



UNIUNEA EUROPEANĂ



MINISTERUL TRANSPORTURILOR
ȘI INFRASTRUCTURII



Instrumente Structurale
2014-2020

Sibiu – Pitesti Motorway

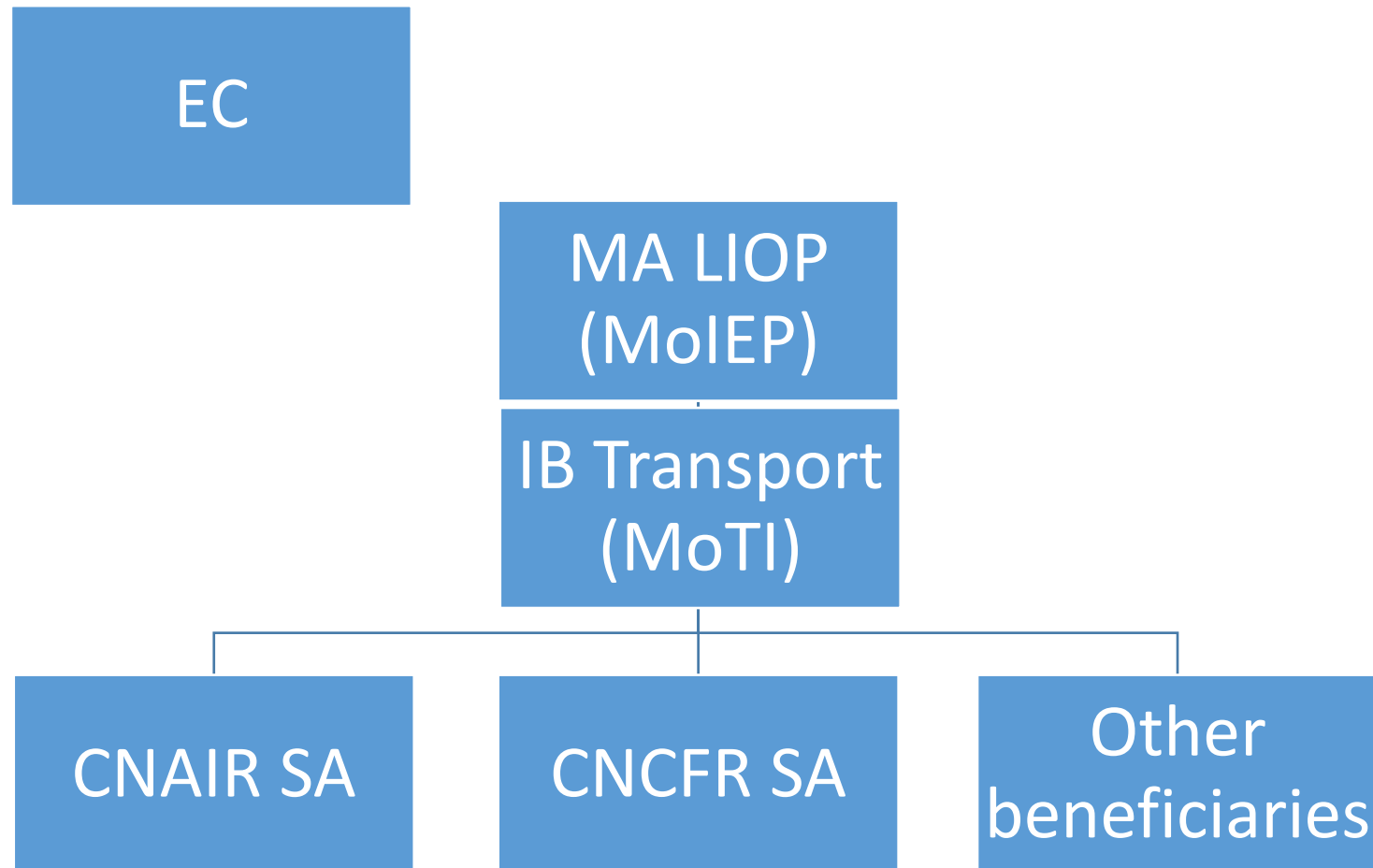
Meeting site specific conservation requirements



IB Transport 16th of March 2021

Responsibilities

IB Transport is part of the Ministry of Transport and Infrastructure organized mainly as an intermediary body for the implementation of European Structural and Investment Funds for LIOP 2014-2020 having almost full delegation of responsibilities for the transport axes of the Programme, including evaluation and selection of major project applications. The structure deals with CEF and other EU or bilateral grants or non-reimbursable funds.



Focus on Sibiu – Pitesti Motorway

The Sibiu - Pitești Motorway is a strategic project, of maximum importance, being the main missing link in the Rhine - Danube motorway corridor on the RO territory.

~120 km of newly constructed motorway in very difficult terrain

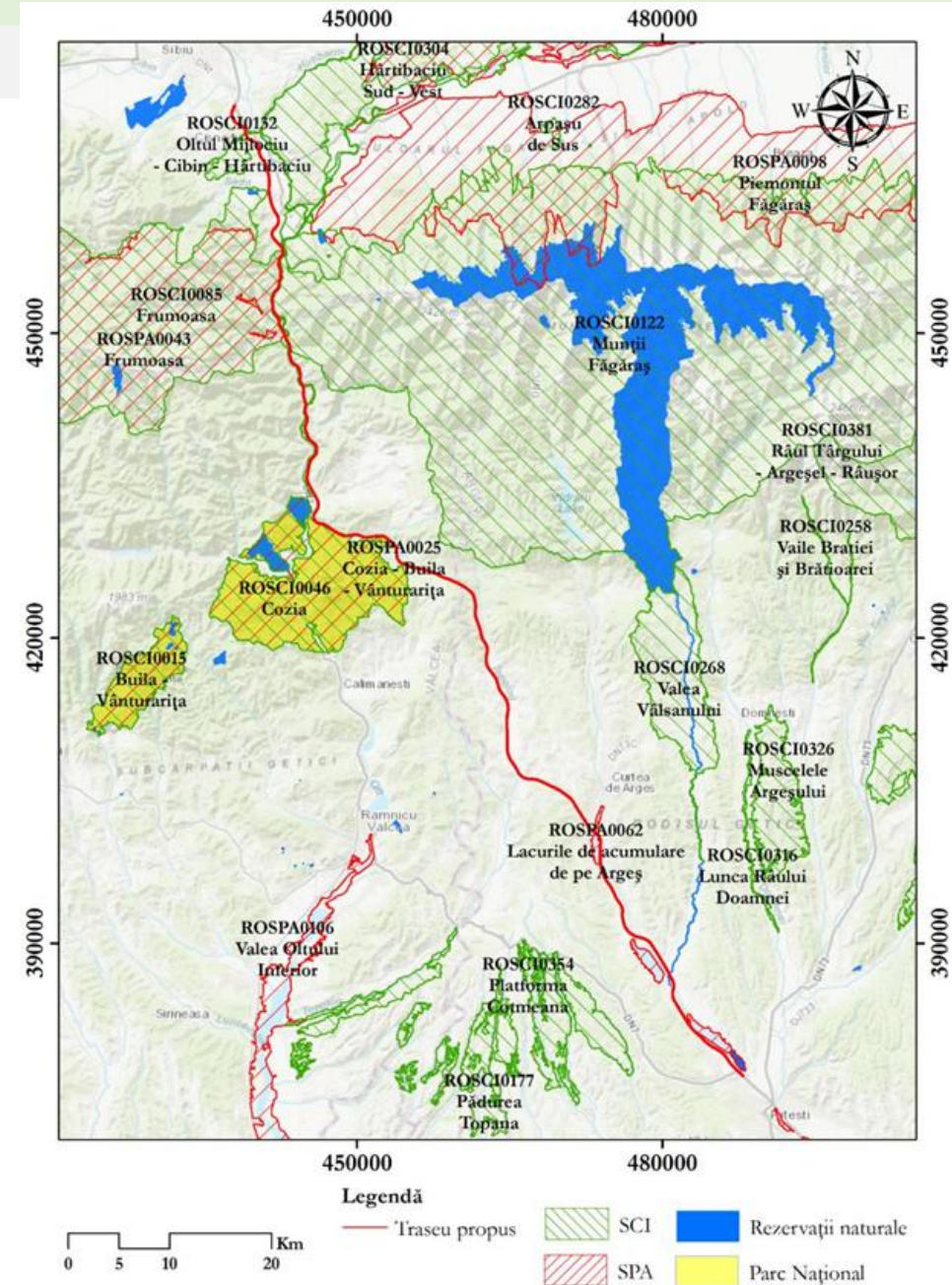
Beneficiary CNAIR SA – Romanian Motorway National Company



Focus on Sibiu – Pitesti Motorway

Environmental marks:

- 11 NATURA 2000 protected natural areas, potentially affected by the project, which includes over 393 species and 94 habitats;
- Crossing some Natura 2000 sites was unavoidable



Case studies: Sibiu - Pitești Motorway

Projects	Documentation preparation time	Date of transmission to the Commission	Date of interruption of evaluation	Project approval	Project status (in implementation) in March 2021
Sibiu Pitesti	Preliminary environmental analysis within AMC in 2015-2017 Environmental procedure 2017-2018	October 2019	December 2019	September 2020	-2 sections in construction; - - 3 sections in the tender procedure for awarding design and execution contracts

Main comments from EC on the environmental aspects of the project:

- Lack of / inadequate Site specific conservation objectives (SSCOs),
- Methodology for evaluation of impact on SSCO's,
 - Data & Thresholds,
 - Cumulative impacts
- Identification of Mitigation / Compensatory measures (if applicable) / Residual Impacts

Approach

Following the letter of interruption, a working group was set up starting with December 2019, consisting of representatives of the Ministry of Transport and Investments (MoTI), CNAIR, JASPERS, Ministry of Investments and European Projects (MoIEP), Ministry of Environment, Waters and Forests (MoEWF), National Agency for Environmental Protection (ANPM), National Agency for Natural Protected Areas (ANANP).

Inter-institutional coordination of activities through Ministries

- MoTI, MoIEP and MoEWF coordinated the activities of developing SSCOs and assessing the impact of projects on them.

Methodological coordination: Jaspers

- JASPERS provided support for quality assurance of environmental documentation by analyzing data on SSCOs impact assessment and cumulative impact with other existing / proposed projects, as well as whether the measures proposed in the environmental studies were sufficient to ensure that the residual impact is not significant. .

Thematic working meetings of the specialists involved

- ANANP has developed specific conservation objectives for each existing species and habitat within the protected natural areas, setting parameters and target values, in several rounds of consultations with DG ENV.
- CNAIR provided its own expertise and co-opted environmental experts

Focus on Sibiu – Pitesti Motorway

Environmental marks:

- SSCOs for these species and habitats were developed between January and June 2020, including approximately 1650 parameters and target values;
- on the basis of these SSCOs, CNAIR, JASPERS and co-opted environmental experts re-analyzed the environmental documentation, assessing the impact on each parameter and each target value;
- reanalysis of the measures proposed in the environmental documentation and justification of the insignificant residual impact assessment.

Conclusion

The measures proposed in the environmental studies ensure the integrity of the protected natural areas, of the species and habitats existing within them and the residual impact was assessed as insignificant,

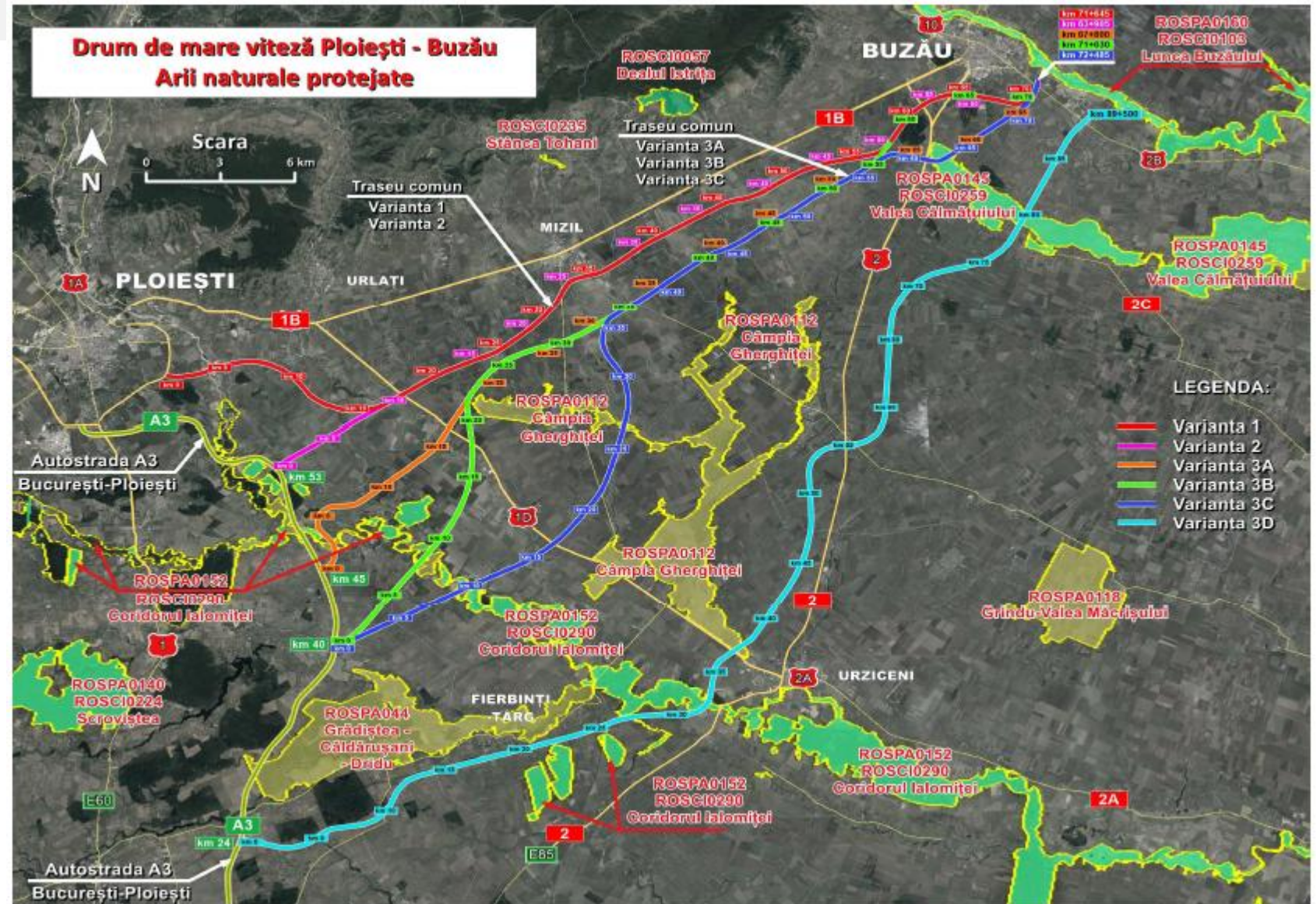
Throughout the preparation of the response to the letter of interruption, there was an active collaboration between all institutions with responsibilities in the field (ANANP, MoEWF, ANPM, Jaspers, CNAIR).

The European Commission was very proactive during the series of consultations in preparation for the response to the interruption.

Lessons Learnt

L1. For projects in preparation, from the multi-criteria analysis phase, great attention is paid to Natura 2000 sites (their avoidance is considered as far as possible). When establishing the route, discussions are initiated with National Agency for Natural Protected Areas (ANANP) for the establishment of SSCOs (where they have not been established), before starting the environmental procedure;

- ❑ This procedure was internalized already at the CNAIR level.
- ❑ In 2021, 19 projects are underway following this procedure



Lessons Learnt

L2. Prerequisites – Good quality of

Specific
Conservation
Objectives

Data / Target
& attributes

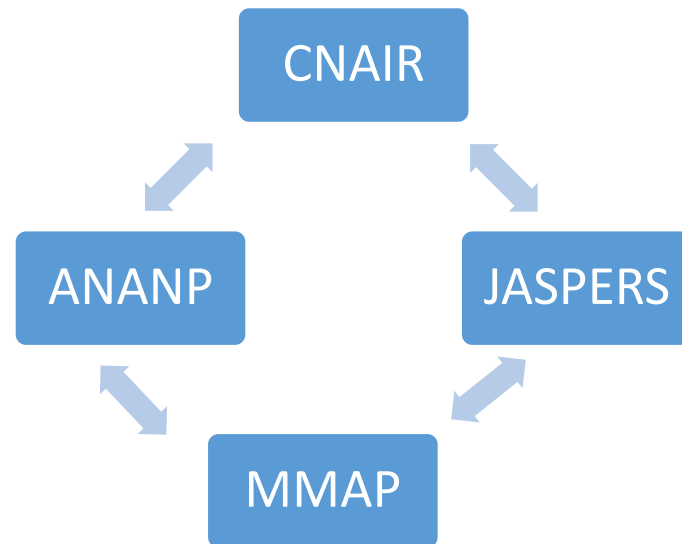
Appropriate
Assessment

Mitigation
Measures

Compensatory
Measures (if
applicable)

Lessons Learnt

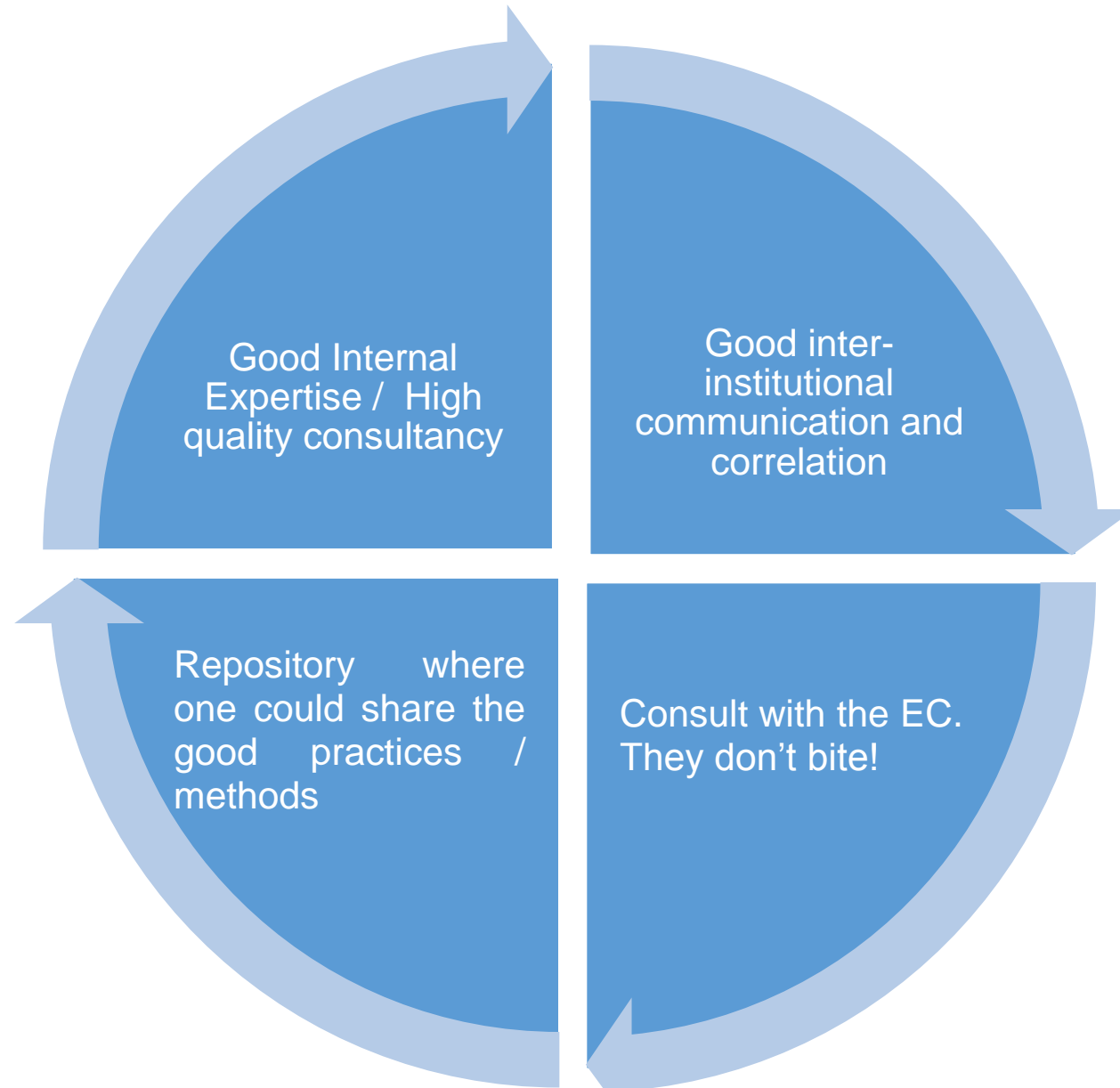
L3. The mode of inter-institutional cooperation must continue using the expertise of interdisciplinary teams.



Concrete example of application of the working procedure - in the case of the project "Express Road Craiova - Pitești" the same methodology was applied (SSCOs were developed, environmental studies were performed based on these SSCO and the environmental agreement was revised. Financing Application was sent to the EC after the approval of the Sibiu - Pitești Motorway.

Lessons Learnt

L4. Recommendations:



Thank you!

Catalin COSTACHE

IB Transport



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