

Environmental and Social Data Sheet

Overview

Project Name:	Romania EU-Co-financing for Transport 2014-20
Project Number:	2015 0712
Country:	Romania
Project Description:	Structural Programme Loan to co-finance transport investments under the Large Infrastructure Operational Programme 2014-2020 in Romania.
EIA required:	Sub-projects under the Structural Programme Loan may fall under Annex I or II of the EIA Directive and may be screened in for EIA.
Project included in Carbon Footprint Exercise ¹ :	No. Further assessment will be carried out for major project allocations.

Environmental and Social Assessment

Environmental Assessment

Projects under LIOP 2014-2020 may fall under Annex I or II of the environmental impact assessment (EIA) Directive. In either case and where applicable, the screening decision, environmental decision, EIA, the non-technical summary (NTS) of the EIA, shall be submitted to the Bank before Bank funds are allocated. For sub-projects with potential or likely significant effects on a Special Area of Conservation (SAC) or Site of Community Importance (SCI) (NATURA 2000 or otherwise) and subject to a screening under the EU Habitats (92/43/EEC) and Birds Directives (2009/147/EC), the Competent Authority shall provide evidence of compliance together with any relevant justification.

The strategic environmental assessment (SEA) Directive 2001/42/EC was transposed in 2004 through Government Decision no. 1076/2004. The EIA Directive (85/337/EEC as amended) was transposed into Romanian national law through Government Decision no. 445/2009. Based on the above legislative acts, subsequent legislation was approved, including:

- methodology for implementing EIA for public and private projects (Order No. 135/76/84/1284/2010);
- ensuring the quality of information used in the EIA/SEA procedures (Order No 1026/2009;
- application of the environmental assessment procedure for plans and programs (Order No. 117/2006);
- appropriate assessment procedure of the potential effects of plans or projects on Natura 2000 sites (Order No. 19/2010)

The Ministry of Environment, Water and Forests is the institution responsible for environmental protection compliance at the programme level in addition to climate change policy. The corresponding responsible institution at the project level is the National Agency for Environmental Protection (ANMP).

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.

Luxembourg, 16 May 2017

Priority axes 1 and 2 of the Large Infrastructure Operational Programme (LIOP) 2014-2020 are focused on the transport sector and subject of this operation. The SEA for LIOP 2014-2020 was approved and the Environmental Decision was issued on 17 August 2015. A NTS of the SEA is published in Annex 8.2 of LIOP 2014-2020 (<http://www.fonduri-ue.ro/poim-2014>).

The list of transport projects covered by the LIOP derives from the Implementation Strategy of the General Transport Masterplan (GTMP) for Romania. The GTMP was subject to an SEA. The transport infrastructure projects, particularly strategic roads, railways, urban metro, inland waterways, ports and airports, are expected to have both positive and negative impacts on the environment across the different stages of the project life-cycle. Likely environmental impacts may be expected both during the construction and operation phases from the infrastructure and related vehicles using the assets. Environmental aspects will be reviewed at sub-project allocation stage

The National Action Plan 2016 – 2020 on Climate Change approved on 4 December 2015 contains reference to certain measures to be applied in the transport sector such as encouraging more sustainable modes of transport – particularly stimulating rail freight transport, developing inter-modal transport, promoting road transportation based on alternative fuels or on alternative energy sources, optimisation of the airline flight routes and developing cycling infrastructure. The plan shall apply to the preliminary list of projects proposed for LIOP 2014-2020 co-financing.

Social Assessment

Social aspects will be reviewed at sub-project allocation stage. The individual sub-projects shall comply with relevant European Directives related to health and safety at temporary construction sites, and also road safety audits. For infrastructure construction, it is likely that land use impacts may be significant and sub-projects will be assessed for any potential negative impacts on registered or unregistered communities

Public Consultation and Stakeholder Engagement

The preparation of the SEAs for the LIOP 2014-2020 and GTMP included public consultation and stakeholder engagement. For sub-projects under the operation, consultations as part of the EIA process or equivalent will be confirmed at appraisal.

Conclusions and Recommendations

The operation is a Structural Programme Loan to co-finance transport investments under LIOP 2014-2020 in Romania. The Bank will allocate its funds to eligible sub-projects in-line with EU environmental legislation as well as comply with the EIB Environmental and Social Principles and Standards² and the EIB Transport Lending Policy³.

The institutional capacity of the promoter to manage the environmental and social issues is deemed satisfactory and builds upon experience gained in the programming period 2007-2013. Therefore, subject to fulfilment of the procedure for sub-project allocation and appraisal under the Structural Programme Loan, the operation is acceptable to the Bank in relation to environmental and social issues.

² http://www.eib.org/attachments/strategies/eib_statement_esps_en.pdf

³ <http://www.eib.org/infocentre/publications/all/eib-transport-lending-policy.htm>