

Environmental and Social Data Sheet

Overview

Project Name:	Greece Road Rehabilitation & Safety Project
Project Number:	2017-0614
Country:	Greece
Project Description:	The proposed project is a framework loan to finance investment works related to 6,000 small scale, low-cost road safety improvements on regional roads in Greece.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The schemes financed by this operation are low cost road safety measures such as signs, markings, safety barriers, skid resistant wearing course on short sections, signs, markings, and minor geometric adjustments and road furniture.

The Promoter is obliged to follow the Greek national environmental law, which is compliant with EU Directive 2014/52/EU on Environmental Impact Assessment.

Each individual scheme has a limited scope and can be implemented within short time without any expected negative impacts on the environment. The schemes, which are located outside urban areas and will be implemented within the right of way, falls outside the scope of Annex I and II of the Directive 2014/52/EU. They do not require environmental licensing according to the applicable Greek environmental legislation, specifically Law 4014/2011 on "Environmental licensing for projects and activities" and Ministerial Decision no. 1958/13.01.12 on "Classification of projects and activities to categories". The competent authority for environmental licensing, DIPA/Ministry of Environment, has concluded that the project would not have impacts on the environment.

The Ministry of Infrastructure and Transport has conducted a Strategic Environmental Assessment for the Strategic Framework of Transportation Investment (ΣΠΕΜ, 2014-2025), in which the project is specifically mentioned. The study has also been approved with a Joint Ministerial Decision (no. 176528/DIPA/26.11.2014).

Marginal negative impacts on the environment can be expected during construction due to increased utility vehicle traffic, construction noise, dust, and air pollution. These will be short lived and are common for these types of works.

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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On sections through protected areas where the road alignment is of poor standard but cannot be changed due to environmental requirements, the project will be able to provide horizontal and vertical signage to improve safety while avoiding realignment that would otherwise be required to meet modern road design standards.

Social Assessment, where applicable

The project is expected to have positive social impacts through improved road safety for road users on the improved road sections.

Public Consultation and Stakeholder Engagement

The locations for improvement were selected in cooperation with local police and road authorities. Public hearings have not been held due to the nature of the project i.e. 6,000 small schemes, dispersed all over the country.

Conclusions and Recommendations

The project is acceptable for EIB financing in E&S terms.

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