

## Environmental and Social Data Sheet

### Overview

Project Name: *Construction of Orastie-Sibiu motorway*  
 Project Number: *2011-0286*  
 Country: *Romania*  
 Project Description: *Construction of 82 km dual two lane motorway on a new alignment from Orastie to Sibiu. Co-financing of structural and cohesion funds supported projects in Romania under SOPT.*

EIA required: YES

Project included in Carbon Footprint Exercise<sup>1</sup>: YES

(Details are provided in section: "Carbon Footprint")

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

The project is part of the SOP-T which was subject to a strategic environmental assessment following Romanian legislation in accordance with SEA Directive 2001/42/EC. The Environmental report was approved on 31 January 2007.

The project falls under Annex I of the Directive 85/337/EEC on Environmental Impact Assessment (EIA) as amended and an Environmental Impact Assessment has been carried out in accordance with Romanian legislation and regulations which have been revised and developed to comply with relevant European Directives.

The project is expected to have a net positive environmental impact principally by (i) diverting traffic from an increasingly congested road passing through towns and (ii) reducing the number of traffic accidents. The project is also expected to have a positive economic impact on the region through which it passes.

The main residual negative impacts of the project are: conversion and permanent loss of agricultural and forest land, additional noise, vibration, visual alteration of the landscape and severance of flora and fauna habitats. A number of mitigation measures have been specified in order to reduce the negative impacts of the project. The motorway crosses only rural lands and does not require any resettlement of persons.

The Ministry of Environment – competent Authority for the Natura 2000 issued a confirmation (Form A) stating that the project is unlikely to have any significant impact on existing nearby protected areas.

The project is therefore acceptable for Bank financing from an environmental point of view.

<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 project falls within the Annex I of the by the Directive 97/11/EC, Directive 2003/35/EC and Directive 2009/31/EC: 7, (b) – Construction of motorways and express roads for which the EIA is mandatory

The competent authority for this project is the National Environmental Protection Agency. (NEPA). The EIA procedure was carried out for a larger section of the corridor: "Construction of Nadlac-Lugoj motorway". The environmental agreement was issued by the competent authority on 25.01.2010.

The Ministry of Environment – competent Authority for the Natura 2000 issued a confirmation (form A) stating that the project is unlikely to have any significant impact on existing nearby protected areas:

- ROSCI 0211 "Rapa Rosie near" the Lancram interchange km 27+455;
- ROSCI 0187 "Pajistile lui Suciu" km 16+000.

The closest distances between the designed route and the protected sites are: 1km (from km 27+455), 3.5 km (from km 16+000).

### **Environmental Impact and Mitigation**

Overall the project generates environmental benefits. These include:

- Reduction of noise in communities along the national road DN7 from which much traffic will be diverted
- Reducing noise and vibrations in buildings near the DN7
- Soil protection, due to adequate drainage and other measures
- Reducing air pollution for the population along DN7 and consequent improvement in public health
- Increased safety for pedestrians and vehicle users

Environmental controls are foreseen during the implementation period.

Approximately 2% of project infrastructure cost is devoted to environment mitigations (fencing, noise, animal crossings etc) not including structures that incorporate wildlife crossing provisions.

The project is expected to marginally reduce carbon emissions.

### **EIB Carbon Footprint Exercise**

Absolute annual emissions of the project are estimated at 133 kT CO<sub>2</sub>e/year and relative annual emissions are estimated at 21 kT CO<sub>2</sub>e/year.

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

Both during implementation and during operation, the project has an overall positive impact on local business conditions, to be manifest in:

- Better access and a reduction of transport costs promoting increased trade
- Increased availability of new jobs for local people
- Increase production of building materials (only during construction)
- Increase transport services

The socio –economic chapters of the Environmental Management Plan (EMP) foresee among other measures:

- Avoidance of temporary construction workers' camps in proximity to established communities, and a code of conduct for workers to minimise potential friction
- Favouring the employment of local people and their training
- Attention in the EMP to the cleanliness of camp sites
- Temporary land access rules
- Road safety rules for the construction period

The project crosses only rural lands and does not require any resettlement of persons.

### **Public Consultation and Stakeholder Engagement, where required**

Consultation with environmental authorities and the public was made during the EIA procedures.

The date for public debate and the draft decision regarding Environmental Agreement was published on APM Alba, Hunedoara and Sibiu websites, in the "Evenimental Zilei" newspaper and in local town halls. The EIA report was made available to the public by similar means.

Public debates were held in 5 towns between 27<sup>th</sup> and 31<sup>st</sup> October 2008. During debates comments referred mainly to the compensation for land to be expropriated.

### **Other Environmental and Social Aspects**

Some negative environmental impacts could potentially arise during construction of the motorway, such as dust, burning of waste, pollution of watercourses, etc. The EIA report and authorisations recognise these risks and propose mitigations. They form part of the works tender and contract documents to be respected by the contractor during implementation. Environmental monitoring and control are part of the supervising Engineer's responsibilities.

The alignment of the new motorway will have a positive impact on road safety aspects.