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Instrumente Structurale  
2014-2020

# **Meeting site specific conservation requirements in Romanian**

**- Roads projects -**

***From preparation to implementation***

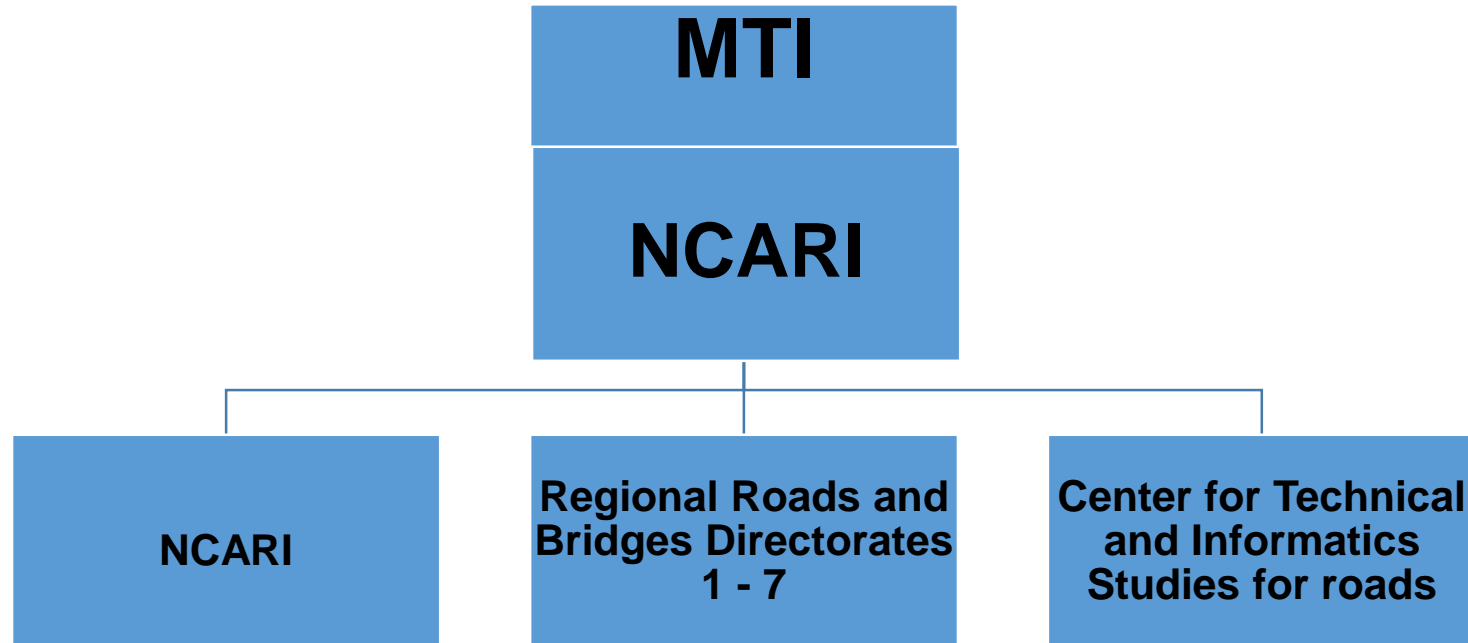
**National Company for Administration of Roads Infrastructure - NCARI**

**18<sup>th</sup> of March 2021**

# NCARI Overview

NCARI represents a Company of national strategic interest, subordinated to the Ministry of Transport and Infrastructure (MTI), being an active part in the economic and social development of Romania.

The objectives of NCARI are represented by the development, maintenance, repair, administration and operation of motorways, express roads, national roads, bypass roads.



# NCARI Overview

## 2003 – set up of NCARI

- with a structure dedicated to the development of environmental impact assessment procedures and obtaining regulatory acts

## 2012 – development of the environmental structure

- development of internal procedures
- additional co-optation of environmental experts
- ensuring environmental documentation quality for multiple projects with non-reimbursable funding

### Current status:

The Environment Department, which consists of 10 people, ensured during 2020 the development of a number of 20 roads projects (5 major projects + 15 minor projects)

# NCARI Overview

The activity of the Environment Department is structured on 3 directions:

## Planning

- Involvement of the Environmental Department in process of defining the specific tasks under the Feasibility Studies contracts.
- establishing specific contract requirements for environmental consultants
- multi criteria analysis (MCA) for project alternatives

## Monitoring of environmental procedures

- verification of the environmental documentation
- participation in the meetings of the technical analysis committees organized by the environmental protection agencies
- participation in public debates
- verifying the publication of public announcements issued within the procedures, etc.

## Monitoring the implementation of the environmental measures provided in the regulatory acts

- checking the status of implementation of the measures imposed by the environmental authorities within the EIA Decisions and their effectiveness

### Benefits:

- the collaboration of the department with the project implementation units from the incipient stage of the projects and during the whole period of their implementation;
- permanent information of the Environment Department by the project implementation units on any changes;
- formation and loyalty of an environmental team to ensure the implementation of the environmental expertise acquired in the case of ongoing projects.

# Case studies: Sibiu - Pitești Motorway and Bacău Bypass Projects

Projects	Documentation preparation time	Submission	Interruption	Approval	Project status (in implementation) in March 2021
<b>Sibiu Pitesti</b>	Preliminary environmental analysis within AMC in 2015-2017 Environmental procedure 2017-2018	October 2019	December 2019	September 2020	-2 sections in implementation; - - 3 sections in the tender procedure for awarding design and execution contracts
<b>Bacau Bypass</b>	2004 - issuance of environmental agreement 2009, 2015, 2020 - revision of the EIA Decision	November 2019	February 2020	October 2020	project under implementation

The environmental documentation for the above projects was developed based on the conservation objectives set by the competent authorities, but these objectives were not specific (no parameters and target values were established for each species and each habitat).

The “Sibiu – Pitesti Motorway” project was the first project in Romania in which the evaluation of the financing request was interrupted due to the lack of site specific conservation objectives and the lack of evaluation of the project impact on these objectives.

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 (MTI), NCARI, JASPERS, Ministry of Investments and European Projects (MIEP), Ministry of Environment, Waters and Forests (MEWF), National Agency for Environmental Protection (NEPA), National Agency for Natural Protected Areas (NANPA).

# Approach

## Inter-institutional coordination of activities through Ministries

- MTI
- MIEP
- MEWF
- NANPA
- coordinated the activities of developing SSCOs

## Methodological coordination: Jaspers

- Provided methodological support for coordination activities with all stakeholders;
- Provided support for quality assurance of environmental documentation by analyzing data on SSSO impact assessment, as well as whether the measures proposed in the environmental studies were sufficient to ensure that the residual impact is non significant.

## Thematic working meetings of the specialists involved

- NANPA has developed site specific conservation objectives for each species and habitats within the protected natural areas, setting parameters and target values, in several rounds of consultations with DG EN.
- NCARI provided its own expertise and co-opted environmental experts

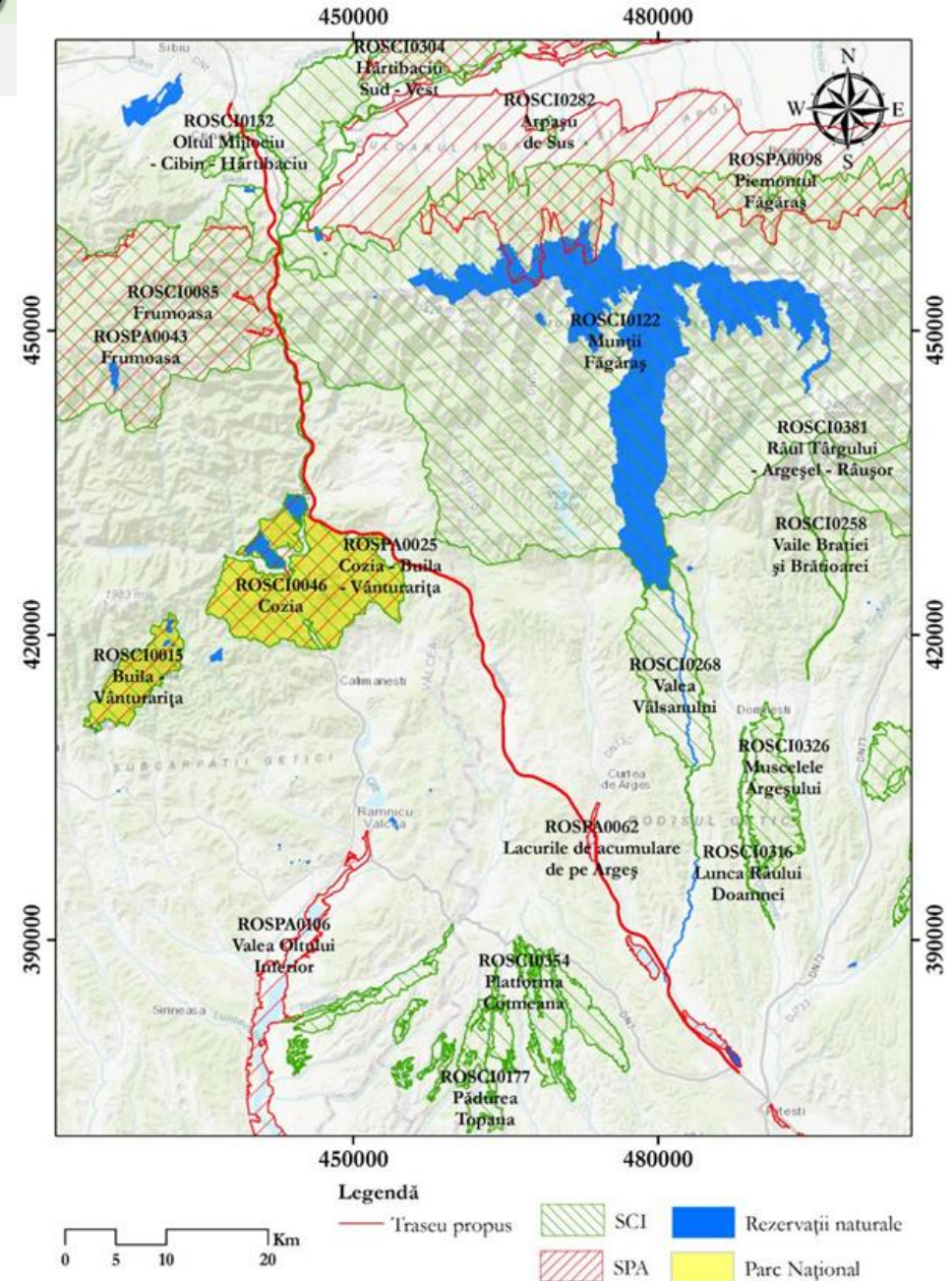


# Focus on Sibiu – Pitesti Motorway

The Sibiu - Pitești Motorway is a strategic project, of maximum importance, being the last sector of the TEN-T Core network that crosses the Romanian territory.

## Environmental marks:

- 11 NATURA 2000 protected natural areas, potentially affected by the project, which includes over 393 species and 94 habitats;



# Focus on Sibiu – Pitesti Motorway

## Environmental marks:

- SSCOs were developed between January and June 2020, including approximately 1650 parameters and target values for the related Natura 2000 sites;
- NCARI and co-opted environmental expert in close cooperation with JASPERS Roads Team, re-analyzed the assessment in light of the SSCOs, including all the measures proposed in the environmental documentation and justification of the non significant residual impact.

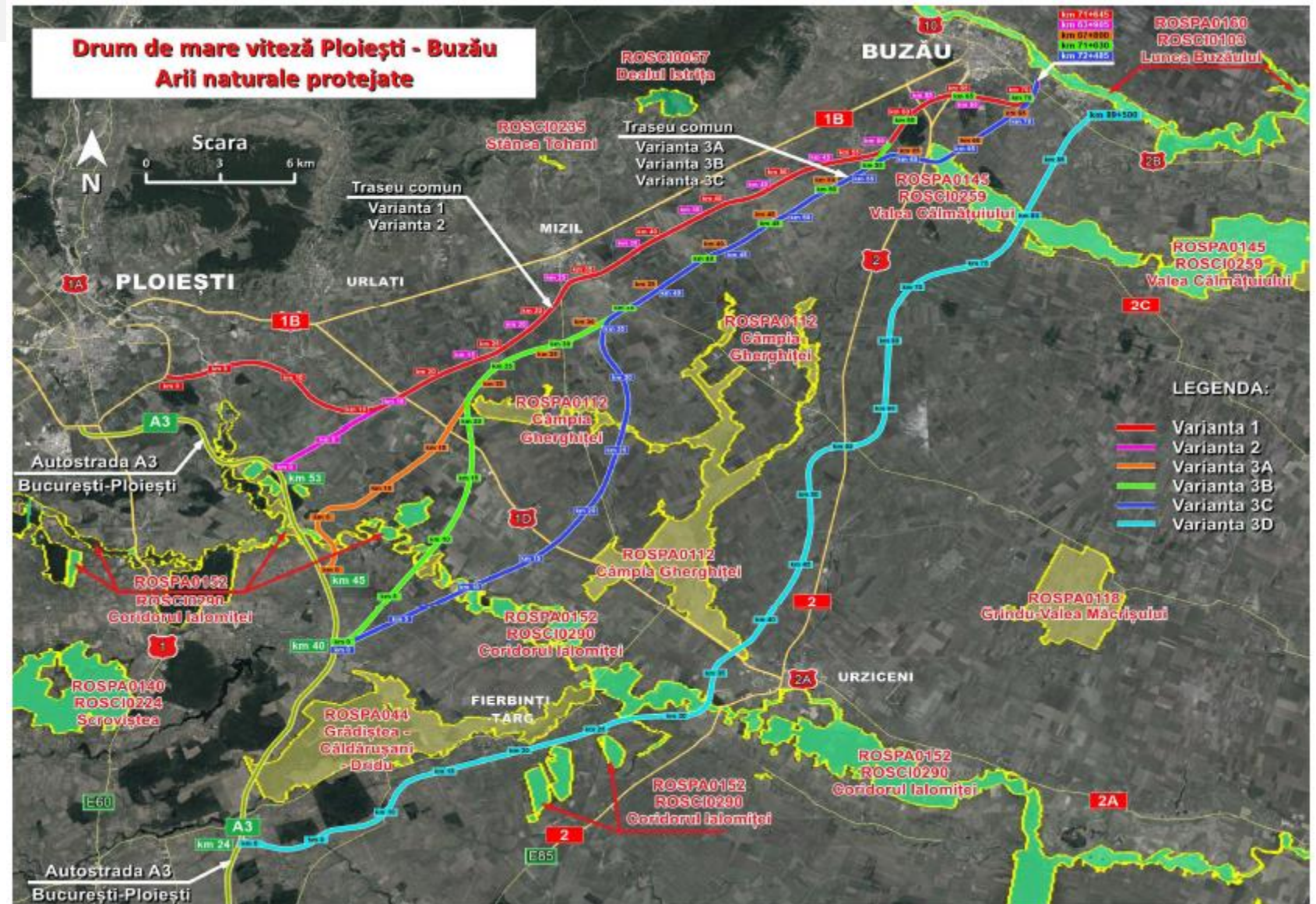
Throughout the preparation of the response to the interruption letter, there was an active and constant collaboration between all institutions (NANPA, MEWF, NEPA, MTI, JASPERS, NCARI).



# Lessons Learnt

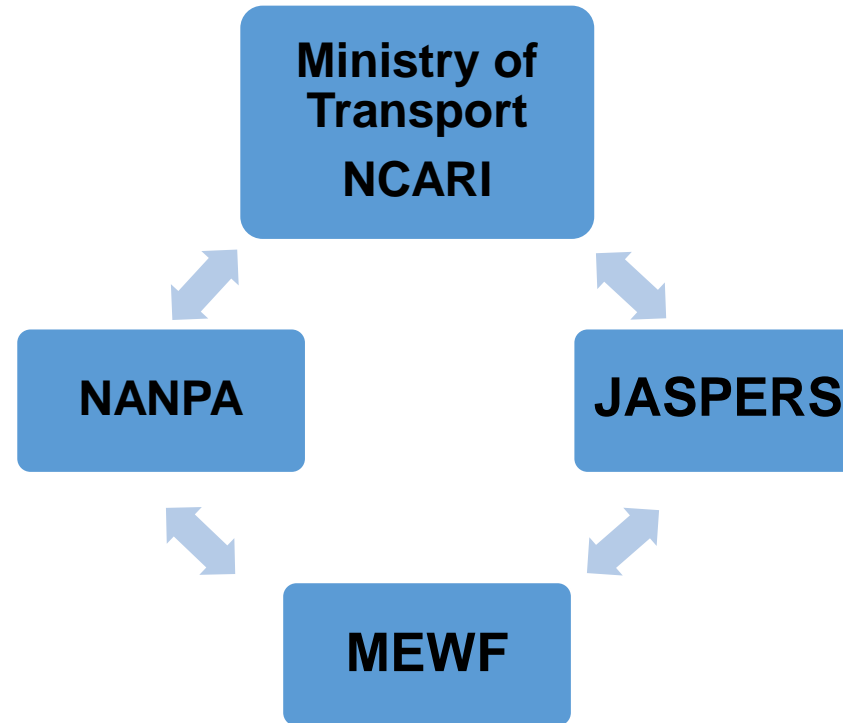
L1. For projects in preparation, from the multi-criteria analysis phase, great attention is paid to Natura 2000 sites (their avoidance is considered as far as possible). When establishing the route, discussions are initiated with NANPA for the establishment of SSCOs (where they have not been established),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

□ All projects in the preparation stage go through this process, in accordance with the standard procedure already defined at the NCARI level. In 2021, 19 projects are underway.



## Lessons Learnt

**L2.** The mode of inter-institutional cooperation must continue using the expertise of interdisciplinary teams.

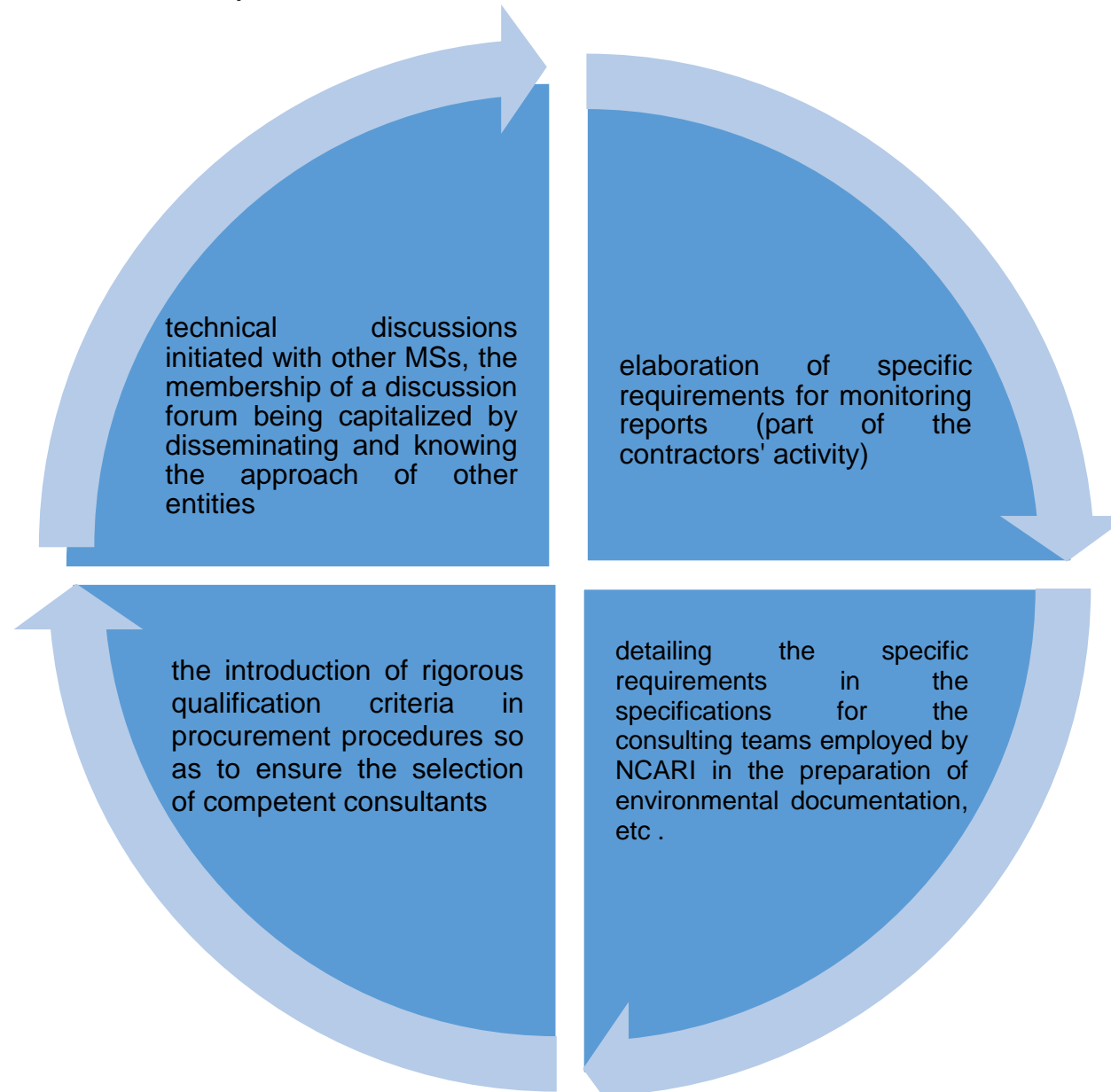


Concrete example of application of the working procedure - in the case of the project "**Express Road Craiova - Pitești**" the same methodology was applied: SSCOs were developed, environmental studies were revised based on these SSCOs and the EIA Decision was issued.

Financing Application was sent to the EC after the approval of the VO Bacau and the Sibiu - Pitești Motorway projects.

# Lessons Learnt

L3. The issues that need to be improved at institutional level have been identified:





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# More Information

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