct implementation of the planned mitigation measures and monitoring requirements, the project is acceptable for EIB financing from an environmental and social perspective.