

## Environmental and Social Data Sheet

### Overview

Project Name:	MOLDOVA ROADS III
Project Number:	2011-0650
Country:	MOLDOVA, Republic of
Project Description:	Rehabilitation and upgrading of key national roads sections, mainly on extended trans-European corridors going through the country.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	no

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The roads investment programme of which the project is part of has been compiled for budgetary reasons and, if it would have been located within EU, would not have been subject to the SEA Directive. The programme comprises in its vast majority rehabilitation and upgrade of existing roads and therefore is unlikely to have major residual impacts.

The majority of the investments will focus on the rehabilitation and upgrade of existing roads, with some short sections to be built on new alignments to either provide city bypasses or to complete missing links. As a consequence, the negative environmental impacts are expected to be moderate, typical for this type of investments, whilst the project is expected to yield some positive environmental impact such as the improvement of road safety.

The promoter, SRA, has relatively limited experience in such projects as the investment programme was very small in last 20 years. However, the vast majority of the projects done in the last 8 years were financed by IFIs and the promoter benefited from technical assistance and the projects followed internationally recognised standards.

The allocation of the respective investments will be subject to the ex-ante due diligence and, before disbursement against each component, the promoter will submit to the satisfaction of the Bank:

- a RAP;
- The screening decision and the Environmental Management Plan and, if and EIA required, the EIAS and NTS;
- The relevant environmental permits and written confirmation from the competent authority on the impacts of the project on nature conservation sites (Form A/B equivalent);
- The safety audit reports.

Subject to the above conditions, the project is therefore acceptable for Bank's financing.

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<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

## **Environmental and Social Assessment**

### **Environmental Assessment**

The authority responsible for both EIA and nature conservation sites is the State Ecologic Inspectorate (Inspectoratul Ecologic de Stat), under the responsibility of the Ministry of Environment.

The roads rehabilitation programme of which the project is part of has been compiled for budgetary reasons and, if it would have been located within EU, would not have been subject to the SEA Directive. The programme comprises in its vast majority rehabilitation and upgrade of existing roads and therefore is unlikely to have major residual impacts.

The project will cover mainly two types of schemes: i) roads rehabilitations and ii) new construction or enlargement/re-alignment of road sections.

The sections of road rehabilitation are along existing alignments and generally same widths and therefore will not fall under either Annex I or Annex II of the EC EIA Directive, thus not requiring an EIA.

The sections of new constructions or enlargement/re-alignment will most likely fall under the Annex II of the EC EIA Directive, thus subject to a screening process if an EIA is required or not. Evidence of the screening process, and as the case may be, copies of the relevant studies together with the relevant permits will be required prior to disbursement against the relevant components.

The promoter, SRA, has relatively limited experience in such projects as the investment programme was very small in the last 20 years. However, the vast majority of the projects done in the last 8 years were financed by IFIs and the promoter benefited from technical assistance and the projects followed internationally recognised standards.

Negative environmental impacts are expected to be moderate and consist mainly in increased noise and emission, land take in the case of new construction, and are typical for this type of projects.

The project is expected to yield some positive impact such as the improvement of road safety.

### **Social Assessment, where applicable**

The rehabilitation section will not involve any involuntary resettlement as the right of way is in general very wide. RPF are under preparation and their conclusion, to the satisfaction of the Bank, will be a condition precedent to first disbursement.

For the new construction section, Resettlement Action Plans (RAP) will be finalised prior to disbursement against the relevant components.