

05/03/2026

Environmental and Social Data Sheet

Overview

Project Name:	BIHOR COUNTY ROAD NETWORK REHABILITATION & SAFETY
Project Number:	2025-0521
Country:	ROMANIA
Project Description:	Improvements of direct or indirect connectivity with the TEN-T network and nodes, safety and climate change resilience through construction of the DJ767L Biharia bypass and DJ767K Biharia-Paleu connecting road and upgrade and rehabilitation of sections of the DJ763 Padi-Ic Ponor and DJ795 Salonta-Tinca.

E&S Risk categorisation Medium

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

The investments aim to enhance mobility and accessibility on county roads through the construction, upgrade and rehabilitation of local roads in the Bihor County.

Environmental Assessment

All project components fall under the Annex II of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU and have been screened out by the competent authority. For all components the screening-out decisions have been issued.

The Padiş-Ic Ponor (DJ763) road section that is to be rehabilitated is situated in the ROSCI0002 Apuseni and ROSPA0081 Muntii Apuseni - Vldeasa and partially on the RONPA0173, cod 2.156 Platoul Carstic Padis and at the limit of RONPA0164 cod 2.147 Molhagurile din Valea Izbucelor. The investment will impact around 1% of the surface of each of the ROSPA0081 Munlii Apuseni – Vldeasa and ROSCI0002 Apuseni. Overall, the impact of the project on the Natura 2000 sites was considered minor by the competent authority, subject to implementation of the mitigation measures during construction.

Climate adaptation

The North-West Regional Programme 2021–2027 (CCI 2021RO16RFPR008) under which the Project components are included, is geared towards climate adaptation. By improving road quality and connectivity and integrating protective green infrastructure and safety measures, the North-West Regional Programme aims to make the region's roads more resilient to flooding, heatwaves, and other climate-induced risks. All new or upgraded roads will be climate-proofed – ensuring that vital transport links remain safe and functional as climate conditions change. This targeted approach to road development directly addresses identified climate vulnerabilities, fortifying the transport network against future climate impacts.

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.



Paris alignment

The project is considered as aligned with the Paris Agreement on climate change and consistent with the EIB Climate Bank Roadmap (CBR). The operation concerns small investments under the CBR eligible activities of road safety and rehabilitation of road infrastructure. The investments support the implementation of regional strategies and plans and wider sustainability goals.

Social Assessment, where applicable

The project aims to significantly improve accessibility by upgrading and modernizing county roads. These enhancements are designed to accommodate projected traffic volumes, eliminate bottlenecks, and optimize overall traffic flow.

The land acquisition process will be conducted in full compliance with applicable national legislation.

Potential risks related to health and safety working conditions during construction are mitigated through the safety management plans.

Conclusions and Recommendations

- The project is acceptable for EIB financing in environment, climate and social terms.