

Environmental and Social Data Sheet

Overview

Project Name: CONSTRUCTION OF NADLAC-ARAD MOTORWAY
Project Number: 20110287
Country: Romania
Project Description: Construction of 39 km of dual two lane motorway on a new alignment from Nadlac to Arad
Co-financing of structural and cohesion funds supported projects in Romania under SOPT

EIA: Required ☒ X
Not required ☐

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 I of the EIA directive and an Environmental Impact Assessment has been carried out in accordance with Romanian legislation and regulations which has 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, and to improve the social conditions of the population within its corridor.

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 the two existing nearby protected areas (ROSPA 0069 "Lunca Muresului Inferior" and ROSCI0108 "Lunca Muresului Inferior").

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

Environmental and Social Assessment

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 within the Annex I of the Directive 85/337/EEC on Environmental Impact Assessment (EIA) as subsequently amended 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 sector of the corridor: "Construction of Nadlac-Lugoj motorway" which includes the following sections: Nadlac-Arad (the Project) and Arad – Timisoara – Lugoj. The environmental agreement on was issued by the competent authority on 4.08.2009

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:

- ROSPA 0069 "Lunca Muresului Inferior" declared as SPA by GD. 1284/2007;
- ROSCI0108 "Lunca Muresului Inferior" declared as SCI by OM nr. 1964/2007.

The closest distances between the designed route and the protected sites are: 900 m (from km 29.5 to 31) and 350-400 m (from km 31 to 33)

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 3% 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.

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 transport costs promoting increased trade
- Increased availability of new jobs for local people
- Increase production of building materials
- Increase transport services

The town of Pecica, which will have good access to the new motorway, plans to develop an 18 hectare industrial park, near the Romanian - Hungarian border. One of the motivations is that of improving the conditions for economic exchanges with Hungary. The park is foreseen to include a business incubator, training center, and a logistics centre, as well as the industrial area itself. It is located at a distance of 15 km from Arad International Airport. There is estimated be a population of over 400 000 people living within a radius of 50km.

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

Public Consultation and Stakeholder Engagement

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

The public consultation took place on 27th August 2008. Consultations with and among authorities took place between August and October 2011.

The request for the environmental agreement was published in newspapers, on APM Arad websites and at the city halls of Arad, Pecica, Nadlac, Semlac, as well as the final decision.

The EIA report was made available on several central and local authority websites, and its availability published in the Obervatorul newspaper.

No comments were received from the public during the EIA procedure.

Due to its location, the project is subject to the Espoo Convention on trans-boundary EIA. An exchange of information took place between the Romanian Ministry of Environment and the Hungarian Ministry of Environment, which included the transmission of NTS and relevant proposed mitigation measures, for consultation. According to the Hungarian legislation the NTS was made available to the public and no comments have been reported, considering that the project as it is designed, including the proposed mitigation measures, is not likely to have significant adverse trans-boundary impact.

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.