

Environmental and Social Data Sheet

Overview

Project Name:	ORADEA URBAN INFRASTRUCTURE II
Project Number:	2017-0692
Country:	Romania
Project Description:	Municipal framework loan for urban infrastructure investments in the City of Oradea mainly focusing on energy efficiency, renewable energy, sustainable transport, urban development and urban roads.
EIA required:	This is multi-scheme Framework Loan operation. Some of the schemes may require an EIA under Annex I or Annex II ("screened in") of the EIA Directive.
Project included in Carbon Footprint Exercise:	no

Environmental and Social Assessment

Environmental Assessment

This operation is a Framework Loan (FL) which will mainly finance Oradea's investments for the period 2017-2022 in the energy efficiency, renewable energy, sustainable transport and urban infrastructure sectors. The Promoter is the Municipality of Oradea.

The objectives are in line with those included in Oradea's General Urban Plan, Sustainable Urban Mobility Plan, Integrated Urban Development Strategy and Sustainable Energy Action Plan.

The EIA and SEA EU Directives are transposed into national law via Government Resolution No. 445/2009 concerning EIA, and Government Resolution No. 1076/2004 on SEA. Furthermore, the Habitats and Birds Directives are transposed into Romanian law via the provisions of Government Emergency Ordinance No. 57/2007 on nature and landscape. Given that the scope of the project is urban infrastructure investments and the project is located in the City of Oradea, the competent authority for EIA is the Local Office of the National Environmental Protection Agency (EPA).

The projects are located outside the vicinity of protected areas, including Natura 2000. According to the environmental competent authority, the schemes are not likely to fall under the Annex I or Annex II (screened in) of the EIA Directive (2014/52/EU amending Directive 2011/92/EU).

Environmental impacts at the construction stage will be short-lived and reversible, at a level which is deemed acceptable. At construction, the projects will result in increased noise levels, vibrations from heavy traffic to and from the sites, and impacts on water and air quality. Special mitigation and compensation measures are being considered in the designs in order to minimize these impacts and, in most cases, improve original conditions of existing sites.

At operation stage the impacts will be connected to noise, pollution occasioned by road use and generated waste. Special mitigation measures have been proposed in order to reduce impacts to legal thresholds (e.g. noise barriers and dust control). Furthermore, this FL has projects that are expected to contribute to mitigate climate change (e.g. energy efficiency renovations of public buildings including façade insulation, upgrade of upper surfaces and

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heating pipes in the basement, renewable energy production including heat pumps and sustainable transport including the development of an intermodal centre).

Social Assessment

Land expropriations, if required (e.g. Suisului Road), will be done in line with Romanian Law (Law 255/2010) The project will not entail involuntary resettlement of people. The project will improve mobility and connectivity in the city and surrounding areas by means of public transport, thus reducing congestion, noise and air pollution. Also, investments in urban development and renewal will improve the quality of public infrastructures and the overall public realm.

Public Consultation and Stakeholder Engagement

Public consultation with local government units, public institutions and professionals bodies, as well as public participation, was carried out as part of the SEA process during the preparation of Oradea's Integrated Urban Development Strategy, adopted on the 25th of May 2017.

Other Environmental and Social Aspects

The road projects include safety measures in line with the technical characteristics of the roads, contributing to upgrade the road network to current safety standards and to improve road safety in the region.

Conclusions and Recommendations

The Promoter will be required to act according to the provisions of the relevant EU Directives, including SEA (2001/42/EC), EIA (2011/92/EU) and subsequent amendments (e.g. 2014/52/EU), Habitats (92/43/EEC) and Birds (2009/147/EC) Directives as transposed into national law. In projects where applicable, the Promoter will be requested to deliver the NTS of EIAs to the Bank before Bank funds are allocated. However, given the relative small size of the individual schemes and the nature of the sectors concerned, most of the schemes are deemed not to have significant negative environmental impacts.

EIB standard requirements concerning EIA or biodiversity assessments will be applied and will form an integral part of the allocation procedure.

Schemes will be located outside protected areas including Natura 2000. Nevertheless, the Promoter has to provide evidence of the compliance with the Habitats and Birds Directives (if applicable) before the Bank funds are allocated.

For schemes requiring expropriation, the Promoter shall explain the type of compensation and kind of assistance granted to the project affected population and grievances associated with the scheme considered for EIB financing.

On a best efforts basis, Road Safety Audits should be performed on road schemes in accordance with the principles of the Road Safety Directive 2008/96/EC and provided to the Bank together with a report highlighting which measures suggested by the audit have not been undertaken, together with the justification for such exclusion.

The overall negative residual impacts of the projects are small, whilst the projects will have a positive influence on the living conditions of the City's inhabitants, as well as on the City's spatial layout. Areas and services in need of improvement will be upgraded, providing a safer environment and opportunities for various activities for the local residents. Furthermore, the project will include the implementation of energy efficiency and renewal energy measures, which are expected to contribute to climate change mitigation. In addition, the road projects



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should have a positive effect on the environment, decreasing local traffic-related emissions in and around the existing streets currently used to cross the city.

The institutional capacity of the Promoter to manage the environmental and social issues is deemed adequate. Therefore, given the nature of the operation and the procedures concerning EIA and nature protection put in place by the competent authorities in Oradea, subject to conditions mentioned above the FL is acceptable to the Bank in environmental and social terms.

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