

Environmental and Social Data Sheet

Overview

Project Name: *Rehabilitation of NR6*
 Project Number: *2011-0295*
 Country: *Romania*
 Project Description: *Rehabilitation of 127 km of two lane highway on an existing alignment and construction of two bypasses of total length 24 km*

EIA required: NO

Project included in Carbon Footprint Exercise¹: NO

(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 in January 31, 2007.

The project falls under Annex II of the EIA Directive 2011/92/EU and has been screened out from the need to prepare a full Environmental Impact Assessment. The determination was made by the competent authority (National Environmental Protection Agency - NEPA) in consultation with other authorities with responsibilities on environmental sector, based on the criteria listed in Annex III of the EIA Directive.

An existing bridge (across the Olt River) is located inside a Natura 2000 site: ROSPA0106 Valea Oltului inferior. The relevant authority (NEPA) has promulgated a decision (126 698/SW/3.10.2008) that the site is not affected by the project. No other Natura 2000 site is located in the vicinity of the project.

The main residual negative impacts of the project concern the bypasses and are: some conversion and permanent loss of agricultural and forest land for the bypasses and visual alteration of the landscape. Severance of flora and fauna habitats is minimal as the bypasses remain quite close to the urban areas concerned. The motorway crosses only rural lands and does not require any resettlement of persons.

The project is expected to have a net positive environmental impact principally by (i) diverting traffic from an increasing congestion in towns bypassed 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, and to improve the social conditions of the population within its corridor. The implementation of the project may generate a small amount of traffic on the basis of the improved speeds and reduced costs to road users.

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

Environmental and Social Assessment

Environmental Assessment

¹ 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 CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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The project falls within the Annex II of the Directive 2011/92/EU on Environmental Impact Assessment (EIA): 10. Infrastructure, (e) Construction of roads, harbours and port installations, etc (projects not included in Annex I); for which the EIA is not mandatory

The competent authority for this project is the National Environmental Protection Agency. (NEPA). The environmental agreement was issued by the competent authority on 25.05.2009.

One of the sections of the project, the existing bridge across the Olt River, is located inside the Natura 2000 site: *ROSPA0106 Valea Oltului inferior*. The Ministry of Environment – competent Authority for the Natura 2000 - issued a confirmation (Form A, 03.10.2008) stating that the project is unlikely to have any significant impact on existing protected areas.

EIB Carbon Footprint Exercise

Project is not included - the EIB draft Carbon Footprint Methodologies only include emissions from Investment Loans, and large allocations under Framework Loans, above the methodology thresholds.

Social Assessment

The project is mostly within existing road reserves. The bypasses cross only rural lands and do not require any resettlement of persons.

Public Consultation and Stakeholder Engagement, where required

The public was informed regarding the content of the negative screening decision through announces made by NEPA and project promoter. No comments from the public were received.

Other Environmental and Social Aspects

Overall, the project is expected to generate environmental benefits during its operation. These include:

- Noise and vibrations reduction in the buildings near the DN6 in Alexandria and Caracal
- Air pollution reduction for the populations living along the DN6 in Alexandria and Caracal
- Soil protection thanks to adequate drainage and other related measures
- Increased safety for pedestrians and vehicle users.

Some negative environmental impacts could potentially arise during construction of the motorway, such as dust, spillage of fuel, burning of waste, pollution of watercourses, etc. The environmental Memorandum recognises these risks and proposes mitigations. They form part of the works tender and contract documents to be respected by the contractors during implementation.

Environmental monitoring and control are part of the supervising Engineer's responsibilities.