

Environmental and Social Data Sheet

Overview

Project Name:	MOLDOVA RAIL INFRASTRUCTURE (FL 2013-0274)
Project Number:	2018-0704
Country:	Republic of Moldova
Project Description:	The project consist of the rehabilitation of the infrastructure of around 233km of a single-track railway line in Moldova between Bender, Basarabasca, Etulia and Giurgiulesti.
EIA required:	No
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

The Project consists of renewal and modernisation of track, control command and signalling, telecommunications, level crossings and energy supply equipment, and will allow bringing the line up to its original design characteristics in terms of speed (100 km/h and 90 km/h for passenger and freight trains respectively). The renewal will be made on existing alignment of the line, and works will be primarily carried out within the existing right of way.

The project will be located in Moldova, currently in the process of approximation of its legislation to the EU acts and international instruments in accordance with the EU-Moldova Association Agreement.

Appropriate legislation for the protection of the environment is in force in the Republic of Moldova, in particular the EIA Law (Law No 86 of 29.05.2014), the State ecological expertise Law (Law No 851 of 29.05.1996), the Law on the Animal Kingdom (Law No 439 of 27.04.1995) and the Law on Plant Kingdom (No 239-XVI of 08.11.2007). The EIA legislation of the Republic of Moldova is based on the same principles as those of the EU (Directive 2011/92/EU).

The Promoter of the project is the national railway company, Caleă Ferată din Moldova. The works supervision will be carried out by consultants with international experience, including, among other, a specialist with experience in the environmental aspects of the project implementation.

The scope of works has been defined in a Feasibility Study carried out by consultants with relevant international experience. The Feasibility Study included an environmental and social appraisal of the project, including analysis of the possible impacts and definition of the necessary mitigation measures and their implementation plan. In particular, the measures included those related to the solid waste disposal (e.g. impregnated sleepers should be incinerated at temperature above 1000°C), water protection, noise abatement.

The Feasibility Study established Environmental and Social Management and Monitoring Plan (ESMMP), and Environmental and Social Action Plan (ESAP). The preparation of the

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 July 2019

Feasibility Study was actively followed by the Bank services. The ESMMP and ESAP were disclosed on the CFM website and presentations to the stakeholders and the public were held in July 2017.

In February 2018, the Competent Authority, Ministry of Agriculture, Regional Development and Environment (MARDE), concluded that, taking into account the location and nature of the works, no EIA is required for the project. The decision has been published on the MARDE website. The Competent Authority has required that, in accordance with the national legislation, an opinion on the project documentation of an ecological expertise by the State Ecological Inspectorate is required.

Concerning protected sites, the project runs on existing alignment adjacent or across two protected Emerald network sites Stepa Bugeacului (MD0000016) for 34 km and Prutul de Jos (MD0000001) for 500 m. Other protected site in the vicinity are Important Bird Areas Bazinul Taraclia (MD012) and Copanca Talmază (MD009) and Ramsar site Lacurile Prutului de Jos (MD1029). The Competent Authority, MARDE, issued a formal statement (Form A) that, taking into account the location and nature of the works, no significant effect on protected sites was likely and assessment as per Article 6(3) of Directive 92/43/EEC was not necessary.

Overall, the project will contribute to improvement of the quality and reliability of railway services for both passengers and goods, and thus to preventing modal shift from rail to road with the consequent reduction of energy consumption, noise, and emissions of pollutants and CO₂. All this should result in an improvement to the environmental situation in comparison to the “without project case”.

Social Assessment

The Project will be made on the existing alignment of the line, and works will be primarily carried out within the existing right of way and no additional land take or resettlement is foreseen.

The Feasibility Study established a Stakeholder Engagement Plan.

The tender documents will require the contractors to comply with the EIB Labour, Occupational and Public Health, Safety and Security Standards.

Conclusions and Recommendations

The Competent Authority concluded that no EIA is necessary for the project and that no significant impact on protected site is likely. The project requires no additional land take or resettlement.

The Promoter shall undertake to implement the project in accordance with the Environmental and Social Management and Monitoring Plan, Environmental and Social Action Plan and Stakeholder Engagement Plan established in the Feasibility Study.

The Promoter shall include in the tender documents a requirement for the contractors to comply with the EIB Labour, Occupational and Public Health, Safety and Security Standards.

The Promoter shall undertake to obtain an opinion of the ecological expertise of the State Ecological Inspectorate on the project documentation prior to the commencement of the corresponding works.

The Promoter shall undertake to include in the works supervision team shall include a specialist with international experience in environmental protection measures for this type of projects.



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The project's residual negative impacts during construction and operation are limited and partly offset by the expected modal shift facilitated by the investment.

Under conditions indicated above, the project is acceptable for EIB financing in environmental and social terms.