

Environmental and Social Data Sheet

Overview

Project Name: *Timisoara-Lugoj motorway & bypass*
Project Number: *2011-0288*
Country: *Romania*
Project Description: *Construction of Timisoara - Lugoj Motorway and Timisoara bypass at the motorway level.
Co-financing of structural and cohesion funds supported projects in Romania under SOPT.*

EIA required: YES

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 on 31 January 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 both during construction and operation.

The motorway crosses only rural lands and does not require any resettlement of persons both during construction and operation.

The Ministry of Environment –competent authority for the Natura 2000 – issued a confirmation (form A) stating that the project is not expected to have any significant impact on the existing nearby protected area (ROSCI0109 "Lunca Timisului").

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

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.

Environmental and Social Assessment

Environmental 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 on 31 January 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 larger sector of the corridor: "Construction of Nadlac - Lugoj motorway" which includes the Timisoara - Lugoj section (the Project). The environmental agreement was issued by the competent authority on 04.08.2009.

In the vicinity of the project there is one Natura 2000 site: ROSCI0109 "Lunca Timisului". The map attached to the Natura 2000 declaration shows that the minimal distance between the designed route and nominated site is approximately 12km. The project is not therefore expected to have any impact on this site, as per the Form A received.

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

Main negative impacts during construction consist in dust and plant emissions, habitat disturbance, pollution of ground and surface waters etc, as commonly observed for this type of projects. During operation, the main negative impacts are related to increase in fauna road kills due to increased speed and potential ground/surface water pollution. All these impacts are mitigated by mitigation measures foreseen during construction and operation of the project, which are deemed adequate.

Environmental monitoring is 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

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, 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 socio –economic chapters of the Environmental Management Plan 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
- Favours 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

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 in newspapers, ANPM, on APM Timis and DRDP websites, in "Romania Libera" newspaper and in local town halls. The EIA report was made available to the public by similar means.

Public debate took place in Timis County Headquarters on 10th March 2008. During debates no comments were registered from the public.

Other Environmental and Social Aspects

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

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.