

EX-ANTE EVALUATION
OPERATIONAL PROGRAMME
Regional Development

ROMANIA
EUOPEAID/121373/D/SV/RO

Pieter van Run
Rijswijk, January 2007



The views expressed are those of Panteia and do not necessarily reflect those of the European Commission

This report has been prepared as a result of an independent evaluation by Panteia being contracted under the Phare programme by the Government of Romania - Ministry of Public Finance, Managing Authority for Community Support Framework, Evaluation Central Unit,
e-mail: ecu@mfinante.ro

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Preface

This report contains the final version of the ex-ante evaluation, which had been executed in the period August 2006 and January 2007. So, the activities of this evaluation started in fact later than should be appropriate for an evaluation process as proposed by the European Commission in its Working Paper on the ex-ante evaluation. The work started at a moment that the Romanian authorities had already send their first draft of the Operational Programme to the European Commission which left little room for an interactive approach of the evaluation activities. This late start was mainly caused by the long tender procedure needed for the selection of the evaluation team and factual start of activities after the selection of our team. Immediately after the start of the our activities we presented an elaborated inception report, which had been necessary because the Terms of Reference for this ex-ante evaluation had still been based on the old regulations and Commission's working papers.

Once the evaluation activities had been started the common effort from the evaluation team together with the Evaluation Central Unit (ECU) made it possible to deliver the results of this evaluation within the deadlines set by the ministry of Public Finance. An important tool of this evaluation was formed by the two feed-back session organised on initiative by the ECU. During these sessions the remarks and comments of the evaluators on the draft O.P. were extensively discussed with the Management Authority of the ROP and representatives of other related ministries. These meetings were coordinated and chaired by the ECU. Involvement of other stakeholders – for instance the regional ones - took place through the organisation of a kick-off meeting. Such a meeting with all stakeholders is also organised to inform them about the outcome and conclusions of all ex-ante evaluations.

This ex-ante evaluation had been executed with the support of Mrs. Dr. Carmen Pauna and Mrs. Dr. Daniela Antonescu, the local experts who executed a great number of activities that made it possible to make a good assessment of the quality of the socio-economic analysis in the ROP. Where necessary they delivered ad-hoc analyses on particular issues of importance for the establishment of the ROP. Also the good cooperation with other members of the evaluation team, who had been responsible for the evaluation of the Sectoral Operational Programmes (SOPs), had been very useful to arrive to his evaluation report. Next to the mentioned experts directly involved in this evaluation, I will thank also all officials of the ministry of Public Finance, the MA ROP and the Regional Development Agencies who contributed to the establishment of this evaluation.

Pieter van Run

Key evaluator of the Regional Development Operational Programme.

Executive Summary

Main conclusions

Taking into account the analysis and assessments concerning the *socio-economic analysis, the SWOT analysis and the relevance*, one can conclude that the analytical basis for this operational programme should at this moment be considered as sufficient and robust enough to justify the conclusions that were derived from it for the formulation of the strategy. The same can be said about the validity of the SWOT conclusions. Most of them can be affected by the proposed strategy and its operational objectives. So, the proposed priorities and measures in the O.P.s can be logically derived from the analyses and Strategy and the proposed strategy, including the strategic objectives, is sufficiently relevant in relation to the identified problems, needs and potentials from the analyses. The strategy, including the strategic objectives, is also sufficiently relevant in relation to the identified trends and future challenges.

Concerning *the rational and the consistency of the proposed strategy*, the general conclusion is justified that the Regional Operational Programme will certainly contribute to support and promote of sustainable economic and social developments in the Romanian Regions. It should be unrealistic to expect to reach the ultimate objective of regional development policy within this programme period. But if this programme during the period 2007 – 2013 is implemented in a focused way, a sound foundation has been laid for a balanced regional development at the end of the next decade. The choice of particular priorities as well as the decisions taken on the shares and the weights of the proposed budget's division are sufficiently justified from the socio-economic analysis and can be explained from the intervention logic. Although no direct evidence in the programme itself is given, the ROP seems to concentrate more or less on the development regions most in need. It is, however, questionable if the intended concentrations can also be realised during the implementation of the programme. The priority axes and the actions proposed can be considered as sufficiently complement and synergy between them can certainly be expected. All proposed actions can contribute to the improvement of the investment climate.

Taking the present NSRF, the Community Strategic Guidelines and also the Lisbon Agenda into account, it can be concluded that the objectives of the proposed strategy are compatible with the existing EU and national policy objectives. Also the – external - *coherence and compliance with community and national policies* is quite elaborately explained in the ROP. The so-called horizontal objectives on sustainable development, equal opportunities and information society are reasonably mentioned, as well as other EU regulations for competition / state aid and public procurement.

Especially the proposed priority axes 2, 4 and 5 will directly contribute to realisation of the main EU objectives for equal opportunities, while the other priority axes have the potential to do so. This is certainly the case if the concept of equal opportunities is explained in the broader sense that these opportunities are offered from a gender as well as from a social point of view. The complementary of the ROP with other operational programmes is also sufficiently proved.

Most of the recommendations of the SEA should be taken over in the final version of the ROP that is send to Brussels, while in the Programme Complement provisions have

to be made – through the selection criteria and specific indicators – to guarantee sustainable developments in the Romanian regions. The environmental monitoring programme has to be finalized in coordination of the environmental authorities and be reflected in the relevant regulations or/and manuals.

The existing instruments for spatial planning in Romania will for the longer term not be efficient enough to reach the overall objective of the ROP for a “sustainable balanced economic and social development of the Romanian Regions”. It is expected that the effectiveness of Romanians’ regional policy will improve if this is more strongly embedded in a spatial planning policy on a more appropriate territorial level (NUTS II). Provisions in the Programme Complement should be made to guarantee and monitor positive or neutral effects of the proposed interventions on the environment.

Concerning the *evaluation of expected results and impacts*, at the programme level no specific indicators were defined. On the priority axis level no impact indicators were defined on quantitative terms. Although not in all cases quantified yet, the proposed indicators for the Priority Axes as such are justified. The transmission from the output to the result indicators is implicitly visible. In the opinion of the evaluator, for future assessments of the ROP’s effectiveness, it would be worthwhile to add some additional results indicators for a number of priority axes. In chapter 5 of this report some suggestions have been given. Taking the SWOT conclusions and the proposed division of the available resources over the priority axes into account, the policy mix proposed for the implementation of the proposed strategy is completely justified.

In general, *the implementation system* proposed for the ROP meets the requirements of the Regulation 1083/2006 (Articles 58 ff.). The different arrangements concerning the division of tasks between the MA ROP and the Intermediate Bodies (RDAs) are sufficiently settled. Special attention should be devoted to the realisation of a balanced representation of central and regional bodies in the Regional Committees for Strategic Assessment (CRES). The composition of the Monitoring committee should be better described and defined including concrete designation of the institutions and the representatives. The respective representatives – probably the responsible programme managers - of all other OPs should be constituent members.

The evaluation plan appears too strict. For the programme a permanently assigned evaluator (or group of evaluators) should carry out a genuine ongoing evaluation. Two interim evaluations (2010 and 2012) can hardly protect the programme from failure (2010 could be too late). Romania as a new member country has not yet sufficient experience with programme implementation and the implementation structure is complex and vulnerable. It is also recommended to establish a steering committee for the evaluation procedures.

Recommendations

- Socio-economic analyses in future programmes should be structured in such a way that all factors determining regional economic development are taken into account. The relevance of the chosen strategy, its objectives and priorities will improve if this starts from a complete picture of the socio-economic situation. Besides it can be used to monitor the socio-economic situations in the regions during the course of the programme implementation;
- It is strongly recommended to strengthen in the coming years the relationship between the regional policy objectives and those for the spatial – territorial – development. For this reason the tools for spatial planning and regional development should be adapted and fine-tuned in such a way that the available potentials can be better utilised for a region as a whole. Closer cooperation between the authorities concerned is therefore a prerequisite;
- For a more balanced development in Romania bigger cities should be used as motors for the socio-economic development in their region. But also possible agglomeration effects of small and medium sized cities in the more rural areas have to be utilized if their potentials have been proved. For this reason in the next years 'growth poles' should be identified on which programme activities could be concentrated. This process should be based on scientific and analytical studies and be coordinated between the authorities concerned;
- It is the intention of the Romanian authorities to concentrate to a certain extent the available resources on the regions which are most lagging behind. It is however, expected that financial, administrative and technical bottle-necks at regional and local level do exist. It is recommended to monitor closely the division of the resources among the regions and to deliver additional technical assistance to those regions /municipalities that could otherwise be excluded from EU support;
- Tourism development is by all development regions seen as an important potential for improving economic growth and employment. To utilise these potentials as optimal as possible, it is recommended – if they don't already exist - to draft in the beginning period of the ROP regional tourism development strategies. These strategies should also comprise components for information and promotion;
- In elaborating the Programme Complement it is further recommended to give prioritisation for projects, which:
 - strongly relate to other priority axes and/or S.O.P.s
 - are commonly submitted by groups of counties and municipalities
 - also orient strongly on Strengths and Opportunities
 - those promote sustainable economic and social developments
 - Have the slightest negative effects on the environment.

1 Introduction

1.1 Objectives of the evaluation

The Management Authority of the Community Support Framework (MA CSF) has commissioned the ex ante evaluation of the Operational Programmes (O.P.s) and the Programme Complements (P.C.s) for Romania to be undertaken in accordance to Council Regulation 1083/2006 of 11 July 2006. According to Article 48 of this regulation *the "Ex-ante evaluation shall aim to optimise the allocation of budgetary resources under operational programmes and improve programming quality. It shall identify and appraise medium- and long-term needs, the goals to be achieved, the results expected, the quantified targets, the coherence, if necessary, of the strategy proposed for the region, the Community value-added, the extent to which the Community's priorities have been taken into account, the lessons drawn from previous programming and the quality of the procedures for implementation, monitoring, evaluation and financial management"*.

The ex-ante evaluation takes place at the beginning of the cycle before a programme has been adopted.

An ex-ante evaluation helps to ensure that the final programme is as relevant and coherent as possible. Its conclusions are intended to be integrated into the programme when decisions are made.

The Ex-ante evaluation should further:

- Focus primarily on an analysis of the strengths, weaknesses and potential of the Member State, region or sector concerned.
- Provide the relevant authorities with a prior judgement on whether development issues have been diagnosed correctly, whether the strategy and objectives proposed are relevant, whether there is incoherence in relation to Community policies and guidelines, whether the expected impacts are realistic, and so on.
- Serve as a a-priori quality assurance of programming and a cost-efficient budgeting, thus optimization of the program effects with consideration of the limited resources available;
- Provide also the required foundations for monitoring and for future evaluations, by ensuring that there are explicit and, where possible, quantified objectives.
- Help to specify selection criteria for the selection of projects and to ensure that Community priorities are respected.
- Finally, help to ensure the transparency of decisions by allowing for a clear explanation of choices made and their expected effects.

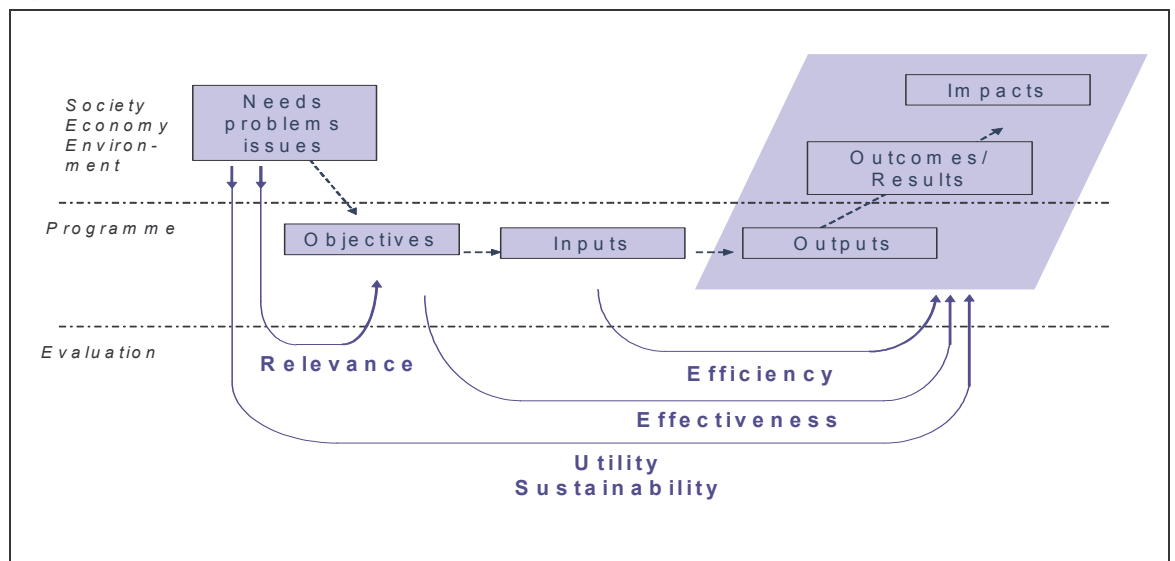
Ex-ante evaluations are performed at the time when public authorities are involved in discussions and negotiations on the future programme. They are therefore subjected to strong constraints: pressure of deadlines, vague formalisation of the proposed programme to be evaluated, amendments to this proposal while the work is underway, demands for confidentiality, etc. The evaluation team must therefore be able to intervene flexibly and rapidly, and be able to apply techniques for analysing needs and simulating socio-economic effects.

1.2 The key criteria

In general, evaluations must address a set of specific issues to enable the assistance to be assessed in detail. Those are:

- *Relevance*: to what extent are the programme's objectives relevant in relation to the evolving needs and priorities at national and EU level?
- *Effectiveness*: how realistic is the programme in achieving its specific and global objectives by 2013 or earlier?
- *Efficiency*: how well are the resources (inputs) allocated with respect to outputs or results?
- *Consistence and Coherence*: are the proposed objectives and measures logically linked to the socio-economic analysis, are they mutually consistent (consistence) and are they well embedded in the regional, national and Community (e.g. Lisbon Objectives) policy objectives and interventions (Coherence)
- *Utility*: are the expected and unexpected effects realistic and globally satisfactory in the context of wider social, environmental and economic needs?
- *Sustainability*: will the effects obtained in the proposed programmes remain, even after the end of the programme without further public funding?
- *Management and monitoring arrangements*: how they may affect the achievement of programme objectives & contribute the chosen processes to positive results?

Figure 1 Evaluation criteria¹



Source: Commission documents on evaluation

Taking the above mentioned general and specific objectives into account, in this ex-ante evaluation we will mainly focus on **relevance**, **effectiveness** and **utility**. More specific issues at the ex-ante evaluation stage are *programme consistency* (intervention logic), *policy coherence* and the *quality of implementation systems*. Finally, the ex-ante evaluation should also examine the potential risks for the programme, both in relation to the policy choices made and the implementation system proposed.

¹ Working Paper on Ex-ante Evaluation on the New Programming Period, 2007 – 2013.

For drawing up the programmes more detailed evaluation questions have to be answered in relation to the national, regional or sector strategies to be evaluated. According to the Commissions' Working Paper Ex-Ante Evaluations for the new programmes 2007 - 2013 outline, the evaluation should answer the following questions:

BOX I	
Main questions to be answered by the ex-ante evaluation	
<ul style="list-style-type: none">• Does the programme represent an appropriate strategy to meet the challenges confronting the region or sector?• Is the strategy well defined with clear objectives and priorities and can those objectives be realistically achieved with the financial resources allocated to the different priorities?• Is the strategy coherent with policies at regional, national (including the National Strategic Reference Framework) and Community level? How will the strategy contribute to the achievement of the Lisbon objectives?• Are appropriate indicators identified for the objectives and can these indicators and their targets form the basis for future monitoring and evaluation of performance?• What will be the impact of the strategy in quantified terms	

Source: Draft Working paper on ex-ante evaluations

1.3 Main components of the ex-ante evaluation

As said before the ex-ante evaluation should be an *iterative and interactive process* with evaluators undertaking the different components of the evaluation at different times as the programme is prepared. At the end of the process, the evaluator pulls the components together into a final evaluation report which represents an evaluation of the programme as submitted to the European Commission and also reflects the changes and improvements to the programme which have been made through the evaluation process.

According to the draft working paper the ex-ante evaluation will contain the following five main components, which are further elaborated in chapter 2.

- A. Appraisal of the socio-economic analysis and the relevance of the strategy to the needs identified;
- B. Evaluation of the rationale of the strategy and its consistency
- C. Appraisal of the coherence of the strategy with regional and national policies and the Community Strategic Guidelines
- D. Evaluation of the expected Results and Impacts
- E. Appraisal of the proposed implementation systems

These components are the same as the tasks described in the Terms of Reference. In addition to that the ToR asks to execute as well an ex-ante evaluation of the Programme Complement (PC). According to the new EU regulation for the Structural Funds the PCs are not necessary anymore, but for internal purposes – to support the implementation process - the Romanian authorities still wish to receive a more detailed evaluation of the proposed measures, the quantification of the indicators proposed and the implementation and monitoring arrangements. This wish is taken into account during the further elaboration of the evaluation tasks in the next paragraphs.

1.4 Methodology

One should bear in mind that the purpose of the ex-ante evaluation is to optimise the allocation of resources and to improve the quality of programming. It should therefore:

- Be an **interactive process** whereby judgement and recommendations are provided by experts on the content of programmes drawn up by those responsible for their composition.
- Be an **iterative process** whereby the recommendations of the experts are taken into account by the planners in subsequent drafts of different parts of programmes.
- In this regard, it is important to facilitate a **constructive dialogue** between the people responsible for programme formulation and the experts. Of course, the relevant public authorities are responsible for the final text of the programme.

For the aforementioned processing in principle two main kinds of information sources are available:

- *Document and data analysis* for an evaluation of the experiences and results of preceding programmes. In addition, the contractor will be taken into account; the draft new and earlier operational programs, mid-term evaluations of the existing SPD and the pre-accession programmes and monitoring results. Also updated statistical information and reports on sector developments will be used, as well as other themes that are relevant for the draft of the new operational programme;
- *Interviews with key persons* "Key persons" refers to all decision makers and responsible persons or participants who have taken part in the programme development at the different levels. The interviews will serve to provide a broader assessment of the efficiency of the attainment of the objectives, as well as the procedures and the organisational structures;
- *Feed-back sessions* with the teams that are responsible for drafting the Operational programmes and their Complements.

1.5 Lessons learned from previous evaluations

In the Thematic Report of the Phare Program on the sector: Phare support to Economic & Social Cohesion it was mentioned that "the speed of preparing Phare ESC assistance seems to have picked up, but this is largely in consequence of the introduction of multi-annual planning, which has resulted in enhanced programming efficiency". However concerning the implementation performance it was further stated: "while institution building programmes now run reasonably smoothly, infrastructure projects in both countries suffer pervasive problems in contracting and disbursement, which show no sign of abating".

The key lessons learned are the following:

- Firstly, everything possible should be done to arrange national responsibilities and organisational structures so as to secure the overall coherence and coordination of the various preparations for access to the Structural and Cohesion Funds, and consequently the most logical sequencing of activities and therefore the best value for EU and national money.
- Secondly, procedures for managing these Funds should be as simple and flexible as is consistent with conforming to the EU rules.

- Thirdly, more attention than heretofore needs to be paid to strengthening regional bodies and systems.
- Fourthly, all those responsible for programming should focus more on the quality of programmes and their close relevance to proper Structural and Cohesion Fund objectives, and reduce the emphasis on the disbursement of allocated funds.
- Fifthly, in the light of the New Member States' experience, Bulgaria and Romania should put in place adequate monitoring machinery to ensure that the lessons learned from their early experience of 'live' SF implementation are fully and quickly taken into account.

Preparation for the ESC was seen more problematic for Bulgaria and Romania than it was for the Member States which acceded in 2004. Whereas the current New Member States (2004) are now experiencing a 3-year period for their first Structural Funds programme which allows them to build stronger and more successful programmes for the 2007-2013 period. Bulgaria and Romania, acceding later, will not have the benefit of that 'trial period'.

One of the key issues rose in this report, and one which is equally applicable to the NMS and to Bulgaria and Romania, has been weakness with regard to the logical order of interventions. Although this weakness has been clear for some time, there does not seem to have been any attempt to transfer this 'lesson learned' to Bulgaria and Romania while there was still time for them to benefit from it. Although a large variety of systems, skills and tools need to be built up in a short time for SF, there was generally no clear concept of 'critical path' or of what to do first.

1.6 The evaluation process

When the evaluation team started its activities in August 2006 the first draft of the ROP had already been send to the European Commission (May 2006). So, the ideal approach as proposed in the new working paper on the ex-ante evaluation and in the original proposal of our consortium could not completely be followed. The planning team was during that period permanently busy to prepare new draft on the basis of signals from the European Commission, while the Commission's comments on the ROP were hardly delivered in an official form. Only during a couple of weeks the evaluation team and the planning team had the opportunity to exchange extensively their views on the existing draft. Later on – on the basis of the so-called follow-up tables – it had been possible for the evaluation team to influence the drafting process.

The main sources of written material used for the evaluation were:

- Regulations on the Structural Funds (General and ERDF) for 2007 - 2013;
- Draft Commission Strategic Guidelines on Cohesion Policy 2007 - 2013 as well as the Lisbon Agenda.
- The National Strategic Reference Framework 2007 - 2013
- Commission Draft Working Papers on ex ante evaluation (October 2005) and on indicators (January 2006);
- The reference documents as listed in the CD which was received from the Evaluation Central Unit during the informal kick off meeting;
- The results of previous evaluations executed for current PHARE programmes (e.g. ISPA);
- Additional information on Romanian Policy papers as they appear important during the execution of the evaluation activities;
- The Programme and Programme Complement of the ACD O.P.

Also *face-to-face meetings and/or interviews* with representatives of the planning team, with the European Delegation, with a number of national stakeholders and with representatives of three RDAs were held and a survey with and among stakeholders was organised. Annex I of this report contains an overview of all people / organisations who were interviewed.

An *e-mail survey* was sent to about 1200 stakeholders from all Romanian regions. Data-bases with stakeholders for each region had been sent by the MA ROP to the evaluation team (in total 1400 addresses). Because of a great number of addresses were not linked to persons or concerned people from same organisations, this list was cleaned up. The total response was between 475 and 375 (30 – 40%), because the respondents did not answer all questions. The results of this survey are presented under the relevant chapters of this report, while the questionnaire itself is contained in annex 2 of this report.

Besides the face-to-face meetings / interviews with the planning team members as well as with other main stakeholders, also *common meetings* were organised during this evaluation:

- Kick-off seminar in September 2006 with all national and regional stakeholders for all Operational Programmes, and
- Two consultation meetings with the representatives from the MA CSF, MA ROP and the Evaluation Central Unit (ECU).

These consultation meetings took place on the basis of the above mentioned *follow-up table* which contained remarks, comments and suggestions from the evaluation team on the latest version of the ROP. During these meetings these tables were discussed and appointments for further elaboration of them in the draft ROP were made. These fruitful meetings can be considered as part of the iterative and interactive approach as asked for in the EU working paper on the ex-ante evaluation.

Together with an international senior expert, a special *workshop on indicators* for the ROP was organised. On the basis of the discussions the expert proposed an overview of indicators to be used for the monitoring of the ROP during its implementation. In a second meeting the proposed list of indicators were discussed again.

The results, conclusions and recommendations of the final evaluation report will be presented during a *second dissemination seminar with the main stakeholders* for the implementation of all Operational Programmes.

2 Appraisal of the socio-economic sector analysis and the relevance of the strategy to the needs identified

2.1 Socio-economic analysis

2.1.1 Analysis

The analysis of the current situation of the ROP consists of two sub-chapters. The first one contains a (I) "Comparative analysis and disparities between regions", while in the second one the (II) "Regions' socio-economic characteristics and the disparities within the regions" are explained.

I. Comparative analysis consists

The comparative analysis consists of a comprehensive analysis of the socio-economic situation in Romania as a whole and in particular in its 8 regions. A number of relevant issues - which mainly relate to the policy areas that are covered by the programme - are analysed and presented. These concern the following socio-economic issues:

The **Regions' economic performance and growth potentials**, which presents information on GDP/capita, unemployment rates, the FDI per capita, SMEs per 1000 inhabitants and the rural population. These economical data present a global picture of the economic performance of the regions concerned in relation to the Romanian averages. Regions most lagging behind are characterised by a low GDP and FDI per capita, a low representation of SMEs and high rates of rural population. These concern mainly the three most eastern located regions (N-E, S-E, and S). The S-W, W, N-W and Central regions are performing better, while the capital region (Bucharest-Ilfov) - although confronted with particular urban problems - performs the best.

The discrepancies with regard to *entrepreneurial development* have been grown during the last years between the regions and also compared with the EU average of SMEs per 1000 inhabitants. Taking into account the magnitude structures of enterprises on regional level one concludes that this remained relatively unchanged with a high representation of the micro-enterprises (over 85%). One of the reasons for this development is the bad endowment of the regions with business related infrastructure which strongly determines the business environment in the regions as well as their attractiveness for new initiatives and foreign investments. Together with lack of other important elements of the business environment, as for instance access to financing, communication technologies and business support infrastructure, this restricts the economic performance of most of the Romanian regions.

With the sub-paragraph **Population and employment** analyses are presented of the elements that determine the availability of human potentials at the regional labour markets. These analyses concern the demographic development (population, the migration, the labour force and the unemployment). As is the case in most of the EU Member States, also the population of Romania is in an ageing process. Besides, among others because of mass emigration (about 2 million people) to other countries, its population has been declining. The latter had especially been the case in the poorer

regions as for instance the North-East Region. But also interregional migration from - especially young people - from rural areas to Bucharest and cities in West and Central regions takes place, but also - because of the worsening of the socio-economic situation there - from urban to rural areas. These developments as well as the economic restructuring process contributed in the last decade to a strong decrease in the activity rates in all Romanian regions. The unemployment rates are - also as a consequence to above mentioned development - relatively low. Nevertheless these rates are the highest in the eastern regions.

The sub-paragraph on **Transport infrastructure** presents quite elaborated analyses of the accessibility of the Romanian regions and enters in some more detail for the road infrastructure, air infrastructure and water transport, including ports. Lack of investments in transport infrastructure is more and more perceived as an important barrier for the development of Romanians' economy. One fears that the lack of modernisation of the main transport corridors will prevent Romania to lose the benefits from its geographical location. These difficulties of access in the regions, counties and the (inter)national transport infrastructure represents one of the main causes of the inter-regional and intraregional development disparities. This concerns road as well as other forms of infrastructure. Inadequate transport network hinders the development of small and medium sized towns as well of communes and villages. The highest level of modernised public roads can be found in Bucharest-Ilfov and South-West regions, while the South-East region shows the lowest value.

Romania has a quite large network of airports (17), four of them from international interest. For a number of others international destinations will increase as well. Also in this case the lack of endowment with modern facilities could prevent better utilisation of the regional airports for several economic oriented purposes (i.e. tourism). Better utilisation of the available waterways - especially the Danube River - could serve as a real opportunity for the regions that are located near to them. The harbours in these rivers, however, should also be urgently modernised. Besides, Romania consists also of navigable waterways of local interest, including natural lakes, storage lakes and internal rivers.

The paragraph on **Infrastructure for health care, social and public safety services** has been well elaborated. It describes a rather complicated system of health care in Romania, which comprises health care units for various categories of government levels, diseases and facilities for treatment (indoor as well as outdoor). These concerns in total of 425 public and private hospitals with almost 143,000 beds, which is about 6% above the EU average. This over-dimension of beds is among other the results of a dysfunction of the link between primary and secondary health care. Most buildings need urgent rehabilitations and the available medical equipments are old, physically outrun and technically outdated. All this have negative consequences for the present quality of the Romanian health care system. Because of this situation also the emergency system is overcharged with growing response times (even worse in rural areas).

For other emergency interventions (fire brigade and civil protection units) the increase of the response times is a clear indication of lack of capacities, equipment and materials as well as for improvement of the management systems. This paragraph contains also analyses of the social service infrastructure, which concerns among others social canteens, home care services, infrastructure for disabled people, child care institutions, and residential care for elderly people and community nurses.

The paragraph on **education** starts to describe some developments which are remarkable for the educational sector in Romania. In the first place the fall in the birth rate and in school attendance causes a significant decrease of pupils until 1999, especially in the lower graduation levels. From 1999 the number of pupils seemed to increase again. Although they are less significant, of course also in this sector regional differences in developments do exist. As educational infrastructure can be seen as an important factor to contribute to proper learning conditions, a special sub-paragraph has been devoted to this subject. Therefore an elaborated analysis has been made of the quality of the education infrastructure for all regions. Especially in the rural areas the number of schools is very high but of very low quality. Also basic endowments for the development of a learning system based also on IT are very low. A government strategy regarding the informatics and the computer assisted education has been launched (IES).

In the analysis also information is delivered on the 'educational campuses' and 'continuous professional education' (long-life-learning). The former is among others a consequence of the extension of the compulsory education from 8 to 10 years and the fact that educational activities can be provided for a larger area. Especially areas in decline and in rural areas access to the school system are very problematic, also due to the long distances to the nearest schools and the lack of transport. The relative low participation rate in Romania to continuous education is a consequence of the costs for education and the insufficient offer of training facilities for adult education. So, transport costs and the availability of accommodations prevent sufficient access to these forms of professional training.

The analysis of the **tourist sector** can be characterised as rather comprehensive. It starts with the conclusion that the Romanian tourist offer did not "improve in time, losing competitiveness in relation to the new market demands and similar products on the international level". The consequence of this is a rather modest role of tourism to the national economy (2.19% in 2003). In the tourist Development Strategy in Romanian from 2006 as most important aspects for future tourist development are among others mentioned:

- Development of ethnic tourism
- Increase in demand for new destinations
- More orientation on active and travel oriented elderly people
- Increasing interest of natural environments.

Taking into account the average tourism competitiveness compared with surrounding countries, Romania score quite low. On the other side Romania scores quite well regarding competitive prices, better preserved environment, international openness and social services related to tourism. As Romanian engines for tourism are mentioned agro tourism, mountain- and spa-tourism, events and tour tourism. Although with differences between regions – linked to historical conditions and transport infrastructures – Romanian regions have an important potential from the natural, cultural and historical points of view.

Nevertheless in the last decade some bottle-necks / stagnations revealed with respect to the quality of tourism infrastructure and the accommodation capacities. Besides, because most tourism accommodation structures are obsolete and are not competitive, the external demand for Romanian tourism was decreasing. This is not so balanced among the regions. Promising developments are expected with regard to the Black Sea, the Danube Delta as well as the Carpathian and sub-Carpathian mountain areas.

The analysis on **urban development** is quite elaborated and touches on a great number of issues related to problems in urban areas which are confronted with heavy economic and social decline. The total urban population in Romania accounted for 55% of the total population with the lowest figures in South and North-East regions (41, 4 & 43, 6% respectively). The total urban network comprises 312 towns, of which 25 cities above 100.000 inhabitants. There are 81 cities with population between 20.000 and 100,000 inhabitant, while 206 of the cities comprises populations of less than 20.000 inhabitants. The regions Centre and South know the highest concentration of towns and cities, while – apart from Bucharest – the most important urban centres are relatively equal divided among all regions. Main problems in the Romanian urban network are the following:

- Severe industrial restructuring in small and medium sized towns;
- Urban – rural migration flows exceeded those of rural-urban flows;
- Few economic links between urban centres and surrounding areas;
- Employment and unemployment rates shows unfavourable figures;
- Quality of life effected by poor infrastructure and urban services (differences in data between several categories of cities);;
- Because of heavily reductions in public investments infrastructure endowment obsolete;
- The diminishing number of public transport means with reduced links between central and residential areas;’
- Great differences between neighbourhoods within the bigger cities with negative effects concerning level of education, employment, deteriorated housing and criminality and big problems of social exclusion and youth unemployment.

The analysis is completed with a basic summary of the regional **environmental protection**, which contains information on waste management, sawdust problems in the mountain areas as a consequence of the wood processing industry and derelict industrial sites (brown fields) on which mining, industrial and military activities were performed. Because the environmental situation differs strongly among regions, for this analysis no integrated analysis has been made. Nevertheless as the key environmental problems are mentioned:

- Insufficient capacity for waste water treatment in the existing treatment plants;
- Constant air pollution especially in bigger cities and around industrial centres;
- The great number of ex-industrial sites without any de-pollution, cleaning methodology or strategies for future new destinations.

II. The regions’ socio-economic characteristics and the disparities within the regions

For all 8 regions the socio-economic characteristics have been described as well as the disparities within these regions. Annex 2 of the ROP comprises tables with relevant indicators which explain the development levels of these regions, while in annex 3 SWOT analyses of all regions are contained. The main described characteristics are:

- 1) Demographic characteristics
- 2) Employment and migration
- 3) Regional economy
- 4) Infrastructure (transport, environment & social)
- 5) Areas in difficulty
- 6) Development potentials.

The analyses of the regions' socio-economic characteristics were executed by the Regional Development Agencies of the regions concerned.

- 1) Information on **demographic characteristics** containing:
 - Surface and population
 - Administrative organisation (counties)
 - Regional characteristics (rural or urban)
 - Urban networks
 - Landscape characteristics
- 2) On **employment and migration** characteristics generally the following issues are analysed:
 - Rates of employment
 - Sector division of the employment
 - Reasons for sometimes massive migration (in and out site the country)
 - Unemployment rates
- 3) For most regions their **Regional economy** is extensively described comprising information on:
 - Intra regional differences in growth potentials (rural versus urban areas)
 - Economic structure, its composition and changes in it through for instance industrial decline
 - SME developments, including share micro-enterprises
 - Economic restructuring processes and their negative impact on employment
 - But also situations of economic recovery
 - Availability of supporting infrastructure for business development. With other words issues related to business environment.
- 4) Also the contribution from the regions on their **infrastructure** is quite extensively, especially on transport, public utilities, environment, education, health and social services. This information concerns among others:
 - Connections with European road and rail networks;
 - Intra regional road network and its quality;
 - Where relevant information on (inland) ports and the quality of their constructions and equipment;
 - Water supply, sewerage and thermal energy networks;
 - Main causes of environmental problems and water and waste management issues;
 - Number of educational units (to educational level) and qualities of educational provisions;
 - Also on health units information on availability and the quality of the technical endowments;
 - Idem for social services;
 - Only Bucharest-Ilfov presented also an analysis of the urban related infrastructure, including public transport and solid waste management.

- 5) All development regions – except Bucharest-Ilfov - indicated their **areas in difficulty**. Although some regions were more specific than others, the following issues were generally taken into account:
- Rather peripheral located areas as for instance near borders strongly characterised by the rural location;
 - Areas characterised by heavy decline in industrial or mining activities (diminishing economic roles)
 - Small and medium sized towns with mono-oriented industries and labour forces;
 - Areas sensitive to glides, erosion and floods and pollution;
 - Urban centres with lack of basic infrastructure;
 - City-harbours along Danube that are loosing function through obsolete facilities.
- 6) All development regions presented ideas concerning their **development potential**. All – of course – based on the geographical context in which they have to operate. Issues mentioned were among others:
- For all of them *tourism* seems to be one of the main sources for development;
 - Logistic is for instanced mentioned by regions located nearly to the external borders;
 - A better use of the available natural resources like oil, gas, wood processing, etc;
 - The available Research & Development institutes in the regions can contribute to the regional development. Especially as they cooperate more strongly with business, incl. SMEs and educational institutes;
 - Making better use of agglomeration effects from big cities (development of a metropolitan area for Bucharest).

2.1.2 Assessment of socio-economic analyses

For the assessment of the socio-economic situation the following questions should be answered:

- Do the analyses deliver a real picture of the situation in the sectors and regions concerned?
- Could other available and quantified data be used for the analyses?
- Were sufficient measurable *base-line indicators* used for these analyses?

While answering these questions we have of course to take the present stage of regional programming into account as well as the fact that this is the first time that an operational programme for regional development in Romania is drafted. Other factors that should play a role in this assessment are:

- The structures of the operational programmes are based on guidelines that were – according to the information from the MA ROP – be given on centrally level by the MA CSF;
- Earlier comments from the European Commission concerning the extent of the analytical parts of the ROP. Earlier versions of this analysis were much more comprehensive.

Generally one can state that the picture of the current situation as presented in the ROP is complete enough to justify the activities as they are proposed in the strategy. This concerns the analysis of the regional differences within Romania itself as well as the intra-regional analyses made for all 8 development regions. During the evaluation process discussions between the evaluator and the MA ROP on the desirable extent of regional analyses took place. The latter represents the opinion that the more restricted interpretation on the extent of the analysis – also taking the National Strategic Reference Framework (NSRF) into account – should be sufficient enough to justify the proposed actions.

The evaluator represents a more ambitious opinion concerning the structure, extent and content of the ROP. His main argument is that a strategy should not only be based on the elements that are most relevant for the interventions proposed, but also on other aspects that will contribute to the regional development (other forms of transport infrastructure, the institutional environment in which one has to work, other aspects of the business environment than business structure, etc.) or even form bottle-necks for this development (as for instance a not adequately working spatial planning system). To reach a higher degree of comprehensiveness he sticks to his opinion that the analysis should be better structured around the following themes:

- Population / labour market
- Economic structure
- Production structure / business environment
- Environment / natural resources

Anyway the analysis of the current situation is as much as possible based on base-line indicators where they were available. These concern mainly those on the economic performance, foreign investments, economic structure, SME representation, labour market, population, migration, tourism and infrastructures.

All analyses on the intra-regional differences in the 8 development regions follow the same format. This format comprises all important elements that characterise these differences at regional level. Besides, annex 2 of the POR contains base-line information on the main indicators that are characteristic for the intra-regional differences. Although the extent of the analyses per region differs a bit, they can be considered a useful enough for the implementation of the ROP.

For a number of other for the regional development important elements the evaluators suggested to include some additional information in the analysis (see BOX I)¹. For a number of issues information or additional analyses were – or will be - delivered by the local experts of the evaluation team.

¹ BOX I can be removed after delivery of the proposed additional information.

BOX 2 Information delivered by the evaluation team (ad-hoc analyses)
<ul style="list-style-type: none">• Analysis of the <u>Regions' growth potential</u>, based on real data and information.• Analysis of the <u>labour force' education level and qualification</u>.• A study (reliable sources and data, qualitative analysis) on <u>migration phenomenon</u>.• Information providing comparable indicators on EU average and also of the 10 new Member States regarding ROP main fields of intervention.• Identification of <u>output indicators for urban integrated projects</u>.• A study (reliable sources and data, qualitative analysis) revealing the real <u>unemployment situation</u> and trends, taking into account early retirements and migration from urban to rural.• Also information on the main characteristics of rural development, on the settlement structure and on the magnitude structure of business will be added to the analyses.

2.2 Analysis of Strengths, Weaknesses, Opportunities and Threats (SWOT).

2.2.1 Analysis

Chapter 2 of the ROP comprises the SWOT analysis which was derived from the socio-economic analysis and intends to design an overall picture of the different SWOT elements (Strengths, Weaknesses, Opportunities and Threats) that characterises regional situation in Romania.

The general SWOT can as follows be analysed:

- The **strengths** relate mainly to:
 - qualified level of the education system (and therefore also the labour market)
 - Romanians' location to the western markets and a relatively dense urban networks in a number of its regions
 - economic growth potentials / revitalisation shown in a number of sectors and regions
 - Availability of natural resources among other for tourism development.
- The **weaknesses** orient mainly on:
 - aspects related to the labour market and a threatened imbalance of supply and demand (also qualitative)
 - deficiency of social infrastructure and public utilities that also threatens investment climate
 - still strong dependency on agricultural sector and decline of many economic centres
 - bad accessibility and attractiveness of most regions and insufficiently developed business infrastructure
 - limited access of SMEs to financing

- limited financial, technical and management capacities at regional and local level
- The opportunities concern:
 - present path of economic growth and the low wages
 - expected process of diversification of economic activities shift to service and high-tech sectors
 - the financial resources that become available after the accession, which should solve a lot of the mentioned bottle-necks
 - an adequate valorisation of Romanians' geographical position as a transit point in the TENs
 - Financial as well as managerial inflow from Romanian expats.
- The threats relate mainly to:
 - Relation migration and labour market
 - Further decline in social infrastructure and quality of life in urban areas
 - Lack of financial resources available on local level for large infrastructures
 - Limited accesses to the regions and bottle-necks in Capital road network
 - Possible increase of prizes for real estates with negative effects on labour market mobility.

In annex 3 of this operational programme SWOT analyses of all the 8 development regions have been comprised as well. Generally one could state that the regional SWOT conclusions are more or less reflected in the overall SWOT analysis of the ROP.

2.2.2 Assessment of the SWOT

Main questions for this assessment are;

- What aspects of the SWOT can be considered as "wishful thinking" or are they based on elaborated analyses of the sector or regions?
- Are the SWOT analyses correctly executed and were the conclusions drawn concerning deviations, gaps and development opportunities correct?

For the assessment of the SWOT also the following criteria could be used:

- Consistent
- Coherent
- Balanced between Strengths and Weaknesses & Opportunities and Threats
- Focus on tangible factors
- Measurable and usable factors

Concerning the Strengths and Weaknesses it can be stated that most of them have been reflected in the analysis of the current situation and is certainly also reflected in most the intra-regional analyses. The following conclusions can further be drawn:

- Only concerning the conclusion with respect to the qualitative side of the labour market the SWOT statements are not totally covered by the socio-economic analyses
- Two statements concerning *strengths* seem in the opinion of the evaluator more based on presumptions than on real facts from one of the ROP analyses. Besides, they seem to belong rather to the opportunities than to the strengths. These are:

(1) *The proximity of western markets leads to a economic growth process spurred on West-East direction*

(2) *Potential for fast economic growth by mobilizing unused resources in all the regions*

- Taking into account that in the Romanian situation one could indeed expect more weaknesses than strengths, the conclusion is justified that the two SWOT elements are balanced
- Tangible factors are those one's that can be affected by activities of the ROP. From most of the presented SWOT conclusions one can state that they are tangible. The tangibility of the above mentioned two conclusions on the *strengths* are maybe most doubtful in that respect
- A same kind of conclusion could be drawn concerning the measurability and usability of the proposed conclusions on *strengths* and *weaknesses*.

Concerning the opportunities and threats one should take into account that these conclusions could be more based on assumptions and common understanding than this should be the case for the *Strengths* and *Weaknesses*. Nevertheless a number of analytical conclusions could be made:

- Some of the described *opportunities* and *threats* express the hope or the fear to attain respectively not to attain specific objectives of some of the proposed Priority Axes
- Two statements on *threats* relate to the possible lack of financial capacities for the local authorities to absorb the available EU resources. This threat calls up the question if sufficient co-financing is available for all regions to participate in programme activities up to the quota foreseen for them?
- Tangibility and measurability will be less sure than it is the case for the *Strengths* and *Weaknesses*.

2.3 Appraisal of the Relevance

Assessment of the relevance of the strategy could be assessed on the basis of the following questions:

- Can the proposed priorities and measures in the O.P.s be logically derived from the analyses and Strategy?
- Is the proposed strategy, including the strategic objectives sufficiently relevant in relation to the identified problems, needs and potentials from the analyses (*Strengths & Weaknesses*)?
- Is the proposed strategy, including the strategic objectives sufficiently relevant in relation to the identified trends and future challenges (*Opportunities & Threats*)?
- Can the relevance of the strategy be further improved by other elements of the analyses?
- On which SWOT combinations is the strategy mainly based (strengths / opportunities, weaknesses / opportunities, strengths / threats or weaknesses / threats) and how is the strategy generally characterised?

To answer the first question the evaluator tried to structure the SWOT statements according to the Priority Axes as proposed in the ROP. On the basis of this exercise the following findings could be drawn concerning the relevance of the choice for the priority axes and the proposed key areas for intervention:

- It is not so difficult to arrive to a structure in the SWOT analyse which can also be linked to most of the proposed Priority Axes;
- Not in all cases there is talk of a balance among the SWOT elements for all policy areas / priority axes;
- It should be clear that interventions on infrastructure and business environment will also effect the priority axis on tourism and visa versa;
- This is also the case for the priority axis on sustainable urban development. Also here the SWOT statements should be assessed in relation to those on infrastructure and business environment;
- On the basis of this analysis one could also conclude that - certainly for the ROP - a more detailed analysis on the institutional and financial context could be feasible;
- The limited availability of technical and financial facilities on local and regional level can not be derived from the analysis as presented in the ROP, but are proved by the survey that had been executed by the evaluators in collaboration with the MA ROP (see also table and graph on pages 58 and 59 respectively).

Concerning the institutional context two other issues could be mentioned that are very important to reach to the overall objective as proposed in the strategy of the ROP. These issues are among others:

- The low level of competences and financial resources at regional (Nuts II) level prevent the implementation of a coherent strategy which tries to anticipate on and steer developments for the benefit of a region as a whole;
- This situation is even worse because spatial planning instruments necessary for this regional level don't function adequately yet. Therefore fine-tuning of the spatial development needs among the government levels involved is not possible.

To give an answer on the other questions concerning the relevance of the strategy in relation to identified problems, needs and opportunities, in table 1 an assessment is made to which extent the SWOT statements could be impressed by the proposed Priority Axes and their related Interventions.

The symbols used to induce the tangibility of the SWOT conclusions are the following:

- Not/hardly tangible
- O unclear
- + Reasonably tangible
- ++ Good tangible

Table 2.1 Assessment of the relevance of the strategy

INFRASTRUCTURE / BUSINESS ENVIRONMENT			
Strengths	Tangibility	Weaknesses	Tangibility
- Relatively balanced distribution of public roads network across the Regions	++	- Limited access of most Regions to the national transport network, IT and communication infrastructure, excepting the capital, C and W	++
		- Reduced modernization of local and regional transport infrastructure	++
		- Business infrastructure insufficiently developed in most of the regions	++
		- Continuous degrading of health care services infrastructure	++
		- Insufficiency and over use of medical equipments	++
		- Low development of social infrastructure in regions, especially in rural areas and small and medium towns	++
		- Outdated sewerage system and water network in large cities, underdeveloped in small and medium towns	++
		- The lack of urban endowments (water, sewerage, modernized roads, public lightning) in all rural areas	++
		- Insufficient childcare facilities (NE, S, SE Regions)	++

Opportunities	Tangibility	Threats	Tangibility
<ul style="list-style-type: none"> - Increase of regional attractiveness by rehabilitation of the former industrial sites and the obsolete ones (green areas, cultural-educational and social centres) creation - EU programmes financing the extension/ rehabilitation of urban public utilities/transport infrastructure etc - Adequate valorisation of the geographical position as transit point in the European transport networks 	<p style="text-align: center;">++</p> <p style="text-align: center;">++</p> <p style="text-align: center;">+</p>	<ul style="list-style-type: none"> - Bottlenecks in the Capital road networks 	+
ECONOMY			
Strengths	Tangibility	Weaknesses	Tangibility
<ul style="list-style-type: none"> - The proximity of western markets leads to a economic growth process spurred on West-East direction (W, C, NW Regions) - Slight revitalization of industrial activities and a stabilization process of the newly enterprises created on the former industrial platforms, currently restructured (SE, BI) - Potential for fast economic growth by mobilizing unused resources in all the regions - The increasing of SMEs contribution to the regional GDP in all Regions - Wide surfaces with fertile soils, especially in NW and partially SW and W 	<p style="text-align: center;">+</p> <p style="text-align: center;">++</p> <p style="text-align: center;">+</p> <p style="text-align: center;">++</p> <p style="text-align: center;">0</p>	<ul style="list-style-type: none"> - Traditional underdeveloped areas, dependent on agriculture (NE, S, partially SE, border areas) - Economic decline of many industrialized centres (mining, machinery, basis textile industries) - Many former mono-industrial localities with high unemployment - Difficult access of SMEs to financing - Low capitalisation of Regions' agricultural potential, in spite of a favourable natural basis 	<p style="text-align: center;">+</p> <p style="text-align: center;">++</p> <p style="text-align: center;">+</p> <p style="text-align: center;">+</p> <p style="text-align: center;">0</p>

Opportunities	Tangibility	Threats	Tangibility
<ul style="list-style-type: none"> - Stable and fast economic growth and regional conversion (continuous increase of employed population in services sector) - Diversification of the economic activities, especially in the services and high tech sectors - Business infrastructure financing under EU Structural Funds, might foster the economic development of Regions 	<p style="margin: 0;">+</p> <p style="margin: 0;">+</p>	<ul style="list-style-type: none"> - Research results not used by enterprises - The increase of adjacent labour costs 	<p style="margin: 0;">+</p> <p style="margin: 0;">0</p>
LABOUR MARKET / POPULATION			
Strengths	Tangibility	Weaknesses	Tangibility
<ul style="list-style-type: none"> - Relatively high education level, especially in those regions with traditional university centres (NE, W, BI, C, NW) - Flexible and pretty well-qualified labour force 	<p style="margin: 0;">+</p> <p style="margin: 0;">++</p>	<ul style="list-style-type: none"> - Ageing population in most of the Regions, especially in W, SW, NW, C - Low share of employed population in regions (between 35-43%) - High share of population employed in agriculture in most of the regions, especially in NE, S and SW - Quantitative and qualitative disparities between demand and supply on labour market: NE, SE, S and partly SW, C, W, BI and NW strong - The decreasing of students in pre - university level 	<p style="margin: 0;">-</p> <p style="margin: 0;">+</p> <p style="margin: 0;">+</p> <p style="margin: 0;">+</p> <p style="margin: 0;">++</p>

Opportunities	Tangibility	Threats	Tangibility
<ul style="list-style-type: none"> - Low wages, as compared to EU countries 	0	<ul style="list-style-type: none"> - Decline of educational and social services - Emigration of the labour force to EU countries - Definitive emigration of young specialists - Low level of work force mobility due to the lack of a developed housing market 	++ 0 0 -
TOURISM			
Strengths	Tangibility	Weaknesses	Tangibility
<ul style="list-style-type: none"> - Diversified natural and entropic resources in all Regions, with high potential for eco-tourism development - Potential to develop niche tourism: spa, itinerant tourism, winter and extreme sports in all Regions 	++ ++		
Opportunities	Tangibility	Threats	Tangibility
		<ul style="list-style-type: none"> - The lack of moderate price tourism sites - The limited access infrastructure localities with tourism potential 	- ++

URBAN ENVIRONMENT			
Strengths	Tangibility	Weaknesses	Tangibility
- Relatively dense urban network, especially in Centre (51 towns) and South (43 towns) Regions	++		
Opportunities	Tangibility	Threats	Tangibility
		<ul style="list-style-type: none"> - Decreasing the life quality in urban areas - Accelerated and exaggerated increase of land prices in some of the urban centres (BI, C and W) that might discourage the investments 	<p style="text-align: center;">+</p> <p style="text-align: center;">0</p>

INSTITUTIONAL CONTEXT			
Strengths	Tangibility	Weaknesses	Tangibility
		<ul style="list-style-type: none"> - Limited financial resources allocated to local authorities, especially concerning education and social services - Limited technological and management facilities 	<p style="text-align: center;">-</p> <p style="text-align: center;">-</p>
Opportunities	Tangibility	Threats	Tangibility
- Management expertise and monetary inflows from Romanian expats:	0	<ul style="list-style-type: none"> - Failure of local authorities to attract funds for ensuring the co-financing of the large infrastructure projects - The inconsistency of the fiscal mechanism with the decentralization process regarding the responsibilities of local authorities - Complicated bureaucratic procedures for investors 	<p style="text-align: center;">-</p> <p style="text-align: center;">-</p> <p style="text-align: center;">+</p>

Before presenting the conclusions from this analysis one should take in mind that above exercise is only based on the question what effect the programme / proposed axes / interventions **could** have (without taking their extent of the available resources into account). Main conclusions from this assessment are:

- Most of the concluded SWOT statements will be effected by the proposed priority axes and interventions
- This is especially the case for the interventions on Infrastructure and Business environment.
- So, the proposed strategy is sufficiently relevant in relation to identified problems, needs and opportunities
- The expressed SWOT statements related to institutional issues are in most cases not tangible by the ROP
- Although – as said before – in number the weak points and threats exceed the strengths and opportunities, still one can conclude that the strategy tries to make links between all elements of the SWOT.

2.4 Assessment of Partnership

Main questions for the assessment of partnership are:

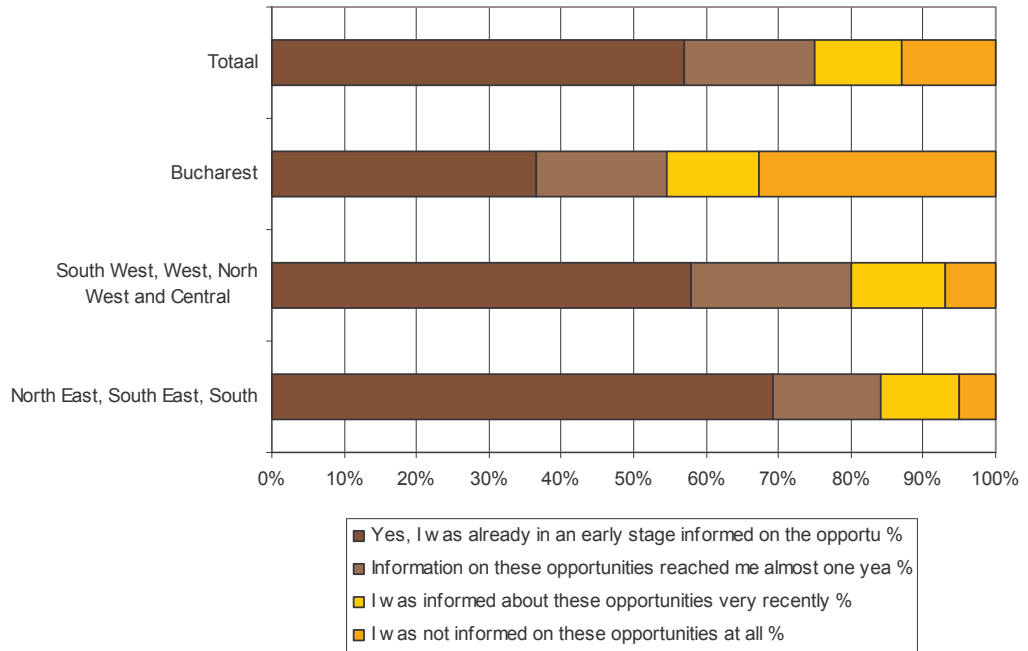
- Were the stakeholders from the relevant sectors and regions sufficiently involved in drawing conclusions from the analyses?
- Was there sufficient consensus concerning the conclusions from the SWOTs?

In the survey that was executed in the framework of this evaluation regional stakeholders were asked how they were informed about the introduction of the new structural funds in Romania and in how far they were involved in the preparation of the ROP. In the ROP itself the involvement of the relevant stakeholders has been extensively explained. Two kinds of consultations were organised:

- A. Consultations at national level with regional participation. This consultation process of the regional partners took mainly place through the Regional Development Agencies (RDAs) that will become in the future also the intermediate bodies for the ROP implementation. These RDAs – working under the supervision of the Regional Boards – delivered as well their strategic development plans, incl. the SWOT analyses, that were used for the draft of the ROP;
- B. Partnership consultations at regional level with national attendance. This partnership was assured by the Regional Committees for Regional Development Planning, which integrated the representatives of relevant regional and local institutes and bodies.

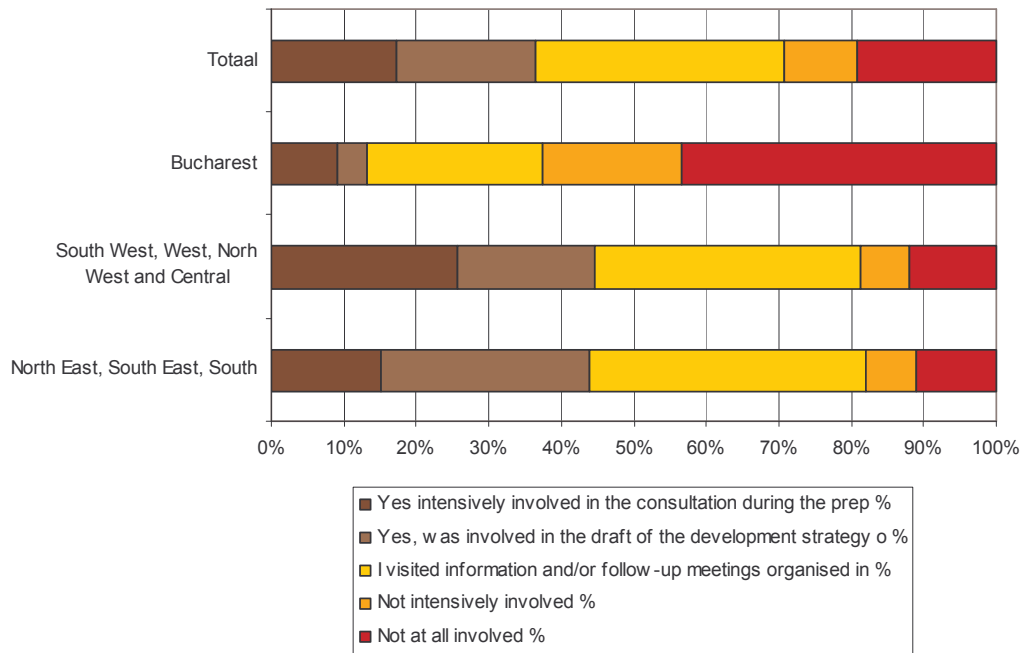
In addition to this the following results of the survey related to partnership can be presented:

Information about the opportunities offered by the EU Funds for the implementation and financing of projects in the regions.



More than 50 % of the stakeholders were already informed in an early stage on these opportunities. For the regions most lagging behind this figure was almost 70 %.

Involvement of regional stakeholders in the preparation of the Regional Operational Program (ROP).



The fact that the regional involvement in the preparation of the ROP has mainly taken place through the RDAs is easily proved by above graph. About 18 % of the respondents confirmed their extensively involvement, while 19% was also involved in the draft of the programme. So, the involvement of in total 37% could be derived from this survey. The exceptional outcome for Bucharest-Ilfov of not at all and not intensively involved people (63%), has probably to do with its relative better socio-economic situation (anyway for the capital county).

2.5 Overall conclusions

Taken the above analysis and assessments into account concerning the socio-economic analysis, the SWOT analysis and the relevance, the following overall conclusions on this evaluation component can be made:

- i. With the information from BOX I one can conclude that the analytical basis for this operational programme is sufficient and robust enough to justify the conclusions that were derived from it for the formulation of the strategy;
- ii. The same conclusion – if the information of BOX I is added – can be made concerning the validity of the SWOT conclusions. Most of them can be effected by the proposed strategy and its operational objectives;
- iii. So, the proposed priorities and measures in the O.P.s can be logically derived from the analyses and Strategy and are relevant
- iv. The proposed strategy, including the strategic objectives sufficiently relevant in relation to the identified problems, needs and potentials from the analyses (*Strengths & Weaknesses*)
- v. The strategy, including the strategic objectives is also sufficiently relevant in relation to the identified trends and future challenges (*Opportunities & Threats*).
- vi. Although in different degree of intensity between the regions can be observed, the principles of partnership seem generally be well taken into account during the draft of the ROP.

3 Evaluation of the rationale of the strategy and its consistency

3.1 Introduction

This component forms in effect the core of the ex-ante evaluation. The main question will be: How appropriate is the proposed strategy? What about the rationale of the proposed strategy is this consistent and what are the possible policy risks? The following key issues and questions are considered:

- *Assessment of the rationale of the strategy*
 - Can it be demonstrated why particular priorities have been chosen and decisions have been taken on the budget's division?
 - Are the shares and the weights of the proposed priority axes justified by information from the socio-economic analysis?
 - Can the chosen thematic, spatial and financial priorities (concentrations) sufficiently from the intervention logic be explained?
 - Is there complementarities and synergy between the priority axes and the actions proposed?
 - Are there possible conflicts amongst the proposed objectives?

- *Assessment of the consistency of the chosen strategy*
 - The justification of the strategy has to be made at the level of global objectives based on evolving needs and key disparities (employment, income, horizontal issues, etc), as well as conformity to National and Community policies and priorities.
 - The ex-ante evaluation should provide an appraisal of the consistency between the strategic and specific operational objectives and the available resources.
 - Is the proposed policy mix an optimal one and do they conflict with each other? For instance, does the measure 'development of natural parks' under the proposed priority "tourism development" coincide with the priority for "Environmental protection"?

3.2 Assessment of the rational of the strategy

A preliminary conclusion is that the strategy proposed and its strategic objectives are sufficiently relevant in relation to the problems, needs and potentials as identified in the SWOT analysis. Most SWOT statements can be traced back to solid evidences in the socio-economic analysis. In some cases, however, their coverage can not totally be derived from the analysis but find their source in other programme documents or from the NSRF. The MA ROP confirmed also that earlier versions of the socio-economic analysis had been much more comprehensive, but others – among them the EU Commission services – suggested shortening this. So, as concluded before, the proposed priority axes can be attained to each of the elements of the SWOT.

In table 2 an assessment is made of the relationship between the SWOT statements and the proposed priority axes.

Table 2 Relationship SWOT statements / proposed priority axes

SWOT – Statements	Linked to Priority Axes
STRENGTHS	
Relatively high education level, especially in those regions with traditional university centres (NE, W, BI, C, NW);	3
Flexible and pretty well-qualified labour force	3
Relatively dense urban network, especially in Centre (51 towns) and South (43 towns) Regions;	1 & 5
The proximity of western markets leads to a economic growth process spurred on West-East direction (W, C, NW Regions);	3 & 4
Slight revitalization of industrial activities and a stabilization process of the newly enterprises created on the former industrial platforms, currently restructured (SE, BI);	3
Potential for fast economic growth by mobilizing unused resources in all the regions;	1, 3 & 4
The existence of economic “free zones” (SE, S, W);	1, 3
The increasing of SMEs contribution to the regional GDP in all Regions;	3, 4 & 5
Diversified natural and entropic resources in all Regions, with high potential for eco-tourism development;	4
Wide surfaces with fertile soils, especially in NW and partially SW and W;	
Relatively balanced distribution of public roads network across the Regions.	1, 3 & 4

WEAKNESSES	
Ageing population in most of the Regions, especially in W, SW, NW, C;	2 & 5
Low share of employed population in regions (between 35-43%);	All
High share of population employed in agriculture in most of the regions, especially in NE, S and SW;	1, 3 & 4
Quantitative and qualitative disparities between demand and supply on labour market: NE, SE, S and partly SW, C, W, BI and NW strong;	1, 2, 3 & 4
The decreasing of students in pre-university level;	1, 2
Continuous degrading of health care services infrastructure;	All
Insufficiency and over use of medical equipments;	2
Traditional underdeveloped areas, dependent on agriculture (NE, S, partially SE, border areas);	1, 3, 4
Economic decline of many industrialized centres (mining, machinery, basis textile industries);	1, 2, 3 & 5
Many former mono-industrial localities with high unemployment;	5
Limited access of most Regions to the national transport network, IT and communication infrastructure, excepting the capital, C and W;	1, 3 & 4
Reduced modernization of local and regional transport infrastructure;	1, 3 & 4
Low development of social infrastructure in regions, especially in rural areas and small and medium towns;	2, 5
Business infrastructure insufficiently developed in most of the regions;	3, 4 & 5
Limited financial resources allocated to local authorities, especially concerning education and social services;	2
Limited technological and management facilities	3, 4 & 5
Difficult access of SMEs to financing;	3, 4 & 5
Low capitalisation of Regions' agricultural potential, in spite of a favourable natural basis;	1, 3 & 4
Outdated sewerage system and water network in large cities, underdeveloped in small and medium towns;	5
The lack of urban endowments (water, sewerage, modernized roads, public lightning) in all rural areas;	
Insufficient childcare facilities (NE, S, SE Regions);	2, 3 & 5

OPPORTUNITIES	
Stable and fast economic growth and regional conversion (continuous increase of employed population in services sector);	all
Low wages, as compared to EU countries;	3
Diversification of the economic activities, especially in the services and high tech sectors -	3 & 4
Business infrastructure financing under EU Structural Funds, might foster the economic development of Regions;	3
EU programs financing the extension/rehabilitation of urban public utilities/transport infrastructure etc;	all
Increase of regional attractiveness by rehabilitation of the former industrial sites and the obsolete ones (green areas, cultural-educational and social centres)	all
Potential to develop niche tourism: spa, itinerant tourism, winter and extreme sports in all Regions;	all
Adequate valorisation of the geographical position as transit point in the European transport networks;	1
Management expertise and monetary inflows from Romanian experts;	3
THREATS	
Decline of educational and social services;	all
Emigration of the labour force to EU countries;	3, 4 & 5
Definitive emigration of young specialists;	3, 4 & 5
Decreasing the life quality in urban areas;	1, 2,3 & 4
Failure of local authorities to attract funds for ensuring the co-financing of the large infrastructure projects;	all
Research results not used by enterprises;	3
The inconsistency of the fiscal mechanism with the decentralization process regarding the responsibilities of local authorities;	
The lack of moderate price tourism sites;	4 & 5
The limited access infrastructure localities with tourism potential;	1
The increase of adjacent labour costs;	3 & 4
Accelerated and exaggerated increase of land prices in some of the urban centres (BI, C and W) that might discourage the investments.	5
Bottlenecks in the Capital road networks	1, 3, 4 & 5
Complicated bureaucratic procedures for investors.	3
Low level of work force mobility due to the lack of a developed housing market	1, 3

A first conclusion from this assessment is that the proposed priority axes fit reasonably well with the SWOT statements as they are developed from the socio-economic analysis. If one counts the scores on the different priority axes from the SWOT statement, the conclusion is justified that *Infrastructure* scores very high (especially on transport infrastructure). Then follows the priority axis 3 on *regional and local business*

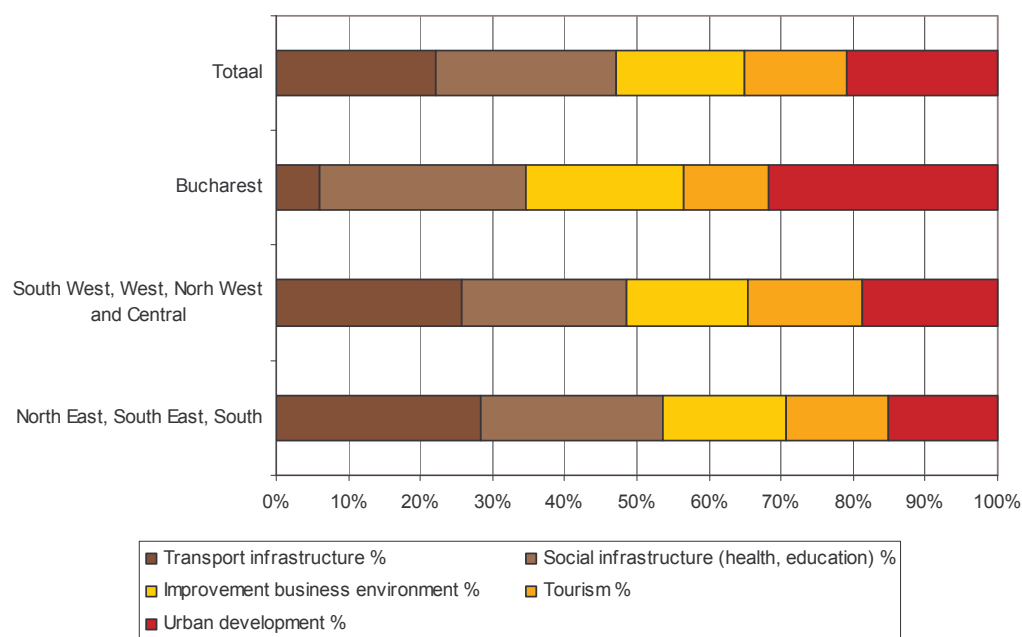
environment, while the priority axes 4 and 5 on *tourism* respectively *urban development* follow directly after these. About two third of all statements can be effected by 2 or more priority axes, while a little bit less than 50 could be effected by 3 or more priority axes. This conclusion is even more justified if one takes into account the positive effects that can be expected from the first two priority axes on the three other ones. It is also clear that most priority axes contribute also positively to the improvement of the business environment and – in somewhat lesser extent – on the development of tourism.

On the basis of the division of the available resources among the priority axes (see table 3) one can conclude that the policy mix offered is completely justified.

Table 3: *Priority axes: share in total available resources (in EUR)*

<i>Priority axes</i>	<i>Total funding</i>	<i>Share of total resources</i>
Priority Axis 1 <i>Improvement of regional and local transport infrastructure</i>	1.095.888.754	25 %
Priority Axis 2 <i>Improvement of social infrastructure</i>	876.711.003	20 %
Priority Axis 3 <i>Strengthening the regional and local business environment</i>	933.070.996	20 %
Priority Axis 4 <i>Development of regional and local tourism</i>	657.533.252	15 %
Priority Axis 5 <i>Support of sustainable urban development</i>	745.204.352	17 %
Priority Axis 6 <i>Technical assistance</i>	131.506.650	3 %
Total	4.439.915.007	100 %

It is interesting to see that the outcome of the survey executed among stakeholders coincides quite well with the proposed division of resources among the priority axes (see next graph).



3.3 The consistency of the strategy

As key problems identified in the socio-economic analysis of the regions and the problems that exist within the regions, at county level, in the ROP it was concluded that:

- *The increasing of the development disparities between Bucharest-Ilfov Region and the other regions*
- *The unbalanced development between the East and the West of the country, respectively between North-East, South-East, South, South West and West, North-West, and Centre Regions.*
- *The chronic under-development is concentrated in North-East region, at the border with Moldavia and in South region, alongside Danube*
- *The existence of important intraregional disparities which reflects the mosaic structure of the economic development: within the regions coexist underdeveloped areas with relatively developed areas*
- *The massive decline of the small and medium towns, especially of the mono industrial ones, generated by the industrial restructuring*
- *The low level of attractiveness of most of the regions*
- *The socio-economic decline of many big urban centres and the diminishing of their role in the development of the adjacent rural areas;*
- *Insufficient experience in the management of the regional/local development programmes.*

The following *global objective* on programme level was derived by the Romanian authorities from this:

The ROP global objective consists in supporting and promoting a sustainable balanced economic and social development of the Romanian Regions, giving priority to the

lagging behind ones by improving business environment and infrastructural conditions for economic growth.

The priority given to the lagging behind regions and the less developed regions in the more prosperous regions is certainly justified because it is especially the task of the ROP to arrive at a more balanced territorial development within Romania itself. Also the division of the available resources among the 8 Romanian development regions should take the need for a territorial dimension in this programme into account. The proposed division of these resources among the proposed Priority Axes reflects also the intentions of above mentioned global objective.

3.4 Priority axes and key areas of intervention

Priority axes/key operations	
PA 1: Improvement of regional and local transport infrastructure	
<ul style="list-style-type: none"> ➤ Rehabilitation and modernization of the local and county road network, regional airports and ports 	<p>Improvement of accessibility of the regions is one of the highest priorities for the ROP. Together with most of the other priority axes proposed it should also improve the attractiveness of the regions for new economic activities and investments. In the study on Romanians 'Potentials and Needs investments in infrastructure is seen as one of the highest priorities as well. Investments in the rehabilitation and modernisation of regional airports and ports should be considered as an important complement to the regional transport infrastructure.</p>
PA 2: Improvement of social infrastructure	
<ul style="list-style-type: none"> ➤ Rehabilitation/ modernisation/ development and equipping of the health services; 	<p>The existing health services are – although based on a large network of various forms of health facilities – far below the acceptable standards on European level. So, there is an urgent need for improvement that – in the opinion of the evaluator – should be based on general reform measures from the Romanian government. This process of reform has been started and the proposed interventions should – if implemented in a rather focused and integrated way – deliver a sound basis for this.</p>
<ul style="list-style-type: none"> ➤ Rehabilitation/ modernisation/ development and equipping of social services infrastructure; 	<p>An important objective for this intervention is to ensure the delivery these services for all citizens concerned. The proposed interventions should guarantee minimum standards of social services. They should mainly focus on vulnerable groups in the society who could be reinserted in the labour market. The intention to improve and diversify these services through multifunctional and residential centres so that active members of families can participate in active working live.</p>
<ul style="list-style-type: none"> ➤ Improving the equipments of the operational units for public safety interventions in emergency situations; 	<p>The development of this intervention is based on a National Strategic Concept and intends to improve the response time in emergency situations and qualified first aid. Support from the ROP will especially be focused on the development of 8 regional operational bases that could operate on a more coordinate and integrated way. The latter especially in specific areas which are frequently exposed with disasters (earthquakes, floods and erosion).</p>
<ul style="list-style-type: none"> ➤ Rehabilitation/ modernisation/development and equipping of pre-university education and continuous vocational training infrastructure. 	<p>As is the case with the medical capacities and equipment, also the education sector within Romania is very poorly endowed. This situation is even worsened because of the extension of compulsory education from 8 to 10 years. Besides, in certain rural areas, it will be very difficult and costly for parents to send their children to school longer than strictly necessary. Among others because of these situations and the importance to keep the educational level in the whole country at a high level, under this intervention focus is put on the establishment of campuses. They should integrate in the same region all education related activities on the pre-university level. The orientation in this intervention area also on "long life learning" activities, makes it a very attractive opportunity in the regions to</p>

	adapt the labour qualities on the demands of the market.
PA <i>Strengthening the regional and local business environment</i>	
➤ Development of business support structures	A favourable business environment should comprise all elements that determine the extent in which business development and economic growth can evolve. Next to physical conditions as geographical location, accessibility and the availability of economic infrastructure (e.g. industrial site, business premises, innovation and training centres, access roads, etc), business environment comprises as well institutional support facilities that can promote business initiatives and developments and can facilitate the access of sme's to financial markets. This intervention intends to keep the existing structures up to a level that makes the regions attractive for new economic activities. Also new locations for business support facilities should established through this intervention.
➤ Industrial sites rehabilitation	Romania is characterised by an extended network of towns which were heavily struck by industrial decline. Very often they concern mono-industrial structures (brown fields) which decline had very negative effects on the environment and not attractive for new investments. Nevertheless they were very often located in quite favourable geographical areas with existing public utilities networks. So, by rehabilitating these industrial areas new attractive business related infrastructures will be created. The reduction of brown fields and the rehabilitation of industrial parks have also a positive impact on the environment.
➤ Support to develop micro-enterprises	The improved or newly established business infrastructures should create a business environment in which new business initiatives can be taken. The proposed intervention tries to offer appropriate facilities for that. In fact this intervention intends to continue two PHARE supported entrepreneurial initiatives which were focused on new enterprises, micro-enterprises and start-ups. It is not provided to deliver consultancy and training services through this facility, but it will focus on carrying out economic activities of production and services. Also access to financial resources to realise their plans should be offered by this intervention.
PA 4 <i>Development of regional and local tourism</i>	
➤ Rehabilitation and sustainable valorisation of cultural & historical heritage and setting up & modernization of related infrastructure	Cultural tourism is seen as one of the highest potentials for tourism development. And seems to contribute quite well to the regional added value because of the higher spending and the longer stay of traditional tourists. An important aspect of this intervention is its contribution to sustainable tourist developments by preservation and conserving activities.
➤ Creation / development / modernization of the specific infrastructure for sustainable valorisation of natural resources with tourism potential	The mountain areas consist in totally of about 30% of Romanians' surface and offer tourist activities almost around the whole year. Sustainability is also here an important issue and should among others be reached by a controlled tourism regime. This is the more important because the areas concerned are in most cases protected and need adequate monitoring of the pressure of the environment. Management plans should be developed according to the NATURA 2000 network.
➤ Rehabilitation / modernization / extension of accommodation structures and related utilities, as well as leisure tourist infrastructure	As became clear from the analysis the existing accommodation structures are obsolete and outdated and need urgent upgrading. So, the quality of accommodations and related utilities should be adapted to international accepted standards.

PA 5: Support of sustainable urban development	
➤ Integrated urban development plans	The previous EU experiences with the Community Initiative URBAN proved the need of integrated approached to tackle the specific problems in bigger cities / urban areas. These problems concern social, economic as well as environmental issues within the deprived cities. Because of the interrelationship between these issues operation will be most efficient if they are based on the proposed Integrated urban development plans. Without a coherent approach individual activities should fail to solve the problems of these areas. So, to base these plans on all aspects – infrastructure, public services, business environment and social services – the highest synergy effects could be reached. This wills - in the opinion of the evaluator – certainly the case if these interventions are complemented by ESF oriented interventions (training).
PA 6 Technical Assistance	
6.1 Support to the SOP management, implementation, monitoring and control.	This measure facilitates project selection processes, programme management, monitoring and control. It is not a thematic field of intervention but justified and required by the regulation as such. The SMIS training and corresponding IT infrastructure are covered by priority 2 in TA-OP. Needs to be checked with MPF, whether in the context of SMIS roll out to IB training will have to be covered by MA individually (A Commission comment to be considered)
6.2 Support for communication, evaluation and IT development	This measure facilitates the necessary communication process which is for the ROP highly demanding. Moreover, evaluation and IT infrastructure is supported here. The measure is generally required.

The proposed priorities axes and key interventions proposed can easily be considered as complement to each other. All these measure will for instance contribute to the improvement of the production structure and in particular to the business environment. Although the priorities axis on tourism has mainly a sectoral focus, the activities executed under this issue, however, will also contribute to the attractiveness of the regions.

3.5 Overall conclusions rational and consistency

Concerning the rational and the consistency of the proposed strategy, the general conclusion is justified that the Regional Operational Programme will certainly contribute to support and promote of sustainable economic and social developments in the Romanian Regions. It should be unrealistic to expect to reach the ultimate objective of regional development policy within this programme period. But if this programme during the period 2007 – 2013 is implemented in a focused way, a sound foundation has been laid for a balanced regional development at the end of the next decade. Furthermore the following concluding remarks concerning rational and consistency have to be made:

- The choice of particular priorities as well as the decisions taken on the shares and the weights of the proposed budget's division are sufficiently justified from the socio-economic analysis and can be explained from the intervention logic.
- Although no direct evidence in the programme itself is given, the ROP seems to concentrate more or less on the development regions most in need. It is, however, questionable if the intended concentrations can also be realised during the implementation of the programme.
- The survey which was executed among potential stakeholders proved possible bottle-necks concerning the available financial, administrative as well as technical capacities. This will ask particular attention from the technical assistance under priority axis 6 on technical assistance.

- The priority axes and the actions proposed can be considered are sufficiently complement and synergy between them can certainly be expected. All proposed actions can contribute to improved investment climate
- In the framework of this evaluation possible conflicts amongst the proposed objectives could not be detected. Only the Strategic Environmental Assessment (SEA) asks for particular attention for the interventions to be implemented under the priority axes on transport infrastructure and sustainable tourist development.
- The proposed policy mix can be considered as an optimal one and does not conflict with each other.

4 Appraisal coherency of the strategy with EU, National and Regional policies and the Community Strategic Guidelines

4.1 Appraisal compatibility with NSRF and EU Strategic Guidelines

The National Strategic Reference Framework (NSRF) contains – next to clear strategic visions on thematic issues as infrastructure, competitiveness, human capital and administrative capacity – also an elaborated paragraph on “Promoting balanced territorial development”. This paragraph has been correlated with Romania’s 2007 – 2025 Strategic Concept of Spatial Development and Reintegration in the European Spatial Structures (SCSD). The SCSD takes into account the regional, national, cross border, inter-regional and trans-national levels, and has the following objectives:

- Connecting the national network of development poles and corridors to the European and inter-continental ones
- Structuring the country wide network of urbanization through its balanced development
- Asserting the urban-rural cohesion according to specific territorial identity
- Strengthening of trans-Carpathian accessibility and connections in support of balanced regional development
- Protection and valorisation of natural and cultural patrimony

The NSRF concludes further that the transition to a market economy showed that market forces left to themselves, tended to spread economic growth and job opportunities unevenly in the country and exacerbate the problem of regional disparities. Therefore, the NSRF strategy is promoting a sustained and efficient policy to counteract this effect and to ensure a more balanced distribution of growth and opportunities all over the Country.

The balanced development of all regions will be promoted through an integrated approach that will embrace the principles of sustainable development and equality of opportunity. It will be based on a combination of public investments in infrastructure, active policies to stimulate business activities and support human resource development, in the following areas:

- Improvement of the regional and local public infrastructure
- Strengthening of the regional and local business environment
- Regional and Local Tourism Development
- Sustainable Urban Development
- Development of the human capital
- Promotion of territorial cooperation

Through the combined contributions of ERDF, Cohesion Fund and ESF dispersed through the Regional and Sectoral Operational Programmes, the strategy aims to stop the deepening of the disparities between the country’s regions and foster a balanced development of the country as a whole, with actions both in the rural and urban areas. To this end, the necessary conditions to speed up growth in the regions lagging behind will be created.

The above analysis brings us to the conclusion that *“The ROP strategy takes these objectives and development areas totally into account, by which the coherency of this programme with the NSRF has sufficiently proved.”*

The Community strategic guidelines on economic, social and territorial cohesion mentions as its main axes:

- (i) Improving the attractiveness of Member States, regions and cities by improving accessibility, ensuring an adequate quality and level of services and preserving the environment
- (ii) Encouraging innovation, entrepreneurship and the growth of the knowledge economy by research and innovation capacities, incl. new information and communication technologies, and
- (iii) Creating more and better jobs by attracting more people into employment or entrepreneurial activity, improving adaptability of workers in enterprises and increasing investments in human capital.

Besides, paragraph 2.1. also mentions the role of the cities to contribute to growth and jobs (agglomeration effects). Next to opportunities that cities and urban areas can offer to regional development, the guidelines mention also the challenges they are confronted with. Especially urban areas are facing specific problems such as high unemployment, social exclusion, raising crime rates, increased congestion and pockets of deprivation within city boundaries.

Taking into account the proposed strategy, its global objective and priority axes of the ROP, also here one can conclude that they are compatible with most of these EU guidelines for 2007 – 2013.

4.2 Appraisal compatibility strategy with regional and national policy objectives

The ROP covers the following policy areas:

- Regional policy
- Urban and spatial planning
- Transport policy
- Health policy
- Social policy
- Education policy
- SME policy
- Tourism

There is no talk yet of a national **regional policy** with clear policy objectives and based on a specific white paper for this policy area. Therefore the NSRF has for this moment to be considered as a major basis for policy development within the planning period. Of course, the ROP could be seen as a good starting point for further policy development in the next 7 years. On basis of the experiences gained by the implementation of this programme such a policy could be further developed in collaboration with the development regions.

An important role in the process of regional development should also play the Romanian **policy on urban and spatial planning**. At national level the Ministry of Transport, Construction and Tourism (MTCT) coordinates urban and spatial planning, while the counties are responsible for the lower government levels. Other important stakeholders – each with own competences - in this planning process and in the development of Romanians' regional policy are the Ministry of European Integration, the National Council for Regional Development, the Regional Development Council, the Regional Development agencies, the County Councils and the local councils. The National Commission for Urban and Spatial Planning – composed with experts and professionals in the field - provides advice and assistance in urban and spatial planning work. The main objectives for spatial planning at national level are:

- the balanced economic and social development of regions and areas, while preserving their specific features;
- improving living standards of people and human communities
- the responsible management of the natural resources and the protection of the environment
- The rational use of the national territory.

Within MTCT the General Division for Spatial Planning, Urbanism and Housing is responsible for the further development of the Romanian spatial development planning. This division prepares at this moment new rules and guidelines for a more effective use of the available spatial development tools/instruments. At this moment three territorial levels for spatial and urban development do exist (national, county and zone-plans). The first two are embedded in the existing institutional (self-government) structures, while the latter should function on the regional development level for which no administrative structure does exist. Possible 'zonal' plans should be approved by a number of county and/or local councils. Because of this complicated decision system this doesn't really work in practice and could even prevent balanced regional developments in Romania.

At this moment in Romania – as well as in most of the other EU Member States – discussions are going on about the role that cities can play for the improvement of the regional development. Especially in Romania that is strongly characterised by its rural character a more polycentric approach could also be very useful (towns as motors for regional economic development). Representatives from the responsible ministry (Transport, Construction and Tourism) informed the evaluation team on their policy intentions and development concerning growth poles. Also in the regions interest for such an approach does exist.

A coherent **transport policy** on regional level doesn't exist. In fact the counties are responsible for the intraregional transport networks, while for the national transport networks and the TENs are responsible the central authorities. Through an agreement between the Romanian competent authorities of the ROP (Priority Axis 1), the Rural Operational Programme and the SOP Transport, it was decided that:

- urban transport infrastructure will be within the scope of ROP and will not be addressed in the SOPT;
- county roads will be within the scope of ROP; while European and national roads will come under SOPT;
- communal roads will be financed from EAFRD;
- all motorways will come under the scope of SOPT;

- national and regional TEN-T airports will be within the scope of SOPT; while all non-TEN-T airports will come under ROP;
- TEN-T ports will be within the scope of SOPT; while all non-TEN-T ports will come under ROP;
- No overlaps were identified for the railway between SOPT and ROP.

There is, thus, a clear distinction between the interventions in the transport sector by ROP, SOPT and EAFRD.

As said before in Romania **public health policy** will be reformed in the coming years based on the "National Strategy for Health Services and the Action Plan for the Reform of the Health Sector". To promote the implementation and the development of the national strategy and the action plan a *National Committee* is set up. The main objectives of this strategy which will steer the delivery of healthcare services in Romania for at least the next 10 years are:

1. Improving the access of the population to health care.
2. Improving the quality of health care services.
3. Improving the effectiveness and efficiency of health services.

The proposed interventions related to health care (Priority Axis 2) have been fine-tuning between the MA ROP and the ministry of Public Health. Beneficiaries of the proposed interventions will be the counties or local authorities. The former is especially responsible for the rehabilitation of the hospitals, while the ministry is in principle responsible for the purchase of equipment. Now, also the local and regional authorities can apply for health equipments. Future project applications of these two kind of applications should for efficiency reasons be coordinated among the beneficiaries.

The main objectives of **social policies** in Romania are:

- The primary objective in this area is the promotion of the educational reform at the both basic and university education levels. This is about modernizing the education system, following developments of the more advanced European countries.
- The second objective in this area is the improvement of the population health, expressed in the number of avoidable deaths and in the frequency of getting ill.
- A third objective in this area is leaving the social assistance programs of the universal eligibility for the ones directed towards special groups of population – see the pension system reforms.

The *Ministry of Work, Social Solidarity and Family* plays a synthesis role for ensuring and coordinating the Government strategies and policies in following areas:

- Elaborates the social assistance policy;
- Elaborates policies and strategies of social inclusion;
- Establishes the national strategy about the rights of family, child, alone persons, old, disabled and any other persons in need
- Ensures the methodological support, coordinates and controls the activity of the institutions of social assistance in order to protect, house and advise the victims of family violence;
- Supervises and controls the activity of associations and foundations developing social assistance programs in order of respecting the beneficiaries' rights as persons;
- Elaborates and bases programs and strategies in the area of advising and caring the family violence victims;

- Ensures financial support for the national social assistance programs,
- Implements projects financed by the EU funds for social assistance;
- Elaborates and proposes indicators for the social assistance area.

The Ministry of Education and Research elaborates coordinates and apply the ***national policy in the educational area***. So, among other things, it:

- coordinates and control the national system of education,
- organizes the State educational network and proposes to the Government the numbers of the school people foreseeable by prognosis studies made with the contest of education units, local authorities and all legal entities interested in;
- coordinates the scientific research activity developed inside the education system;
- approves the new secondary and post-secondary schools foundation;
- keeps the responsibility for the complete formation of the education personnel;
- elaborates and apply the education reform strategies on medium and long term;
- participate to a cooperation strategy in education and research

Main policy document is The National Plan of Development on 2007-2013 (Part I & II).

With regards to the coherence of the ROP with the national ***SME policy*** a high degree of compatibility is ascertained. The five priorities of this policy in Romania are:

- Creating a business environment supportive for SME development and growth
- Developing SME competitiveness
- Improving SME access to financing
- Improving SME export performance
- Promoting an entrepreneurial culture and strengthening management performance.

All interventions proposed under Priority Axis 3 will contribute to these objectives. The ROP will orient especially on the development and promotion of micro-enterprises.

The formulation of the Romanian ***tourism policy*** is largely based on analyses and recommendations of the WTTC. According to this travel and tourism should be factored into mainstream policies for employment, trade, investment, education, culture and environmental protection. The strategic importance of travel and tourism should be communicated to all levels of government, industry and local communities. The main stakeholders concerned should be closely involved in drawing up tourism policies and in planning and coordinating individual programmes. Priority axis 4 on Development of regional and local tourism offers the opportunity to anticipate on these objectives on the regional level.

Paragraph 3.3.2. of the ROP further presented an overview in which the national policies and their main provisions are presented and analysis is made how these policies are reflected in the proposed priority axes. All above mentioned policy issues have been involved in this analysis.

4.3 Complementariness with the sectoral operation programmes (SOPs) and other operations financed by EAFRD and EFF

Paragraph 3.4. contains also a very comprehensive overview on the complementariness of the proposed strategy and on the priority axes with other operational programmes. Strong relationships are seen:

Priority axis 1	SOP Transport National Rural Development Programme (NRDP)
Priority axis 2	SOP Competitiveness SOP HRD NRDP
Priority axis 3	SOP Competitiveness SOP HRD NRDP SOP Environment
Priority axis 4	SOP Competitiveness SOP Environment SOP HRD NRDP
Priority axis 5	SOP Competitiveness SOP Environment SOP HRD

The evaluators agree with the conclusions of the planning team with regard to the relationships among the different OPs as presented in this overview. In their opinion, however, these relationships could also be made more concrete in the descriptions of the Priority Axes. It is recommended to stress these relationships anyway more in the selection criteria where priority could be given to projects in which strong relationships have been demonstrated.

4.4 Appraisal compatibility with EU horizontal objectives on Environment, Equal opportunities and Information society

Paragraph 3.3.1. contains a quite elaborated analysis of the relevant EU sectoral objectives as well as on the so-called horizontal objectives of the European Union. References are made to the New Cohesion Policy guidelines for 2007 – 2013, the White Paper on the European Transport Policy, its cohesion policy and cities (“the urban contribution to growth and jobs in the regions”), the European Charter for SMEs and the Joint Inclusion Memorandum.

Furthermore extensive analyses have been made of horizontal issues as *sustainable development* and *Equal Opportunities* as well as on State Aid and Public Procurement. For the latter the National Authority for regulating and Monitoring Public Procurement (NARMPP) has been established and is dedicated with a great number of responsibilities. Besides, a mechanism for ex-ante control will be established at the ministry of Public Finance, which will function as an independent observatory.

4.5 Strategic Environmental Assessment (SEA)

4.5.1 Main findings and recommendations

The Strategic Environmental Assessment was carried out in accordance with the requirements of the European Council Directive in assessment of the effects of certain plans and programmes on the environment (2001/42/EC) and the Romanian Government decision no. 1076/8.07.2004 for setting up the environmental assessment procedure of certain plans and programmes. The full SEA report is annexed to the ex-ante report.

The implementation of the objectives and priority axes of the ROP will have some significant environmental effects on the environment. Mostly neutral and positive effects are expected from implementation of the projects to be carried out under priority axis 2, 4 and 5. Some significant negative effects may likely take place under priority axis 1 and 3.

Key mitigation measures recommended for implementation of ROP are:

- projects have to be screen for EIA and if EIAs area carried out, special focus should be given on alternatives to reduce impact on Natural 2000, landscape fragmentation and green-field developments;
- all tourism development projects should undergo the EIA in order to enable alternative solutions to any environmentally harmful impacts (e.g. under "Carpathian Super-ski" development);
- priority support should be given to developments that promote and enable BATs;
- priority support should be given to developments that promote investments to brown fields versus green fields;
- priority support should be given to developments that promote minimize and reduce energy efficiency and energy demand and reuse of waste;
- priority support should be given not only to the measures directly addressing the PT but also in other measures under the ROP;
- priority support should be given to developments supporting and promoting alternative transport infrastructure along with PT (such as cycling, walking, etc.) as well as accessibility of the PT system by handicapped and people with special needs;
- priority support should be given to developments aimed at production and replacement of fossil based fuel with bio-fuel
- priority support should be given to developments promoting energy efficiency, environmental services in tourism sector but also such tourism activities as eco-tourism, agro- tourism, etc.
- priority support should be given to projects having "greening" approach to the landscape and eco-systems, such as rehabilitation of the brown fields or a forestation and development of green areas/zones.

Some recommendations did relate to more explicit references in the proposed objectives, priority axes and key intervention areas to the need for sustainable developments (business support structures, industrial sites rehabilitation, other aspects of the business environment and tourism).

The environmental report was prepared in consultations with the Managing Authority. Consultation with other relevant authorities (relevant ministries and agencies) has been done through the Working Group (WG) established for the purpose of the SEA.

4.5.2 Assessment elaboration SEA recommendations

Intensive consultations between the SEA evaluation team and the planners of the MA ROP took place from September 2006 on the basis of the available drafts of the ROP. Also a number of inter-institutional meetings took place in order to assess the possible effects of the ROP on the environment. The public debate meeting took place on the 18th of January.

In the ROP version from January 2007 is stated that "All the effects of the ROP implementation on environmental components will be strictly monitored through a proposed set of specific indicators, which will be introduced into the overall monitoring system of the programme." The latter has to be made concrete in the Programme Complement that should also contain appropriate selection criteria that answer the objectives for sustainable developments. The environmental monitoring programme has to be finalized in coordination of the environmental authorities and be reflected in the relevant manuals and/or regulations as well.

Concerning the recommendations of the SEA team for the modifications in the objectives, priority axes and key intervention areas, the planning team indicated to take these modifications into account in the final version of the ROP that is send to Brussels.

4.6 Territorial dimension of the ROP

Concluding this chapter still one general comment concerning the coherency of the strategy of the ROP has to be made, which relates also to the **territorial dimension** of this operational program. As said before the spatial planning in Romania takes in principle place at three levels: at national, zonal and on county level. The planning documents that are drafted for these levels should form important tools for spatial and regional economic planning in Romania. Nevertheless between these planning levels some fundamental differences do exist. The national and county plans are finally approved by respectively the national parliament and the county councils. Approval of the zonal plans, however, is much more complicated. They are not approved by an own self-government body, but are dependent on approval by all counties and local councils concerned. Besides, no administrative institute does exist for their implementation and monitoring at regional level.

This lack of an effective spatial planning instrument at an appropriate territorial level could – in the opinion of the evaluator – in the long term have negative effects on balanced regional developments and the territorial cohesion in Romania.

4.7 Overall conclusions on coherency of the strategy

The following overall conclusions on the (external) coherency of the strategy can be presented:

- Taking the present NSRF, the Community Strategic Guidelines and also the Lisbon Agenda into account, it can be concluded that the objectives of the proposed strategy are compatible with the existing EU and national policy objectives.
- The – external - coherence and compliance with community and national policies is quite elaborately explained in paragraph 3.3. of the ROP. In a comprehensive table the relevant EU policy papers (on Growth and Jobs, EU Transport policy, cohesion policy and cities, EU charter on SMEs and Social inclusion) are mentioned as well as the manner they will be answered by the ROP.
- Also the so-called horizontal objectives on sustainable development, equal opportunities and information society are reasonably mentioned. But also other EU regulations for competition / state aid and public procurement.
- Especially the proposed priority axes 2, 4 and 5 will directly contribute to realisation of the main EU objectives for equal opportunities, while the other priority axes have the potential to do so. This is certainly the case if the concept of equal opportunities is explained in the broader sense that these opportunities are offered from a gender as well as from a social point of view.
- To complementariness of the ROP with other operational programme is sufficiently proved. It is recommended, however, to articulate this also strongly in the selection criteria of the programme complement by offering higher priority to project in which this complementariness has been demonstrated.
- Provisions in the Programme Complement should be made to guarantee and monitor positive or neutral effects of the proposed interventions on the environment.
- The environmental monitoring programme has to be finalized in coordination of the environmental authorities and be reflected in the relevant manuals and/or regulations as well.
- The existing instruments for spatial planning in Romania will for the longer term not be efficient enough to reach the overall objective of the ROP for a “sustainable balanced economic and social development of the Romanian Regions”.

5 Evaluation of expected results and impact

5.1 Quantification of objectives at programme and priority level

The **overall objective** of the programme is to *"support and promote a sustainable balanced economic and social development of the Romania Regions, giving priority to the lagging behind ones"*.

At the programme level no quantified objectives have been proposed. It will be difficult to define this impact in quantitative terms for the program as a whole and for the regions in particular. On the basis of an analysis made on the EU accession effects on the basis of an Multi-regional I-O Model¹ it was in 2005 concluded that – taking the financial package for 2007 – 2009 into account – the EU accession for Romania will lead large positive effects, which will – however- varying strongly from region to region depending on the division of the available resources among the regions. For this analysis the presumption was made that the available resources will be strongly focused on the regions most lagging behind. In reality this will not be the case because the proposals for the division of the money are much less focusing and the absorption capacities of the regions could be strongly restricted by financial, administrative and technical bottle-necks.

Besides one should take into account that – apart from the business related interventions in the ROP (priorities 3, 4 and 5) – not so much sustainable job creation is directly to be expected from most of the other the programme activities. Taking this into account, on the basis of a rough estimation the average annual growth of GDP per capita to be attained through the ROP could be between 4 and 7%, while the total number of new jobs is estimated on 15,000 in total.

The **specific objectives** on Priority Axis level are as follows formulated:

Priority Axis 1 on Transport Infrastructure aims "to foster sustainable economic development and the mobility of the regional population and labour force, to increase the accessibility and the attractiveness of the Regions', by improving transport infrastructure".

Priority Axis 2 on Social Infrastructure aims "to create premises, for better access of the population to essential services, contributing to the achievement of the European objective of economic and social cohesion, by improving infrastructure for health, education, social and public safety in emergency situations".

Priority Axis 3 on Strengthening the Regional and Local Business Environment aims "to facilitate regional and local sustainable economic growth and job creation by setting up and developing regional and local business structures, rehabilitating abandoned industrial sites, and supporting regional and local entrepreneurial initiatives".

¹ Analysis EU Accession Effects in Romania By Multiregional I-O Model. By Andrea Bonfiglio from the Università Politecnica delle Marche (Ancona, Italy) (Febr.2005)

Priority Axis 4 on Sustainable Development of Tourism aims mainly "to increase the regions' attractiveness, develop the local economies and create new jobs by sustainable valorisation of the cultural heritage and natural resources with tourism potential, as well as improving the quality of accommodation and leisure tourist infrastructure".

Priority Axis 5 on Support of sustainable Urban Development aims "to regenerate and revitalize the towns and cities with economic growth potential, in order to increase the role of urban centres in regional and local economic development, by rehabilitating infrastructure and improving services, as well as by developing business support structures and entrepreneurship".

On impact level these objectives are mainly qualitatively explained. For the operational programmes the European Commission doesn't expect these impact indicators. Output and result indicators have been defined and quantified. They will be discussed in the next paragraph. With the exception of the priority axis on social infrastructure, per axis no further operational objectives have been formulated and quantified on priority level. This situation can be understood because of the quite diversity of interventions proposed for the improvement of the social infrastructure in the Romanian regions.

5.2 Evaluation of the expected results

5.2.1 Indicators and expected outputs and results

In the following chapter quantified outputs and results are assessed. The evaluation does address the original indicators and quantification in the second programme draft. The additional suggestions made by the ad-hoc expert on indicators will be involved in this analysis as well.

Due to the fact that for Romania as a new EU member country, no forerunner programmes do exist on the basis of which possible quantifications can be determined. Only for interventions proposed for Priority Axis 3 on business environment some data for bench marking could be available. According to the expert for the indicator system just this has been done. Therefore we assume the ex-ante quantifications to be plausible in general.

PRIORITY AXES

Priority axis 1: Improvement of regional and local transport infrastructure

Indicator	Unit	Baseline	Baseline Year	Source	Target (2013)
Output					
Length of rehabilitated / modernized county road	Km	-	2004	SMIS	
Rehabilitated / modernized regional airports	No of projects	-	-	SMIS	2
Rehabilitated/modernized regional ports (non TEN)	No of projects	-	-	SMIS	2

Result					
Reducing the transport time on the rehabilitated roads	Minutes	-	-	Field surveys	
Reducing the number of road accidents	No.	4613	2004	Romanian Police	

Although not all quantified yet, the proposed indicators for Priority Axis 1 as such are justified. The transmission from the output to the result indicators is implicitly visible. In the opinion of the evaluator for future assessments of the ROPs effectiveness, it would be worthwhile to add some additional results indicators (for instance those related to the increase of passenger and freight traffic on the roads, airports and ports).

Priority axis 2: Improvement of social infrastructure

Indicator	Unit	Baseline	Baseline Year	Source	Target (2013)
Output					
Rehabilitated/equipped health care units	No.	-	-	Programme Monitoring/ ROP/SMIS	-
Rehabilitated/equipped social services centres	No.	-	-	Programme Monitoring/ ROP/SMIS	270
Mobile units equipped for emergency interventions	No.	-	-	Programme Monitoring/ ROP/SMIS	510
Modernized, equipped and extended pre-university education centres and campuses	No.	-	-	Programme Monitoring/ ROP/SMIS	400
Rehabilitated /equipped centres for continuous training	No.	-	-	Programme Monitoring/ ROP/SMIS	26
Result					
Average response time of mobile units	Min.	Up to 30' – 45' in rural area Up to 20' in urban area	2005	Programme Monitoring/ ROP/SMIS Surveys	Up to 12' in rural area Up to 8' in urban area
Users of financed infrastructure by type (health, education)	Nr.	-	-	Programme Monitoring/ ROP/SMIS	

Indicator	Unit	Baseline	Baseline Year	Source	Target (2013)
School participation rate of pupils until the age of 18 in the supported education centres	%	63.5	2004/2005	National Statistics Institute / Ministry of Education and Research/ Evaluation reports/ Surveys / Census	65

All the indicators proposed for Priority Axis 2 are justified and the transmission from the output to the result indicators is implicitly visible. No target has been given for the total output concerning health care units. From the evaluation team it is – for future effectiveness assessment – suggested to replace the result indicator on users of facilities by the following results indicators:

Indicator	Unit	Baseline	Baseline Year	Source	Target (2013)
Users of supported health care units	No	-	-	Surveys	?
Increase of users of social services centres	%	-	-	Surveys	15
Pupils with access to adequate IT equipment (coverage rate)	% of total pupils	-	-	Ministry of Education and Research/ Surveys	70
Increase of participants in CVT	%	-	-	Ministry of Education and Research/ Surveys	15

Priority Axis 3: Strengthening the regional and local business environment

Programme indicators	Unit	Baseline	Baseline Year	Source	Target (2013)
OUTPUT					
Business structures set up/ supported	No	-	-	ROP – SMIS Monitoring reports	11
Industrial sites supported	No	-	-	ROP – SMIS Monitoring reports	8
Micro- enterprises supported	No	-	-	ROP Monitoring Reports / SMIS	500

RESULT					
Occupation rate in business structures after 2 years since the project was finalised	%			Evaluation reports / Surveys	50
New jobs created in the supported business structures	No of employees	-	-	Evaluation reports /on the spot investigations	4,000
New jobs created in the supported micro-enterprises	No	-	-	Field surveys / Evaluation reports	3,000

All the indicators proposed for Priority Axis 3 are justified and the transmission from the output to the result indicators is implicitly visible. The following remarks should be made:

- In the opinion of the evaluator should investments in business support structures and rehabilitated industrial areas and investments in micro-enterprises be considered as results instead of outputs;
- As output indicator should be added the number of micro-enterprises supported by the programme.

Priority Axis 4: Development of regional and local tourism

Indicator	Unit	Baseline	Baseline Year	Source	Target (2013)
Output					
Tourism development projects implemented	No.			ROP Monitoring / SMIS	300
Companies supported in tourism field	No			ROP Monitoring / SMIS	1400
Result					
Increase of tourists number	%.	5,8	2005 (total / national)	NIS	+15%
Increase of overnight stays	%	18,4	2005 (total / national)	NIS	+5%

All the indicators proposed for Priority Axis 4 are justified and the transmission from the output to the result indicators is implicitly visible. The evaluator recommends splitting the output indicator concerning companies supported in the tourism field into companies supported:

- for interventions in the field of cultural and national related infrastructure and
- for interventions for rehabilitation, modernization and extension of accommodation structures and related utilities.

Priority Axis 5: Support of sustainable urban development

Indicator	Unit	Baseline	Baseline Year	Source	Target (2013)
Output					
Implemented integrated urban development strategy projects	No			Programme Monitoring ROP / SMIS	40
Result					
Inhabitants benefiting from the implementation of urban development strategies thereof: women and men young people minorities	No	-		Programme Monitoring ROP / SMIS / Census	800,000
Companies benefiting from promotion of business support structures and entrepreneurship	No	-		Programme Monitoring ROP / SMIS	1000
Jobs created in urban action zones, by gender	No	-		Programme Monitoring ROP / SMIS	3,000

Priority Axis 6: Technical assistance to support ROP implementation

The rationale for the Technical Assistance priority is summarised by Article 44 of the proposal for a Council Regulation laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund, dedicated to Technical Assistance of the Member states, which states that:

“for each operational programme, the Funds may finance preparatory, management, monitoring, evaluation, information and control activities and activities to reinforce the administrative capacity for implementing the Funds”.

Key areas of intervention are:

- Support for the implementation, overall management and evaluation of the ROP
- Support for the publicity and information activities of the ROP

As regards priority axis 6 no indicators are specified. Since the activities of that Priority Axis are determined by the general regulation (monitoring, implementation, evaluation, communication) and operationally described in the draft regulation on implementation, indicators are not relevant here as the authorities responsible for planning and implementation just need to comply with European law.

5.3 Justification of the proposed policy mix

On the basis of the SWOT analysis and the proposed division of the available resources (see table 3) one can conclude that, if one compares the scores on the SWOT analysis in table 2 with the proposed division of the total available resources over the 5 priority axes, the **policy mix** offered for the implementation of the proposed strategy is completely justified. This conclusion is even more justified if one takes into account the positive effects that can be expected from the first two priority axes on the three other ones. It is also clear that most priority axes contribute also positively to the improvement of the business environment and – in somewhat lesser extent – on the development of tourism.

5.4 Overall conclusions expected results and impact

The following overall conclusions concerning the expected results and impact could be drawn:

- At the programme level no specific indicators were defined. It should be worthwhile still to make some prognoses for a number of indicators on for instance GDP/capita, job creation, increase of FDI and some growth rates on business investments and tourism development (some suggestions were presented);
- On the priority axis level no impact indicators were defined on quantitative terms. Conform information received during the evaluation, quantification of impact indicators was not required by the European Commission;
- Although not in all cases quantified yet, the proposed indicators for the Priority Axes as such are justified. The transmission from the output to the result indicators is implicitly visible;
- In the opinion of the evaluator, for future assessments of the ROP's effectiveness, it would be worthwhile to add some additional results indicators for a number of priority axes;
- Taking the SWOT conclusions and the proposed division of the available resources over the priority axes into account, the policy mix proposed for the implementation of the proposed strategy is completely justified.

6 Appraisal of the implementation system

6.1 Introduction

This component of the ex-ante evaluation should provide the grounds for demonstrating how and why the monitoring and evaluation of the programme will represent an improvement on future structural funds interventions through the National Strategic Reference Framework (NSRF) and the Operational Programmes (O.P.s). The quality of the implementation and monitoring arrangements determines the ultimate efficiency of the Operational Programmes and their Programme Complements. These arrangements should be assessed in the light of their contribution to a smooth implementation process taking into account the EU principle of transparency and *partnership*.

The ex-ante evaluation has to address the quality of the implementation, delivery, monitoring and evaluation arrangements envisaged and assist the responsible authorities in identifying the improvements needed. This part of the evaluation should of course also take into account the role of the O.P.s within the overall implementation and the coordination of the National Development Plan and NSRF.

For this appraisal of the implementation system the following questions were considered during the execution of this task:

- Will the proposed delivery system contribute to a sound and efficient management and monitoring of the activities of the O.P.s?
- How competitive and transparent are the procedures for the selection of projects/plan activities?
- How is the division of work between Monitoring Committee, the Management Authority and the proposed intermediary bodies (for instance at the regional level)
- Are the control and audit measures in line with the requirements of national and community regulations?
- Are effective monitoring and appraisal systems set in place?
- Have all the institutions involved been selected?
- Is there sound legislative background to the institutional structure, division of responsibilities related to the implementation of the SA funds?
- Have the rules of procedures been set for all procedures?
- Is adequate staff in place and trained?
- Is there an IT system in place to support the monitoring and evaluation?
- Which risks and bottle-necks could be expected during the implementation of the O.P.s?
- Which measures are taken to guarantee the involvement of the relevant and responsible parties, including social-economic, regional and local partners, in the preparation and implementation of the O.P.s in conformity with the EU practices?
- To which extent are equal opportunity and environmental bodies involved in the implementation and monitoring systems of the O.P.s?

6.2 Management

6.2.1 Delivery system

In paragraph 5.1.2. The main tasks of the MA ROP and Intermediate Bodies (IBs) are summed up comprehensively. The scope of tasks entrusted to the Managing Authority is fully in compliance to the Regulation 1083/2006 Article 60. Likewise the tasks of the intermediate bodies are completely described. On regional level also Regional Committees for Strategic Assessment (Comitetului de Monitoare al POR (CRES)) will be set up with the task to evaluate projects applications from the strategic point of view. They should assess if the proposed projects answers the ROP objectives as well as the regional development strategies. An important other task of these committees is to ensure the correlation of the projects with those of the sectoral operational programmes, the national programme for rural developments as well the objectives of the European territorial cooperation (objective 3 programmes). Basic principles for the work of these committees are transparency and partnership. The criteria for selection and nomination of their members will be approved by the ROP Monitoring Committee on basis of a proposal from the MA ROP.

These implementation tasks as described in the ROP can be assessed as very important and decisive for a smooth implementation process that leads to absorption of the available resources before the end of 2013. It is known that within MEI and the RDA's already experience with the management and implementation of EU funding (phare) does exist, but at a much lower financial level as they will be confronted with in the coming years. To assess the opportunity for the MA ROP and the IBs (RDAs) to raise this challenge an answer on the following questions – already in this phase of the planning process - is feasible:

- Are the capacities available in the MA ROP and RDAs sufficient to accept this challenge?
- If not yet, what measures are taken to prepare the MA ROP and IBs in time to take responsibility to implement their tasks as foreseen in the ROP?
- Is already an organisation in place and are training plans developed to fulfil these tasks as soon as the ROP become operational?
- Are these plans coordinated or is each RDA responsible for their own implementation tasks?
- From which of the proposed Priority Axes can a smooth implementation be expected and which ones can be considered as problematic?

On the basis of interviews with MA ROP, a number of RDA's (South, North-West and Bucharest-Ilfov) and a survey among potential stakeholders at local and regional level, the following answers could be formulated:

- Taking the extent of the new tasks into account the capacities of the MA ROP as well as of those from the RDAs have to be strongly increased. According to a scheme from June 2006 the present capacity from 162 to 259 employees with ca. 60% for MA ROP, while the capacity of all RDAs is extended with ca 11% from 363 to 403 employees;
- So, the MA ROP and most of the RDAs started to analyse their expected work load, but they also analysed the training needs to prepare the new staff for their future tasks. The RDAs informed the MA ROP on their needs on the basis of which the latter made a plan for future training activities. Also training programmes will

be set up to prepare the Monitoring Committee members for their future tasks, but also potential and actual beneficiaries will be offered opportunity for training;

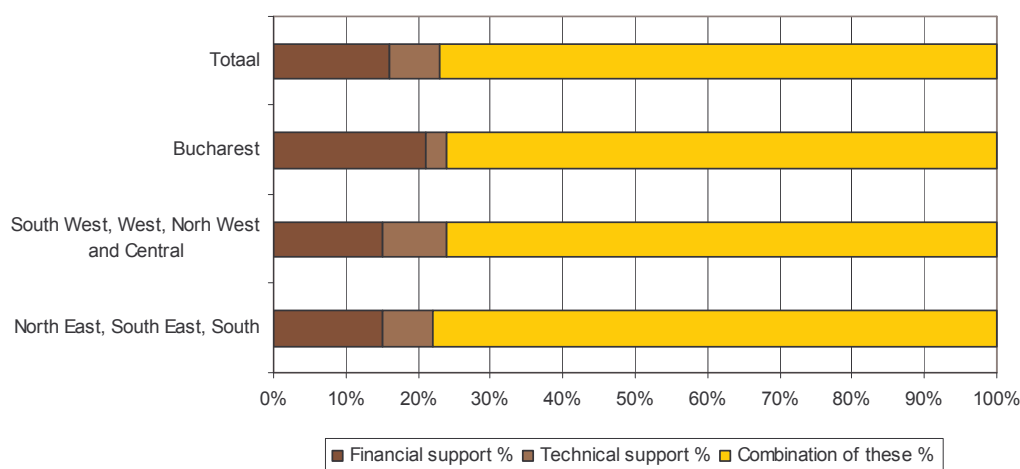
- From the priority axes proposed most bottle-necks in the implementation could be expected for those interventions which ask for rather intensive technical inputs.

For the execution of their tasks framework contracts (accord cadru) will be made between the MA ROP and the RDAs. These framework contracts regulate the responsibilities and the tasks attributed to the intermediate bodies. One of the tasks attributed to the RDAs is to execute secretarial task for the CRES.

During this evaluation a survey among actual and potential stakeholders in the regions had been held with some questions related to the future implementation of the ROP. These questions had been linked to possible bottle-necks during the implementation and the needs to overcome them. The following table is demonstrating the expected bottle-necks with the regional stakeholders:

	North East, South East, South	South West, West, North West and Central	Bucharest - Ilfov	Total
	Sum	Sum	Sum	Sum
Uncertainty of co-financing	57%	58%	59%	58%
Lack of administrative capacity	49%	50%	47%	49%
Lack of technical capacity	52%	50%	46%	50%
Lack of capacity for implementing projects	42%	44%	48%	44%
Difficulties in obtaining necessary environmental assessments/permits	43%	44%	51%	45%

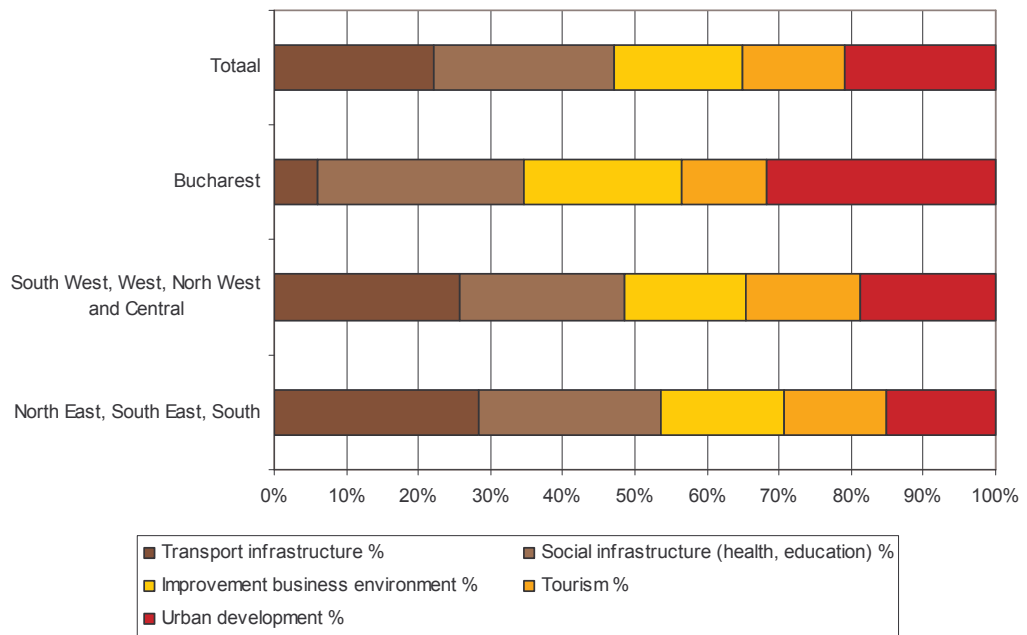
The respondents could indicate more than one possible bottle-neck. From the table it is clear that in all regions problems concerning co-financing are expected (almost 60%), while all other bottle-necks score in average between 42% and 52%. Therefore it is not surprising that the following need for support is demonstrated (see Graph):



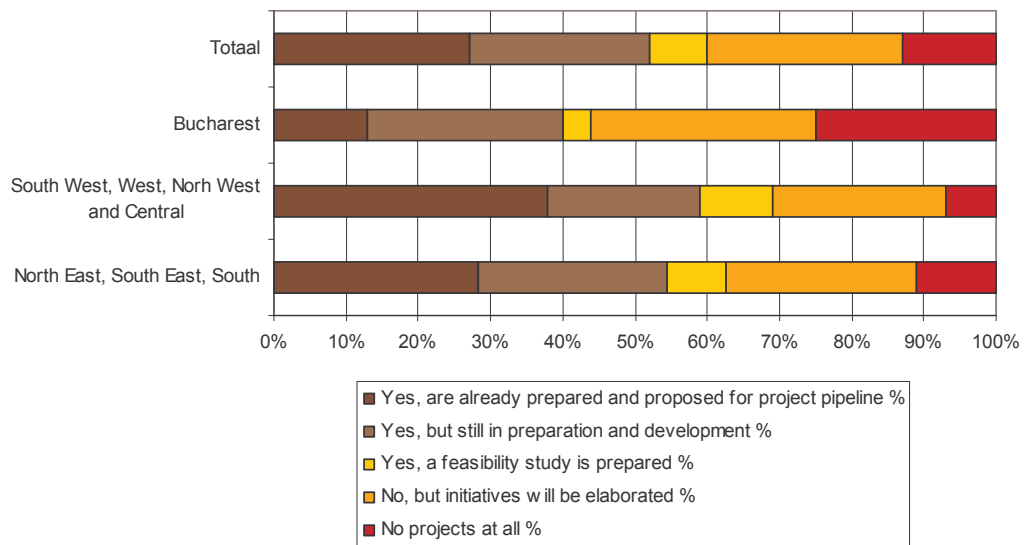
6.2.2 Preparedness and particular interests

Another interesting outcome of this survey is the level of preparedness of the development regions to anticipate on the opportunities offered by the programme and their interest for specific priority axes.

Firstly the interest of the development regions for particular priority axes is demonstrated. With the exception of Bucharest all other regions expect to spend around 50 % in infrastructure (a little bit more on transport than on social infrastructure). Interventions in business environment and urban development or more or less equally prioritised. Of course, Bucharest-Ilfov region put the highest prioritisation on the urban development issues (see next graph).



Concerning the preparedness of the development regions for EU Funding the next graph gives some interesting indications. In average almost 30 % of the respondents indicate to have already prepared and proposed projects for the pipeline. Another 25 % indicates to be in a process of preparation and development of projects, while about 7% started the preparation of feasibility studies. Remarkable is that project preparations in the Bucharest-Ilfov region seem to be less progressed (see next graph).



6.2.3 Conclusions concerning management issues

From above analysis, the information collected during the interviews with representative of the MA and a number of RDAs plus some outcomes of the survey the following conclusions can be drawn:

- If the proposed extension of staff is realised and the training tasks are executed in time, is expected that the proposed delivery system will contribute to a sound and efficient management and monitoring of the activities of the R.O.P...
- The proposed procedures for the selection of projects/plans seem to be competitive and transparent enough. One and another should be further developed through the Programme Complement. From the interviews with the RDAs it became, however, clear that on regional level uncertainty does exist about the role that the Regional Development Boards will play in the selection and decision procedures. This concerns especially the regional representation in the CRES, which should in the opinion of the regions at least be equal to the representation in the CRES of national authorities;
- If taking the concern of the regions on above mentioned issue into account, the division of work between Monitoring Committee, the Management Authority and the proposed intermediary bodies seem to be reasonable;
- With a different level of progress in most development regions already clear ideas on priorities and potential project initiatives do exist. This could be considered a quite promising.

6.3 Monitoring

In line with the requirements of Article 63 of Council Regulation (EC) No. 1083/2006 a *Programme Monitoring Committee will be established for the Regional Operational Programme* within 3 months of the date of the notification of the decision approving the operational programme by the European Commission.

The role of the PMC will be to satisfy itself as to the effectiveness and quality of the implementation of the operational programme by carrying out the tasks set out in Article 65

of Council Regulation (EC) No. 1083/2006 and the arrangements for monitoring set out in Article 66. The ROP PMC will be chaired by the *Head of the ROP Managing Authority* and the MA will provide the secretariat for the PMC.

The following remarks concerning monitoring related issues should be made:

- The list of members of the Monitoring Committee is quite extensive with – taking the regional orientation of this O.P. into account - a rather high representation from central authorities. Besides, representations from other bodies – as for instance for ‘horizontal issues’, ‘relevant socio-economic partners’ and of ‘relevant associations’ is kept rather vague. Some more concreteness concerning these representations already in this stage should be advisable.
- In the programme draft the information on the computerised exchange of data is insufficient. First of all it should be described whether and if yes how the SMIS is connected with SFC 2007 (interface). It is not sufficient just to say that there will be a computerised exchange of data with the European Commission. Very important is the description of information recorded by the system in place (according to the Regulation on Implementation).
- Regarding the selection process application forms/procedures are standardised among all programmes according to the origin of funding (Cohesion Fund, ERDF, ESF): Forms or criteria are to be geared towards the programme indicators and their quantification. In the application forms the project indicators are to be individually determined from the programme indicators. This is very important and makes it possible to monitor ex-ante programme objectives and those summed up from the applications.

6.4 Evaluation

In accordance with *Articles 47, 48 and 49 of Council Regulation (EC) No. 1083/2006*, three main types of evaluations will be carried out:

- Ex-ante evaluation
- Ongoing evaluations
- Ex-post evaluation.

Ex-ante evaluation - For the programming period 2007-2013 the ex-ante evaluation is carried out by an external evaluator (*a single contractor*) for each OP.

Ongoing evaluations will be carried out during the period of implementation of the ROP and shall be of three types – *a) interim, b) ad hoc and c) with horizontal themes*, as follows, which are extensively described in paragraph 5.2.4. of the ROP.

Ex-post evaluations shall be carried out by the Commission, for each objective, in close cooperation with the Member State and Managing Authorities, in compliance with the provisions of *Article 49 of Council Regulation (EC) No. 1083/2006*.

Two interim evaluations of the ROP are proposed:

- 1) The first interim evaluation will examine progress to date in implementing the ROP, looking particularly at issues such as management of the programme, whereas. This evaluation should be carried out at the end of 2009 or beginning of 2010, while

- 2) the second interim evaluation will focus more on priorities, looking towards the next programming period and is planned for 2012.

Possible themes for the *ad-hoc* or *cross-cutting evaluations*) are extensively mentioned in the ROP, as well as the division of work between the central evaluation unit from the MA CSF and the decentralised units in the other M.A.s. The evaluation unit of the MA ROP will draft an evaluation plan for the coming programme period. For each evaluation a Steering Committee will be established.

The actions proposed for the future evaluation activities can be fully endorsed. The evaluator would, however, like to recommend to execute already an interim evaluation after the first year of implementation. This evaluation should especially focus on implementation and process issues. During the first year of implementation already enough lessons are learned to take appropriate measures to make the implementation system more efficient. Romania as a new member country has not yet sufficient experience with programme implementation and the implementation structure is complex and vulnerable. It is also recommended to establish a steering committee for the evaluation procedures.

6.5 Financial management and control

The financial management and control arrangements are comprehensively described and financial flows have been made visible through a flowchart. The proposed arrangements will be carried out according to the Council Regulation (EC) No 1083/2006 in which the requirements for management and control are set out in detail. They concern the verifications of activities and expenditures, the certifying authority and the competent body for payments as well as the flows of the funds. Also all requirements concerning the identification and reporting of irregularities, the Audit Authority and the different audit levels and their attributions are explained.

6.6 Overall conclusions on the implementation system

In general, the implementation system proposed for the ROP meets the requirements of the Regulation 1083/2006 (Articles 58 ff.). The different arrangements concerning the division of tasks between the MA ROP and the Intermediate Bodies (RDAs) are sufficiently settled. Special attention should be devoted to the realisation of a balanced representation of central and regional bodies in the Regional Committees for Strategic Assessment (CRES).

The composition of the Monitoring committee should be better described and defined including concrete designation of the institutions and the representatives. The respective representatives – probably the responsible programme manager - of all other OPs should be constituent members. Monitoring of the programme should be supported by consistent application forms. Forms or criteria are to be geared towards the programme indicators and their quantification. This makes it possible to monitor ex-ante programme objectives and those summed up from the applications.

The evaluation plan appears too strict. For the programme a permanently assigned evaluator (or group of evaluators) should carry out a genuine ongoing evaluation. Two interim evaluations (2010 and 2012) can hardly protect the programme from failure (2010 could be too late). Romania as a new member country has not yet sufficient

experience with programme implementation and the implementation structure is complex and vulnerable. It is also recommended to establish a steering committee for the evaluation procedures.

ANNEXES

Annex 1. List of Contacts

	Name	Function
	Ministry of European Integration, MA ROP	
1	<i>Gabriel Friptu</i>	Director-General
2	<i>Gabriela Frent</i>	Director Programming
3	<i>Ionut Sandu</i>	Expert transport & Tourism
4	<i>Diana Hangiu</i>	pre-accession councilor Education
5	<i>Luciana Sandu</i>	Health/Social/Emergency Evaluation
6	<i>Iuliana Topoleanu</i>	Expert Business infrastructure
7	<i>Ionut Trinca</i>	Expert Urban policies
8	<i>Stefan Oachesu</i>	Expert Urban policies
9	<i>Luiza Radu</i>	Expert Business structures
10	<i>Eleonora Gheorghe</i>	Councilor Micro enterprises
11	<i>Madalina Istrate</i>	Councilor Evaluation
12	<i>Valentina Radoi</i>	Director Program management
13	<i>Carmen Necşescu</i>	Program management directorate
14	<i>Risto Tienari</i>	Twinning expert
	Regional Development Agencies (RDAs)	
15	<i>Liviu Muşat</i>	Director Region South Muntenia
16	<i>Mirela Mişa</i>	Director economy Region South Muntenia
17	<i>Ioana Matu</i>	Head of Human Resources Unit Region South Muntenia
18	<i>Gabriela Calin</i>	Head of Internal Audit Unit Region South Muntenia

19	<i>Dan Nicula</i>	Director Region Bucharest-Ilfov
20	<i>Sandra Katana</i>	Head Implementation Unit Region North-West
	Meeting with European Commission	
21	<i>David Sweet René-Laurent Ballaguy Doroteya Petrova Andreas von Busch</i>	DF REGIO
22	<i>Aura Răducu</i>	EU Delegation Bucharest
	National ministries / Agencies	
23	<i>Mr. Antal Alexandru</i>	Ministry of Transport Managing Director
24	<i>Mrs Mihaela Vrabete</i>	Ministry of Transport Director Spatial Planning Department
25	<i>Mr. Bogdan Suditu</i>	Ministry of Transport Personal counselor
26	<i>Laurentiu Teodor Mihai</i>	Ministry of Public Health Managing Director International Relations and EU Affairs
27	<i>Florin Roşu</i>	National Agency for Small and Medium Enterprises and Cooperation Director
28	<i>Mrs. Adina Dragotoiu</i>	Ministry of Labour, Social Solidarity and Family Manager department
29	<i>Mrs. Elena Stroia</i>	National Authority for Tourism Manager department
30	<i>Mrs. Laura Marinas</i>	Ministry of Education and Research Manager of Department
	Other experts	
31	<i>Victor Platon</i>	Coordinated the Romanian part of the Commissions' study on Potential and Needs

Annex 2. Questionnaire of the Survey

1. Were you informed about the opportunities that are offered by the EU Funds for the implementation and financing of projects in your region/county?
 - Yes , I was already in an early stage informed on the opportunities of EU Structural Funds
 - Information on these opportunities reached me almost one year ago
 - I was informed about these opportunities very recently
 - I was not informed on these opportunities at all.

2. From which authorities, bodies and/or agency did you receive this information?
 - The ministry of European Integration
 - Any of the other ministries. Which one?
 - County councils
 - Regional Development Agencies
 - Private consultants

3. Were you in one or other way involved in the preparation of the Regional Operational Program (ROP)?
 - Yes intensively involved in the consultation during the preparation process of the ROP
 - Yes, was involved in the draft of the development strategy of my region
 - I visited information and/or follow-up meetings organised in my region/county
 - Not intensively involved
 - Not at all involved

4. For which Priority axes¹ do you have most interest and do you see opportunities for your county/region for project applications?
 - Transport infrastructure,
 - Social infrastructure (health, education)
 - Improvement business environment,
 - Tourism
 - Urban development

5. Do you have already concrete projects in mind and in which field?
 - Yes, are already prepared and proposed for project pipeline
 - Yes, but still in preparation and development
 - Yes, a feasibility study is prepared.
 - No, but initiatives will be elaborated
 - No projects at all.

6. What do you see as the main bottle-necks in your region for a successful application of projects in your county/region?
 - Uncertainty of co-financing ()
 - Lack of administrative capacity ()
 - Lack of technical capacity ()
 - Lack of capacity for implementing projects ()
 - Difficulties in obtaining necessary environmental assessments/permits ()

Please, rank these bottle-necks from (1) to (5)?

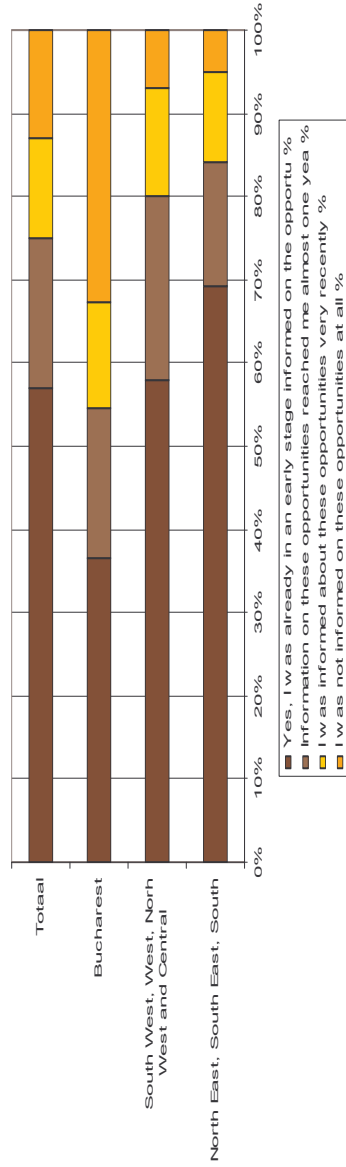
7. What kind of support do you need to improve you chances for successful applications?
 - Financial support
 - Technical support
 - Combination of these

¹ Priority Axes: Transport infrastructure, Social infrastructure, Improvement business environment, Tourism or Urbain development.

Annex 3. Results survey

Were you informed about the opportunities that are offered by the EU Funds for the implementation and financing of projects in your region/country?

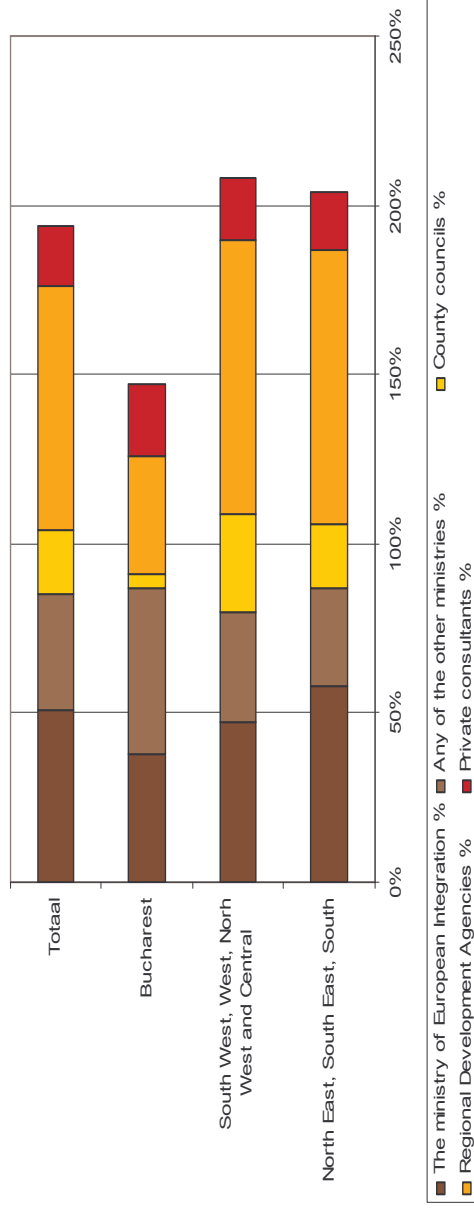
	North East, South East, South	South West, West, North West and Central	Bucharest	Totaal
Yes, I was already in an early stage informed on the opportu	70%	58%	37%	57%
Information on these opportunities reached me almost one yea	15%	22%	18%	18%
I was informed about these opportunities very recently	11%	13%	13%	12%
I was not informed on these opportunities at all	5%	7%	33%	13%
	100%	100%	100%	100%
Totaal	Count 205	Count 143	Count 126	Count 474



2. From which authorities, bodies and/or agency did you receive this information?

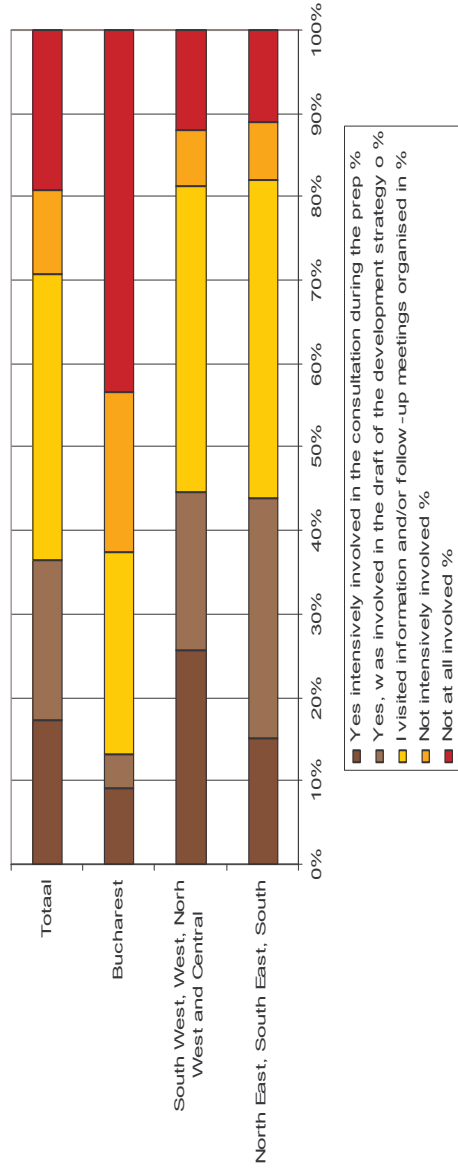
	%	North East, South East, South	South West, West, North West and Central	Bucharest	Totaal
The ministry of European Integration	58%	47%	38%	51%	
Any of the other ministries	29%	33%	49%	34%	
County councils	19%	29%	4%	19%	
Regional Development Agencies	81%	81%	35%	72%	
Private consultants	17%	18%	21%	18%	
	100%	100%	100%	100%	100%
Totaal		Count 194	Count 129	Count 80	Count 403

Gepercentreerd op aantal respondenten



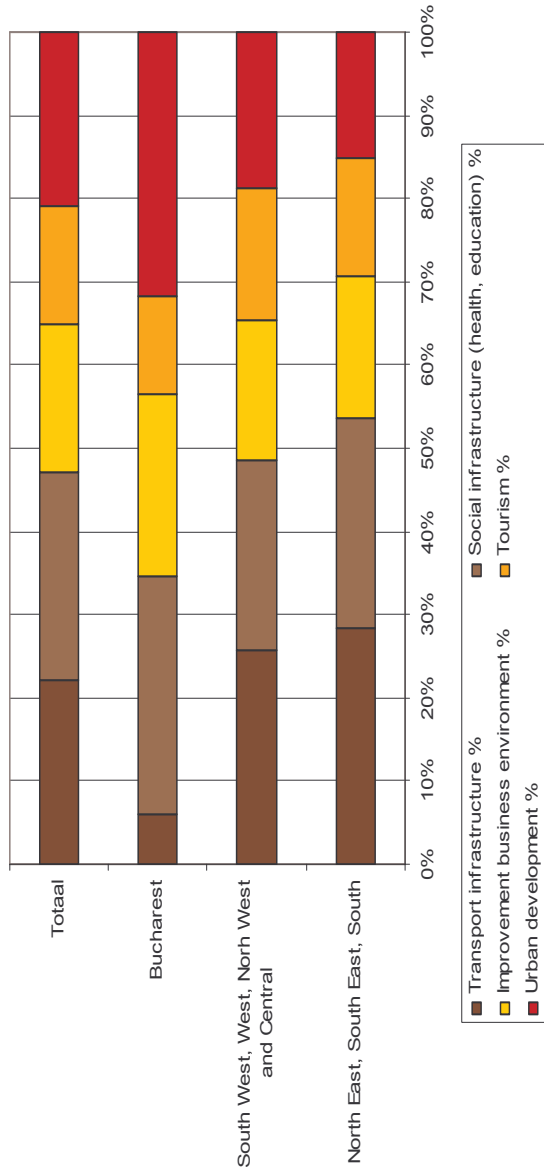
3. Were you in one or other way involved in the preparation of the Regional Operational Program (ROP)?

	North East, South East, South	South West, West, North West and Central	Bucharest	Totaal
Yes intensively involved in the consultation during the prep	15%	26%	9%	17%
Yes, was involved in the draft of the development strategy	29%	19%	4%	19%
I visited information and/or follow-up meetings organised in	38%	37%	24%	34%
Not intensively involved	7%	7%	19%	10%
Not at all involved	11%	12%	43%	19%
Totaal	100%	100%	100%	100%
	Count	Count	Count	Count
	202	138	119	459



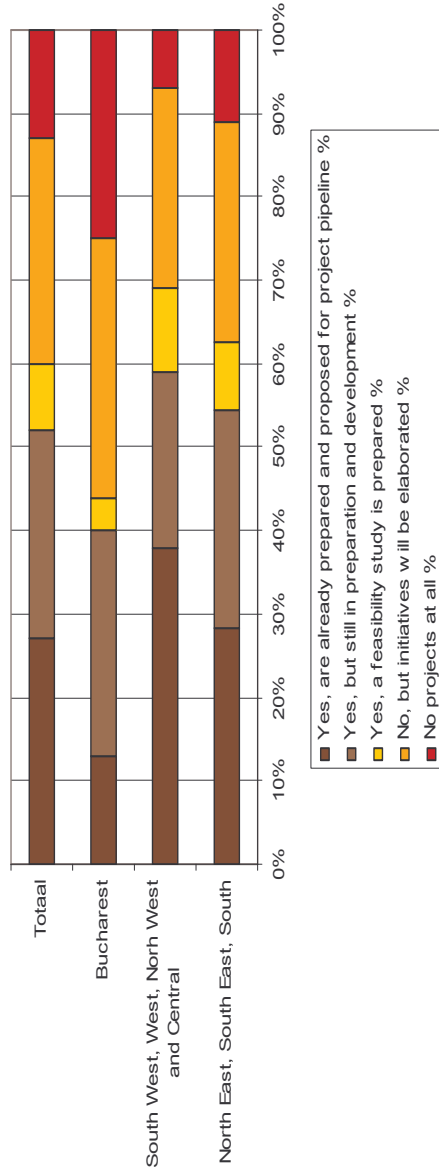
4. For which Priority axes do you have most interest and do you see opportunities for your county/region for project applications?

	North East, South East, South	South West, West, North West and Central	Bucharest	Totaal
Transport infrastructure	28%	26%	6%	22%
Social infrastructure (health, education)	25%	23%	29%	25%
Improvement business environment	17%	17%	22%	18%
Tourism	14%	16%	12%	14%
Urban development	15%	19%	32%	21%
	100%	100%	100%	100%
Totaal	Count 198	Count 133	Count 119	Count 450



5. Do you have already concrete projects in mind and in which field?

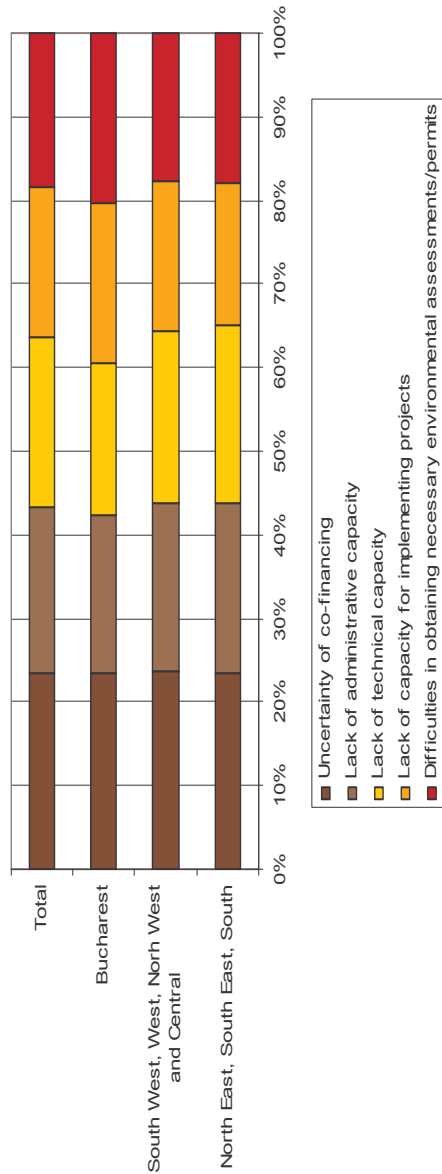
	North East, South East, South	South West, West, North West and Central	Bucharest	Totaal
Yes, are already prepared and proposed for project pipeline	28%	38%	13%	27%
Yes, but still in preparation and development	26%	21%	27%	25%
Yes, a feasibility study is prepared	8%	10%	4%	8%
No, but initiatives will be elaborated	26%	24%	31%	27%
No projects at all	11%	7%	25%	13%
	100%	100%	100%	100%
Totaal	Count 197	Count 133	Count 116	Count 446



Yes, are already prepared and proposed for project pipeline %
 Yes, but still in preparation and development %
 Yes, a feasibility study is prepared %
 No, but initiatives will be elaborated %
 No projects at all %

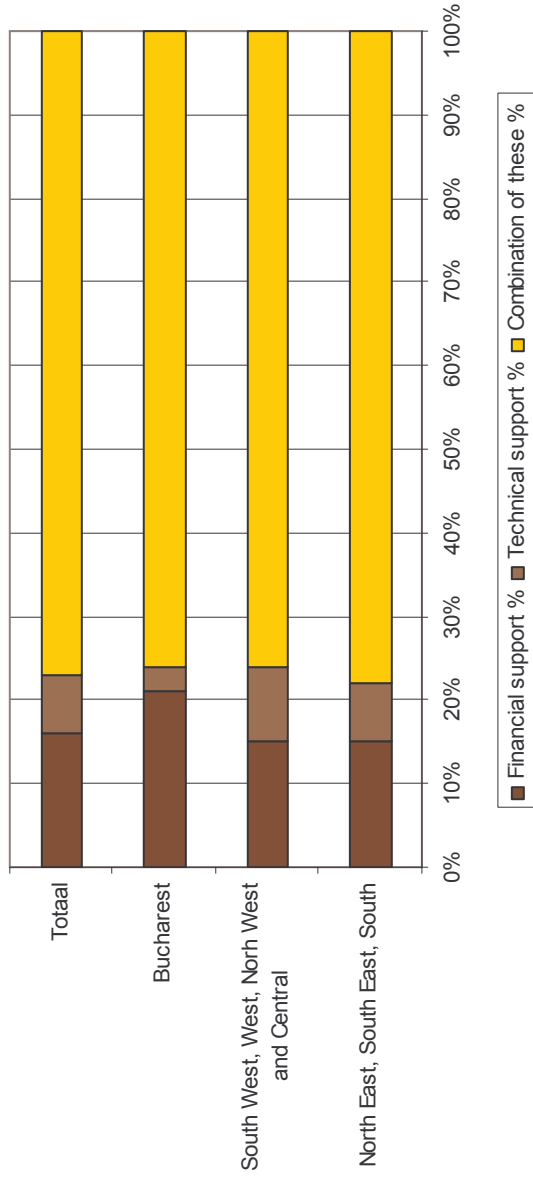
6. What do you see as the main bottle-necks in your region for a successful application of projects in your county/region?

	North East, South East, South	South West, West, North West and Central	Bucharest	Total
Uncertainty of co-financing	57%	58%	59%	58%
Lack of administrative capacity	49%	50%	47%	49%
Lack of technical capacity	52%	50%	46%	50%
Lack of capacity for implementing projects	42%	44%	48%	44%
Difficulties in obtaining necessary environmental assessments/permits	43%	44%	51%	45%



7. What kind of support do you need to improve your chances for successful applications?

	North East, South East, South	South West, West, North West and Central	Bucharest	Totaal
Financial support	15%	15%	21%	16%
Technical support	7%	9%	3%	7%
Combination of these	78%	76%	76%	77%
	100%	100%	100%	100%
Total	Count	Count	Count	Count
	167	117	94	378



Annex 4. Acronyms and abbreviations

ARIS	Romanian Agency for Foreign Investments
BSS	Business Support Structures
CEE	Central and Eastern European Countries
EBRD	European Bank for Reconstruction and Development
EC	European Commission
ECA	European and Central Asia
EDIS	Extended Decentralised Implementation System
ERDF	European Regional Development Fund
ESC	Economic and Social Cohesion
ESF	European Social Fund
EU	European Union
EUR	Euro
FDI	Foreign Direct Investment
GDP	Gross Domestic Product
GDRD	General Directorate for Regional Development (MEI)
GS	Grant Scheme
HRD	Human Resources Development
IB	Intermediate Body
ICT	Information and Communications Technologies
NIS	National Institute for Statistics
IRIS	Integrated Regional Information System
ISPA	Pre-Accession Structural Instrument
JAP	Joint Assessment Paper
JIM	Joint Inclusion Memorandum
MA	Managing Authority
MAI	Ministry of Administration and Interior
MARR	Mining Affected regions Reconstruction
MEI	Ministry of European Integration
MER	Ministry of Education and Research
MLFSS	Ministry of Labor, Family and Social Security
MOC	Ministry of Culture
MOH	Ministry of Health
MPF	Ministry of Public Finance
MTCT	Ministry of Transport, Construction and Tourism
MEWM	Ministry of Environment and Water Management
NAE	National Agency for Employment
NASMEC	National Agency for Small and Medium Enterprises and Co-operatives
NBRD	National Board for Regional Development
NDP	National Development Plan
NGO	Non-governmental Organization
NIRDT	National Institute for Research & Development in Tourism
NPAA	National Programme for the Adoption of the Acquis
NSRF	National Strategic Reference Framework

NUTS	Official Nomenclature of Territorial Units for Statistics
OP	Operational Programme
R&D	Research and Development
RAI	Regions' Attractiveness Index
RDA	Regional Development Agency
RDB	Regional Development Boards
RDI	Research, Development and Innovation
RDP	Regional Development Plan
ROP	Regional Operational Programme
SAPARD	Special Programme for Pre-Accession Aid for Agriculture and Rural Development
SF	Structural Funds
SME	Small and Medium-sized Enterprises
SOP	Sectoral Operational Programme
SWOT	Strengths, Weaknesses, Opportunities and Threats
TAIEX	Technical Assistance Information Exchange Unit
UNDP	United Nations Development Programme
USAID	US Agency for International Development
WB	World Bank

Annex 5. Strategic Environmental Assessment ROP

Environmental Report
(SEA report)

for
**Regional Operational
Programme**

2007-2013

Romania

EuropeAid/121373/D/SV/RO

Reference

Bucharest, January 2007

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List of abbreviations and acronyms

Abbreviation or acronym	Explanation
CF	Cohesion Fund
DG1076/2004 on SEA	Government Decision no.1076/8.07.2004 for setting up the environmental assessment procedure of certain plans and programmes (Of.J.no.707/5.08.2004)
EIA	Environmental impact assessment (project level assessment of environmental effects)
env.	Abbreviation for "environmental" or "environment"
ERDF	European Regional Development Fund
EUSDS	EU Sustainable Development Strategy (Gothenburg strategy, 2001)
GD	Governmental Decision
GRDP Handbook	Handbook on SEA for Cohesion Policy 2007-2013 elaborated within the Interreg IIIC project "Greening Regional Development Programmes"
KAI	Key area of intervention
MA	Managing Authority
NDP	National Development Plan
NGO	Non-governmental organization
PA	Priority axis
REC	Regional Environmental Center for Central and Eastern Europe
ROP	Regional Operational Programme 2007-2013
SEA	Strategic environmental assessment
SEA Directive	The European Council Directive no. 2001/42/EC on assessment of the effects of certain plans and programmes on the environment
NRSF	National Strategic Reference Framework

Non-technical Summary

The Regional Operational Programme for the years 2007-2013 (hereinafter ROP) is a document prepared to enable access and distribution of EU financial sources in the area of regional development. This ROP is being elaborated by the Ministry of European Integration of Romania (hereinafter the Managing Authority). It adheres to thematic priority identified in the National Strategic Reference Framework aimed at "promoting balanced territorial development". The ROP determines objectives, priority axes and key areas of intervention within which it will be possible to submit project applications for co-financing from the EU Cohesion Fund.

The ROP was identified as one of 4 sectoral operational programmes screened for the strategic environmental assessment (hereinafter SEA) procedure, as provided for in the Government Decision no.1076/8.07.2004 for setting up the environmental assessment procedure of certain plans and programmes (Of.J.no.707/5.08.2004) (hereinafter DG1076/2004 on SEA). The content and scope of the assessment was determined during the scoping meeting with the Working Group established for the purpose of SEA by the Managing Authority. The scoping meeting took place on the 11th of September 2006 and the minutes of the meeting were recorded, which are attached in the Annex 1 with the list of participants attached to the Annex 2 of this report.

The assessment process began after the decision of the scoping meeting. From the time of the start of the project, a working version of ROP from April 2006 was made available to the SEA team and the process then continued simultaneously with the amendments introduced to the ROP by the Managing Authority due to consultations with stakeholders and ex-ante evaluation recommendations. At the end of October the Managing Authority provided with the second draft version of the report, which had some modifications. The draft environmental report reflects this latest draft of the ROP.

The draft environmental report was completed on 16th of November and was prepared for the version ROP dated April and included modifications of November versions of 2006. The ROP and the draft environmental report were made available for public consultations at the end of November 2006. Based on the request of the Ministry of Finance, that wished to ensure that SEA considers alternatives options, another draft / version of the ROP was provided to the SEA team on 19th of January 2007. This version has been consequently still included in the final version of the environmental report.

All parts of the ROP were assessed through SEA. Expert conclusions and recommendations were based on a number of national and international documents relevant to the ROP including the draft programme complements elaborated by the Managing Authority. The basic reference framework for conducting SEA was the set of relevant environmental objectives endorsed during the September Scoping meeting referred above. The objectives were formulated on the basis of the analysis of existing relevant national and international strategic documents (strategies, plans and programmes) and current status of environmental issues

related to the nature and focus of the ROP. The final set of relevant environmental objectives also included relevant human health issues and specific issues related to nature and biodiversity protection (within the framework of Natura 2000).

Using the set of relevant environmental objectives the SEA team assessed the ROP sections and proposed inter alia:

- to emphasize the link with sustainable development objectives identified in the EU Sustainable Development Strategy (Gothenburg 2001 and as renewed in Brussels 2006) and Sustainable Development Strategy of Romania (1999);
- to strengthen the references made to the need to support public transport as one of the preconditions for sustainable transport development;
- to amend the ROP with potential impact of tourism on the natural and cultural heritage and to refer to the actions being taken by the country to ensure sustainable tourism development;
- to strengthen and expand the environmental situation analysis in general and as relates to each region being supported under ROP (detailed recommendations provided);
- to supplement the SWOT analysis with environmental issues;
- to complement and modify the global and specific objectives in order to advance sustainable development;
- to modify formulation of some of the key areas of intervention in order to strengthen the potential progress towards sustainable development of the actions envisioned.

The ROP contains priority axes that are worked out in detailed key areas of intervention, which are the most important part of the ROP in terms of assessment of its possible negative impacts and potential environment benefits. Assessment was carried out for each separate key area of intervention (except for the Priority Axis on Technical Assistance) and was based on the analysis of its consistency with the relevant environmental objectives - i.e. whether and how the intervention areas may positively or negatively affect future attainment of the relevant environmental objectives in Romania.

On the basis of this assessment, the SEA team made proposals for implementing and modifying the focus of the areas of intervention and also suggested conditions for their implementation.

Another important output of the assessment was the proposal for monitoring of environmental effects of the ROP implementation and a proposal for environmental selection system that will help to evaluate environmental performance of projects proposed for funding within ROP. It is anticipated that integration of environmental criteria and monitoring indicators into the overall implementation and monitoring system of the ROP will enable to focus the support from the EU funds on those activities, which will bring positive effects to the environment and will minimize adverse impacts.

Major findings of the analysis

The assessment covers two versions of the ROP: one from 2005 and one from April 2006. In the April 2006 version the programme under the Priority Axis 3 "Strengthening the regional and local business environment" includes an addi-

tional Key Area of Intervention called "Rehabilitation of industrial sites", while in the 2005 version this KAI was missing.

Assessment of the Key Area of Intervention "Rehabilitation of industrial sites" indicates that this intervention is likely to have significant positive environmental effects and its inclusion improves an overall balance of positive and adverse environmental impacts of the ROP.

Comparison of both versions of the ROP thus leads to a conclusion that the April and November 2006 versions of the ROP are likely to have more positive environmental effects than the 2005 version of the ROP, since:

- It has an additional KAI "Rehabilitation of industrial sites" in the Priority Axis "Strengthening the regional and local business environment"
- this KAI includes and corresponds to the priorities provided in the guidelines for SF
- it enables better integration of sustainable development and environment to the ROP.

Based on the analysis of the environmental status in Romania, focused on the most important environmental issues and problems related to regional development, and based on the assessment of specific objectives, the SEA team proposes recommended in the global objective of the ROP to change the term "economic growth" into the term "economic development". The opinion of environmental experts is that economic growth is not a sustainable concept in the environment where majority of natural resources used for economic development are finite. Therefore economic growth is not an acceptable term in the process reaching the sustainable development.

SEA team proposed some additions to the Objective 2 and 3 of the ROP, where it recommended to include term sustainable to the business and region's development concepts. The same modifications were proposed for Priority axis 3 and 4.

During the assessment it was determined that the implementation of the objectives and priority axes of the ROP will have some significant environmental effects on the environment. Mostly neutral and positive effects are expected from implementation of the projects to be carried out under the ROP. Some significant negative effects may likely take place under priority axis 1 and 3.

Following modifications of the KAIs were recommended:

KAI 3.1: Development of **sustainable** business support structures

KAI 3.2: Industrial sites rehabilitation **and renovation of public utility infrastructure in urban areas**

KAI 5.2: Development of **sustainable** business environment

For KAI 1.1, 2.1, 2.2, 2.3, 2.4, 3.3, 4.1, 4.2, 4.3, 5.1 and 5.3 no modifications were proposed

Key mitigation measures recommended for implementation of ROP are:

- o projects have to be screen for EIA and if EIAs are carried out, special focus should be given the mitigation of any negative impact on Natura2000, landscape fragmentation and green-field developments;
- o all tourism development projects should undergo the EIA in order to enable alternative solutions to any environmentally harmful impacts (e.g. under "Carpathian Super-ski" development)
- o to enable environmental integration into operations supported by ROP it is recommended to integrate the environmental selection system (criteria)

into the overall project selection system as well as environmental monitoring indicators proposed in this report.

During the assessment, as additional measure to prevent, reduce and as fully as possible offset any significant adverse effects on the environment, a system for environmental evaluation and selection of project applications was proposed. The system for environmental evaluation was designed in two stages with pre-project environmental evaluation during project preparation and formal environmental evaluation within official selection procedures. A draft recommended form for project proposal evaluation from environmental impact point of view was elaborated, which is based on the relevant environmental objectives and will enable to assess proposed project impact on the relevant environmental objectives.

During project selection it is recommended to give priority to developments that:

- promote and enable BATs;
- promote investments to brownfields versus greenfields;
- promote minimize and reduce energy efficiency and energy demand and reuse of waste;
- directly address the PT but also in other measures under the ROP;
- aim at production and replacement of fossil based fuel with bio-fuel
- promote energy efficiency, environmental services in tourism sector but also such tourism activities as eco- tourism, agro- tourism, etc.
- have "greening" approach to the landscape and eco-systems, such as rehabilitation of the brownfields or afforestation and development of green areas/zones.

In order to implement the system it was recommended:

- To incorporate the proposed measures that should be taken to minimise, reduce or offset the likely significant environmental effects of each area of intervention provided (outlined in the sub-chapter 8.1) among the core selection criteria for project applications.
- To incorporate the proposed environmental evaluation of project applications into the overall system of evaluating and selecting projects
- To ensure sufficient personnel and professional capacities for environmental areas within the project evaluation
- To ensure that the applicants are informed sufficiently about environmental issues and about possible links of the draft projects to the environment.

To ensure monitoring of environmental effects of the programme a set of environmental indicators were proposed (coordinated with the national environmental monitoring indicators as well as EEA indicators sets). SEA aimed at establishment of indicators to monitor effects on each relevant environmental objective. In order to ensure monitoring, it was recommended:

- To incorporate the environmental indicators proposed into the overall system of monitoring the ROP implementation impacts
- To connect the monitoring system to the system of evaluating and selecting the projects, using environmental criteria;
- To publish the results of monitoring regularly (at least once a year);
- To ensure sufficient personnel and professional capacities for environmental areas within the ROP monitoring;
- To involve the Ministry of Environment and Water Management into the discussion about the overall system of monitoring and especially the way of incorporating environmental issues into the overall system before it is launched;

- To ensure that the applicants are informed sufficiently about environmental issues and about possible links of the draft projects to the environment.

Consultations

The environmental report was prepared in consultations with the Managing Authority. Consultation with other relevant authorities (relevant ministries and agencies) has been done through the Working Group (WG) established for the purpose of the SEA.

In order to provide a wider access to the SEA process and, the SEA team initiated the establishment of the webpage within the Managing Authority where the SEA working documents and other relevant information was posted (www.mie.ro). Visitors to the web-site will also be able to comment on the draft SEA documents in writing and register to take part in the public debate which will take place at the end of the SEA process (to be announced).

REC Romania created a web-age on its website (www.recromania.ro) dedicated to the "Ex-ante Evaluation" (EuropeAid/121373/D/SV/RO), which contains the documents produced during the SEA of ROP. Comments on the draft environmental report for ROP may be sent to the following e-mail address: oana.boingeanu@recromania.ro.

Pursuant to the relevant national legislation the public debate was organized after the formal submission of the ROP including this environmental report to the SEA Authority (the Ministry of Environment and Water Management) and the open consultation phase of 45 days with other relevant stakeholders and the public as required by the national law. Minutes of the public debate held on the 18th of January and the list of participants are in the Annex 6. The comments and suggestions raised during this consultation phase and the public debate were considered within the final version of the environmental report and the ROP, which will be approved by the Government of Romania.

1. Introduction and methodology

1.1 Objectives of the SEA

Strategic Environmental Assessment (SEA) is a tool for minimizing the risk and to maximize positive effects of proposed plans and programmes on the environment. The European Council Directive no. 2001/42/EC on assessment of the effects of certain plans and programmes on the environment (hereinafter SEA Directive) requires SEA to be carried out during the elaboration of the plan or programme and requires preparation of an environmental report; carrying out consultations and taking into account of the environmental report and the results of the consultations in decision-making. Romania transposed the SEA Directive through the Governmental Decision 1076 of 8th of July 2004.

The SEA Directive came into force in July 2004 and is applicable to Cohesion and Structural Fund's programming for 2007-2013.

The Cohesion Policy programming process analyses and proposes development interventions. The SEA process examines individual outputs of the planning process and it may propose any necessary amendments to maximize the environmental benefits of development proposal and to minimize their negative environmental impacts and risks. As such, the programming process and the SEA process follow a very similar logic, and this is the basis for the approach recommend by the project implementing Consortium.

Additionally, SEA is a key tool not only for "greening" plans and programmes and for improving their general logic, consistency and chances for success¹ within the overall Cohesion Policy objectives, by providing linkages with parallel planning process (such as ex-ante or national strategic planning) and contributing to sustainable development.

Moreover, the requirements of the SEA Directive must be interpreted in such a way that Romanian Environmental NGOs and Civil Society have an effective involvement in the consultation process and are able to be informed about and to contribute to the Strategic Environmental Assessment.

¹ Handbook on SEA for Cohesion Policy 2007-2013, Greening the Regional Development Programmes project, 2006

1.2 Methodology

This SEA follows a specific SEA approach outlined in the "Handbook on SEA for Cohesion Policy 2007-2013" (hereinafter GRDP Handbook) which was elaborated within the Interreg IIIC project "Greening Regional Development Programmes". This Handbook was welcomed by the DG Regio and EG Environment in 2006 as a recommended approach for conducting SEA for the Operational Programmes for EU Cohesion Policy in 2007-2013.

The SEA methodology used for this assessment fully incorporates the requirements of the SEA Directive, methodological recommendations contained in the GRDP Handbook and the national SEA requirements in Romania set up by GD no.1076/2004. Based on these requirements, this SEA aimed to:

- determine the key issues that are to be considered during elaboration of the programming document;
- analyse the context of the programming document and likely future trends if the programming document is not implemented;
- identify an optimal set of specific development objectives and priorities;
- identify optimal measures which will best enable achievement of the objectives;
- propose an optimal monitoring and management system;
- provide for early and effective consultations with the relevant authorities and the concerned public, including citizens and organized stakeholder groups;
- inform decision makers about the programming document and its likely impacts;
- notify relevant authorities and the public about the final programming document and the reasons for its adoption.

Assessment of the draft ROP was based on the following steps:

- Analysis of the main environmental issues and trends in Romania.
- Analysis of relevant environmental plans and programmes and related strategies on international, EU and national levels.
- Determination of the relevant environmental objectives for the ROP.
- Assessment of the descriptive part of ROP – whether it properly reflects the main relevant environmental issues for the ROP.
- Environmental assessment of the ROP strategy (objectives and priority axis).
- Environmental assessment of the priority axes and areas of intervention.
- Proposals for changes in the ROP text, based on the evaluations carried out.
- Proposal for environmental indicators to monitor environmental impacts of the ROP implementation
- Proposal for environmental criteria for selection of projects.
- Compilation of a draft environmental report.

2 Regional Operational Programme's content and context

2.1 Introduction

The Regional Operational Programme is a document concerning the use of the EU financial and national co-financing sources in several sectors of economy of Romania. The programme is being developed the Ministry of European Integration (by the Managing Authority) in consultation with key stakeholders. The ROP is being elaborated upon the objectives of the National Strategic Reference Framework (hereinafter NRSF), in particular on its development objective "promoting balanced territorial development". The ROP as well adheres to the priority of the National Development Plan (NDP) "diminishing the economic and social development disparities between Romania and average development of EU Member States".

The ROP sets the objectives, priority axes and key areas of interventions for support of the framework to which it will be possible to submit project proposals for co-financing from the European Regional Development Fund (ERDF) (as indicated in the Draft of NRSF).

2.2 Summary of main chapters

The ROP (draft of October 2006) contains the following main parts:

- List of Acronyms and Abbreviations
- Introduction
- 1. Current Situation Analysis
 - 1.1. Comparative Analysis and Disparities Between Regions
 - 1.2. Regions' Socio-Economic Characteristics and Disparities with Regions;
 - 1.3. Lessons learned from pre-accession planning and programming and implementation of Phare esc and national funded programmes 2000-2006
- 2. SWOT (strengths, weaknesses, opportunities and threats) analysis
- 3. Strategy:
 - 3.1. Objectives;
 - 3.2. Priority Axes;
 - 3.3. Coherence and compliance with the Community and national policies;
 - 3.4. Complementarity with other Operational Programmes and the operations financed from EAFRD and EFF;
- 4. Financial plan.
- 5. Implementation
 - 5.1. ROP Management;
 - 5.2. Monitoring and Evaluation;
 - 5.3. Financial management and control;
 - 5.4. Information and publicity
 - 5.5. The Single Management Information System
- 6. Partnership

Annex 1 – Tables

Annex 2 – Regional Profiles

Annex 3 – SWOT Analysis by Regions

Annex 4 – Indicative breakdown of the community contribution by category in the ROP

All chapters and sections were reviewed during the strategic environmental assessment focusing on those parts that could reveal the environmental effects of the projects to be funded under the priorities of the ROP.

2.3 General and specific objectives and priority axes and justification why certain issues are not dealt in this ROP

The global objective of the ROP is “supporting and promoting a sustainable balanced economic and social development of the Romanian Regions, by giving priority to the lagging behind ones by improving business environment and infrastructural conditions for economic growth”. Overall objective is in accordance with the General Principles of the EU Cohesion Policy 2007-2013 (Community Strategic Guidelines, 2007-2013).

In order to achieve the global objective, financial means within the ROP will be concentrated under the defined priority axes which are aimed at implementing 4 specific objectives of the ROP. Specific objectives of the programme are as follows:

- The improvement of Regions’ attractiveness and accessibility
- Increase the Regions’ competitiveness as businesses locations
- Increase the tourism contribution to the Regions’ development
- Increase the socio-economic role of the urban centres

Priority areas (PA) identified for the purpose of ROP are as follow:

PA 1: Improvement of regional and local transport infrastructure

PA 2: Improvement of social infrastructure

PA 3: Strengthening the regional and local business environment

PA 4: Development of regional and local tourism

PA 5: Support of sustainable urban development

PA 6: Technical assistance to support ROP implementation

PA6 was not the subject of the SEA.

2.4 Links to relevant national plans and programmes and international (European) documents

The ROP specific objectives are in correspondence with the strategic part of the Romanian NRSF (2007-2013) that is under finalization. The ROP is linked with a number of national and international (mainly European) strategic programming and legal documents. The relevant provisions of EU and the national development policies in relation to priority axes are referenced in the Sub-chapter 3.3 “Coherence and compliance with Community and national policies” of the ROP.

Linkages with the following European policy documents are highlighted in the ROP: Cohesion Policy in Support of Growth and Jobs - Community Strategic Guidelines, 2007-2013 {SEC(2005) 904}, White paper on European Transport Policy. COM 2001 (370), "Cohesion policy and cities: the urban contribution to growth and jobs in the regions" {SEC(2006) 928}, European Charter for Small Enterprises (2000), Joint Inclusion Memorandum and Commission's Guide to the Community rules on State aid.

Key national policy and legal documents highlighted the ROP are Law no.203/2003 regarding the creation, development and modernization of European and national transport network, Law no.84/1995 regarding education republished in December 1999, Decision 1088/2004 regarding the approval of the National Strategy regarding health services, Action Plan to reform the health sector, GD no.1280/2004 regarding the Government strategy for supporting the development of SMEs 2004-2008, Law no.350/2001 regarding territorial planning and urbanism, Law no.526/2003 to approve the National Programme to develop mountain tourism "Superski in Carpathians", National Strategy for Developing Social Services (GD no.1826/2005).

The ROP is significantly linked and corresponds with the Romanian NRSF (2007-2013) as well as National Development Plan (NDP).

SEA analyses identified the following key national documents in terms of the environment linked with the ROP:

- Law no.271/2003, for ratifying the Gothenburg Protocol
- National Sustainable Development Strategy (1999)
- EGO no.195/2005 on Environmental protection (Of.J.no.1196/30.12.2005) approved by Law no.265/2006 (Of.J.no.586/06.07.2006)
- National Strategy for Energy Efficiency - GD No.163/2004 and Law No.199/2000, amended by the Law 56/2006;
- GD no.731/2004 on the approval of the National Strategy for Atmosphere Protection (Of.J.no.496/02.06.2004)
- GD no.738/2004 on the approval of the National Action Plan for Atmosphere Protection (Of.J.no.476/27.05.2004)
- GD no.188/2002 (Of.J.no.187/20.03.2002) on the approval of the norms regarding the wastewater discharge conditions in the aquatic environment, as amended by GD no.352/2005 (Of.J.no.398/11.05.2005).
- Law no.462/2001 (Of.J.no.433/2.08.2001) for the approval of the GO no. 236/2000 (Of.J.no.625/04.12.2000) on natural protected areas regime, conservation of natural habitats and of wild fauna and flora; updated with Law no. 345/19.07.2006 (Of.J.no.650/27.07.2006).
- National Strategy and Action Plan for Biodiversity Conservation and Sustainable Use of Its Components (1996)
- MO of Waters and Environmental Protection no.860/2002 (Of.J.no.52/03.01.2003) on the approval of the procedure for environmental impact assessment and issue of the environmental agreement;
- GD no.918/2002 (Of.J.no.686/17.09.2002) establishing the framework procedure for the environmental impact assessment and approving the list of public and private projects which the procedure must be applied, as amended by GD no.1705/2004 (Of.J.no.970/2004)
- GD no.1076/8.07.2004 for setting up the environmental assessment procedure of certain plans and programmes (Of.J.no.707/5.08.2004)

Thought the Operational Programme refers to sustainable development, SEA has recommended to emphasize and link the ROP objectives with sustainable development as drawn in the European strategy for Sustainable Development (Gothenburg, 2001), since many actions directly or indirectly address objectives set by the strategy.

EU Strategy for Sustainable Development (Gothenburg 2001 and as renewed in Brussels 2006)

The European Council in Gothenburg (2001) adopted the first EU Sustainable Development Strategy (hereinafter EUSDS), which was renewed in Brussels in 2006 with the view of the proposals of the World Summit on Sustainable Development in Johannesburg (2002). It made synergies with the Lisbon strategy therefore amending the EUSDS with the objectives aimed at social and economic dimension of the development.

The EUSDS points out to the unsustainable trends in relation to climate change and energy use, which threatens public health, poverty and social exclusion, management of natural resources, biodiversity loss, land use and transport. The EUSDS posed new targets to European countries, with some of them directly or indirectly linked to the economic development. Key issues and objectives presented in the EUSDS are directly linked with issues address under ROP are Climate Change and clean energy, Sustainable transport, Sustainable Production and Consumption, Conservation and management of natural resources, public health, Social inclusion demography and migration, Global poverty and sustainable development challenges.

Complete list of relevant national and European strategic documents is provided in the Annex 3 to this document. Relevant objectives and priorities proposed by the existing international and national conceptual documents have been used by the SEA team when compiling a set of reference objectives in the environment and health protection area (as provided in the Chapter 5 below).

3 An outline of the reasons for selecting the options (alternatives) to be examined and issues related to collection of data required

3.1 Choosing the options to be examined

Relevant legislation – both Directive (2001/42/EC) and Governmental Decision (1076/2004) – require the reasonable alternatives of the programme to be considered within the SEA.

In the case of the programming for SF the SOPs are a one option programmes and a no-programme (or no-ROP) alternative is a default alternative to the programming document. The no-programme has been examined in the chapter 4 on the Current state of the environment and the likely evolution thereof without implementation of the ROP, which revealed that the no-ROP alternative would mean further deterioration of environmental situation and as such, no action is likely to have significant negative effects on the environment. Therefore the analysis further concentrated not on the alternatives of the ROP, but on the alternatives and possible improvement of positive effects on the environment of components of the ROP, such as objectives, priority axes and key areas of intervention (KAIs).

SEA Directive guidance of the EC “Implementation of Directive 2001/42 on the Assessment of the Effects of Certain Plans and Programmes on the Environment” provides the most clear explanation on the treatment of the alternatives in the plan or programme elaboration process.

Para 5.11 of the guidance refers to the fact that “the obligation to identify, describe and evaluate reasonable alternatives must be read in the context of the objective of the Directive which is to ensure that the effects of implementing plans and programmes are taken into account during their preparation and before their adoption”. Since the SEA process takes place before the adaptation of the ROP and enables analysis, it complies with the requirement to have analysis performed before the adaptation process.

Additionally, the para 5.14 refers to the fact that the “alternatives chosen should be realistic”. The assessment should not engage into a process of elaboration of unrealistic alternatives and focus on the work, which can bring the biggest benefits to the process and minimization of negative and increase of positive effects to the environment.

Further Para 5.14 refers to the process of the studying process: “Part of the reason for studying alternatives, is to find ways of reducing or avoiding the significant adverse environmental effects of the proposed plan or programme. Ideally, though the Directive does not require that, the final draft plan or programme would be the one which best contributes to the objectives set out in Article 1. A deliberate selection of alternatives for assessment, which had much more adverse

effects, in order to promote the draft plan or programme would not be appropriate for the fulfillment of the purpose of this paragraph.” This approach presented in the Guidance enabled the SEA team, due to programming process and available time, to focus on the programme as the core alternative and worked on options for internal levels of the programming process.

In case of operational programmes, the alternatives were discussed during the elaboration of ROP. The SEA team assessed the **alternative objectives, priority axes** (except the Priority Axis focused on Technical Assistance) **and priority areas of interventions** contained in the draft working version of ROP, and provided recommendations **for choosing their optimal formulation** (from the environmental point of view).

The analysis of objectives, priority axes and KAIs resulted in formulation of more environmentally sound alternatives to the options presented in the ROP. When SEA identified a possible significant negative effect on the level of KAI, proposed alternative formulations were suggested of the KAIs or in the form of the system for environmental evaluation and selection of project applications. All these options have been suggested to the relevant authorities through internal submissions (SEA working group) and internal meetings with MAs. They were also presented to the public as in the draft environmental report. Some options generated by the SEA experts have been deemed too extreme and therefore were not supported by the Managing Authority

The draft ROP is being submitted for approval to the Government as a “one-option” document accompanied by ex-ante evaluation and draft environmental report and the statement of the SEA Authority on how the environmental considerations have been integrated in the plan or programme, and how the environmental report have been prepared.

SEA team is well aware that many real alternatives for implementation of the programme will be when the specific projects will seek support from the ROP. These projects will vary in size, type, location, etc and will inevitably have differing environmental impacts. In order to select those alternative projects with the best environmental performance, SEA team suggested environmental indicators and projects selection criteria that should be included into the implementation and monitoring system of ROP.

3.2 **Analysis of the alternatives of ROP**

The draft environmental report was completed on 16th of November and was prepared for the version ROP dated April and included modifications of November versions of 2006. The ROP and the draft environmental report were made available for public consultations at the end of November 2006. Based on the request of the Ministry of Finance, that wished to ensure that SEA considers alternatives options, another draft / version of the ROP was provided to the SEA team on 19th of January 2007. This version has been consequently still included in the final version of the environmental report.

The assessment covers two versions of the ROP: one from 2005 and one from April 2006. In the April 2006 version the programme under the Priority Axis 3 "Strengthening the regional and local business environment" includes an additional Key Area of Intervention called "Rehabilitation of industrial sites", while in the 2005 version this KAI was missing.

Assessment of the Key Area of Intervention "Rehabilitation of industrial sites" indicates that this intervention is likely to have significant positive environmental effects and its inclusion improves an overall balance of positive and adverse environmental impacts of the ROP.

Comparison of both versions of the ROP thus leads to a conclusion that the April and November 2006 versions of the ROP are likely to have more positive environmental effects than the 2005 version of the ROP, since:

- It has an additional KAI "Rehabilitation of industrial sites" in the Priority Axis "Strengthening the regional and local business environment"
- this KAI includes and corresponds to the priorities provided in the guidelines for SF
- it enables better integration of sustainable development and environment to the ROP.

3.3 Issues related to collecting of required data and other

The Ministry of Public Finance and the Managing Authority (hereinafter MA), have provided to the SEA team sufficient amount of relevant documents to work out the assessment. Two version of the ROP (April and October drafts) have been used in the assessment, but the final draft report of the environmental report reflects the changes done to the ROP in the latest version available to the SEA team.

Considering that the SEA started in a moment when the complete already second draft of the ROP was prepared, the benefits of the assessment would have been more efficient, if the process had started earlier together with the programming process (The initial draft of the ROP was produced in December 2005). The SEA team understands that its rather difficult for the Managing Authority to introduce changes into the document, which has been in preparation for more than a 1 year. Parallel start of the SEA with the programming would have enabled gradual optimizing of the ROP from the environmental point of view and would have facilitated a deeper mutual cooperation among the Managing Authority and SEA team.

The analysis, recommendations and observations of the environmental effects of the ROP presented in this report were elaborated during the period between of September and October 2006. Nevertheless, the SEA team produced the Environmental Report adhering to the requirements of the SEA Directive (2001/42/EC) and Romanian DG no.1076/8.07.2004 in the best quality achievable within the available time limits.

The Environmental Report is a self-standing document which is also annexed to the ex-ante report.

4 The current state of the environment and the likely evolution thereof without implementation of the ROP

4.1 Environmental analysis and likely evolution thereof without implementation of the ROP

In this section, the key topics and problems of the environment and public health are identified, with attention being paid to the link towards issues caused by economic development sector in particular.

The environmental situation analysis was prepared for all environmental issues identified during the scoping phase of the project. The issues are as follow: water, air, soil, climate change, biodiversity, human health, environmental risk management, resource efficiency and conservation/ sustainable resource management, landscape and cultural heritage, energy efficiency and renewable energy sources, awareness raising on environmental issues, sustainable transport and sustainable tourism.

The description of the current state of the environmental issues relevant to the ROP is largely based on the State of the Environment Report of Romania (2004). Data was verified with the relevant departments of the Ministry of Environment and Water Management, which provided update on some indicators for 2005.

The description of the likely future trends if the ROP is not implemented is obviously constrained by numerous uncertainties. These include availability of data on future economic development, global and national environmental trends and impacts on the same environmental issues (media) by other activities (e.g. other OPs), technological progress or advancements in regulatory frameworks that collectively influence future trends. SEA experts have outlined the future trends using the past trends information, the key driving forces behind the trends (such as economic development, environmental know-how, etc.) as well as they expert judgment.

Table 1. Current state of the environment and likely evolution of thereof without implementation of the ROP

Env. issues	Current state of the environmental	Likely future trends
Air	A slight improvement in the air quality was noticed during the last two decades due to the reduction in the economic activities (initially) and re-tooling programs (starting from late 90's) carried out in some economy sectors and major plants, as well as intensified monitoring by EPA and more stringent environmental requirements.	The energy demand is likely to grow in Romania, therefore if no action is taken the pollution from district heating systems and large combustion plants will continue and will growth due to economy growth. The energy contribution of the NPP will only satisfy the growing energy demand. With transport sector being on a

Env. issues	Current state of the environmental	Likely future trends
	<p>Power and heat generation utilities (large combustion plants and municipal heating units) were the main SO₂ pollution sources (75.73%) in 2003. The SO₂ emissions decreased during 1995 – 2001 because of the industry sector collapse and from 2003 they started rising again due to economy’s recovery.</p> <p>NO_x emissions are largely caused by electric and thermal power industry (39.24%), road traffic (31.58%) and manufacturing industries (11.39%).</p> <p>Mercury emissions showed a decrease in 2003 against 2002 by 33.81%. Cadmium emissions showed a decrease in 2003 against 2002 by 50.17%. Lead emissions showed a decrease in 2003 against 2002 by 52.3%, mostly due to the cut off the leaded gasoline from the fuel market. All refineries in Romania have stopped producing leaded gasoline and imports of lead-gasoline were stopped too.</p> <p>Quite common practices of burning waste (municipal and industrial, some times unintentional fires) results in CH₄ and CO₂ emissions, given the lack of resources for safer alternatives.</p> <p>The road traffic affects the environment mainly because of NO_x emissions. The emissions are much high due to the largely outdated heavy transport fleet in Romania (old and badly maintained vehicles, which burn mixes of diesel and oil, that are generating pollution by aromatic substances and insufficiently burned heavy oils).</p> <p>The air pollution in the cities is largely caused by transport (private and public), though there is no data in Romania on the share of pollution by mode. The air pollution in the cities in the last years has increased dramatically. Public transport (hereinafter PT), which is seen as cleaner transport mean, is contributing to the overall pollution of air in town and cities due to outdated fleet and congestion (more on this under Sustainable Transport).</p> <p>The incinerators used by hospitals are obsolete and overused, generating large amounts of pollutants. They are to be closed in due time.</p> <p>Additional source of air pollution are illegal and accidental waste fires.</p>	<p>rise, the problems with air quality will rise too, especially in the urban areas.</p> <p>With regards to pollution due to PM (particulate matter), if there will be no improvement in Bucharest and other big cities on the short and medium term, the already alarming situation in relation to human health will continue to deteriorate not only in the city, but also in the surrounding areas.</p> <p>An indirect impact is likely in the future from the transfer of the impact on environment to the impact on the socio-eco system, as a result of life quality deteriorating.</p> <p>Aging PT system is in declines and is an increasing source of urban air pollution due to low maintenance level. If no action is taken to renew the PT and give it a priority within the overall traffic, its share will continue to drop sharply and private cars will grow further diminishing poor urban air quality.</p> <p>Trains are seen as more ecological means of transportation but if the transportation costs and the quality as well as the accessibility to more communities in country will not improve it is unlikely that a shift towards a more environmental friendly transportation will happen on short or medium term.</p> <p>Air pollution is exacerbated by illegal burning of municipal and industrial waste, which will not stop if no measures will be implemented.</p>
Water	Water quality improvement in the different water basins was observed dur-	Surface water contamination will continue to increase if the drainage

Env. issues	Current state of the environmental	Likely future trends
	<p>ing the recent years in Romania due to reduction of animal farms and closure of different polluting industries during the last 2 decades. During 2005 the overall quality of surface water was assessed by 781 surveillance sections (measurement points): 12.9% identified Ist, 38.5% identified IInd, 26.1% identified IIIRD, 15% identified IVth and 7.4% identified Vth category of water quality. The poor water quality is caused mostly by anthropogenic point and diffuse source pollution. The biggest ratio in water pollution from point sources belongs to the water operators of cities and communal wastewater services, the chemical industry, metallurgy, mining activities and animal breeding sector. Diffuse pollution sources are agriculture activities (nitrates and solid sediments accumulated in the last 20 years of communist intensive agriculture), from the consumption of raw materials by industry and waste.</p> <p>There are 1,310 urban and industrial WWTP (wastewater treatment plants) and only 37.6% of them have operated in appropriate manner. The insufficiently treated water discharges contain mainly with organic substances, suspended solids, mineral salts and ammonia.</p> <p>Black Sea water quality The Romanian Black Sea shore is affected by pollution coming with the Danube water, by direct discharges of insufficiently treated wastewaters from land sources and by intense polluting activities from harbours (ship repairing and waste, raw and finished materials, transit substances, etc). In 2005, quality of water used for bathing in the coastal area was with in the standard values as relates to physical-chemical standards, but microbiological parameters demonstrated an organic type of pollution (eutrophication) affecting the living eco-systems.</p> <p>On the other hand, in the last 10 years, due to the collapse of the intensive polluting industries a constant decrease of pollution level was noticed in the Black Sea and Danube riparian countries as well as Romanian side of the Black Sea.</p> <p>Ground water Ground water contamination depends largely on the contamination of the surface waters and the quality of soil.</p>	<p>of wastewaters and discharge of wastewater without pre-treatment or with insufficient treatment (from municipal and industrial activities) will continue or start growing due to overall growth of the economy. Additional water pollution pressure will continue from the disposal of solid wastes and hazardous substances from industrial and mining activities is the practices will not improve. The percentage of water courses with inappropriate water quality is likely to increase dramatically decreasing the drinkable water resources for the population. Tail ponds from the mining industry and different type of liquid industrial waste lagoons spread all over the 8 regions will continue to be a dangerous source of pollution with heavy metals unless consolidation of pond tail barriers, closure and clean up of industrial waste landfills will take place.</p> <p>Black Sea water quality The industrial development will increase the overall water pollution if no support and enforcement will be implemented to ensure treatment of industrial and municipal waste waters. If the developments supported in the Black sea region of Romania will not have measures to ensure water discharges adhering to the water standards the situation, which showed the improvement due to industry collapse will start deteriorating again.</p> <p>Ground water The recovery of industry and economic development activities will increase pressure on the ground water. If economic boost provided by the national programmes and cohesion policy will not ensure a proper industrial waste management or improvement of environmental services of social, educational, business and tourism infrastructure, the ground water status is likely to worsen in some locations. The situation may have a long lasting negative environmental impact due to ground waters having a very slow if any way of self treatment, but mostly due to waters being used by still large number of population for consumption purposes.</p>

Env. issues	Current state of the environmental	Likely future trends
	<p>The biggest historical underground pollution can be met in the highly industrialized areas like the refineries from the Prahova valley, the steel and heavy metal industries from north-west part of the country, mining and extracting industries in general and from chemical products complexes all around the regions.</p>	
Soil	<p>Soil in Romania is largely affected by the insufficient and badly quality waste management system, which resulted in waste accumulation in unsuitably maintained landfills and illegal waste dumps both of municipal as well as industrial origin. Due to deficiencies of the system and lack of incentives to reduce waste generation, waste separation, recycling and reuse, the country has accumulated and exposed large quantities of waste on land causing soil, surface and underground water pollution, deterioration of eco-systems and potential danger to human health.</p> <p>Acidification Acidification is an issue largely caused by burning fossil fuels resulting in emissions of ammonia, sulphur dioxide and nitrogen oxides. The outcome of it is soil acidification and pollution of open and underground water resources, impact on eco-systems, as well as erosion of buildings, degradation of archaeological and cultural sites. The issue in Romania as well as in the rest of Europe is largely caused by large combustion and municipal heat plants and transport. The scale and the impacts of the problem is unknown, which can be expressed in impact on eco-systems as well as economic costs due to damages done to soil and buildings.</p> <p>Erosion Land slides, erosion and desertification is an important environmental issue in Moldova and Oltenia regions. The problem is becoming more frequent largely stimulated by deforestation. Unfinished privatization process is unclear status of some forest resources, (woods that have not been privatized or those that are already privatized have been exploited without proper control) enable further uncontrolled exploitation of forest resources in un-sustainable manner, but in addition causing the soil erosion. Hydro-erosion affects the mechanical stability of tailing dams through the creation of breaches in dam walls,</p>	<p>Insufficient or missing parts of the waste collection systems (like waste separation, recycling and reuse) will continue to impact soil and waters by accumulating amounts of new waste being generated and improperly disposed. This situation will require new areas of land. Illegal dumping will continue due to badly provided services (insufficient capacities) resulting in occasional fires and air emissions.</p> <p>The quantity of municipal waste will grow due to economic growth, increasing consumption and due to more areas being connected to the municipal waste collection systems. If no sorting systems will be introduced and no incentives for sorting and recovery of waste will be made available, the amount of wasted resources (e.g. glass, plastic, metal, etc.) will not be recovered and the waste generation will be more and more expensive (spending more money instead of making business from sorting and recycling) and will require much more depositing solutions and an increased negative environmental impact.</p> <p>Construction and demolition waste share in the municipal waste will continue to grow. Small illegal market of demolition and construction waste will continue to exist due to high prices of the construction materials and therefore will be a mean to reuse construction waste.</p> <p>Hazardous waste will continue to accumulate increasing risk to human health and further causing and increasing soil contamination.</p> <p>Acidification Growing emissions from industrial sector, transport as well as from the municipal sources will continue affecting soil and eco-systems unless investments will be done to reduce sulphuric emission into the atmosphere from combustion proc-</p>

Env. issues	Current state of the environmental	Likely future trends
	and result in an increasing leaching of heavy metals.	esses. Erosion The issue related to land degradation through land slides and erosion are likely to increase if measures are not implemented aimed at afforestation of certain locations, fortification of tailing ponds due to the risk caused by climate change and increase of periods with severe precipitation.
Climate change	Main climate change gases are carbon dioxide (CO ₂), methane (CH ₄) and nitrous oxide (N ₂ O). In 1989, Romania's total aggregated GHG emissions were 261 million tons CO ₂ equivalent. The total net GHG emissions decreased by about 50% in 2002 compared to the reference year 1989. This large decrease is mainly due to industrial production decrease (decrease of power consumption and closure of some industrial branches/outputs), reduction in intensive agricultural practices, and the restructuring of the economy in the transition to a market economy rather than climate change reduction measures and policies. According to the 3 rd National Communication on Climate Change Convention (2003) 11% of GHGs came from transport sector in 2001 in Romania.	As Romania is making efforts to accelerate economic growth, its GHG emissions are expected to increase. This will be the case unless Romania will be able to preserve the reductions of emissions by implementing measures for energy efficiency in parallel with other GHG emissions reduction measures. NCCS 2005 argues that no additional activities are needed to meet this specific objective, though trends show that with the growth of the national economy, GHG emissions are increasing already and may continue to increase threatening the national commitments. GHG emissions in the base scenario grow at app. 2%/year, which is a lower growth rate than GDP growth. This is mainly the result of the assumed shift to less energy intensive economic sectors, and the fuel shift and energy efficiency improvements in the energy sector. Fossil fuel combustion in the energy sector will remain the largest source of GHG emissions, while the largest growth in emissions in relative terms can be witnessed in the transport sector.
Biodiversity	Forest covers almost 29% of Romania, the rest being agricultural land, water bodies and other areas. There are 5 of 11 bio-geographic regions in Romania, which is the highest number of bio-geographic regions found within a single EU Member State. The natural and semi-natural ecosystems cover 47% of the territory. Romania has identified 783 types of habitats. Natura 2000 network Natura 2000 network is under development and should be finalized by the end of this year. 190 SPA (special avifauna protection areas) have been identified representing about 27% of the Romanian territory and 370 SCI (sites of community importance) representing about 14% of the Romanian	Even if large forest areas will be preserved given the selective extraction, the area of forests could reduce both in natural species quality and compositions, without a proper protection status. The reduction of the forested area or the decreasing of its protective functions in flood alleviation and nutrient reduction will be another likely increasing effect if good management practices will not be applied. Natura 2000 network Due to incomplete status of the Natura 2000 sites and lack of management plans (to date) it is likely that economic developments and projects supported by the ROP may likely affect the framework, which

Env. issues	Current state of the environmental	Likely future trends
	<p>territory have been identified. There are areas where anthropogenic activities have had negative effects on the conservation of wild species.</p> <p>A large number of protected areas might bring 'tension' for the population and businesses in the proximity of resources and buffer zones, economic development actors and tourist infrastructure, which will turn into protected resources due to Natura 2000 framework.</p> <p>Habitat fragmentation</p> <p>Romania still has largest unfragmented areas of land in Europe among new member states, though developments in transport infrastructure and urban sprawl during the last decade increased habitat fragmentation in larger scale whenever before due to speed and scale of developments. The tendency to take over new land areas that have never been affected by industrialization or urbanization before and increase of green-field developments versus brownfield rehabilitations have been increasing habitat fragmentation in Romania.</p>	<p>is aimed at conservation of the specific habitats and species in Romania.</p> <p>Habitat fragmentation</p> <p>Intensification of investments into the economy with no measures taken to reduce the impacts on biodiversity, forest and habitats (due to development of energy and communication infrastructure, business and production development, etc.) will lead to further habitat fragmentation and biodiversity loss. The loss will be accelerated by intensification of production sector development linked with the forest references and large scale forest cuttings.</p>
Human health	<p>An issue of concern under this subheading is noise, since other issues are analyzed under subheadings of water and air pollution. Noise is a matter of environment and health, especially in the urban agglomerations. As a result of the intense traffic, noise levels above the standard admissible norms are registered in numerous cities and towns. Major sources of noise pollution in Romania are caused by road traffic (in and outside the cities), air traffic (due to use of noisy aircrafts), railway and constructions.</p> <p><i>Noise and vibration generated by the road traffic</i> is a clear problem, with a significant effect on the people which live or work in the proximity of intensive traffic zones. The noise and vibration caused by the road traffic in the urban areas comes mainly from the engines and exhaust gas devices and in the rural areas it is caused by the interaction of tires and wheels with rail and road surfaces.</p> <p>Poor status of PT vehicles is also a major noise and vibration source, especially on the roads and streets, where PT lanes are not separated and prioritised.</p>	<p>Due to intensification of the traffic in the urban areas as well as outside the towns and cities, the road noise traffic is likely to grow. The noise arising from air traffic will grow as well due to increase in number of flights and passengers (localized impact).</p> <p>If no measures will be implemented to support PT and alternative transport means (enabling safe walking and cycling on the busy urban roads) further deterioration will take place.</p> <p>Noise due to development and construction will be on a rise with improving economy and more developments taking place in the country.</p>

Env. issues	Current state of the environmental	Likely future trends
Environmental risk management	<p>During the last 2 decades an increase in the frequency and intensity of precipitation periods was observed, which resulted in floods, bringing not only socio-economic damage to some parts of Romania, but also human life loss. The negative effects of floods have been intensified by unauthorized constructions in the areas prone to flooding, diminishing flood planes, and massive deforestation processes. High risk spots in river basins relate mostly to mining activities, chemical industry, oil extraction and refining, wood harvesting and timber processing associated with cellulose and paper industries, energy production, metal processing and radioactive waste.</p>	<p>High environmental risks related to oil pipes breaking, illegal waste deposits, leakages of detergents and organic pollutants, from the use of obsolete and old industrial technologies that cause fires, terror attacks and theft of oil from pipes without constant monitoring, control and punishment measures, risk reduction measures on the hot spots and cyanide circuits closure or monitoring, effective operating measures of the existing waste water plants and more facilities for alternative measures.</p>
Resource efficiency and conservation/ sustainable resource management	<p>Romania is rich with natural energy (hydrocarbons) and other resources, but since the end the last century a rapid depletion of extensive reserves of fossil fuels, including oil, natural gas, anthracite, brown coal, bituminous shale, and peat is being witnessed.</p> <p>A significant change in the usage of natural resources have occurred during the last 2 decades due to reduction of resource intensive industries, shifting of production of certain goods aboard, expansion of certain (e.g. furniture) and occurrence of new industries. Natural resource that are being extracted and used locally or exported as raw materials for production aboard are metallic ores, including iron, manganese, chrome, nickel, molybdenum, aluminium, zinc, copper, tin, titanium, vanadium, lead, gold, and silver. New quarries are developed for rocks extraction for local use or export. The efficient use of the resources due to the diminishing quantities is one of the key environmental issues in Romania.</p> <p>Waste is yet another resource the use of which is not explored in Romania. Waste contains a lot of valuable materials that can be separated, recycled and reused. The percentage of separate waste collection is low; in 2001 it was 2% and in 2002 – 7% of the total municipal waste collected, representing recyclable waste separately collected in pilot projects of separate collection or in industrial units, institutions or even commerce.</p>	<p>With no action to initiate and facilitate waste reduction by minimization, sorting, reuse and recycling, waste quantities will continue to grow and important resources will be lost with no sorting and recovery applied increasing the issue of soil, water and air pollution and landscape degradation.</p> <p>Use of raw materials (other than energy sources, e.g. wood, stone, sand) will intensify due to development and production grow and intensification of reduction of non-renewable resources will continue if no actions are taken to preserve them or increase resource efficiency.</p>
Landscape and cultural heritage	<p>Romania is rich in the diversity of landscapes starting from sea side beaches and ending with mountain</p>	<p>With the current tendencies of giving priorities to the developments in the greenfields and no incen-</p>

Env. issues	Current state of the environmental	Likely future trends
	<p>areas. Landscape as well as the cultural objects is one a natural resources that contributes to the attractiveness of the country to tourists as well as business development. Due to state planned developments of the last century as well as fast development of the economy of the last decade, the natural and cultural landscape is being overexploited and neglected with little attention paid to the visual and cultural aspects. Green fields are being extensively used for the developments (for industrial and social purposes) as well as redevelopments are entering areas that for centuries were considered pristine and dedicated to cultural purposes. The take over of green fields in opposite to brownfields come from construction of new housings, urban development, shopping and administrative centres as well as industrial/production centres and business areas.</p> <p>Brownfields During the economic and social changes of the last 2 decades, Romania has accumulated many abandoned infrastructure areas, sites with unfinished constructions and dilapidating abandoned housing units. Data on the area covered with brownfields is not available. Brownfields constitute environmental as well as health hazard as well as reduce the attractiveness of the country even having in mind rich natural and cultural resources. Number of brownfields has increased dramatically during the last 1.5 decades in Romania and due to tendencies to start economic developments in greenfields. Brownfields are very often converted into illegal waste dumping sides and therefore they are a major environmental issue. The area and the risk associated with the issue is not being monitored in Romania to-date.</p>	<p>tives to clean up and utilize abundant areas within existing boundaries of urban and rural developments, the natural and cultural areas close to the urban areas as well as in the country, will continue to shrink and suffer from industrial and economic intrusions that will hardly contribute to the preservation and enrichment of the Romania's cultural heritage.</p> <p>Brownfields Current situation and past trends with little efforts to revitalize brownfield or the lack of thereof will further put pressures on green zones in and around urban areas threatening biodiversity, protection of natural and cultural landscape (by making more potential brownfields and increasing risks related to old ones) and elimination of green spaces in the cities which are already now suffer from congestion and pollution. In the long run deterioration of the cultural and natural landscapes is inevitable.</p>
<p>Energy efficiency and renewable energy sources</p>	<p>Industry, population and transport are the main consumers of energy, which comes from non-renewable resources (mostly fossil fuels). Prior to 1989 the Romanian economy was characterized by highly energy-intensive industries. Industrial restructuring has led to a 40% decrease in energy intensity during the period 1989- 2000. However, this is mainly due to the contraction of industrial activity rather than to energy reduction measures. Romania remains an inefficient user of energy.</p>	<p>An increasing energy consumption trend will increase energy generation demand. With no measures facilitating energy efficiency and saving, the use of non-renewable energy and power resources will further increase due to economic recovery and boost of energy consumption.</p> <p>It will escalate further growing depletion of natural energy sources. It is already estimated that by the time second NPP reactor will be</p>

Env. issues	Current state of the environmental	Likely future trends
	<p>Starting from 2000 total use of gross domestic energy consumption was increasing. In 2005 the gross domestic energy consumption was increasing by 11.3% as compared with 2000. The value of the primary energy intensity in Romania was 0.770 toe/1,000 Euro in 2003, and the value of the final energy intensity was 0.496 toe/1,000 Euro, according to the statistical data from the National Energy Observer. In 2001, the final energy intensity in Romania was around 4.24 times higher than in the EU (0.637 toe/1000 USD95 compared to 0.15 toe/1000 USD95 in the EU). During 1999-2004, the energy efficiency increased by 1% yearly, due to the closure of activities of inefficient economic units, as well as creation of new energy efficient companies. The power plants are old and equipment is outdated. This increases production costs and energy loss. The majority of the thermal power units (approximately 82%) have been in use for more than 20 years. Most of these units surpassed their operating period, with negative impact on the environment. Also, 37% of the hydro electro plants have exceeded their operational life span. As regards the energy network, the depreciation level of the electricity power lines is 50% and 60% for electricity sub stations. The same situation is recorded for the distribution networks; 64% of the gas distribution network in the system is over 25 years old. At present, approximately 57% of the electricity is produced from fossil fuel (coal, natural gas), with very high production costs. At present, 29% of the total energy consumed is produced in high output hydro-electro plants and 10% of total is produced in Cernavoda nuclear plant, the rest being sourced from fossil fuels. Other forms of renewable sources of energy are under exploited and conducted in low output units.</p> <p>Renewable energy</p> <p>Biomass energy potential in the country is assessed at about 7,594 thousand toe/year (318 PJ/year), which accounted for almost 19% of the total consumption of primary resources in 2000. Local authorities became aware of Biomass power generation after the implementation of the Sawdust 2000 program, where 5 power plants in the towns Vatra Dornei, Gheorghieni, In-</p>	<p>launched it will only compensate the growing demand for energy in the country and will not contribute to energy production reduction from conventional power plants. There are a very few examples of switching fuel to low carbon intensive one. This trend will increase the pressure on natural gas (mostly imported from Russia). Situation with electricity may be a bit different since new equipment acquired from EU is developed based on the latest technologies and enable the energy conservation and efficiently. The efficiency measures for the equipment produced in Romania may be improved by the opening markets and wish to compete with produces in the rest of the world. There may be a natural tendency to energy efficiency of equipment. However energy use on the end of the pipe depends as well on the awareness of the use to conserve it not only because of the development trends, but also because of the energy impact on the environment. If no educational and awareness raising is applied on the subject, the impact will be small. Additionally, many power plants have problems with costs recovery from their clients and they can not afford to improve efficiency in production. If no actions area taken, this negative trend will continue.</p> <p>Renewable energy</p> <p>The strategy for using Biomass resources can not be developed without the governmental support or with little impact on the energy production sector. In order to generate the necessary 1-5% biofuel that will become legally mandatory to be introduced in the next 2 years in the fossil fuels (mostly for diesel fuels) the government support is needed to meet the target that Romania accepted with entering the EU. Maps with the highest wind potential in Romania are overlapping with protected areas. The areas with environmental impact are not defined. Wind energy generation needs support and help from environmental authorities and the public and if not support is given, the development of this energy will continue to be at no impact.</p>

Env. issues	Current state of the environmental	Likely future trends
	<p>torsura Buzaului, Huedin and Vlahita were converted on biomass fuel. Wind energy is an option in Romania too, but till now only a few wind turbines are operating (Tihuta in Bistrita, Ploiesti, Baia in Tulcea and Corbu in Constanta).</p> <p>Solar energy is also becoming attractive for companies and private use. A good example is in Mangalia where a private company is producing 210MWh/year with solar panels.</p> <p>Geothermal energy offers further potential with 70 hot springs in different geographical areas, 45 of them being located in conservation areas. Usage of geothermal energy for district heating in Oradea and Beius represent also a new technology for Romania.</p> <p>In the same line, 3/4 Bio-fuel industrial production capacities are in the design or project phase in Romania.</p>	<p>Energy generation from water is not considered a sustainable energy source at large, therefore development of new dams should not be supported, but the old ones are already sanded and the hydro potential will decrease rapidly in the next years, making its share even smaller.</p>
Awareness raising on environmental issues	<p>NSRF 2007-2013 points out to low levels of environmental awareness, wasteful use of energy and an under managed natural environment. There are very few initiatives on public awareness and mostly coming from the NGO sector. There are limited funds available for NGOs and small governmental resources allocated to such activities.</p>	<p>Unless public awareness efficiently moves to the level of interactive information and involvement of the public, environmental awareness will take more time to overcome other priorities existing currently in society.</p> <p>The shift to the sustainable development of the society is possible only if the shift happens in the behaviour of the public. Unaware public can not support actions planned by the government towards this direction and if no support is given to spread awareness among population, no shift will happen in the society in the long run. If the public is not correctly or properly informed in order to take the right decisions related to env. matters and issues, little incentives or support can be expected.</p> <p>Awareness raising is needed in the fields of waste generation and management, conservation of natural resources (water (risks associate with waste generation and management), air (through usage of public and other means of ecological transport and energy savings), biodiversity (protection of forest and habitats), climate change (responsible construction and soil management), etc.</p>

Env. issues	Current state of the environmental	Likely future trends
Sustainable transport	<p>Development of urban and inter-regional PT (metro, tram, busses and trolleys as well as railways (both freight and passenger)) is considered the way to reduce transport environmental impacts and to achieve sustainable transport development, accompanied by individual efforts such as cycling and walking.</p> <p>Lack of investment during 1990-2004 into PT and poor service quality has led to a fall in the PT use. Drastic increase in a number of road vehicles and particularly passenger cars (from 1.29mln in 1990 to 3.23mln in 2001, i.e. from 55.7 passenger cars per 1,000 inhabitants in 1990 to 144.3 in 2001 was observed. Freight motor vehicle fleet grew from 258,701 in 1990 to 597,047 in 2001 (about 230%). Freight and passenger railway transport declined sharply between 1990 and 2001: -71.8% and - 64.1% respectively.</p> <p>Increase in road traffic resulted in concentrated air pollution and traffic congestion not only in the cities but also in the narrow rural and international roads.</p> <p>Significant decrease in bus (3.5 times) and mini-bus passenger transport (2.5 times) usage between 1990 and 2004 was observed. Compared with the EU countries, the interurban bus and mini-bus passenger-km per inhabitant per year are by far the lowest in Romania. The average in the EU is around 1,000 passenger-km, compared with just 242 passenger-km in Romania.</p> <p>Between 1990 and 1999 the traffic in the port of Constanta decreased to 33 millions tons in 2001 (compared with 42.4 mil. tones in 1990).</p> <p>Development of railway transportation is one of the most effective means to reduce pollution, with positive results both on the short and medium run. The poor condition of the rail infrastructure has triggered a reduction of the operational speed while the level of comfort is affected by the ageing passenger fleet.</p> <p>The deterioration of PT and rail transport lead to the shift towards the road transportation, which is the main air polluter in the cities. Economic actors in Romania gave their preference to road transportation. Roads and streets in Romania are unable to cope with such a drastic shift. Consequently the situation results in fre-</p>	<p>Transport is linked with overall economic development due dependency of the economy on the transport infrastructure and use.</p> <p>Due to economic development, the rapid growth in car ownership will be experienced over the next 10 years. If the status of rail and PT in general will continue to deteriorate, the usage of it will continue to drop putting further pressure on the roads and on the environment. It is estimated that overall freight transport (in tons-km) will increase by 5.3% per year from 2006, with higher rates for road transport and lower rates for rail transport, which is to the disadvantage to the sustainable transport means.</p> <p>Unless the PT will become more attractive or is being promoted by economic actors (e.g. compensating for and promoting PT among employees), the number of private and business cars will continue to grow or at least will not help decrease the traffic in towns.</p> <p>Frequency, journey time, level of comfort and higher accessibility to more areas of the country, need a lot of improvement otherwise is unlikely that railway transport will play a significant role in transport, in the detriment of other means. If there will be no measures to justify the price it is unlikely that trains will become a favourite mean of transportation, but rather necessary, therefore not contributing too much to the option of increasing the environmentally friendly transport options in Romania.</p>

Env. issues	Current state of the environmental	Likely future trends
	<p>quents traffic congestions and pollution exacerbated by the multiplying road vehicles fleet and old and inefficient infrastructure.</p>	
Sustainable tourism	<p>In the last decade tourist sector suffered a decline, even though the potential for Romania in this sector is very high.</p> <p>Romania has a Strategy of Tourism Development (of Ministry of Transport, Constructions and Tourism), which mostly deals with privatization of tourist industry, and less with promotion and marketing or developing of human resources and products, or with safety and protection of tourist trips and environmental protection. Currently, because of poor management, protected areas are confronted with high pressure from illegal exploitation, uncontrolled tourism, development, illegal hunting and other environmental and social problems. Highly sensitive mountain ecosystems are threatened by inappropriate forms of tourism and infrastructure development.</p> <p>In the last decade tourist sector suffered a decline period, even the potential for our country is very high. Though good examples already exist in Romania, since during the last ten years, in parallel with the classical tourism services quite a few rural eco-tourism incentives have been developed in order to be taken in account as a viable alternative, at least in the mountain areas.</p>	<p>Tourism can have a very negative impact on valuable and protected areas of natural and cultural heritage in Romania. Unmanaged or wrongly advertised tourism can lead to a loss of the heritage and biodiversity.</p> <p>Intensification of tourism to national parks and areas of natural important may likely to hinder the attempts of the MoEW to protect the areas from human activity or disturbance and will undermine the future tourism development in the country.</p> <p>Unless some specific measures to reduce the pressure from uncontrolled tourism will be taken, valuable natural areas and, the cultural landscape they are integrant part of, will irreversibly loose their unique value.</p>

4.2 Proposed amendments of the ROP SWOT analysis with environmental issues

Based on the environmental assessment, SEA team recommended a few modifications to the SWOT analysis (on the programme level) and proposed additional environmental issues to be included into the SWOT table as below:

Table 2. Proposed amendments to the SWOT table of ROP

Strengths	Weaknesses
<ul style="list-style-type: none"> - Existing systems of public transport which provides a basis for development of sustainable transport system ; - Existing railway infrastructure; - Reduced air and soil pollution of the regions due to decline in industrial and intensity of agricultural activities; 	<ul style="list-style-type: none"> - Historic development disparities of the regions; - Lack of proper basic env knowledge, level of education and awareness system

<ul style="list-style-type: none"> - High level subsistence agriculture, which has smaller impact on the environment; - The existing natural potential as a basis of economic development of certain region - Romanian people do have a positive attitude and do care about the environment 	<p>functional and in place</p> <ul style="list-style-type: none"> - Limited knowledge and know how for accessing the EU funds available for environmental issues in general.
<p>Opportunities</p>	<p>Threats</p>
<ul style="list-style-type: none"> - New technologies and project coming to regions can facilitate start ups of new services; - Implementation of env. acquis which will further improve environment and so attractiveness of the country; - Rich biodiversity (e.g. mountain regions, Black Sea, Danube Delta) and natural and cultural landscape of Romania; 	<ul style="list-style-type: none"> - No clear strategy for putting in value the existing natural sites resources etc

5 The environmental characteristics of areas likely to be significantly affected by ROP

The ROP is prepared for the whole territory of the Romania. Since its not possible to identify the territorial locations of the priorities and activities planned within the ROP (the strategic level of the Operation Programme is on the scale of the country) the environmental analysis of the characteristics and issues provided in the chapter 4 is applicable and responds to the needs of this particular item of the content, as required by the national law and the EC Directive.

Environmental characteristics of the areas, where the certain projects to be supported under the ROP will be carried out shall be assessed by EIA procedure where applicable.

6 Any existing environmental problems which are relevant to the ROP including

The Chapter highlights the existing environmental problems relevant to the ROP including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to the DGO 236/2000 on the regime of the natural protected areas, conservation of natural habitats, of wild flora and fauna, approved by Law 462/2001.

6.1 Key environmental problems related to ROP

This chapter point out to the key environmental problems in the economy sector which have been identified from ROP and environmental analysis conducted for the assessment. Findings are summarized below in the form of the table based on the findings of the environmental situation analysis done for the purpose of the ROP.

Table 3. Key environmental problems related to the ROP

Env. issues	Key env. problems related to the ROP
Air	Ambient air quality exceeding the limits set by the legal norms in a number of localities in Romania due to old municipal power and heat infrastructure; Significant impacts on the air quality at rural and urban level from traffic congestion due to insufficient and poor quality infrastructure and lack of support to PT
Water	Water pollution from point and diffuse pollution sources due to economic activity and untreated municipal water discharges to the open water bodies
Soil	Point and diffused pollution of soil due to the lack of waste management systems; Soil erosion from water and wind due to low investments into mining industry (e.g. under-maintained tailing ponds) and industrial waste management (industrial waste disposal without env. protection measures)
Climate change	Increasing trend of emissions causing climate change due to increasing transport and energy demand of developing economy
Biodiversity	Deteriorating conditions and functions of terrestrial and aquatic ecosystems due to anthropogenic degradation, habitat fragmentation and deforestation Anthropogenic pressure on natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites

Env. issues	Key env. problems related to the ROP
Human health	Deteriorating human health due to pollution of air, water and soil; Old environmental burdens (e.g. pesticides, brownfields, mining waste, etc.) Deteriorated conditions of settlements with respect to transport noxes, particularly noise and vibration
Environmental risk management	Risks associated with natural disasters and industrial accidents due to increased development and low maintenance of current risk prevention system and infrastructure
Resource efficiency and conservation/ sustainable resource management	Diminishing non-renewable and renewable natural resources Increasing waste generation and lack of efforts to ensure waste recovery, and facilitate recycling of all waste
Landscape and cultural heritage	Pressure on natural and cultural landscape due to brownfields; Deteriorating Romanian coastal zone of the Black Sea due to economic development and pollution Increasing risk of loss of natural and cultural heritage
Energy efficiency and renewable energy sources	Inefficient energy consumption and increasing use and production of energy resources with consequences directly affecting human health and the environment Slow progress in energy generation from renewable resources
Awareness raising on environmental issues	Lack of awareness of the public how they can be environmentally-responsible and get involved in solving environmental issues
Sustainable transport	Deteriorating public transport and rail infrastructure leading to of environmental issues, directly impacting human health and economy
Sustainable tourism	Increasing efforts to promote tourism that threatens environment protection and nature conservation efforts

6.2 The network of protected areas (future Natura 2000 sites)

The terrestrial protected areas national system represents about 8% of the Romania's territory with 26 old large biosphere reserves, national parks and natural parks and 8 new large protected areas established in 2004 and 2005. Outside the areas mentioned above there are 904 scientific reserve, nature monuments and natural reserves with a total area approximated at 17,700 km². The locations of the major protected areas in Romania are presented in the map below.

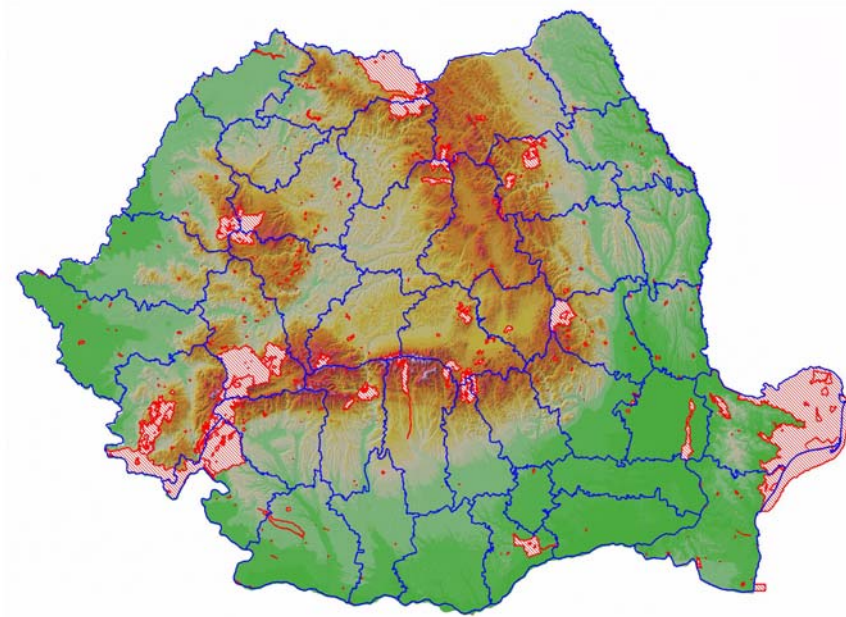


Figure 1: Network of protected areas in Romania

In order to meet the requirements of the EU Birds and Habitats Directives the Natura 2000 network is under construction in Romania.

Habitats, fauna and flora species from Birds and Habitats Directives were identified on the territory of Romania and presented in the annexes of the Law 462/2001 (updated with Law no. 345/19.07.2006) on the status of natural protected area, natural habitats and species of wild flora and fauna conservation.

MoEWM has developed a national strategy for harmonization of EU requirements in terms of natural conservation and developed action plans for the implementation of the national strategy. Furthermore, implementation plans have been elaborated with time schedules for the implementation of the EU Birds and Habitats Directives.

Identified and selected natural protected areas and other landscape components must be included into the European Network of protected areas Natura 2000. At this moment 28 Special Protected Areas have been identified that are in compli-

ance with the requirements of Birds Directive to become a part of the Natura 2000 network, which constitutes only the beginning for the work (approved between 2004-2005).

The Natura 2000 network will cover all five bio-geographical regions (Alpine, Continental, Pannonic, Steppic, Pontic), therefore there is a potential interference of transport network development activities since all regions of Romania are important from Natura 2000 point of view.

The obligation to carry environmental assessments for all plans and projects with potential impact on environment was set up. EIA process has to assess potential impacts on Natura 2000 sites and since the network establishment is on a way, it will constitute a challenge to the transport and other projects planned within the ROP. A "Methodological Guide for the biodiversity considerations insertion within the environmental impact assessment procedures" was elaborated as relates to the impact assessment on Natura 2000 network and based on the "Methodological Guide" elaborated by the European Commission. It should be a helpful tool in the assessment of process.

To enable smooth assessment and problem (if any) solving, impact assessment procedures have to have a strong consultation component with all key stakeholders of the process. The key stakeholders of Natura 2000 network are the authorities involved with the implementation and future management of Natura 2000, which are the Ministry of Environment and Water Management, other competent authorities involved in nature conservation (NEPA, REPAs, LEPAs and the National and Natural Parks Administrations including Romsilva), the Romanian Academy (which is responsible for the scientific approval of regulatory documents in relation to protected areas) and NGOs that work in the area of nature conservation.

Since the process of establishing Natura 2000 network as well as establishing the structures and framework for sound and effective management of the system is under early stages of development, it is strongly recommended not only to have consultations, but also to involve key stakeholders in the project assessment, i.e. invite environmental authorities and NGOs to provide inputs into the mitigation of possible negative impacts of the projects (please, see more in the Chapters 9 and 10 under monitoring and management arrangements).

7 Findings of the assessment of the ROP based on the relevant environmental objectives

This Chapter describes the purpose of the establishment of the relevant environmental objectives, highlights the link with the environmental objectives established at international, Community and national level relevant to the ROP, provides assessment on how those objectives and any environmental considerations have been taken into account during its preparation as well as suggests recommendations for modification to enable environmental integration into the ROP.

7.1 The list of environmental objectives with explanation of its preparation

For the purpose of the assessment of environmental effects on the ROP, a number of relevant environmental issues and objectives have been selected and formulated based on the national and international (European and Global) objectives and obligations that Romania has in the field of the Environment.

For the purpose of proposing a list of relevant environmental objectives, a reference list of key national and international environmental documents was collected and key strategic documents were consulted, the list of which is presented in the Annex 3.

Proposed set of relevant environmental issues and objectives for the purpose of assessment of the ROP have been presented to the Scoping meeting of the Working Group established for the purpose of SEA by the MA during (September 2006). Comments received during and after the meeting were taken into account by the SEA team of experts. The table below presents the proposed final framework of the environmental issues and objectives for the purpose of SEA of ROP.

Table 4. Relevant environmental objectives for the strategic assessment of the ROP

Environmental issues	Relevant Environmental Objectives
Air	Maintain and improve the quality of ambient air within the limits set by the legal norms Minimize the impacts on the air quality at rural and urban level
Water	Limit water pollution from point and diffuse pollution sources
Soil	Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion
Climate change	Decrease emissions causing climate change
Biodiversity	Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation

Environmental issues	Relevant Environmental Objectives
	Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites
Human health	Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)
	Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration
Environmental risk management	Increase population protection from risks associated with natural disasters and industrial accidents
Resource efficiency and conservation/ sustainable resource management	Limit use of depleting natural resources
	Reduce waste generation, increase waste recovery, and facilitate recycling of all waste
Landscape and cultural heritage	Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors
	Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including terrestrial and aquatic ecosystems) and cultural heritage in order to achieve the sustainable development of the region
Energy efficiency and renewable energy sources	Improve energy efficiency and use of energy resources
	Facilitate energy generation from renewable resources
Awareness raising on environmental issues	Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues
Sustainable transport	Support of environmentally friendly transport and promote development and usage of public transport
Sustainable tourism	Promote tourism that would ensure high degree of environment protection and nature conservation

7.2 The evaluation of general and specific objectives and priority axes

The ROP global objective is supporting and promoting a sustainable balanced economic and social development of the Romanian Regions, giving priority to the lagging behind ones by improving business environment and infrastructural conditions for economic growth.

Based on the analysis of the environmental status in Romania, focused on the most important environmental issues and problems related to regional development, and based on the assessment of specific objectives, the SEA team proposes following reformulation of proposed global objective: **supporting and promoting a balanced economic, social and environmental development of the Romanian Regions, giving priority to the lagging behind ones by improving business environment and infrastructural conditions for economic development.**

The opinion of environmental experts is that economic growth is not a sustainable concept in the environment where majority of natural resources used for economic development are finite. Therefore economic growth is not an acceptable term in the process reaching the sustainable development.

The assessment of specific objectives was focused on the likely environmental effects of the OP specific objectives to the relevant environmental objectives. The evaluation was done in the form of comments, explaining what effects (both positive and negative effects) might be caused by the implementation of the OPs' specific objective and resulted in a possible reformulation of specific objectives and priority axes.

Table 5. Proposed reformulation of specific objectives the ROP

Original specific objectives	Proposed reformulation of proposed specific objectives
The improvement of Regions' attractiveness and accessibility	n/a
Increase the Regions' competitiveness as businesses locations	Increase the Regions' competitiveness as sustainable businesses locations
Increase the tourism contribution to the Regions' development	Increase the tourism contribution to the Regions' sustainable development
Increase the socio-economic role of the urban centres	n/a

Suggestions for modifications of priority axes were as follows:

PA 1: Improvement of regional and local transport infrastructure

PA 2: Improvement of social infrastructure

PA 3: Strengthening the regional and local **sustainable** business environment

PA 4: Development of **sustainable** regional and local tourism

PA 5: Support of sustainable urban development

Full assessment is available in the Annex 4 to the report.

8 The likely significant effects¹ on the environment

8.1 Evaluation of areas of intervention and suggestion of specific measures to minimise, reduce or offset their likely significant environmental effects

After assessment focusing on whether the ROP can have substantial effects on the environment (see Chapter 7 and Annex 4), further assessment was carried out on the proposed key areas of intervention in relation to the relevant environmental objectives, in other words, whether and how the key areas of support contribute (or do not contribute) to fulfilment of the relevant environmental objectives.

The evaluation was carried out in two phases.

In the first phase, the single areas of support were evaluated according to the following scale:

- + 2: substantial positive effect of the area of support on the given reference goal
- + 1: positive effect of the area of support on the given reference goal
- 0: no effect or neutral, if negative and positive effects balance each other
- 1: negative impact of the area of support on the given reference goal
- 2: substantial negative impact of the area of support on the given reference goal
- ?: the impact cannot be identified

Comments on an important part of the evaluation, especially if a negative impact was identified were specified.

The evaluation was carried out independently by the SEA team experts (altogether 5 assessments). The outputs from the assessments were summarised in tables (MS Excel) and examined statistically (median and the standard deviation were calculated). In case standard deviation was more than 1 (substantial evaluation differences among the team members) the evaluation was discussed within the team and modified accordingly.

The assessment aimed at identification of potentially important negative conflicts of the ROP areas of support with the reference goals in environmental protection. Those negative conflicts were considered important for which the median was – 1 and lower. For those conflicts the mitigation measures were further proposed in order to minimize the adverse environmental effects of the ROP implementation.

¹ secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors

The following tables present the joint evaluation of the SEA team, as it has been agreed during the discussion on the results from independent evaluations.

Table 6. Key areas of intervention of the ROP that will have significant effects on the environment

Priority axis 1 - "Improvement of regional and local transport infrastructure"

Key area of intervention 1.1: Rehabilitation and modernization of the local and county road network, rehabilitation and modernization of regional airports and ports		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	1	All the actions will encourage the improvement of county and local infrastructure, mainly roads, but also regional airports and ports, which will improve driving conditions and efficiency of travels, but may also increased car traffic and air pollution (the rest of transport infrastructure is on the OP Transport).
Minimize the impacts on the air quality at rural and urban level	1	Improving public transport infrastructure and developing alternative transport infrastructure will likely improve the air quality. Otherwise, better road infrastructure will increase the traffic volume and so, at county and local level, air quality will decrease. In the same time better road infrastructure will mean less fuel consumption by using the cars' engines on an optimal and constant rotating regime.
Limit water pollution from point and diffuse pollution sources	0	Waste associated with old and obsolete transport means (which represent a share of county and local transport vehicles, as well as public transport means) and networks are affecting directly water quality. Any implementation of this KAI will lead to the decrease of the urban and rural water pollution.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	0	Waste and emissions associated with old and obsolete local transport means and networks are affecting directly the soil pollution. Implementation of KAI will lead to the decreasing of the urban and rural soil pollution. There will be small or no impact on water and regarding wind erosion.
Decrease emissions causing climate change	1	Improving public transport infrastructure and developing alternative transport infrastructure, e.g. bicycles paths, will contribute to the decrease of the GHG emissions. Better road infrastructure will facilitate the use of transportation means and therefore will increase GHG emissions from transport.

Key area of intervention 1.1: Rehabilitation and modernization of the local and county road network, rehabilitation and modernization of regional airports and ports		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Protect and improve the conditions and functions of terrestrial and aquatic ecosystems against anthropogenic degradation, habitat fragmentation and deforestation	-1	The development of (construction of new) transport infrastructure will negatively affect the eco-systems if complementary measures for natural habitat protection are not adopted in the affected areas. Better and strictly controlled access roads (using only big and modern transport means or bicycles) in the protected areas will mean a better controlled way for managing those areas. There is a potential small negative effect.
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	-0.5	Development of transport infrastructure will negatively affect the biodiversity if complementary measures are not adopted for natural habitat protection, in the affected areas. There will be small negative effects which can be mitigated if EIAs are carried out for renovation, modification and especially new projects. Better and strictly controlled access roads (using only big and modern public transport means or bicycles) in the protected areas will mean a better controlled way for managing those areas.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brown-fields, mining waste, etc.)	1	The KAI will improve the infrastructure at county and local level and therefore pollution will be reduced. Furthermore, if the public transport infrastructure will be supported it will contribute to the reduction of pollution. Encouraging environmentally friendly transport means, such as PT through better and improved infrastructure, will facilitate the improvement of the human health.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	1	Implementing projects related to local transport under KAI will improve the conditions of settlements through lesser pollution, reduced noise (more smooth surface of the pavement, etc.), encouraging environmentally friendly transport means (e.g. bicycle paths) and will facilitate the improvement of the human health. Modernization of the roads will increase the traffic and therefore noise and vibration will increase due to additional transport movements (especially during the renovation period of time).
Limit use of depleting natural resources	0.5	New transport infrastructure will encourage the usage of more transport means and therefore will negatively affect the depleting natural resources (more vehicles and more fuel burned), although the fuel will be used more efficiently.
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	0.5	There will be some positive effect if the re-use of construction and plastic waste for road construction is promoted.

Key area of intervention 1.1: Rehabilitation and modernization of the local and county road network, rehabilitation and modernization of regional airports and ports		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	-1	Development of transport infrastructure will negatively affect the protection of natural and cultural landscape if complementary measures for natural habitat protection are not adopted in the mentioned areas. Such impact can arise if the new bypasses are constructed on protected areas lying close to rural and urban settlements. The impact can be mitigated through EIA and SEA procedures.
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including terrestrial and aquatic ecosystems) and cultural heritage in order to achieve the sustainable development of the region	1	Developing the infrastructure for environmentally friendly transport modes will contribute to the protection of the Romanian coastal zone of the Black Sea, although there will be secondary negative impact from increased travels to the location and therefore increased danger to its ecosystems. New transport networks linked with these ecosystems mean more fuel consumption, more water, soil and air pollution.
Improve energy efficiency and use of energy resources	1	Better transport infrastructure will improve the energy consumption for transport vehicles, but will facilitate and promote the use of more vehicle/transport and therefore more energy consumption.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	Developing the infrastructure for environmentally friendly transport modes (PT or other) will improve the public behaviour in the favour of those transport modes. Especially there must be adopted measures for the development of specialized transport lines for public transport, cycling and walking in the urban and rural areas.
Support of environmentally friendly transport and promote development and usage of public transport	1	If the KAI supports the development of the infrastructure for environmentally friendly transport modes, such as specialized PT lanes, access of the PT by handicapped people, cycling or walking in the urban and rural areas, there will be positive effects.
Proposed reformulation of key area of intervention (if any): n/a		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.):		
It is recommended that the KAI addresses PT as well as systems for alternative transport means: bicycle paths, safer pedestrian crossings and paths and access by handicapped people.		

Priority axis 2 - "Improvement of social infrastructure"

Key area of intervention 2.1: Rehabilitation/ modernization and equipment of the health services		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Minimize the impacts on the air quality at rural and urban level	1	There is little impact on the env. objective, mostly during the construction and implementation periods of the projects.

Key area of intervention 2.1: Rehabilitation/ modernization and equipment of the health services		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Decrease emissions causing climate change	1	There may be short term negative effect on the emissions causing climate change, mostly during the construction and implementation periods of the projects.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)	1	Improvement of human health will happen not due to the implementation of environmental measures but only by improving health care system. Positive effect is due to the rehabilitation of old buildings that represent currently greater hazard due to age and sensitivity to earthquakes and other natural disasters. This measure will contribute to the rehabilitation of some potential brownfields.
Increase population protection from risks associated with natural disasters and industrial accidents	1.5	Positive effect is anticipated due to investments into the reconstruction of buildings that are at great risk from natural disasters such as earthquakes.
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	1	There will be positive effect if waste sorting facilities are installed in hospitals and other medical facilities to enable the separation of hazardous medical waste from municipal waste and therefore there will be better disposal and recycling of the later, if measures are implemented. Some waste will be generated due to the replacement of old equipment and vehicles used in the services, so negative effect is imminent, therefore measures and actions have to be proposed to mitigate the impact.
Improve energy efficiency and use of energy resources	1	There will be some positive effect due to the new equipment to be purchased and used in medical treatment and for emergency services, such as newer vehicles, etc.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	2	Due to improved services and systems, e.g. connection of the utilities to the municipal services, improvement of the waste water and water treatment and especially energy generation facilities linked with emergency and health services, the env.-responsible behaviour will improve. If waste recycling facilities are promoted and installed, as well as their usage by employees and by public is enabled, the effect will be even greater.
Proposed reformulation of key area of intervention (if any): n/a		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.):		
It is recommended to promote measures related to waste collection and sorting, with access for employees and for the public.		

Key area of intervention 2.2: The rehabilitation/modernization and equipment of social services infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Minimize the impacts on the air quality at rural and urban level	0.5	There may be some indirect negative impact due to additional electric equipment used and installed, although impact minimization should be taken into account due to installations of state-of-art heating/lighting, wastewater systems (meaning reduction in gas, electricity, water consumes).

Key area of intervention 2.2: The rehabilitation/modernization and equipment of social services infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Decrease emissions causing climate change	0.5	There may be some negative effect on the emissions causing climate change due to new equipment purchased and increased energy consumption. If the systems will be evaluated within EIA and BAT will be applied, there might be some GHG emission reductions.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brown-fields, mining waste, etc.)	1	Any equipment modernization, if it will be properly assessed before being acquired from its energetic and environmental performances, may likely have a positive env. effect. To increase the positive effect, selection criteria such as energy efficiency and reduction of the use of natural resources should be considered
Increase population protection from risks associated with natural disasters and industrial accidents	0.5	Any improvement/modernization in the monitoring systems against disasters or industrial accidents related to the social services could bring a positive effect/improvement
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	1	There may be some positive effect due to removal of old and installation of a new equipment. Some electronic waste during and after the life time of the equipment purchased should be expected. By purchasing modern and efficient incinerators associated with different social facilities there might be reduced the hazardous waste.
Improve energy efficiency and use of energy resources	1	There will be some positive effect due to new equipment to be purchaser and negative effect due to additional equipment acquired and additional energy resources used in the production of such equipment and during its use, but compared with the initial baseline consume it could result an environmental and energy improvement.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	There may be some indirect positive effect due to access to information facilitated by new equipment installed in social services, depending if information is available and enabled.
Proposed reformulation of key area of intervention (if any): n/a		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): Activities carried out within the KAI will have some indirect negative effect due to additional equipment purchased and installed and additional energy demand. Positive effect may be expected if access to information will be provided by the equipment installed. It is recommended to select the equipment based on the BAT principles to enable energy efficiency and reduction of the pressures on natural resources.		

Key area of intervention 2.3: The improving the equipments of the operational units for public safety interventions in emergency situations		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Minimize the impacts on the air quality at rural and urban level	1	There may be some indirect negative impact on the env. due to additional equipment used and installed and additional energy used.

Key area of intervention 2.3: The improving the equipments of the operational units for public safety interventions in emergency situations		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Decrease emissions causing climate change	0	There may be some negative effect on the emissions causing climate change due to new equipment purchased and increased energy consumption, although replacing the old polluting ones with new equipment might bring a positive effect.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brown-fields, mining waste, etc.)	1	There is an indirect positive effect from new safety intervention equipment, which might ensure more rapid and efficient force of intervention in case of major pollution accidents.
Increase population protection from risks associated with natural disasters and industrial accidents	0.5	There is an indirect positive effect from new safety intervention equipment, which might ensure more rapid and efficient force of intervention in case of major pollution accidents.
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	1	There may be some negative impact due to dismantling of old and installation of new equipment. Generation of electronic waste during and after the life time of the equipment purchased should be expected, though this effect may be reduced if waste recovery and recycling is established.
Improve energy efficiency and use of energy resources	1	There will be some positive effect due to new equipment to be purchased and negative effect due to additional equipment acquired and additional energy resources used in the production of such equipment and during its use.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	There may be some indirect positive effect due to access to information facilitated by new equipment installed in social services, depending if information is available and enabled.
Proposed reformulation of key area of intervention (if any): n/a		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): Activities carried out within the KAI will have some indirect negative effect due to additional equipment purchased and installed, additional energy required to run it. Some positive effect may take place if the purchased equipment will be evaluated and selected based on energy efficiency criteria. It is recommended to select the equipment based on the BAT principles to enable energy efficiency and reduction of the pressures on natural resources.		

Key area of intervention 2.4: Rehabilitation/modernisation/development and equipment of pre- university education and continuous formation infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Minimize the impacts on the air quality at rural and urban level	1	Rehabilitation/modernization of old schools using obsolete and polluting heating systems will have a positive effect on the env.
Decrease emissions causing climate change	0	The KAI will have positive effects on the reduction of emissions of climate change through the renovation of heating facilities.

Key area of intervention 2.4: Rehabilitation/modernisation/development and equipment of pre- university education and continuous formation infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brown-fields, mining waste, etc.)	1	Rehabilitation of the educational infrastructure will enable the minimization of the risk related to health hazards such as water and air pollution, etc.
Increase population protection from risks associated with natural disasters and industrial accidents	1	Rehabilitation of the educational infrastructure will enable the minimization of the risk related to hazards arising from old buildings prone to impacts from natural disasters, such as earthquakes. <u>Positive effect is expected.</u>
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	2	Renovation and modernisation of the educational infrastructure (schools and pre-schools) will have some negative effect on waste generation due to construction works, although the effect can be minimized if waste collection and sorting systems are enabled in new and modernized facilities and connected with the municipal or private waste collection and sorting facilities.
Improve energy efficiency and use of energy resources	1	Energy efficiency will be improved through the implementation of the KAI due to the purchase of modern equipment for schools therefore there will be positive effects, but some negative impact should be expected too due to enabling energy use by the new equipment (e.g. IT technology).
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	2	Better educational facilities will facilitate the environmentally-responsible behaviour of pupils and staff and will promote environmental solutions, therefore positive effect is expected. If measures are supported to improve access of handicapped children to the facilities, there will be a significant positive effect too.
Proposed reformulation of key area of intervention (if any):		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.):		
It is recommended to promote waste sorting and recycling schemes in the schools and other educational institutions enabling not only direct positive env. effect, but also educational effect (spill-over) to the society. In addition, energy efficiency and energy saving schemes should be enabled. Measures related to the access of handicapped children and people (e.g. staff) to the facilities should be enabled too.		

Priority axis 3 - "Strengthening the regional and local business environment"

Key area of intervention 3.1: Development of business support structures		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	1	Positive effect is expected due to the rehabilitation of the environmental services and infrastructure of the business locations and from the establishment of new ones (related to road reconstruction and to waste and waste water treatment). The KAI will improve the air quality in the business locations, especially those that have problems with ambient air quality.

Key area of intervention 3.1: Development of business support structures		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Minimize the impacts on the air quality at rural and urban level	1	Improvement of environmental services infrastructure will contribute positively to the rural and urban air quality.
Limit water pollution from point and diffuse pollution sources	1	The construction and rehabilitation of wastewater facilities and establishing connections of business with municipal services will have a positive effect.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	1	Cleaning up polluted soil would greatly contribute to the reduction of soil pollution.
Decrease emissions causing climate change	1	Indirect positive effect can result.
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation	0	There will be a relatively small positive effect due to the rehabilitation of brownfields.
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	0.5	Some positive effect can be expected due to the rehabilitation of brownfields and some negative impact if developments will take place near the protected areas, without being controlled from the EIA and SEA phase. It is vital that the EIA's and SEA's recommendations will be strictly implemented within these support for infrastructure development projects.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)	1	Industrial parks' rehabilitation will contribute to improvement of human health through better air quality and restoration of brownfields and elimination of health hazards related to contaminated sites in brownfields.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	0	Construction and development works will have some negative impact regarding the noise and vibration levels in the vicinity of the developments, during the construction activities.
Limit use of depleting natural resources	1	New business development will increase the use of depleting natural resources. The use of the renewable (wind and sun) and natural resources (wood and bio-gas) should be encouraged. Implementing EIA and SEA's recommendations within those projects development will diminish some of the negative env. impact.
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	1	If waste recovery and recycling is supported there will be a positive effect. The renovation and rehabilitation of brownfields will generate some waste and measures concerning its reuse must be proposed in order to increase positive effect

Key area of intervention 3.1: Development of business support structures		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	0.5	Significant positive effect is expected due to the revitalization of the brownfields, which can be increased if measures are supported to revitalize the brownfields with the purpose of nature and natural habitat protection.
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including terrestrial and aquatic ecosystems) and cultural heritage in order to achieve the sustainable development of the region	1	If any activity on the Romanian coastal zone of the Black Sea is supported, which will reduce the brownfields and environmental hazards on the seaside, there will be positive effects. The KAI supports the restoration of cultural and industrial heritage and therefore there will be positive effects. In the same time, it is vital that the EIA's and SEA's recommendations will be strictly implemented within this support for infrastructure development projects.
Improve energy efficiency and use of energy resources	0.5	The KAI will support activities in relation to energy efficiency indirectly so there will be some positive effects.
Facilitate energy generation from renewable resources	1	If activities facilitating energy generation from renewable resources are supported there will be some positive effects, but to achieve it special measures must be promoted.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	There will be positive effects on the environmentally responsible behaviour of the public following the cleaning up of the contaminated sites.
Support of environmentally friendly transport and promote development and usage of public transport	0.5	Possible very limited positive and indirect effects are expected if public transport is connected to old and new business facilities resulting from these measures.
Proposed reformulation of key area of intervention (if any): Development of sustainable business support structures		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): -Promoting the restoration of brownfields for the purpose of nature and habitats protection, connectivity of the business with PT as well as the promotion of recycling and waste reuse (e. g. construction waste), restoration of brownfields leading to the clean up of contaminated soil, mitigation measures to reduce noise and vibration during construction and renovation		

Key area of intervention 3.2: Industrial sites rehabilitation		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	1	There will be significant positive effect due to waste water treatment and reduction of ambient air pollution by improved and installed waste management systems

Key area of intervention 3.2: Industrial sites rehabilitation		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Minimize the impacts on the air quality at rural and urban level	1	There will be significant positive effect due to waste water treatment and reduction of ambient air pollution by improved and installed waste management systems
Limit water pollution from point and diffuse pollution sources	1	Positive effect will be due to new wastewater treatment installations provided by the KAI as well as due to waste management and removal of industrial brownfields.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	2	Clean up of brownfields and improvement in waste management will have a significant positive effect
Decrease emissions causing climate change	1	Reduction of brownfields, wastewater treatment installations and utility service infrastructure rehabilitation will have a positive effect on the environment
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation	1	Removal of old industrial buildings and clean up of brownfields as well as contaminated sites will have a significant positive effect on all eco-systems. Positive effect is to be expected from any works related to wastewater treatment too.
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	1	Removal of old industrial buildings and clean up of brownfields as well as contaminated sites will have a significant positive effect on all eco-systems. Positive effect is to be expected from any works related to wastewater treatment too. Impact on Natura 2000 sites has to be estimated case by case due to the network in the process of establishment and uncertainty of the locations.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)	1	Significant positive effect is expected.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	-1	There may be some negative effect during the renovation and rehabilitation activities next to the locations of the projects.
Limit use of depleting natural resources	1	There will be some negative effect due to development since natural energy resources will be used, though positive effect may take place if the locations are cleaned up (such as land, soil and water quality improvement) and restoration of the natural resources
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	-1	There will be some waste generated due to clean up and demolishing activities. The project proponents have to propose strategy for waste removal and minimization. Waste recycling (such as construction waste) may be initiated and negative effect may be diminished.

Key area of intervention 3.2: Industrial sites rehabilitation		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	1	Significant positive effect is expected.
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	1	Significant positive effect is expected.
Improve energy efficiency and use of energy resources	1	There may be some positive effect due to renovation of public utilities and negative impact due to new equipment being purchased and installed.
Facilitate energy generation from renewable resources	0	No direct link
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	There will be significant positive effect on the environmentally-responsible behaviour of the public due to improved social infrastructure and new environmental (wastewater treatment, waste management, brownfields' revitalization) services provided
Support of environmentally friendly transport and promote development and usage of public transport	0	No direct effect
Proposed reformulation of key area of intervention (if any):		
Industrial sites rehabilitation and renovation of public utility infrastructure in urban areas		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.):		
Significant positive effect is expected. The impact can be increased if BAT principles are applied, if the rehabilitated sites will be used for other business and /or social purposes (like industrial parks), if eco-services will be stimulated by different legal, financial or other types of incentives and if public and NGO involvement is enabled.		

Key area of intervention 3.3: Support to set up and develop micro-enterprises		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	1	Indirect positive effect can result if local initiatives are sustainable.
Minimize the impacts on the air quality at rural and urban level	1	Positive effects are expected only if the initiatives will include measures that will maintain and improve the air quality in urban and rural areas such as the relocation of businesses and especially connections to the PT systems.
Limit water pollution from point and diffuse pollution sources	1	Indirect positive effect can result if local initiatives are sustainable (respecting the water protection requirements).

Key area of intervention 3.3: Support to set up and develop micro-enterprises		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	1	Indirect positive effect can result if local initiatives are sustainable.
Decrease emissions causing climate change	1	Indirect positive effect can result if local initiatives are sustainable.
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation	0	Relocation of micro-enterprises to new locations, especially greenfields will have some negative effect which will be remediated if the reallocation is done to renovated brownfields.
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	-1	Small or no direct effect is expected
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)	1	If micro-enterprises are encouraged to relocate in and renovate the brownfields for expanding the production, some positive effect can be expected.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	1	Some negative effect can be expected due to increased traffic but if PT is being promoted the impacts can be reduced.
Limit use of depleting natural resources	1	Some negative effect is expected due to the development of the micro-enterprises and rehabilitation works will be expected.
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	1	If new technological equipment is being purchased there will be waste generated as well as from the renovation and expansion works. Recycling must be ensured and enabled to reduce the impact.
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	1	If developments in the brownfields are promoted, there will be positive effects. Otherwise there will be some negative impact.
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	0	If micro enterprises are supported on the Black Sea coast there will be some impact which can be mitigated through environmental permits and EIA procedures.
Improve energy efficiency and use of energy resources	1	The modernization of productive technologies will have a positive effect on the energy efficiency and on the use of energy resources.

Key area of intervention 3.3: Support to set up and develop micro-enterprises		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Facilitate energy generation from renewable resources	1	Some positive effect can be achieved if it is promoted that micro enterprises use bio-fuel. Special selection criteria must be introduced.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	There is possibly some positive effect but, due to renovations and expansions, waste will be generated and consumption will be promoted, which can be mitigated if reuse and recycling are promoted.
Support of environmentally friendly transport and promote development and usage of public transport	1	The KAI does not support PT related activities or actions, but if PT is being promoted along with the relocation of micro enterprises, there will be some positive effects.
Proposed reformulation of key area of intervention (if any): n/a		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.):		
It is recommended to have consultations for businesses affecting the environment during proposals' preparation phase. Promotion of PT together with the relocation of businesses has to be done. Recycling and reuse of electronic and other technological equipment has to be promoted and required along with the support for technological changes.		

Priority axis 4 - "Development of regional and local tourism"

Key area of intervention 4.1: Rehabilitation of cultural & historical heritage and setting up & modernization of related infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	0	There will be possibly small negative effects due to the increased access of visitors to the national heritage objectives located in country.
Minimize the impacts on the air quality at rural and urban level	0	Some negative effect will be due to increased traffic of more visitors and tourists, which can be mitigated through the promotion, improvement and use of PT.
Limit water pollution from point and diffuse pollution sources	0.5	Some positive effects are expected due to improved connectivity and water collection from the heritage, environmental and cultural sites to the municipal waste water systems.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	0.5	Access roads, pedestrian paths and improved access infrastructure as well as waste collection will have positive effects in the areas of cultural, environmental and historic interest.
Decrease emissions causing climate change	0.5	There will be some increased emissions due to increased movement after completing the activities given the increased movement of tourists and visitors. Mitigation measures such as PT are encouraged to enable the access by PT to the locations of interest.
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation	2	Some positive effect is expected due to improved access roads and paths.

Key area of intervention 4.1: Rehabilitation of cultural & historical heritage and setting up & modernization of related infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	2	Measures under KAI will enable better access to the protected areas, therefore there will be some increased threat for the natural protected areas, but establishing measures - such as access paths to locations of interests - will reduce such impacts,
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	0	There will be some temporary negative impact due to constructions, but in general renovation and rehabilitation measures should reduce noise impact.
Limit use of depleting natural resources	0	Small impact is expected due to materials needed for construction and renovation works as well as from additional energy resources needed for lighting and equipment. Some mitigation measures - such as light sensors and energy from sun for the illumination of some installations/objects - should be promoted.
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	0.5	There will be some negative effects due to the renovation works, but waste collection activities (such as installing waste bins and establishing waste collection systems for locations of interest) will have positive effects.
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	1	Renovation works will have some positive revitalizing effect on some localities and therefore there will be some general positive effect if the local architectural styles of cultural interest will be protected.
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	2	Restoration works will have some positive effect on the Romanian coastal zone of the Black Sea.
Improve energy efficiency and use of energy resources	0	Increased energy use will be promoted, but with the promotion of energy efficiency measures such as light sensors and solar panels, the impact will be reduced.
Facilitate energy generation from renewable resources	0	If demonstration equipment for energy generation from renewable resources is being supported by the KAI, there will be some positive effect
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	2	By improving access to the locations of interest, enabling the public to collect the waste (e.g. waste management systems in parks) and enabling other environmental measures such as the use of PT, there will be significant positive effects.
Support of environmentally friendly transport and promote development and usage of public transport	1	If PT is promoted by enabling connections to the system from and to the areas of interest and walking and cycling paths are being supported, there will be positive effects.
Promote tourism that would ensure high degree of environment protection and nature conservation	2	Positive effect is expected due to protection measures being supported such as access paths, services (for waste, water, etc.)
Proposed reformulation of key area of intervention (if any): n/a		

Key area of intervention 4.1: Rehabilitation of cultural & historical heritage and setting up & modernization of related infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): Positive effect from implementation of this KAI may be increased by use and installation of demonstration equipment for energy generation from renewable resources, support and increased accessibility to public transport networks, support for the establishment of waste collection systems in parks and protected areas and various energy saving measures (such as sensors).		

Key area of intervention 4.2: Creation / development / modernization of the specific infrastructure for sustainable valorization of natural resources with tourism potential		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	0	There will be possible negative effects due to increased access of visitors to the tourism objectives. Reduction of impacts can be achieved by connecting such locations with PT systems.
Minimize the impacts on the air quality at rural and urban level	0	Some negative effect will be due to increased traffic due to visitors and tourists, which can be mitigated by the PT promotion and information on PT.
Limit water pollution from point and diffuse pollution sources	0	Positive effect is expected due to investments into the wastewater sources connection (water collection) from the tourism sites to the municipal waste water systems and from the installation of their own systems.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	0.5	New waste collection systems will enable positive effects in the areas of tourist interest.
Decrease emissions causing climate change	0	There will be some increased emissions due to an increased movement when activities are completed, due to increased movement of tourists and visitors. Mitigation measures such as PT are encouraged through enabling access by PT to the locations of interest.
Protect and improve the conditions and functions of terrestrial and aquatic ecosystems against anthropogenic degradation, habitat fragmentation and deforestation	1	Some positive effect due to improved access roads and paths is expected as well as due to marking the mountain tracks, but increased tourism movement will bring disturbances to the eco-systems. Reduction measures such as establishing access hours can provide for mitigation measures.
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	2	Measures under KAI will enable better access to the protected areas, therefore there is increased threat to the natural protected areas, but establishing measures such as access paths to locations of interests could reduce such impacts.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	1	Negative impact will be expected due to increased traffic and movement of people. Restriction measures such as access hours and limitations of noise will reduce the impact.

Key area of intervention 4.2: Creation / development / modernization of the specific infrastructure for sustainable valorization of natural resources with tourism potential		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Limit use of depleting natural resources	0	Small impact is expected due to materials needed for constructions and renovations as well as form additional energy resources needed for lightning and equipment. Some mitigation measures, such as light sensors and energy from sun for illuminating some installations/objects, should be promoted.
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	0	There will be some negative effect due to renovation works, but waste collection activities (such as the installation of waste bins and establishing waste collection systems for locations of interest) will have significant positive effect.
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	1	Renovation works will have some positive revitalizing effect on some localities and therefore positive effect. New access paths to/in the protected areas will have some negative effect. Measures to reduce such effects should be taken (restricted hours of access, paths from wood and more walking and cycling activities rather than car access has to be promoted).
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	1	Restoration works will have some positive effect on the Romanian coastal zone of the Black Sea, but mitigation measures should be implemented to reduce impacts from increased access of tourists (such as access paths for walking and cycling).
Improve energy efficiency and use of energy resources	0	Increased energy use will be promoted, but with the promotion of energy efficiency measures, such as light sensors and solar panels, the impact will be reduced.
Facilitate energy generation from renewable resources	0	If demonstration equipment for energy generation from renewable resources is being supported by the KAI, there will be some positive effect. Bio toilets and other bio and organic processes must be promoted e.g. in the water and waste treatment processes.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1.5	By improving access to the locations of interest, enabling public to collect waste (e.g. waste management systems in parks) and enabling other environmental measures such as the use of PT, there will be significant positive effects.
Support of environmentally friendly transport and promote development and usage of public transport	1	If PT is promoted by enabling connections to the system from and to the areas of interest and walking and cycling paths are being supported, there will be positive effects.
Promote tourism that would ensure high degree of environment protection and nature conservation	2	Positive effect is expected due to protection measures being supported such as access paths, services (for waste, water), etc.
Proposed reformulation of key area of intervention (if any): n/a		

Key area of intervention 4.2: Creation / development / modernization of the specific infrastructure for sustainable valorization of natural resources with tourism potential		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): measures related to increased access by public transport to locations of tourism interest have to be enabled and used as a selection criteria for new and rehabilitated locations. Energy savings and bio methods for the treatment of waste and water must be supported		

Key area of intervention 4.3: Rehabilitation / modernization / extension of accommodation structures and related utilities, as well as leisure tourist infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	0.5	There will be some negative effects due to increased movement of visitors. Reduction of impacts will be achieved through the promotion of PT systems.
Minimize the impacts on the air quality at rural and urban level	0	Some negative effect will be due to increased traffic of visitors and tourists, which will be mitigated by supporting the PT.
Limit water pollution from point and diffuse pollution sources	1	Positive effect will be due to investments into connecting wastewater systems from hotels and other tourism facilities with municipal waste water systems and investments into installations of their own systems.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	0.5	New waste collection systems will enable positive effects in the areas of tourist interest. Some waste will be generated from renovation and expansion works therefore it must be clear how construction waste will be dealt with.
Decrease emissions causing climate change	0	There will be some increase of emissions due to increased movement when activities are completed due to increased movement of visitors. Mitigation measures such as better access to PT will enable the reduction of the impact.
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation	0.5	There will be negative impact due to developments such as arrangements of new ski tracks and fishing sports facilities. Mitigation measures have to be ensured through EIA procedures.
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	1	Measures under KAI will enable better access to the protected areas or activities planned in the vicinity of the protected areas, therefore there is increased threat to the natural protected areas, but establishing measures through EIA procedures it will be minimized.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	0.5	Negative impact will be expected due to increased traffic and movement of people. Noise levels may be exceeded during renovation and construction periods.
Limit use of depleting natural resources	0	Negative impact is expected due to the use of materials needed for constructions and renovations as well as from additional energy resources needed for the operation of equipment (sky lifts, etc). Some mitigation measures such as light sensors and solar energy for illuminating some installations/objects should be promoted.

Key area of intervention 4.3: Rehabilitation / modernization / extension of accommodation structures and related utilities, as well as leisure tourist infrastructure		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	-0.5	There will be some negative effects due to renovation works, but waste collection activities (such as the installation of waste bins and establishing waste collection systems for locations of interest) will have significant positive effect.
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	0	Renovation works will have some positive revitalizing effect on some localities and therefore positive effect. New access paths to the natural areas or within will have significant negative effects. Measures have to be planned by EIA to reduce the impacts from the development of sport facilities such as skiing and fishing.
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including terrestrial and aquatic ecosystems) and cultural heritage in order to achieve the sustainable development of the region	-1	Developments will have significant negative impact on the Romanian coastal zone of the Black Sea but mitigation measures should be implemented to reduce impacts from increased tourists' access, measures enabled via EIA.
Improve energy efficiency and use of energy resources	0.5	Increased energy use will be promoted, but with the promotion of energy efficiency measures such as daylight sensors and solar panels, the impact will be reduced. Energy saving measures for tourists' accommodation must be promoted. Bio toilets and other bio and organic processes have to be promoted (e.g. in the water and waste treatment systems)
Facilitate energy generation from renewable resources	1	If demonstration equipment for energy generation from renewable resources is being supported by the KAI, there will be some positive effects.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	By improving the access to the locations of interest, enabling public to collect waste (e.g. waste management systems in parks) and enabling other environmental measures such as the use of PT, there will be significant positive effects. Demonstrating the benefits of bio technologies and sustainable approaches in tourism there will be significant positive effects.
Support of environmentally friendly transport and promote development and usage of public transport	1	If PT is promoted by enabling connections to the system from/to the areas of interest and walking and cycling paths are being supported there will be positive effects.
Promote tourism that would ensure high degree of environment protection and nature conservation	2	Positive effect is expected due to protection measures being supported - such as access paths, services (waste, water, etc.) - but there will be significant negative impact due to new areas being used in tourism and recreation, therefore with significant negative effect.
Proposed reformulation of key area of intervention (if any): n/a		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): Special attention should be paid to all the recreational activities that would be supported. EIAs have to be conducted for new and significant rehabilitations of old facilities. It is hard to predict all impacts on the strategic scale therefore mitigation measures should be presented and developed in EIAs especially for new activities such as skiing, fishing and hunting.		

Priority axis 5 - "Support of sustainable urban development"

Key area of intervention 5.1: Rehabilitation of the infrastructure and improvement of urban services		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	1	Rehabilitation of public transport systems will have significant positive effects on the air quality.
Limit water pollution from point and diffuse pollution sources	1	Rehabilitation of the infrastructure will have a significant positive effect.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	1	Renovation of old buildings and PT systems will have a significant positive effect. Some negative effect can arise from the waste resulted from renovation and rehabilitation activities.
Decrease emissions causing climate change	0	PT system's renovation and investments will lead to significant positive effects.
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation	0	Building will negatively affect the eco-systems if no other complementary measures will be adopted (in order to eliminate the negative actions against the eco-systems). Some negative and mostly indirect effect can be expected.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brown-fields, mining waste, etc.)	1.5	Urban renewal projects will contribute to the improvement of human health by enabling better access, the cleaning up and renovation of old buildings, improvement of the access to the PT, etc.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	0.5	There will be some negative impact during the construction and renovation periods, but overall the level of noise and vibration should decrease.
Increase population protection from risks associated with natural disasters and industrial accidents	1	No is no direct link
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	1	There will be some waste generated from renovation activities. Proper and secure disposal or reuse of waste has to be ensured.
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	0	By renovation and restoration works the protection of cultural landscape will be supported. Building activities will negatively affect the habitats during the works if no other complementary measures will be adopted (in order to eliminate the negative actions in these areas).
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including terrestrial and aquatic ecosystems) and cultural heritage in order to achieve the sustainable development of the region	1	The protection of cultural landscape will have a significant positive effect. Building will negatively affect the Romanian coastal zone of the Black Sea if no other complementary measures will be adopted (in order to eliminate the negative actions against this area through measures such as supporting the creation of business infrastructures, etc).
Improve energy efficiency and use of energy resources	1	Rehabilitation of buildings will lead also to an improvement of energy efficiency in buildings as well as to purchasing new technologies for utilities services.

Key area of intervention 5.1: Rehabilitation of the infrastructure and improvement of urban services		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	Better infrastructure will positively affect the environmentally-responsible behaviour of the public.
Support of environmentally friendly transport and promote development and usage of public transport	1	Investments in enhancing the mobility of inhabitants in urban and rural zones will have a positive effect. Access for disabled persons must be ensured.
Promote tourism that would ensure high degree of environment protection and nature conservation	1	Measures such as the development of public services and green spaces will have significant positive effects and must be promoted by the KAI.
Proposed reformulation of key area of intervention (if any): n/a		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): Access for disabled persons must be ensured. Waste reuse and recycling must be promoted.		

Key area of intervention 5.2: Development of business environment		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	0	There will be some positive effect due to purchasing new technologies and enabling the use of PT or improving PT.
Limit water pollution from point and diffuse pollution sources	0	By supporting improvements in water infrastructure there will be positive effects.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	0	Indirect positive effect can result if entrepreneurial initiatives are sustainable (respecting water protection requirements).
Decrease emissions causing climate change	0	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Protect and improve the conditions and functions of terrestrial and aquatic ecosystems against anthropogenic degradation, habitat fragmentation and deforestation	0	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)	1	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	1	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Increase population protection from risks associated with natural disasters and industrial accidents	1	No link

Key area of intervention 5.2: Development of business environment		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	0.5	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	0.5	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	0.5	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Improve energy efficiency and use of energy resources	0	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Support of environmentally friendly transport and promote development and usage of public transport	1	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Promote tourism that would ensure high degree of environment protection and nature conservation	1	Indirect positive effect can result if entrepreneurial initiatives are sustainable
Proposed reformulation of key area of intervention (if any): Development of sustainable business environment		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): Measures such as energy saving, access and rehabilitation of PT have to be supported. Waste recycling and reuse must be promoted.		

Key area of intervention 5.3: Rehabilitation of infrastructure and improvement of social services		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	0	No or minimum effect is expected,
Decrease emissions causing climate change	0	If access to PT is supported by social schemes, there will be a positive effect due to access to gas and central heating
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation	0.5	No or minimum effect is expected

Key area of intervention 5.3: Rehabilitation of infrastructure and improvement of social services		
Relevant env. objectives	Evaluation	Comments on likely environmental effects
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)	0.5	Improvement of human health by implementing social measures is expected due to increased social inclusion and increased access to social and health services. It is important to take into account the needs of handicapped and old people too.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	0.5	No or minimum effect is expected
Increase population protection from risks associated with natural disasters and industrial accidents	1	No or minimum effect is expected
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	1	No or minimum effect is expected
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	1	No or minimum effect is expected
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	1	No or minimum effect is expected
Improve energy efficiency and use of energy resources	0	No or minimum effect is expected
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	1.5	No or minimum effect is expected
Support of environmentally friendly transport and promote development and usage of public transport	1	No or minimum effect is expected
Promote tourism that would ensure high degree of environment protection and nature conservation	1	No or minimum effect is expected
Proposed reformulation of key area of intervention (if any): n/a		
SEA recommendations (e.g. conditions for implementation, selection criteria etc.): Increased access to PT by various and especially deprived groups of people will increase their possibility to better integrate into the society and to reduce environmental effects caused by lack of education and lack of access to social and public services (such as water and waste systems) and to better food and technologies.		

8.2 Evaluation of cumulative effects of the ROP on the relevant environmental objectives

Cumulative environmental effects arising from implementation of ROP were analyzed using simplified approach proposed in the Methodology of the SEA Handbook. The assessment is presented for each relevant environmental objective summarizing positive and negative effects.

Table 7. A summary of the likely cumulative environmental effects of the ROP to the environmental objective

Relevant env. objective	Environmental effects	Overall cumulative impact
Maintain and improve the quality of ambient air within the limits set by the legal norms	<p>Positive:</p> <ul style="list-style-type: none"> ○ Rehabilitation of the environmental services and infrastructures of the business locations and establishment of new ones (road reconstruction, waste and waste water treatment) will likely have a positive effect on the objective; ○ Rehabilitation of PT systems and enabling its use will have a significant positive effect; <p>Negative:</p> <ul style="list-style-type: none"> ○ The rehabilitation and modernization of the county and local transport networks will encourage the car traffic increasing air pollution (the rest of transport infrastructure is on the SOP Transport); ○ Increased number of visitors are likely to increase the air pollution due to transportation 	The ROP is likely to have positive effect on the ambient air quality and reduction of the impacts in the areas where legal air pollution norms are exceeded.
Minimize the impacts on the air quality at rural and urban level	<p>Positive:</p> <ul style="list-style-type: none"> ○ Improving PT infrastructure and developing alternative transport in the regions, e.g. bicycles and walking paths will improve the air quality; ○ Improvement of road and environmental service infrastructures as well as rehabilitation/modernization of old schools with obsolete and polluting heating systems will have a positive effect on the objective. <p>Negative impact is likely due to the increased number of visitors are likely to increase the air pollution due to transportation</p>	The ROP is likely to have a significant positive effect on the air quality at rural or urban level.
Limit water pollution from point and diffuse pollution sources	<p>Positive:</p> <ul style="list-style-type: none"> ○ Construction and rehabilitation of wastewater facilities and establishing water service connections between businesses and municipal services will likely to provide for a significant positive effect ○ Positive effect is likely due to investments into wastewater systems in schools, social services, hotels and other tourism facilities with municipal waste water systems and installations of their own systems <p>Negative indirect impact may take place due to pollution of water associated with old and obsolete transport means and during construction and rehabilitation phase</p>	The ROP is likely to have an overall positive effect on the water pollution reduction

Relevant env. objective	Environmental effects	Overall cumulative impact
<p>Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion</p>	<p>Positive:</p> <ul style="list-style-type: none"> o Development of business support structures specific to each Region will enable investments into rehabilitation of the brownfields through cleaning and demolishing of old building and indirectly this will have positive effect on soil quality; o Waste collection systems will enable positive effect in the regions as well as areas of tourist interest; o Access roads, pedestrian paths and improved access infrastructure as well as waste collection will have positive effect in the areas of cultural, environmental and historic interest; <p>Negative:</p> <ul style="list-style-type: none"> o Wastes and emissions associated with an old and obsolete local transport means and networks may directly affect the soil quality; o There will be some negative effect due to renovation and rehabilitation activities and generation of waste 	<p>The ROP is likely to have positive overall effect on the soil pollution reduction and protection of soil from erosion</p>
<p>Decrease emissions causing climate change</p>	<p>Positive:</p> <ul style="list-style-type: none"> o Improving PT and develop alternative transport infrastructure will contribute to the decrease of the GHG emissions; o The rehabilitation, modernization and development of the educational infrastructure will have a positive effect on the reduction of GHG emission; o Rehabilitation of the old power installations and improvement of roads will have a significant positive effect. <p>Negative:</p> <ul style="list-style-type: none"> o Some negative effect on the emissions causing climate change is likely to take place during the construction and implementation period of the projects supported; o There will be increase of emission due to increased traffic after the activities are completed. 	<p>The ROP is likely to have an overall positive effect on the reduction of emissions causing climate change</p>
<p>Protect and improve the conditions and functions of terrestrial and aquatic ecosystems against anthropogenic degradation, habitat fragmentation and deforestation</p>	<p>Positive: There is likely positive effect due to activities related to rehabilitation of brownfields and developing green zones (afforestation, restoration of ecosystems in urban and rural communities, e.g. parks).</p> <p>Negative:</p> <ul style="list-style-type: none"> o Development of (constructing of new) transport infrastructure will negatively affect the ecosystems; o Relocation of micro-enterprises to new locations, especially greenfields will have a negative impact; o There will be a negative impact due to developments such as new ski tracks and fishing sport facilities 	<p>The ROP is likely to have a negative impact on the protection and improvement the conditions and functions of terrestrial and aquatic ecosystems. The negative effect can be partially reversed by priority given to the projects having "greening" approach to the landscape and eco-systems, such as rehabilitation of the brownfields or afforestation and development of green areas/zones</p>

Relevant env. objective	Environmental effects	Overall cumulative impact
<p>Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites</p>	<p>Negative:</p> <ul style="list-style-type: none"> o Development of transport infrastructure will negatively affect the biodiversity due to new corridors and expansion of the networks (directly and indirectly); o Restoration and promotion of cultural and historical heritage will enable better access to the protected areas, therefore the increased threat to the natural protected areas and negative impact may take place 	<p>The ROP may have a negative impact on the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites. The negative effect can be mitigated if EIAs are carried out for projects to have such negative effects</p>
<p>Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brown-fields, mining waste, etc.)</p>	<p>Positive:</p> <ul style="list-style-type: none"> o The rehabilitation and modernization of the county and local transport network will improve the infrastructure and therefore reduction of pollution is likely; o Encouraging environmentally friendly transport means such as PT through better and improved infrastructure, will facilitate the improvement of the human health; o Positive effect on the objective is very likely due to rehabilitation of old buildings that are currently hazards because of the age, sensitivity to earthquakes and other natural disasters; o Rehabilitation of the educational infrastructure will enable minimization of the risk related to health hazards such as water and air pollution, etc. o Urban renewal projects will contribute to improvement of human health by enabling a better access, clean up and renovation of old buildings, improvement of the access to the PT, etc. o Improvement of human health due to increased social inclusion, and increased access to social and health services is likely to take place 	<p>The ROP is likely to have a significant positive effect on human health</p>
<p>Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration</p>	<p>Positive:</p> <ul style="list-style-type: none"> o The rehabilitation and modernization of the county and local transport network will improve conditions of settlements by reducing the air pollution and noise, encouraging environmentally friendly transport means (e.g. PT) and will facilitate the improvement of the human health; o Renovation of housing and PT reconstruction works will have a positive effect on noise and vibration after the projects are completed. <p>Negative impact may be expected due to increased traffic and movement of people as well as due to construction and renovation works during the project implementation time in the vicinity of the developments.</p>	<p>The ROP is likely to have some positive or neutral effect on the protection and improvement of the condition of settlements with respect to transport noxes, but mostly during the implementation phase</p>
<p>Increase population protection from risks associated with natural disasters and industrial accidents</p>	<p>Positive:</p> <ul style="list-style-type: none"> o Rehabilitation of the social, educational and other infrastructure that is at high risk from natural disasters will enable minimization of the risk related to hazards arising from old buildings prone to impacts such as earthquakes 	<p>The ROP is likely to have a positive effect on the population's protection from risks associated with natural disasters and industrial accidents</p>

Relevant env. objective	Environmental effects	Overall cumulative impact
Limit use of depleting natural resources	<p>Negative:</p> <ul style="list-style-type: none"> ○ Improvement of local road infrastructure will encourage usage of more transport means and therefore is likely to negatively affect the depleting natural resources (more vehicles and more fuel burned); ○ New business development (supporting opening of new businesses) is likely to increase the use of depleting natural resources; ○ Negative effect due to materials needed for construction, rehabilitation and renovation as well as additional energy resources needed for lighting, new equipment operation such as sky lifts, etc. 	The ROP is likely to have an overall negative impact on the use of depleting natural resources
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	<p>Positive: Industrial sites rehabilitation will be focused also on minimization and recycling of existing waste.</p> <p>Negative: Renovation and modernisation activities of any form will have some negative effect on waste generation due to construction works.</p>	The ROP is likely to have an overall neutral effect waste generation, waste recovery, and recycling of all waste. The effect may become positive if BATs promoted and supported through the development projects
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	<p>Positive:</p> <ul style="list-style-type: none"> ○ Revitalization of the brownfields, renovation and restoration works in some localities and protection of cultural landscape will have a positive effect; ○ Creation of green spaces and rehabilitation of abandoned areas and industrial sites (brownfields) as well as rehabilitation of used public infrastructure will have a significant positive effect. <p>Negative: Development of transport infrastructure will negatively affect the protection of natural and cultural landscape if complementary measures for natural habitat protection.</p>	The ROP is likely to have a positive or neutral effect on the protection of natural and cultural landscape by revitalization of brownfields. A neutral or some negative effect is likely on the protection of natural habitats from fragmentation due to traffic corridors
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	<p>Positive:</p> <ul style="list-style-type: none"> ○ Developing environmentally friendly transport infrastructure as well as rehabilitation of used public infrastructure; rehabilitation of abandoned lands and industrial sites, which are a part of cultural and industrial heritage on the sea-side, will have a positive effect. ○ Development of business support structures specific to each Region supports restoration of cultural and industrial heritage and therefore the positive effect; ○ Protection of cultural landscape will have a significant positive effect; <p>Negative:</p> <ul style="list-style-type: none"> ○ Improving the quality of tourist services related to accommodation and recreation facilities will have a significant negative impact on the Romanian coastal zone of the Black Sea ○ Increased travels are likely to increase pressures to the natural ecosystems in the regions 	The ROP is likely to have a positive or neutral effect on the preservation, protection and rehabilitation of the Romanian coastal zone of the Black Sea ensuring protection of natural and cultural heritage

Relevant env. objective	Environmental effects	Overall cumulative impact
<p>Improve energy efficiency and use of energy resources</p>	<p>Positive:</p> <ul style="list-style-type: none"> o Better transport infrastructure will improve the energy consumption of transport vehicles; o Energy efficiency will be improved through rehabilitation, modernization and development of the social, education and tourism infrastructure (e.g. rehabilitation of buildings as well as purchasing new technologies for utilities services); o Modernization of productive technologies will have a positive effect on the energy efficiency and use of energy resources; o Thermal rehabilitation of flats and offices as well as new technologies will have significant positive effect <p>Negative: The rehabilitation and modernization of the county and local transport network will facilitate and promote more road transport use and therefore more energy consumption.</p>	<p>The ROP is likely to have an overall positive effect on the energy efficiency and use of energy resources</p>
<p>Facilitate energy generation from renewable resources</p>	<p>None of the priority axes and KAIs mention or intend to support facilitation of energy generation from renewable resources, though there is a big potential to induce actions that would have a positive effect on this env. objective. Please, see more under measures.</p>	<p>The ROP is likely to have a neutral effect on the energy generation from renewable resources.</p>
<p>Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues</p>	<p>Positive:</p> <ul style="list-style-type: none"> o Developing the infrastructure for environmentally friendly transport modes (e.g. PT) will improve the public behaviour in favour of those transport modes; o Due to improved services and systems, improvement of and connection to the municipal environmental services (e.g. waste-waster and water treatment and energy generation facilities) of social, health, educational and tourism infrastructure, will improve the env.-responsible behaviour; o Better educational facilities will facilitate environmentally-responsible behaviour of pupils and staff and will promote environmental solutions, therefore positive effect is expected; o There will be positive effect through clean up of contaminated sites; o There may be a significant positive effect due to improved access to the locations of interest, enabling public to collect waste (i.e. waste management systems in parks) and making use of other environmental measures (such as access to PT, cycling and walking infrastructure); o There will be a significant positive effect due to env. measures such as renovation and rehabilitation works, new environmentally friendly and energy saving technologies. <p>Negative: Due to renovation and expansion waste will be generated and consumption will be promoted.</p>	<p>The ROP is likely to have an overall positive effect on the improving environmentally-responsible behaviour of the public</p>

Relevant env. objective	Environmental effects	Overall cumulative impact
Support of environmentally friendly transport and promote development and usage of public transport	<p>Positive:</p> <ul style="list-style-type: none"> o Introduction and support of PT, improved access to PT services and other environmental friendly transport modes (e.g. enabling cycling and walking) will a positive effect; o By enabling better access of different social groups of people to PT, there will be an increase in use of the PT and there for positive effect on the development and usage of PT. <p>Negative: Economic development facilitates increase in the movement of people and goods. Increase in the road transport is expected, therefore the negative effect and pressure on the PT.</p>	<p>The ROP is likely to have an overall positive effect on the environmentally friendly transport and promotion of the development and usage of PT</p>
Promote tourism that would ensure high degree of environment protection and nature conservation	<p>Positive:</p> <ul style="list-style-type: none"> o Positive effect is expected due to environmental measures being supported such as access paths in protected areas, environmental services (such as waste and water management) in the areas which are of tourism interest and in tourism facilities; o Measures such as rehabilitation of the built environment, construction of public services and green spaces will have a significant positive effect; <p>Negative: Due to new areas being used in tourism and recreation there will be a significant negative effect.</p>	<p>The ROP is likely to have a neutral effect on sustainable tourism development.</p>

9 The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the ROP

9.1 **Measures to minimise, reduce or offset the likely significant environmental effects of each area of intervention**

Measures to increase positive and to reduce negative effects on the environment recommended from implementation of the activities under ROP have been identified during the assessment. Key measures that should be taken to minimise, reduce or offset their likely significant environmental effects can be found in the assessment tables of each area of intervention provided in the sub-chapter 8.1.

It is recommended that the measures as well as the environmental project evaluation and selection system (Sub-chapter 9.2) are fully integrated in the implementation system of the ROP.

It should be ensured that any possible negative impacts on Natura 2000 sites as well as other protected areas should be assessed and mitigation measures proposed through EIAs. All tourism development projects should undergo the EIA in order to enable alternative solutions to any environmentally harmful impacts (e.g. under "Carpathian Superski" development).

Additionally, priority support should be given to:

- investments that promote and enable BATs;
- investments that promote developments in brownfields versus greenfields;
- investments that promote minimize and reduce energy efficiency and energy demand and reuse of waste;
- not only to the measures directly addressing the PT but also in other measures under the ROP;
- actions supporting and promoting alternative transport infrastructure along with PT (such as cycling, walking, etc.) as well as accessibility of the PT system by people with special needs;
- investments aimed at production and replacement of fossil based fuel with bio-fuel;
- investments promoting energy efficiency, environmental services in tourism sector but also such tourism activities as eco-tourism, agro-tourism, etc.;
- projects having "greening" approach to the landscape and eco-systems, such as rehabilitation of the brownfields or afforestation and development of green areas/zones.

9.2 Additional measures to minimise, reduce or offset the likely significant environmental effects of the implementation of the entire programming document

The proposal of environmental evaluation of project applications outlined below offers a general system for identifying projects which will be the least harmful to the environment or those which will have the biggest environmental benefits. The aim of this system is to ensure that the ROP will support primarily those projects which will bring a positive environmental effect.

The system of environmental evaluation of project applications does not substitute other tools of environmental protection under the respective legal regulations (e.g. EIA, IPPC, etc.) – they are designed to ensure the maximum positive environmental impacts of the ROP.

Description of the proposed system for environmental evaluation and selection of project applications

Environmental evaluation of project applications should be carried out as an integral part of decision-making about granting support to a concrete project within the ROP, i.e. evaluation as for environmental criteria should be a part of the summarising evaluation of the project submitted.

Environmental evaluation of project applications is proposed in two stages:

- Pre-project environmental evaluation during project preparation,
- Formal environmental evaluation within official selection procedures.

Environmental evaluation by project applicants

It is very important for the project applicant (submitting entity) to undertake environmental evaluation during elaboration of their project application. This should enable them to modify the project so as it gets the best possible evaluation as for its environmental impacts. Pre-project evaluation will be carried out by the submitting institution using the generic forms outlined in the table below.

In-filled environmental evaluation forms (together with any other supplementary information) should be submitted by the project applicant as an integral part of their project application.

Table 8. Proposed scoring table for the projects submitted with environmental criteria

Project title/ref.:	Impacts of the project on relevant env. objectives for the ROP			
	Positive	Neutral or not applicable	Negative	Short explanation of scale and nature of the effect
Maintain and improve the quality of ambient air within the limits set by the legal norms				

Project title/ref.:	Impacts of the project on relevant env. objectives for the ROP			
Relevant env. objectives for the ROP	Positive	Neutral or not applicable	Negative	Short explanation of scale and nature of the effect
Minimize the impacts on the air quality at rural and urban level				
Limit water pollution from point and diffuse pollution sources				
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion				
Decrease emissions causing climate change				
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation				
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites				
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)				
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration				
Increase population protection from risks associated with natural disasters and industrial accidents				
Limit use of depleting natural resources				
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste				
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to				

Project title/ref.:	Impacts of the project on relevant env. objectives for the ROP			
Relevant env. objectives for the ROP	Positive	Neutral or not applicable	Negative	Short explanation of scale and nature of the effect
traffic corridors				
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including terrestrial and aquatic ecosystems) and cultural heritage in order to achieve the sustainable development of the region				
Improve energy efficiency and use of energy resources				
Facilitate energy generation from renewable resources				
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues				
Support of environmentally friendly transport and promote development and usage of public transport				
Promote tourism that would ensure high degree of environment protection and nature conservation				

Formal review of environmental evaluations during project selection

The formal environmental evaluation of project applications should be carried out as an integral part of the selection procedures concerning granting of support within the ROP.

In-filled environmental evaluation forms (and any other supplementary information) that were submitted by the project applicant within their project application will be reviewed - in the framework of the overall evaluation of the project - by environmental specialists at the evaluation committee (ideally representative of the environmental authority),

This review will analyse the quality of submitted environmental evaluation and can propose changes in the project and/or conditions for the project implementation. Based on this review, the selection committee will determine, inter alia, obligatory conditions for granting funds from the ROP.

9.3 Concluding commentary on the proposed measures to minimise, reduce or offset the likely significant environmental effects of the implementation of the operational programme

The system described in the above sub-chapters 9.1 and 9.2 aims to maximise the positive environmental impacts of the entire implementation of operational programme. It is proposed as an opportunity for enhancing the overall quality of projects and not as an administrative barrier.

In order to implement this system, it is especially necessary:

- To incorporate the proposed measures that should be taken to minimise, reduce or offset the likely significant environmental effects of each area of intervention provided (outlined in the sub-chapter 8.1) among the core selection criteria for project applications.
- To incorporate the proposed environmental evaluation of project applications into the overall system of evaluating and selecting projects
- To ensure sufficient personnel and professional capacities for environmental areas within the project evaluation
- To ensure that the applicants are informed sufficiently about environmental issues and about possible links of the draft projects to the environment.

Ensuring the above activities requires sufficient personnel and professional capacities for the area of environment, in the framework of the whole evaluation and selection system of the ROP.

10 A description of the measures envisaged concerning monitoring

10.1 **Description of the proposed system of monitoring the environmental effects**

The system for environmental monitoring proposed by SEA takes into consideration the fact that, during monitoring of environmental indicators on national or regional level, it is impossible to distinguish the ROP environmental impacts from impacts of other activities /interventions (e.g. projects financed from sources other than the ROP).

The SEA team also presumes that the proposal below will possibly be modified to accommodate the way of implementing the ROP and according to the characters of the single projects submitted. Fulfilment of this presumption, however, is connected with ensuring sufficient personnel and professional capacities within the whole system of monitoring the ROP implementation impacts.

The proposed monitoring system is based on the relevant environmental objectives specified by the SEA team (see Chapter 7). These objectives represent environmental areas and topics that can be substantially influenced by the ROP implementation, i.e. the environmental impacts of the ROP implementation will be monitored through the extent to which these objectives would be influenced.

In order to monitor the extent of the effects that the ROP has on the environment, the SEA team proposed environmental indicators for each of the relevant environmental objectives. The SEA team proposes to selectively use monitoring indicators to monitor environmental effects based on the characteristics of the projects selected for funding. By monitoring and summarising the single projects' evaluations, it will then be possible to estimate the overall environmental effect on the relevant environmental objectives in other words, on the ROP.

The proposed environmental indicators have to be incorporated into the overall system of monitoring the ROP. Indicators have to be selectively (selected in consultations with the relevant Environmental Authority) applied to projects or to the overall programme.

This monitoring should be carried out during the whole programming period and the results should be published regularly, ideally in electronic form (Internet).

Proposed monitoring indicators to assess effects of the programme on the environment are provided in the table below.

Table 9. Proposed environmental monitoring indicators

Relevant env. objectives	Indicators	Units	Description
Maintain and improve the quality of ambient air within the limits set by the legal norms	<ul style="list-style-type: none"> - Emissions of NOx - Emissions of SO2 - Emissions of VOC - Emissions of fine particles (PM10 and PM2.5) 	Tons	Data from the project monitoring and be compared with national statistics
Minimize the impacts on the air quality at rural and urban level	<i>The same as for indicator as for the relevant environmental objective "Maintain and improve the quality of ambient air within the limits set by the legal norms"</i>		-
Limit water pollution from point and diffuse pollution sources	Total Nitrogen	Mg/l	Local environmental agencies
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	- Industrial sites rehabilitated	ha	Data from project monitoring.
Decrease emissions causing climate change	- CO2 equivalent release into the atmosphere	Tons of CO2 equivalent	Data from national statistics.
Protect and improve the conditions and functions of terrestrial and aquatic ecosystems against anthropogenic degradation, habitat fragmentation and deforestation	- Area of greenfields affected	ha	Data from project monitoring
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	- Natura 2000 sites affected	Number	Data from project monitoring and EIAs
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)	- Health facilities (hospitals, ambulances, clinics) supported through the OP	Number	This indicator captures the risks or benefits to human health from project activities. Data from project monitoring.
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	<i>n/a</i>		-

Relevant env. objectives	Indicators	Units	Description
Increase population protection from risks associated with natural disasters and industrial accidents	- Projects contributing to protection against natural and industrial disasters	Number of projects	-
Limit use of depleting natural resources	Reduction in the use of depleting natural resources (relevant to the project) Fresh water used per unit of product	% reduction per unit produced M3	Data from project monitoring
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	Waste recycled Waste recovered Waste reused	tons	Data from project monitoring
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	- Areas of brownfields rehabilitated and/or used for development	ha	Data from project monitoring.
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	- Projects rehabilitating historical and cultural heritage	Number of projects	Data from project monitoring
Improve energy efficiency and use of energy resources	- Increased energy efficiency in supported companies, enterprises, institutions	%	Data from project monitoring
Facilitate energy generation from renewable resources	n/a		-
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	- Projects dealing with environmentally responsible behaviour	Number of projects	Data from project monitoring
Support of environmentally friendly transport and promote development and usage of public transport	n/a		-

Relevant env. objectives	Indicators	Units	Description
Promote tourism that would ensure high degree of environment protection and nature conservation	- Project dealing with promotion of sustainable tourism	Number of project	Data from project monitoring

10.2 General recommendations of the SEA team concerning monitoring

A quality and effective system of monitoring and evaluating of the environmental impacts of the ROP implementation will contribute not only to preventing the programme's possible negative environmental impacts, but it will also help to enhance its positive effects, not only in terms of the environment, but also in terms of a higher quality of the projects submitted.

In order to ensure monitoring, it is necessary:

- To incorporate the environmental indicators proposed into the overall system of monitoring the ROP implementation impacts
- To connect the monitoring system to the system of evaluating and selecting the projects, using environmental criteria;
- To publish the results of monitoring regularly (at least once a year);
- To ensure sufficient personnel and professional capacities for environmental areas within the ROP monitoring;
- To involve the Ministry of Environment and Water Management into the discussion about the overall system of monitoring and especially the way of incorporating environmental issues into the overall system before it is launched;
- To ensure that the applicants are informed sufficiently about environmental issues and about possible links of the draft projects to the environment

The whole monitoring system includes the following activities:

- Evaluation of the projects submitted using environmental criteria
- Monitoring of environmental indicators (especially on the basis of aggregation of data from the project level)
- Examination of the monitoring results, i.e. revision of changes in environmental indicators
- Initiation of respective steps in case the ROP negative environmental impacts were found
- Publishing of the results of monitoring
- Modifications of environmental indicators and criteria with respect to the character of the projects submitted
- Communication with the respective SEA authority (the Ministry of Environment and Water Management) and nature conservancy bodies as well as other authorities working in environmental protection
- Providing environmental consulting to people working in the ROP implementation structure, i.e. especially to the members of evaluation and selection commissions
- Providing advisory services to entities submitting projects in the environmental field

- Providing information on environmental issues related to the ROP to all parties interested

The SEA team's practical experience and knowledge show that, for a quality and effective system to monitor environmental effects of the operational programmes' implementation, several aspects are of key importance. These include exact focus, selection, review and possible modification of relevant environmental criteria for projects selection and evaluation and of related environmental indicators that were proposed within the SEA on the basis of contents of the single ROP areas of intervention, and also in the context of the single projects submitted.

Annexes

Annex 1. Minutes of the scoping meeting for the ROP

Grup de lucru pentru Evaluarea Strategică de Mediu pentru Programul Operațional Regional - a doua întâlnire

11 septembrie 2006

Proces verbal

Ministerul Integrării Europene, în calitate de Autoritate de Management pentru Programul Operațional Regional, a organizat în data de 11 septembrie a.c., a doua întâlnire a Grupului de Lucru Interministerial, înființat pentru a evalua impactul implementării Programului Operațional Regional asupra mediului.

Lista participanților și agenda întâlnirii sunt prezentate în anexă.

La această întâlnire a grupului de lucru au participat și experții SEA contractați de Ministerul Finanțelor Publice, în calitate de Autoritate de Management pentru cadrul de sprijin Comunitar, în cadrul unui proiect de asistență tehnică PHARE, care va sprijini realizarea activității de evaluare ex-ante a Programelor Operaționale și a Programelor Complement, elaborate sub Obiectivul Convergență.

Conform agendei, primul subiect pe ordinea de zi a constat în prezentarea, de către experții străini, ale principalelor elemente a procedurii de Evaluare Strategică de Mediu (SEA):

- Dl. Martin Smutny a evidențiat scopul și importanța procedurii SEA, în procesul de elaborare a planurilor și programelor, în general (**De ce SEA?**) și a programelor operaționale cu finanțare din Fonduri Structurale UE, în special (**SEA pentru programele finanțate din Fonduri Structurale**);
- Dna. Ausra Jurkeviciute a prezentat, în linii mari, Metodologia procesului de evaluare de mediu - **Handbook on SEA for Cohesion Policy 2007 – 2013**, elaborat cu finanțare parțială UE și agreat de DG Regio și DG Environment ca ghid consultativ pentru transpunerea Directivei UE referitoare la SEA. Abordarea celor două procese de evaluare, ex-ante și SEA trebuie să aibă o logică similară, având în vedere că SEA este o componentă a evaluării ex-ante în cadrul aceluiași proces de planificare. Au mai fost prezentate o serie de recomandări privind etapele și conținutul procesului SEA (identificarea principalelor obiective de mediu și stabilirea contextului de mediu în care are loc această evaluare, stabilirea principalelor priorități, măsuri și activități ale programului de investiții evaluat, analiza impactului cumulat al programului care va fi implementat, a sistemului de management propus și a sistemului de monitorizare).

În continuare, experții SEA au prezentat o propunere de analiză a POR (din punct de vedere al impactului asupra mediului) - sub formă tabelară - pe care au elaborat-o, pentru a evidenția relațiile și corelările care există, acolo unde este cazul, între obiectivele axelor prioritare ale Programului Operațional Regional și obiectivele de protecție a mediului, așa cum sunt formulate în documentele și directivele UE.

În acest sens, dna. director Gabriela Frenț a propus clarificarea, de la începutul procesului de colaborare și consultare în cadrul acestui grup de lucru, a metodologiei propuse, astfel încât toate propunerile membrilor să se bazeze pe o înțelegere comună a modului de lucru adoptat, a conceptelor și instrumentelor utilizate.

În consecință, referitor la metodologia de lucru propusă de experții SEA, au fost agreeate în cadrul Grupului de lucru următoarele:

- Având în vedere faptul că structura Programului Operațional Regional va fi modificată, conform recomandărilor CE, în sensul reconfigurării primei axe prioritare în două axe prioritare, și anume: una referitoare la reabilitarea / modernizarea infrastructurii regionale și locale de transport și cealaltă referitoare la reabilitarea / modernizarea infrastructurii sociale regionale (educație, sănătate, servicii sociale și situații de urgență), care, eventual ar putea fi formulată și ca o prioritate care vizează creșterea calității vieții în regiuni, este necesară operarea acestei modificări și în cadrul tabelului, în sensul apariției unei noi coloane pentru această nouă axă prioritară.
- Se vor lua în calcul, într-o primă fază, doar legăturile/relațiile/corelările care există între obiectivele de mediu și prioritățile de finanțare identificate în cadrul acestui program operațional, și nu neapărat aspecte referitoare la impact. Se va marca cu 1 orice gen de relație **semnificativă**, care se poate stabili între aceste două componente, fie că este de natură pozitivă sau negativă (în sensul identificării sinergiilor și conflictelor), și cu zero, o situație care nu prezintă nici un fel de interacțiune/influență între acestea.
- S-a discutat, de asemenea, și momentul pentru care se face această analiză de interacțiune: pe parcursul implementării programului (având în vedere faptul că majoritatea proiectelor presupun lucrări de execuție, și implicit deschiderea unui șantier, etc.) sau după finalizarea lucrărilor - ca și efecte directe rezultate în urma implementării programului. S-a stabilit să fie luate în considerare doar efectele rezultate în urma implementării programului.
- Având în vedere faptul că în acest tabel, și implicit în metodologie, există o serie de termeni referitori la mediu, de natură tehnică, și că majoritatea membrilor grupului de lucru nu sunt specialiști în acest domeniu, consultanții SEA vor transmite un glosar de termeni explicați/definiți, astfel încât să existe o înțelegere comună a acestor concepte.

Pe baza celor stabilite, s-a parcurs tot tabelul propus de consultanții SEA, și au fost operate modificări în anumite cazuri, pe baza sugestiilor membrilor grupului de lucru (de ex. - axa prioritară 4 era marcată pentru majoritatea câmpurilor de interacțiune cu obiectivele de mediu

cu 0, ceea ce a fost considerat neadecvat, având în vedere complexitatea proiectelor și a impactului generat de implementarea acestora).

Având în vedere faptul că majoritatea membrilor grupului de lucru au considerat că au nevoie de mai mult timp pentru a avea un punct de vedere pertinent/fundamentat pe marginea tabelului și a punctajului acordat pentru fiecare caz în parte, s-a agreat, împreună cu consultanții SEA, transmiterea noii metodologii, rezultate în urma discuțiilor în cadrul grupului de lucru, pentru a fi re-analizate de fiecare membru până vineri, 15 septembrie a.c., când toate propunerile vor fi centralizate la nivelul Autorității de Management pentru Programul Operațional Regional, în vederea sintetizării lor.

De asemenea, s-a mai agreat, în principiu, ca următoarea întâlnire a grupului de lucru SEA pentru POR să aibă loc la sfârșitul lunii octombrie/începutul lunii noiembrie, când va fi prezentată/analizată/discutată o primă versiune a raportului de mediu, care va fi elaborat de consultanții SEA, folosind și informații/contribuții ale grupului de lucru. În acest sens, s-a stabilit menținerea unui contact, în această perioadă, pe două paliere:

- Între consultanții SEA și reprezentanții AM POR, pot avea loc întâlniri bilaterale, ori de câte ori se consideră că este necesar, precum și schimb de informații pe e-mail.
- Între reprezentanții AM POR (ca interfață între grupul de lucru și consultanții SEA) și membrii grupului de lucru, pentru centralizarea și sintetizarea punctelor de vedere și a diferitelor contribuții ale acestora în cadrul procesului de analizare a impactului POR asupra mediului.

Annex 2: List of participants of the scoping meeting (September 11, 2006)

Numele si pre-numele	Institutia	Tel./fax	E-mail
Costel Jitaru	MIE	0749.196.347	costel.jitaru@mie.ro
Trinca Ionut	MIE	301.15.90	IONUT.TRINCA@mie.ro
Eleonora Gheorghe	MIE	301.14.13	eleonora.gheorghe@mie.ro
Luiza Radu	MIE	301.14.13	luiza.radu@mie.ro
Doina Lupascu	MIE	0749.196.326	doina.lupascu@mie.ro
Daniela Catana Pt.Ileana Vasilescu	MMGA	316.53.86	daniela.catana@m.mediu.ro
Popa Cristina	MMSSF- AM POS DRU		cris-tinapopa@amposdru.mmssf.ro
Onaca Adrian	MED.C	0728.070.524	alin.adrian@gmail.com
Cornel Stefan	MUPDR - DGDR	307.85.05	cornel.stefan@moo.ro
Mihai Proca	MMGA	316.02.87	mihai.proca@mmediu.ro
Doina Constantinesch	MEC	202.52.83/202.52.84	dconstant@minind.ro
Daniela Iulia Sgar-citu	MAI	0722.531.942	daniela.sgarcitu@mai.gov.ro
Tudor Ingrid	ANIMMC	0744.304.149	ingrid.tudor@mimmc.ro
Sorin Voicescu	MFP - AMCSC	302.52.43	sorin.voicescu@mfinante.ro
Veronica Niste	MFP - AMCSC	302.53.66	veronica.niste@mfinante.ro
Laura Trofin	MFP - AMCSC - UCE	302.52.09	laura.trofin@mfinante.ro
Niculescu Anisoara	MTCT - DGMediu	319.62.07/319.62.06	mediu@mt.ro
Luminita Andrei	MMGA	316.77.35	luminita.andrei@mmediu.ro
Constantin Pulbere	MMGA	316.61.54	constantin.pulbere@mmediu.ro
Martin Smutny	SEA expert	+420724110779	martin.smutny@integranet.cz
Ausra Jurkeviciute	REC	+40727626976	Ajurkeviciute@rec.org
Ionut Sandu	MIE	301.15.41	ionut.sandu@mie.ro
Gabriela Frent	MIE/AM POR Di- rector		gabriela.frentz@amp.ro
Istrate Madalina	MIE/AM POR	301.15.41	madalina.istrate@mie.ro
Luciana Sandu	MIE/AMPO R	301.14.39	luciana.sandu@mie.ro
Diana Hangiu	MIE/AMPO R	301.14.39	diana.hangiu@mie.ro

Annex 3: Full list of national and international legal and policy framework

Env. issues	Relevant EU Legislation and Policies	Relevant Romanian Legislation and Policies
Water	<ul style="list-style-type: none"> • 91/271/EEC (Waste Water Treatment Plant) • 2000/60/EC (Water Policy) • 91/676/EEC (Nitrates) • 76/464/EEC (Dangerous Substances Discharged into the Aquatic Environment) • Stockholm Convention on POPs • 96/61/EC (IPPC) 	<ul style="list-style-type: none"> • Water Law no.107/1996 as amended by Law no.310/2004 and Law no.112/2006 • GD no.351/2005 on the approval of the Action Program for reducing the pollution of aquatic environment and groundwater caused by the discharge of some dangerous substances (Of. J no. 428/20.05.2005), as amended by GD no.783/2006 (Of. J no. 562/29.06.2006; • EMO no. 1146/2002 (Of.J.no.197/27.03.2002) on the surface water quality objectives; • GD no.188/2002 (Of.J.no.187/20.03.2002) on the approval of the norms regarding the wastewater discharge conditions in the aquatic environment, , as amended by GD no 352/2005 (Of.J.no.398/11.05.2005). • Studies by the National Institute of Research and Development for Environmental Protection - ICIM Bucharest regarding the characterization of the vulnerability to groundwater pollution at hydrographical basin level (2001-2002)
Air	<ul style="list-style-type: none"> • 2001/80/EC (LCP) • 2001/81/EC (Emission Ceilings) • 96/61/EC (IPPC) • 98/70/EC, 99/32/EC (Fuels) • 94/63/EC, 99/13/EC (VOC) • 97/68/EC (Non-Road Mobile Machinery) • 99/30/EC (limit values for sulphur dioxide (SO₂), nitrogen dioxide (NO₂), nitrogen oxides (NO_x), powders (PM₁₀) and lead (Pb)); • 2000/3/EC concerning the ozone air pollution (O₃) • 2000/69/EC concerning the limit values for benzene (C₆H₆) and carbon dioxide (CO). • Stockholm Convention on POPs • Gothenburg Protocol 1999 • 96/61/EC (IPPC) 	<ul style="list-style-type: none"> • GD no.731/2004 on the approval of the National Strategy for Atmosphere Protection (Of.J.no.496/02.06.2004) • GD no.738/2004 on the approval of the National Action Plan for Atmosphere Protection (Of.J.no.476/27.05.2004) • Law no.271/2003 for ratification of the Gothenburg Protocol • National Reducing Plan for sulphur dioxide and nitrogen oxides emissions and powders from large combustion plants and the measures take on account the conformation of the limit values for the emission, approved by Joint Ministerial Order MEWM 833/13.09.2005, MEC 545/26.09.2005 MAI 859/2005 (Of.J.no.888/4.10.2005). • GD no.568/2001 (Of.J.no.348/29.06.2001) on setting up the technical requirements for limiting the VOC emissions resulting from storing, loading, unloading and distribution of petrol from terminals to service stations, amended by GD no.893/2005 • Order of the Minister of EWM no. 781/2004 on the approval of Methodological Norms regarding the measurement and analyses of volatile organic compounds resulted from storage and loading/ unloading of petrol at terminals (Of.J.no.1243/23.12.2004); • Order of the Minister of Industry and Resources no. 337/2001 approving the Norms regarding the technical inspection of the installations, equipment and devices used for reducing VOC emissions resulted from storing, loading, unloading and distribution of petrol from terminals and service stations (Of.J.no.10/10.01.2002), as amended by Order of the Minister of Economy and Commerce no.122/2005 (Of.J.no.324/18.04.2005)

Env. issues	Relevant EU Legislation and Policies	Relevant Romanian Legislation and Policies
		<ul style="list-style-type: none"> • EGO no. 243/2000 on atmosphere protection (Of.J.no.63/06.12.2000) adopted by Law no.655/2001 (Of. J. no.773/04.12.2001). • DG no. 541/2003 amended and supplemented by GD 322/2005 on establishment of certain measures for limitation of emissions of certain pollutants into the air from large combustion plants through are transposed the provisions of Directive 2001/80/EC; • Order of the Minister of Environment and Water Management no. 592/2002 on the approval of the Norms regarding the establishing of the limit values, of the threshold values and of criteria and methods of assessment for sulphur dioxide, nitrogen dioxide and nitrogen oxides, particulate matters, (PM10 and PM2.5) lead, benzene, carbon monoxide and ozone in ambient air - (Of.J.no.765/21.10.2002); • EGO no.152/2005 on prevention and integrated control of pollution approved by Law no.84/2006; • NEAP (1995, updated 1999). • National Sustainable Development Strategy (1999).
Soil	<ul style="list-style-type: none"> • 75/442/EEC (Framework Directive on Waste) • 99/31/EC (Landfill of waste) • 94/62/EC (on packaging and packaging waste), as amended by Directive 2004/12/EC • 91/689/EEC (Hazardous Waste) • 2000/76/EC on incineration of waste • Prepared Mining Waste Directive • Stockholm Convention on POPs • EC is a party to the Basle Convention, Regulation No. 259/93 (EC) • the Council Decision 2003/33 establishing criteria and procedures for the acceptance of waste at landfills pursuant to Article 16 of and Annex II to Directive 99/31/EC • 96/61/EC (IPPC) 	<ul style="list-style-type: none"> • GD No349/2005 (Of.J.no.394/10.05.2005) on the landfill of waste • Order of the Minister of Environment and Water Management No 95/2005 on defining of the criteria which must be fulfilled by waste in order to be found on the specific list of a landfill and the National List of accepted waste for each class of landfill (Of.J.no.194/8.03.2005); • Order of the Minister of Environment and Water Management No 757/2004 on the approval of the Technical Norms regarding the landfill of waste (Of.J.no86/26.01.2005). • GD no.621/2005 (Of.J.no.639/20.07.2005) on the management of packaging and packaging waste • GD no 128/2002 on the incineration of waste (Of.J.no.160/07.03.2002), as amended by GD no 268/2005 (Of.J.no.332/20.04.2005)
ate change	<ul style="list-style-type: none"> • European Climate Change Programme • Decision No. 93/389/EEC for a Monitoring Mechanism of Community CO₂ and Other Greenhouse Gas Emissions • Proposal of the Taxation of Energy Products Directive • Emission Trading Directive and 	<ul style="list-style-type: none"> • EGO no.195/2005 on Environmental protection (Of.J.no.1196/30.12.2005) approved by Law no.265/2006 (Of.J.no.586/06.07.2006) • Law no.24/1994 (Of.J.no.119/ 12.05.1994) ratified the UN Framework Convention on Climate Change, (UNFCCC) • Law no.3/2001 (Of.J.no.81/ 16.02.2001) ratified the UNFCCC's Kyoto Protocol • National Strategy on Climate Change 2005-2007, approved by GD no.645/2005 (Of.J.no.670/27.07 2005 • National Action plan on Climate Change 2005-2007, approved by GD

Env. issues	Relevant EU Legislation and Policies	Relevant Romanian Legislation and Policies
	<ul style="list-style-type: none"> • Linking directive • UNFCCC and Kyoto Protocol 	<ul style="list-style-type: none"> • no.1877/2005 (Of.J.no.110/ 06.02.2006); • GD no.731/2004 on the approval of the National Strategy for Atmosphere Protection (Of.J.no.496/02.06.2004) and • GD no.738/2004 on the approval of the National Action Plan for Atmosphere Protection (Of.J.no.476/27.05.2004); • National GHG Inventory for the period 1992-2000 (2002); • National GHG Inventory for period 1992-2001 (2003); • National GHG Inventory for period 1989-2004 (2006)
Biodiversity	<ul style="list-style-type: none"> • 92/43/EEC (Habitats) • 79/409/EEC (Birds) • 78/659/EEC on the quality of fresh waters needing protection or improvement in order to support fish life • 79/923/EEC on the quality required for shellfish waters • COM(2006) 302 (on an EU Forest Action Plan 2007-2011); • EU is a party to the Convention on Biological Diversity (CBD) (1993) 	<ul style="list-style-type: none"> • Law no.5/2000 regarding the national system of protected areas (Of.J.no.152/12.04.2000). • Law no.462/2001 (Of.J.no.433/2.08.2001) for the approval of the GO no. 236/2000 (Of.J.no.625/04.12.2000) on natural protected areas regime, conservation of natural habitats and of wild fauna and flora; updated with Law no.345/19.07.2006 (Of.J.no.650/27.07.2006). • National Strategy and Action Plan for Biodiversity Conservation and Sustainable Use of Its Components (1996) • National strategic plan for agriculture and rural development, 2006 • Law no.58/1994 ratified the Convention on Biological Diversity (CBD) • The Order of Minister of Environment and Water Management no. 370/19.06.2003 for Regulation on authorization system of laboratory for environmental assessment and their activities (Of.J.no.756/29.10.2003). • GD no.201/2002 on the approval of the technical Norms for the quality required for shellfish waters (Of.J.no.196/22.03.2002).GD no.202/2002 on the approval of the technical norms related to the quality of fresh waters needing protection or improvement in order to support fish life (Of.J.no.196/22.03.2002). • GD no.230/2003 (Of.J.no.190/26.03.2003) on the delimitation of the biosphere reserves, national parks and natural parks and the setting – up of their administrations; • The Order of the Minister of Agriculture, Forests, Waters and Environment no. 850/2003 (Of.J.no.793/11.11.2003) on the procedure of entrustment of administration or custody of the protected natural areas was issued, based on the GD no.230/2003. • The Order of Minister of Agriculture, Forests, Waters and Environment no. 552/2003 (Of.J.no.648/11.09.2003) for the approval of the internal zoning of national and natural parks from the point of view of the conservation of the biological diversity necessity; • GD no.2151/2004 regarding the establishment of new protected areas (Of.J.no.38/12.01.2005). • The Order of Minister of Environment and Water Management no. 246/22.07.2004 for the classification of caves as protected areas (Of.J.no.732/13.08.2004). • The Order of Minister of Environment and Water Management no.

Env. issues	Relevant EU Legislation and Policies	Relevant Romanian Legislation and Policies
		1198/25.11.2005 for the modification of annexes of Law no.462/2001 for the approval of the GO no. 236/2000 (Of.J.no1097/6.12.2005). <ul style="list-style-type: none"> • GD no.1581/2005 regarding the establishment of new protected areas (Of.J.no.24/11.01.2006). • The Order of Minister of Environment and Water Management no. 207/3.03.2006 for the approval of the Standard Data Form and the manual for Natura 2000 (Of.J.no284/29.03.2006).
Human health	<ul style="list-style-type: none"> • 98/83/EC (Quality of water intended for human consumption) • 80/68/EEC (protection of ground water against pollution caused by certain dangerous substances) • Directive 99/31/EC (Landfill of waste) • 75/442/EEC (Waste regime) • 2000/14/EC (Noise) • the action plan of the EU Community Public Health Program for 2003-2008, which was adopted by Decision No. 1786/2002 of the European Parliament and Council • WHO (1998) The "Health for All in 21st Century" Strategy; • European Sustainable Cities • European Regional/Spatial Planning Charter ('Torremolinos Charter'), adopted in 1983 by the European Conference of Ministers responsible for Regional Planning (CEMAT) • The European Commission Green Book for the future policy on noise, (1996) • Aalborg Charter 	<ul style="list-style-type: none"> • Law no.458/2002 (Of.J.no.552/29.07.2002) on the quality of drinking water • GD no.351/2005 on the approval of the Action Plan for reduction of the pollution of aquatic environment and groundwater, caused by the discharge of certain dangerous substances (Of.J.no.428/20.05.2005), as amended by GD no.783/2006(Of. J no. 562/29.06.2006). • National Waste Management Plan • Water Law no.107/1996, as amended by Law no.310/2004 and Law no.112/2006 • GD no.188/2002 (Of.J.no.187/20.03.2002) on the approval of the norms regarding the wastewater discharge conditions in the aquatic environment, as amended by GD no.352/2005 (Of.J.no.398/11.05.2005); • GD No.539/2004 (Of.J.No.398/05.05.2004) on the limitation of noise emission in the environment by equipment for use outdoors transposes Directive no. 2000/14/EC, as amended by GD no.1323/2005 (Of.J.no.1048/25.11.2005); • DG no 321/2005 for reassessment and management of the environmental noise • Annually report national synthesis of healthcare waste management 2005
Environmental risk management	<ul style="list-style-type: none"> • 2000/60/EC (Water framework directive); • COM/2000/547 (Integrated Coastal Zone Management: a Strategy for Europe); • COM/2004/472 (Flood risk management - Flood prevention, protection and mitigation); • COM/2002/481 (The EC response to the flooding in Austria, Germany 	<ul style="list-style-type: none"> • GO no.47/1994 on defence against disasters, approved by the Law no 124/1995, with further amendments, • Law no.106/1996 on civil protection, with further amendments (Of.J.no.241/03.10.1996), • Law no.111/1996 with further amendments (Of.J.no.267/29.10.1996), • MO no.242/1993 (Of.J.no.195/13.08.1993). • National strategy for flood risk management (2005) • Draft master plan and the programme for Black Sea Coast protection (to be completed in 2006)

Env. issues	Relevant EU Legislation and Policies	Relevant Romanian Legislation and Policies
	<ul style="list-style-type: none"> • and several applicant countries); • COM/2004/60 (Towards a thematic strategy on the urban environment); • COM/2002/179 (Towards a Thematic Strategy for Soil Protection); • 1999/847/EC (Community action programme in the field of civil protection) 	
Resource efficiency and conservation/sustainable resource management	<ul style="list-style-type: none"> • 75/442/EEC (Framework directive on waste) • EC is a party to the Basle Convention, Regulation No. 259/93 (EC) • 91/689/EEC (Hazardous Waste) • 94/62/EC (Packaging Waste) • Thematic Strategy on the sustainable use of natural resources (COM(2005)670 final) • 96/61/EC (IPPC) 	<ul style="list-style-type: none"> • GO no 78/2000 (Of.J.no.283 /22.07.2000) on regime of waste approved by the Law no 426/2001(Of.J.no411 /25.07.2001), with further amendments • Law 6/1991 (Of.J.no18 /26.01.1991), for adhering of Romania to Basel convention, amended by Law 256/2002 (Of.J.no352 /27.05.2002) • GO no 200/2000 (Of.J.no.593/22.11.2000), modified through GD 490/2002 (Of.J.no.356/285.05.2002) • GD no 349/2002 regarding on packaging and packaging waste, modified through GD no 621/2005 (Of.J.no.621/20.07.2005) • GO no 34/2002 (Of.J.no.223/03.04.2002), modified through GO 152/2005 (Of.J.no.1078/30.11.2005) • National Waste Management Plan (2004)
Landscape and cultural heritage	<ul style="list-style-type: none"> • European Landscape Convention 	<p>National Spatial Plan (NSP):</p> <ul style="list-style-type: none"> • Section I - Means of Transport and Communication, approved under Law 71/1996 (under revision); • Section II - Water, approved under Law 171/1997; • Section III - Protected areas, approved under Law 5/2000; • Section IV - Settlement network, approved under Law no.351/2001; • Section V - Natural risk areas, approved under Law no.575/2001; • National Strategic Plan for Agriculture and Rural Development 2007-2013 (2006)
Energy efficiency and renewable energy sources	<ul style="list-style-type: none"> • COM(2005)265 (Green Paper on energy efficiency) • Directive 92/42/EEC as amended by Directives 93/68/EEC and 2004/8/EC efficiency of boilers • Directive 93/76/EEC – SAVE • Directive 96/61/EC (IPPC) • Directive 2001/77/EC (Promotion of Electricity Produced from Renewable Energy Sources) • Directive 2002/91/EC – energy performances of the buildings • Directive 2003/66 – eco-labelling for refrigerators 	<ul style="list-style-type: none"> • The Road Map for Energy in Romania - GD no.890/2003 • National Strategy for Energy Efficiency - GD no.163/2004 and Law No.199/2000, amended by the Law 56/2006; • GD no.174/2004 regarding the thermal rehabilitation of buildings • GD no.574/2005 on efficiency requirements for new hot-water boilers fired with liquid or gaseous fuels • GD no.958/2005 amending GD no.443/2003 on the promotion of electricity produced from renewable energy sources and amending and completing Government Decision no 1892/2004 establishing the promotion system for electricity produced from renewable energy sources • GD no.1535/2003 The Strategy for the capitalization of renewable energy resources, approved by GD no.1535/2003 • GD no.1844/2005 on promoting the utilization of bio-fuels and other renewable fuels for transport

Env. issues	Relevant EU Legislation and Policies	Relevant Romanian Legislation and Policies
	<ul style="list-style-type: none"> • Directive 2003/54/EC – internal market on electricity • Directive 2003/30/EC - on promoting the utilization of bio-fuels and other renewable fuels for transport • Directive 2006/32/EC (energy end-use efficiency and energy services) • COM(2002)415 –cogeneration directive; • Proposal of the Taxation of Energy Products Directive 	<ul style="list-style-type: none"> • The commitments assumed by Romania in the process of negotiations with the EU –Chapter 14 Energy. • Draft GD for approval of the National Energy Policy Document 2005-2008 • The commitments assumed by Romania in the process of negotiations with the EU –Chapter 14 Energy.
Awareness raising on environmental issues	<ul style="list-style-type: none"> • 90/313/EEC (Access to Information) • Agenda 21 • EC is a signatory of the Aarhus Convention (UN EEC Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters) 	<ul style="list-style-type: none"> • National strategy for climate change, 2005 • Law no.86/2000 (Of.J.no.224/22.05.2000) for the ratification of the Convention on access to information, public participation indecision-making and access to justice in environmental matters; • Law no.544/2001 (Of.J.no.663/23.10.2001) on free access to the public interest information; • GD no.123/2002 (Of.J.no.167/03.08.2002) on approving methodological norms for the implementation of Law no.544/2001 on free access to information of public interest; • GD no.878/2005 (Of.J.no.760/22.08.2005) on the free access to environmental information; • GD no.658/2006 on reorganization of National Commission for Climate Change (an inter-ministerial body coordinated by the MEWM in order to promote the necessary measures for unitary implementation in Romania of the UNFCCC and Kyoto Protocol objectives) Of.J.no.465/30.05.2006;
Sustainable transport	<ul style="list-style-type: none"> • the Cardiff conclusions of the European Council (1998) • the European Strategy for Sustainable Development (Gothenburg 2001) 	<ul style="list-style-type: none"> • National Sustainable Development Strategy (1999)
Sustainable tourism	<ul style="list-style-type: none"> • COM(2003/716) Basic orientations of the sustainability of European tourism; • EU sustainable development strategy; • The European Charter for Sustainable Tourism in Protected Areas, 2002 • UNESCO convention • Convention on the Protection of the Black Sea Against Pollution, 1992 	<ul style="list-style-type: none"> • National Sustainable Development Strategy (1999)

Reference objectives also respect the requirements of the following documents:

- COM(2001)31 - 6th Environment Action Programme;
- 97/11/EC (EIA)
- MO of Waters and Environmental Protection no. 860/2002 (Of.J.no.52/03.01.2003) on the approval of the procedure for environmental impact assessment and issue of the environmental agreement;
- GD no.918/2002 (Of.J.no.686/17.09.2002) establishing the framework procedure for the environmental impact assessment and approving the list of public and private projects which the procedure must be applied, as amended by GD no.1705/2004 (Of.J.no.970/2004)
- GD no.1076/8.07.2004 for setting up the environmental assessment procedure of certain plans and programmes (Of.J.no.707/5.08.2004)

Annex 4. Results of the assessment of specific objectives of ROP

The assessment was focused on the likely environmental effects of the ROP specific objectives to the relevant environmental objectives. The evaluation was done in the form of comments, explaining what effects (both positive and negative effects) might be caused by the implementation of the OPs' specific objective and resulted in a possible reformulation of specific objectives and priority axes.

Specific objective 1: The improvement of Region's attractiveness and accessibility		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	Rehabilitation/ modernization of the county and local transport network. Are emissions of fine particles (PM10) decreasing? What progress is being made in reducing concentrations of air pollutants in urban and rural areas for the limit values (for SO ₂ , NO ₂ and PM ₁₀) or the target values (for ozone) defined in the air quality framework Directive and its daughter Directives?	The number of cars used will increase causing significant air pollution. It will have a long term significant effect, though increased speed of travel may slightly decrease the overall negative env. effect. Measures in relation to waste management in the health and educational sectors may improve air quality. Closure of non-compliant or upgrade of old incineration facilities will have a significant positive effect. It must be ensured that the new roads are planned further from the densely populated areas and areas which are sensitive to air pollution.
Minimize the impacts on the air quality at rural and urban level	Are emissions of fine particles (PM10) decreasing? What progress is being made in reducing concentrations of air pollutants in urban and rural areas for the limit values (for SO ₂ , NO ₂ and PM ₁₀) or the target values (for ozone) defined in the air quality framework directive and its daughter directives?	This measure will increase the number of cars used and it will also increase air pollution, but the increase will not be very significant given the use of a better quality fuel (Euro type). Ensure that urban and rural areas that suffer from excess pollution are avoided by new intensive road routes. The promotion and improvement of the PT and measures related to the development of green areas and green zones may have significant positive effect.
Limit water pollution from point and diffuse pollution sources	Water quality	Possible negative effects due to increased run offs from the new roads. Ensure that run off water is collected and, in case of accidents (petrol and oil spills), polluted waters are treated or prevented from entering the open water bodies. Improvement of municipal, industrial and harbour wastewater management infrastructure may have significant positive impact. Improvement of water monitoring system may help establish better understanding on the environmental quality, which will make the region more attractive.

Specific objective 1: The improvement of Region's attractiveness and accessibility		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion		Some impact is possible due to construction of new roads or renovation of old ones. Positive env. effects can be expected if measures are implemented in relation to waste management and connectivity to municipal waste management systems. Positive effect may result from the rehabilitation of health and educational facilities by building new ones or connecting the existent ones to the municipal and rural sewerage systems. Measures have to be taken to ensure that soil pollution and erosion is minimized during and after construction/renovation of road infrastructure. Establishment of separate collection systems may reduce the soil pollution caused by existing uncontrolled landfills and dumping sites, which will be possible only if awareness campaign and training is carried out. Composting has to be promoted.
Decrease emissions causing climate change	GHG	Significant impact on the GHG emissions should be expected due to an increased number of cars. Positive effect may occur if old heating facilities in health and educational sectors are rehabilitated. Measures that would ensure optimal travel speed for cars to reduce the GHG emissions must be prepared. Measures related to the development of green zones and reforestation (trees and bushes) along with the infrastructure's development may have a positive impact.
Protect and improve the conditions and functions of terrestrial and aquatic ecosystems against anthropogenic degradation, habitat fragmentation and deforestation		Significant impact should be expected if greenfields are used for the construction of new roads. EIA procedures should ensure the minimization of negative env. effects. Measures should be taken to ensure that, on the coastal zone, current eco-systems are preserved and maintained in order to protect biodiversity, especially in relation to harbour modernization. Significant negative effect is very likely if no protective measures are taken.
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites		Construction or renovation of roads and ski infrastructure in the vicinity of such sensitive areas must have EIAs conducted ASAP, which should ensure minimization of negative env. effects. Romania has 3 major bird migratory corridors of global importance. Attractiveness of the region can increase if information is provided to developers. Overlap and potential impacts of the developments on the designated of NATURA2000 sites have to be carefully assessed by EIAs

Specific objective 1: The improvement of Region's attractiveness and accessibility		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)	Rehabilitation/modernization of health services. Birth rate/fertility rate; Mortality; Exposure to pollution.	Positive effect can be expected from reducing the load of the traffic on narrow and congested rural and urban roads (moving them away from settlements) as well as from the rehabilitation of brownfields, which would get new development purpose. Positive significant effects can be expected if old uncontrolled dumping sites are being rehabilitated (e.g. in the vicinities of municipal, educational and health facilities) Support to waste management in health and educational sectors may have positive impact as well as the cleaning-up of dangerous substances from the areas of development
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration		Noise and vibration could increase due to an increased number of cars though, if the roads will be constructed in a way that reduces the traffic from some settlements (with bypasses or ring roads), noise and vibration will be reduced. Noise and vibration will increase due to the construction work, therefore reduction measures are necessary
Increase population protection from risks associated with natural disasters and industrial accidents		Improved roads may have better protection facilities for pedestrians and bicycles and against traffic incidents through markings, water run-offs, side ways, etc., therefore it may indirectly have also a significant positive environmental effect. Significant positive impact may be ensured only if emergency and contingency plans are developed, personnel is trained and know how and equipment is acquired for schools and health facilities in order to fulfil the legal international and national requirements
Limit use of depleting natural resources		Indirect negative effect may be expected from increased traffic and use of petrol due to improved accessibility, but increased speed of travel may partially reduce the negative effect. Use of depleting construction materials for roads may be reduced by using recycled construction materials
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste		Reuse of construction and plastic waste in road construction should be ensured to enable positive impact on the env. Establishment of mandatory separate waste collection schemes in schools and health sectors may have positive impact on the waste minimization. Use of alternative waste management methods (recycling, reuse, composting and elimination) can have positive impact

Specific objective 1: The improvement of Region's attractiveness and accessibility		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	How many new roads will be constructed? The surface of land taken per transport unit Will it affect terrestrial and aquatic ecosystems?	There may be a negative impact due to new road constructions (e.g. belt roads), which may be diminished by EIA
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic, marine and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	Will it respect and protect Natura 2000 sites and assure biodiversity preservation in terrestrial, marine and continental waters?	Measures that will rehabilitate educational and health centres, which are part of the cultural heritage of Romania, will increase attractiveness and ensure preservation of the cultural heritage in the regions. If ICZM plan is being respected, it will ensure that the env. impacts are minimized. Involvement of water basin management committees and proper decision making process will ensure minimization of impacts on aquatic, marine and terrestrial ecosystems
Improve energy efficiency and use of energy resources		Measures on rehabilitation of heating and electricity systems will have positive effect on energy efficiency.
Facilitate energy generation from renewable resources	-Energy generated in the new or rehabilitated facilities from the renewable resources -Types of alternative fuels used, % of facilities using alternative energy	If new installations using renewable resources will be supported, in educational and health sectors, there will be a positive effect.
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	-Projects with environmental benefits (such as waste reduction) extended to the public (e.g. school waste sorting system is shared with the employees and inhabitants of the settlement)	Positive effect may be achieved if public or public institutions are provided with information on sustainable development. A positive effect can be achieved if schools and health institutions are equipped with more sustainable infrastructure (energy saving devices, sustainable water management systems, use of renewable resources, etc.). Measures that would provide more information to tourists and local population on sustainable behaviour may have positive effect on long term. Information from well functioning env. monitoring systems may have a positive effect

Specific objective 1: The improvement of Region's attractiveness and accessibility		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Support of environmentally friendly transport and promote development and usage of public transport.		If projects to facilitate the development of PT will be supported, multi modal and alternative, there may be significant positive effect.
Promote tourism that would ensure high degree of environment protection and nature conservation	-% of projects with EIA conducted in the tourism sector.	EIA must be included as support in establishing controlled tourism, to ensure the env. protection. To avoid the tourist supra-population in protected areas, measures that will help channelling the tourists to similar tourist destinations with a lesser degree of protection are necessary.
Proposed reformulation of proposed specific objective: n/a		

Specific objective 2: Increase the Regions' competitiveness as business locations		
Relevant env. objectives	Relevant indicators/ guiding questions	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	-Will the number of 'hot spots' of air pollution be reduced?	If green businesses will be supported and they will be contributing to the reduction of air pollution in the areas with air pollution limits exceeding the norms, it will have a significant positive effect. Such projects must have priority.
Minimize the impacts on the air quality at rural and urban level	-Will reduction in air pollutants in urban and rural areas be achieved (for SO ₂ , NO ₂ and PM ₁₀) or it will be a contribution to the target values (for ozone)?	Depending on a type of equipment sported, the air pollution situation may be improved. A special attention should be paid to the technologies that will be applied and measure to reduce the air pollution risk. Significant positive effect may be expected if connections to waste and waste water facilities will be developed for new and old business enterprises. Such projects will contribute to the ambient air quality improvement
Limit water pollution from point and diffuse pollution sources	-Water quality data	Developing sustainable business will also have positive effect on water pollution if initiatives aimed at waste waster treatment or connection to such facilities will be supported. Waste management or clean up projects will have significant positive effect on water quality too. It must be ensured that the new businesses are located in areas with proper sanitation; additional water treatment facilities have to be ensured if significant water quantities are to be used in production processes.

Specific objective 2: Increase the Regions' competitiveness as business locations		
Relevant env. objectives	Relevant indicators/ guiding questions	Comments on likely environmental effects
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	- Soil quality	It must be ensured that green fields and new agricultural lands are not converted for business developments and soil is not contaminated. Waste management projects would have significant positive effect and should be given a priority since they would help improve soil quality significantly. Soil protection against erosion in the case of any development has to be ensured, for positive effects.
Decrease emissions causing climate change	-GHG emissions	If combustion technologies will be used in new business developments there may be significant impact on GHG emissions. Rehabilitation projects will have significant positive effect if supported. Development of the logistical business may have an effect on the objective as well. Reduction measures seeking the best possible and least env. harmful solution should be ensured via EIA or BATs if significant changes or new businesses will be supported.
Protect and improve the conditions and functions of terrestrial and aquatic eco-systems against anthropogenic degradation, habitat fragmentation and deforestation		Business development may have significant effect on the landscape and habitats depending on scale and location. By locating them in brownfields, it may be ensured that the impacts on forest and landscape as well as aquatic and marine eco-systems are reduced. Rehabilitation projects will have positive effect.
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	-Which Natura 2000 and protected areas will be affected?	New developments in or close to the Natura 2000 areas should have EIAs carried out. Regeneration and revitalization projects must have environmental assessments carried out to ensure that impacts to protected areas and NATURA 2000 areas are minimal.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)		Significant positive effects can be expected if business development is planned and carried out in brownfields. Impacts due to waste generation may be significant therefore it must be ensured that municipal as well as industrial waste management systems are installed and properly functioning. Clean up projects and projects aimed at the elimination of old burdens will have significant positive impact
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	-Vibration data - Noise level	There may be significant temporary impacts due to the construction of new and renovation of old facilities. Mitigation measures have to be planned within EIAs to reduce such impacts.
Increase population protection from risks associated with natural disasters and industrial accidents		If big production industries are supported, which may have risks associated with the production of dangerous substances or dangerous technologies, there may be a positive impact, since new technologies and improvement in production processes may reduce the risk of accidents. Protection measures during the construction and utilization period have to be ensured. It may have significant impacts in some locations.

Specific objective 2: Increase the Regions' competitiveness as business locations		
Relevant env. objectives	Relevant indicators/ guiding questions	Comments on likely environmental effects
Limit use of depleting natural resources	-Which depleting natural resources will be used?	New business may be dependent on natural resources. Such businesses should be able to prove that no other resources can be used for production as substitute. Alternatives should be presented in EIA regarding the resources to be utilised during the production cycle. There will be negative effects given the use of depleting natural resources for construction and renovation (short term). The introduction of ICT, in order to reduce the use of the depleting natural resources, as well as of RDI should be promoted.
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	-Will waste prevention, reduction in packaging waste, reduction of the generation of municipal waste be ensured?	The quantity of industrial waste will be increased due to new developments, but some projects may have waste minimization focus or waste recovery, therefore there might be also a positive effect. To reduce env. impact, waste management plans have to be developed and waste recycling and recovery should be encouraged to ensure minimum loads on municipal waste management systems.
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors		Significant positive env. effect may be expected if brownfields are utilized as business parks. Negative effect may occur if new areas (greenfields) are allocated to business development and new traffic corridors are built to ensure connection. If projects may have such an effect, EIA must be carried out and have location and routing alternatives presented. Projects such as new access roads or airport enlargements may have negative impact and have to be carefully assessed (EIA)
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic, marine and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region		Business development support on the Black Sea coast may have a significant environmental impact (regarding the coastal ecosystems and landscape). Negative impact minimization should be ensured through the development of alternatives for locations, size and technologies for the activities. Minimization of impacts on water, landscape and soil as well as conservation of the best features of the area will make it not only profitable, but also attractive to various users. Positive impacts may occur due to waste management and rehabilitation projects.
Improve energy efficiency and use of energy resources	-Will energy efficiency projects be supported?	Rehabilitation of existing plants could contribute to energy efficiency as well as the introduction of new technologies.
Facilitate energy generation from renewable resources	Will energy generation from renewable resources be promoted and supported?	Facilitation of energy production for business purposes from renewable resources (e.g. solar, bio, etc.) may have a significant positive effect.

Specific objective 2: Increase the Regions' competitiveness as business locations		
Relevant env. objectives	Relevant indicators/ guiding questions	Comments on likely environmental effects
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues		Significant positive effect may be achieved if business developments will be combined with environmental/sustainability education campaigns for businesses and with transparent and participatory EIA procedures. Connection to waste management, waste water treatment systems and networks will have a positive effect on the environment and on public's behaviour. The spreading of such projects can be maximized if the public is informed and enabled to participate (e.g. shared waste sorting facilities)
Support of environmentally friendly transport and promote development and usage of public transport		Significant positive effect may be achieved if businesses are encouraged to support and to use PT systems. PT passes for businesses may be developed as well as new routes of PT to accommodate businesses' needs, with an increasing number of employees.
Promote tourism that would ensure high degree of environment protection and nature conservation		Supporting sustainable tourism may have a positive effect, though it has to be linked with education on sustainable tourism development, since tourism may have a significant negative impact on the environment if it is developed without env. considerations. EIA has to ensure the sustainable tourism development direction. Businesses may indirectly have significant positive effect on tourism if services to ensure the sustainable development direction are offered, e.g. through developing public paths, tourist services that would enable the use of sustainable transport means (PT, cycling, walking, etc.), traveller friendly services, informational services, etc.
Proposed reformulation of proposed specific objectives:		
Increase the Regions' competitiveness as sustainable businesses locations		

Specific objective 3: Increase the tourism contribution to the Regions' development		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	-Reduction of pollution in the areas where the norms are exceeded	Increased movement of tourists may have a negative effect on air quality due to use of transport and private cars, therefore each large scale new tourism development plan or programme must have SEA to minimize the impacts; tourism promotion has to focus on transportation means which are less polluting : PT, trains, etc.

Specific objective 3: Increase the tourism contribution to the Regions' development		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Minimize the impacts on the air quality at rural and urban level	-Reduction of the emissions causing ambient air pollution -What progress is being made in reducing concentrations of air pollutants in urban areas below the limit values (for SO ₂ , NO ₂ and PM ₁₀) or the target values (for ozone) defined in the air quality framework directive and its daughter directives?	Promoting the usage of PT and alternative transport means versus cars, such as busses and trains, may contribute to the minimization of potential negative impacts due to increased movement of national and international tourists.
Limit water pollution from point and diffuse pollution sources	-Will water quality be affected?	Construction of tourist centres and hotels will increase water pollution though if water protection measures (connection to waste water treatment facilities) and waste management are carried out as a part of the development, the impacts will be minimized.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	-Soil quality -Waste management	Any construction activities will increase soil pollution, which is a short term effect and can be minimized if appropriate measures are taken. Organized waste disposal and management may minimize soil pollution impacts resulting from an increased flow of people in various parts of the region (especially tourist attraction points). Measures related to waste collection will ensure the minimization of potential negative effects.
Decrease emissions causing climate change	-GHG emissions	Traffic increase, especially car and air traffic may cause significant impact on GHGs generation in the long run. Enabling shifting of tourists to other means of transportation such as PT, may reduce the impacts, therefore promotional measures should focus on those activities which are less contributing to climate change.
Protect and improve the conditions and functions of terrestrial and aquatic ecosystems against anthropogenic degradation, habitat fragmentation and deforestation	-Will habitat fragmentation increase? -Will reforestation be supported or initiated?	The pressure of tourist infrastructure could have a negative impact on ecosystems. Preventive measures should enable protection. Impact minimization can be achieved by directing and managing streams of tourists making their movement and rest the least destructive to the habitants. Permitting for tourism activities may be introduced to ensure habitat protection in or close to protected areas.

Specific objective 3: Increase the tourism contribution to the Regions' development		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	-What increase in tourists' flow is expected in protected territories? -What measures will ensure the protection of protected areas from tourism impacts?	Tourism development may have direct negative effect on the protected areas and Natura 2000 areas. Minimization of the impacts has to be ensured by promoting controlled tourism, monitoring the tourism flows and avoiding the tourist supra-population in protected areas by channelling the tourists to similar tourist destinations with a lesser degree of protection. It must be ensured that all developments supported under the objective have EIAs carried out.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brown-fields, mining waste, etc.)		No direct link
Protect and improve the condition of settlements with respect to transport noxes, particularly noise and vibration	-Noise levels	Traffic increase in cities and locations of high tourism attraction will increase also the possibility of noise and will have negative effect. Restrictions on access time in certain areas for tourists, measures to minimize the level of noise, (e.g. in the Sea side resorts) will help minimize the potential negative effect in some locations.
Increase population protection from risks associated with natural disasters and industrial accidents	No direct link	No direct link
Limit use of depleting natural resources		Intensification of traffic will increase the use of depleting natural resources via use of energy and petrol. Measures such as the promotion of PT may reduce the negative effect
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste	-Will it reduce waste generation? -Will it promote recycling and selective collection?	Construction of tourism infrastructure will increase waste generation especially in vulnerable areas (e.g. mountains) as well as the influx of people in general. If measures to ensure waste collection and safe disposal are developed along with tourism promotion and information on waste management practices for tourists is disseminated, the negative impact may reduce. Sanitation activities as well as landfill and waste recycling/recovery in rural and urban areas are playing an important role.

Specific objective 3: Increase the tourism contribution to the Regions' development		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors	-Restoration and supporting of cultural and historical heritage	The objective will have direct positive effect on the restoration of natural and cultural landscape given the inflow of investments, if they are aimed at supporting such sites and the protection of natural habitats. Support offered to cultural sites such as UNESCO objectives will have a significant positive effect.
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region	-Cultural heritage sites -ICZM	There may be a positive effect on the Black sea coastline if projects implemented under the objective will help preserve and restore the cultural landscape in the area. Negative impact should be expected if the projects do not follow the ICZM programme developed. It must be ensured that all developments supported under the objective have EIA carried out.
Improve energy efficiency and use of energy resources	-Will energy efficiency be improved?	There may be a positive effect if new installations and equipment are used in the restoration and development of tourist objectives.
Facilitate energy generation from renewable resources	-Will renewable energy projects be supported	If bio-fuel is promoted through some projects, it may be a positive effect regarding the renewable energy generation objective.
Improve the environmentally responsible behaviour of the public by involving the public into the solution of environmental issues		Supporting protection of natural heritage could contribute to a higher public environmental responsibility. Rehabilitation of natural and cultural sites will have a positive effect on the behaviour of the public with regards to preservation and conservation. If systems enabling environmentally-responsible behaviour are created, such as waste management, sorting facilities, access to PT, promotion of railway travels, there will be a significant positive effect.
Support environmentally friendly transport and promote development and usage of public transport		Promotion of PT, cycling and walking (building pedestrian paths, refugees) would have a significant positive effect. Such projects having objectives and actions that support alternative transportation means (alternative to cars) or that enable connection to PT and the usage of other means of movement, should have a priority.

Specific objective 3: Increase the tourism contribution to the Regions' development		
Relevant env. objectives	Relevant indicators/guiding questions	Comments on likely environmental effects
Promote tourism that would ensure high degree of environment protection and nature conservation	-Will nature protection be promoted?	There may be significant positive effects if projects will enable the improvement of waste collection and management systems related to tourism, energy conservation, access to PT, water conservation as well as nature protection through less intrusive and more env. friendly means such as walking paths in the forest, bicycle paths, bio-energy for tourist busses, reforestation, etc.
Proposed reformulation of proposed specific objectives (April 2006 version): Increase the tourism contribution to the Regions' sustainable development		

Specific objective 4: Increase the socio-economic role of the urban centres		
Relevant env. objectives	Relevant indicators/ guiding questions	Comments on likely environmental effects
Maintain and improve the quality of ambient air within the limits set by the legal norms	-Decrease the no. of locations where air pollution norms exceed the limits	There may be short term negative effect due to increased transport linked to development as well as long term effect related to activities in the revitalized areas. The impact may be minimized if better fuel and better access roads are developed that would reduce the traffic congestion and enable the rehabilitation of businesses which are currently contributing to air pollution problems.
Minimize the impacts on the air quality at rural and urban level	-Decrease ambient air pollution in the urban and rural areas	Rehabilitation projects of old enterprises may have a positive effect on the reduction of overall pollution, though there is not enough information on the activities supported under this objective.
Limit water pollution from point and diffuse pollution sources	-Water quality	If the activities will enable connection to and the renovation of the waste water systems, there will be a positive effect on the water quality. Improvement in waste management will have a positive impact as well.
Limit point and diffused pollution of soil and facilitate soil protection from water and wind erosion	-Quality of soil	If waste management systems as well as revitalization of brownfields will be supported, there will be a positive effect.
Decrease emissions causing climate change	-GHG emissions	Traffic increases will have a negative effect although the renovation of old heating and energy production systems may reduce the emissions of GHG.
Protect and improve the conditions and functions of terrestrial and aquatic ecosystems against anthropogenic degradation, habitat fragmentation and deforestation		Rehabilitation works may lead to a positive effect; developments should be encouraged to work on brownfields and to ensure the restoration of green zones and reforestation.

Specific objective 4: Increase the socio-economic role of the urban centres		
Relevant env. objectives	Relevant indicators/ guiding questions	Comments on likely environmental effects
Preserve the natural diversity of fauna, flora, and habitats in protected areas and potential Natura 2000 sites	-Which Natura 2000 sites will be affected?	Effects on habitats in protected areas and potential Natura 2000 sites should be minimized and if developments will take place in such areas, EIAs have to be prepared.
Facilitate improvement of human health by implementing measures aimed at pollution prevention and mitigation of old burdens (e.g. pesticides, brownfields, mining waste, etc.)		There may be significant positive effect on the human health if actions aiming at pollution reduction, cleaning up of old burdens, restoration of brownfields, elimination of social exclusion (such as enabling handicapped people's access to social and public services), etc will be supported.
Protect and improve the condition of settlements	-Rehabilitation of built environment	There will be a positive effect expected since the objective aims to rehabilitate urban and rural centres. More information is needed on the types of activities selected for support.
Increase population protection from risks associated with natural disasters and industrial accidents	No direct link	No direct link
Limit use of depleting natural resources		Support to economic development and rehabilitation of settlements will increase the use of depleting natural resources. There will be a negative effect as a result of increased use of petrol and construction materials. Bio-fuel and recycling/reuse should be promoted
Reduce waste generation, increase waste recovery, and facilitate recycling of all waste		There will be potential negative effect due to construction and rehabilitation activities in the region. Waste management programmes have to be prepared, promoted, supported and implemented to minimize the effect.
Ensure protection of natural and cultural landscape by revitalization of brownfields and protection of natural habitats from fragmentation due to traffic corridors		There may be significant positive effects from the revitalization of old industrial centres. It must be ensured that brownfields have the priority for development and are included in projects/programmes
Preserve, protect and rehabilitate the Romanian coastal zone of the Black Sea ensuring protection of natural (including aquatic and terrestrial ecosystems) and cultural heritage in order to achieve the sustainable development of the region		There may be a significant positive effect on the Romanian coastal zone from activities aimed at revitalization. Negative effect may occur if new developments, not sustainable, are supported. EIAs have to be carried out and ICZM respected in the developments.
Improve energy efficiency and use of energy resources		There may be significant positive effect due to renovation and reequipping of the old public and social centres. BATs should be promoted
Facilitate energy generation from renewable resources		There is a possible link if regions are encouraged to use bio-fuel

Specific objective 4: Increase the socio-economic role of the urban centres		
Relevant env. objectives	Relevant indicators/ guiding questions	Comments on likely environmental effects
Improve environmentally-responsible behaviour of the public by involving the public into the solution of environmental issues	-Citizens joining the recycling schemes; -Reduction in illegal landfills -Increase in the use of PT	Rehabilitation and renovation projects as well as activities enabling the improvement of social and public services have a positive effect on the responsible behaviour of the public. Significant positive effect may be expected.
Support of environmentally friendly transport and promote development and usage of public transport		If social development projects contribute to PT development, better access to intermodal transport or better access for handicapped people to PT and other social services will be ensured and it will have a significant positive effect.
Promote tourism that would ensure high degree of environment protection and nature conservation		Improving public (PT, waste management, etc.) and social (health, education, etc.) services as well as business services will enable better potential for tourism development and responsible behaviour. Projects linked with natural conservation and env. protection should be encouraged.
Proposed reformulation of proposed specific objectives: n/a		

Annex 5. Monitoring programme

TEMPLATE (general suggestions regarding set up and implementation)

Introduction and monitoring purpose

Environmental monitoring programme is a vital process of any management plan. It helps in signaling the potential problems that resulting from the proposed projects, which have not been identified during the ex-ante assessment processes (both SEA and EIA) and will allow for prompt implementation of effective corrective measures.

The environmental monitoring should be required for the construction and operational phases of the projects carried out within the SOPs. The main objectives of environmental monitoring are:

- to assess the changes in environmental conditions resulting from the projects,
- to monitor the effective implementation of mitigation measures,
- to warn about the significant deteriorations in environmental quality (if any due to the carrying out the ROP) for further prevention action,
- to monitor the environmental effects of the entire programme.

Environmental monitoring team

Managing Authority appoints person to collect environmental monitoring data at the initial stage of the programme implementation.

The task of the environmental monitoring team would be to supervise and coordinate studies, monitoring and implementation of environmental mitigation measures, providing advise to the projects on the monitoring parameters and methods and providing information to the public on the monitoring data as well as reporting on the environmental issues to be submitted to the relevant environmental authority.

Specific modalities of the monitoring programme will fit into the overall ROP monitoring procedures.

Environmental monitoring reporting

Report on environmental monitoring will be produced regularly either by people responsible for collection of indicators within the MA or by experts appointed or hired to interpret the data at the end of the reporting period when information has been collected.

Reporting on environmental monitoring issues will be done in compliance with the existing monitoring procedures and tools set up for the structural instruments. Environmental data collection will use as much as possible the Single Management Information System allowing the bottom-up aggregation of output environment indicators at project level. In addition, relevant statistical information will be used whenever relevant.

Monitoring parameters and indicators

The parameters/issues which are monitored will be linked to the relevant environmental objectives of the programme, which are:

- Air;
- Water;
- Soil;
- Climate change;
- Biodiversity
- Human health;
- Environmental risk management;
- Resource efficiency and conservation/ sustainable resource management
- Landscape and cultural heritage
- Energy efficiency and renewable energy sources
- Awareness raising on environmental issues
- Sustainable transport
- Sustainable tourism

The environmental monitoring reporting has to cover all issues. Indicators for each issue have been presented in the table 8 of the Strategic Environment Assessment.

Managing authority can request or relevant environmental authority may ask for more indicators to be analyzed within the environmental monitoring and in the implementation report for the internal national purposes. This may help to better understand the indirect impacts and uncertainties coming from outside of the implementation of the ROP.

Transparency

Each MA will build a webpage where monitoring information would be located, such as early parameters for each environmental issue identified, locations of the projects and basic environmental information on each of them in a form of either posted EIAs or database.

Annex 6. Public debate minutes of the 18th of January, 2007 and the list of participants

Public Debate for the finalization of the Environmental Report prepared for the Regional Operational Program - January 18th, 2007 - Official Report

The Ministry of European Integration, with the quality of Management Authority for the Regional Operational Program, organized on January 18th 2007 a public debate in order to finalize the Environmental Report elaborated for this program, according to GD 1076/2004. The list of participants and the meeting agenda are annexed.

The objective of this reunion was to present and discuss different aspects referring to the form and content of the environmental report for the Regional Operational Program, which, together with the Regional Operational Program were made available to the public for a period of 45 days in order to gather observations and comments.

The first point of the meeting was a synthetic presentation of the main elements and characteristics of the Regional Operational Program (analytical premises, general objective, specific objectives) presented by Ms. Gabriela Frent. Each priority axis was detailed to the description of potentially eligible activities and separation of eligible activities in other operational programs by the AM POR representatives responsible with the priority axis (Ionut Sandu, Luciana Sandu, Diana Hangiu, Iuliana Topoleanu, Ionut Trinca).

Madalina Istrate (counselor and SEA POR responsible in AM POR) explained shortly for the participants representing the public, the context of this reunion, starting from the foresights of HG 1076/2004, to the steps made inside the inter-ministerial Working Group, the necessity and relevance taking into account the negative aspects, but also the positive and neutral ones, regarding the implementation of POR on environment. This short clarification allowed the step to the next point on the agenda, when Ms. Ausra Jukeviciute (SEA expert coordinator) gave a presentation referring to the elaborated environmental report, the way in which it complies with HG 1076/2004, as well as to other aspects generated by the observance of SEA procedure:

- the way the environmental report complies with HG 1076/2004;
- general POR effects on environmental relevant objectives;
- proposal for an evaluation and selection system for environmental projects;
- proposal for a monitoring environmental projects system;
- the consultation process

Ms. Ausra Jurkeviciute mentioned at the beginning of this meeting the very short time for elaborating the report, which made it difficult to unfold adequate consultations with all the stakeholders interested and involved in its elaboration. The main stages covered until

now in the implementation of the SEA procedure for the POR were succinctly presented:

- the analysis of the main environmental aspects, on the basis of strategic relevant documents at national and community level;
- selection of environmental objectives relevant for POR, approved in the second Working Group reunion, on the 11th of September 2006; these objectives define the purpose of the environmental evaluation for POR;
- evaluation of the analysis chapter from POR in order to identify the most relevant environmental aspects;
- evaluation and generation of some recommendations in such way that the strategy, objectives and main axis of POR to be in concordance with the environmental objectives.

Although it is estimated that the Regional Operational Program will have, in general, positive and neutral effects on the environment, there are also interventions that can generate negative effects on the environment. In this way, it is important that all the investment projects will conduct the EIA procedure, in order for the possible negative effects to be identified and compensated/ counteracted at program level.

Thus, in order to ensure a "friendly environmental" approach through POR, the following aspects were proposed:

- the projects that promote or utilize the best available techniques to be considered priority;
- the projects that promote investments in brownfield vs. greenfield areas to be considered priority;
- minimize the utilization of energy and promote energy efficiency;
- support public transport investments;
- avoid fragmentation of landscapes and eco-system

AM POR representatives mentioned that theoretically, the recommendations of the environmental expert included in the report are pertinent and relevant for minimizing the negative effects and assure a "friendly" approach on the environment by implementing POR. Also, these recommendations have already been inserted in the content of the official version of POR that will be sent to the European Commission services to be analyzed, in order to start the negotiation process for approval.

The next point of the agenda was a short review of the list containing the monitoring indicators proposed to track the intensity of POR implementation on environmental components, taking into account the fact that this proposal supported some modifications in order to adopt the number and formulation of the indicators to the specific POR and the real monitoring possibilities. Thus, Mr. Sorin Voicescu, AMSC representative, proposed the introduction of a column with the measurement units in the indicators table, and suggested that the names of the indicators be correlated with the relevant environmental objectives, without repeating the name of the objective.

For the objectives no. 11 and no. 12, for which the MoEWM have observed the formulation of identical indicators, Ms. Ausra Jurkevici-

ute explained that in order to avoid an overcharging with indicators, they are in some cases adapted to correspond to more objectives, but it will be taken into account the possibility of identifying new indicators for objective no.11.

Referring to the concrete monitoring modality for these indicators, to answer the question raised by Ms. Liliana Sitaru, MTCT representative, Ms. Ausra Jurkeviciute explained the fact that the initial values will be offered by the MoEWM's specialized directions, and the interim and final values will be obtained by monitoring the projects that passed through EIA procedure, and as a consequence, the beneficiaries have the obligation to follow the intensity of the effects generated by the project on the affected environmental components.

The Health Ministry representative, Ms. Emilia Niciu, underlined the fact that, although the project can have positive benefits on the health state in general, there may be some segments/groups of population which support negative consequences (for example – in the construction phase, when a big quantity of dust is generated) as a result of project implementation, and in consequence, it is necessary the foresight of supplementary costs, eligible in the project in order to compensate these effects.

Mr. Constantin Pulbere, MoEWM DGEICP counselor, stated that the public was informed from the beginning of the SEA procedure for POR, about the elaboration of this document, through mass-media announcements and the titular's web page. In this way, all the procedural stages that referred to public information and participation on the decision making process were respected. Also in this stage of public debates, it is important that among the observations of the other participants (members of WG, titular, others) the public has an active role and also offers comments.

Ms. Claudia Jianu, representing an NGO (Terra Mileniul III) which unfolds activities also in Structural Funds, asked if projects addressing water management are eligible through POR. The AM POR representative, Mr. Ionut Sandu, explained the fact that such projects are eligible in the Environmental Sectorial Operational Program, for which the Management Authority is the MoEWM.

Another question from Ms. Claudia Jianu referred to the way overlapping is avoided and complementarities are assured among different programs financed by communitary funds, and also, the way this aspect is brought to knowledge to the public. Ms. Frent explained that the aspects referring to possible overlapping of different programs have been clarified in the elaboration process of these documents, through bilateral meetings and also through general meetings among the involved institutions under the Ministry of Public Finance's coordination, institution responsible for assuring the complementarities among programs. Moreover, all the programs financed by communitary funds are published on the web pages of the institutions that have the role of management authority and are also available in hard copies at their headquarters. The content of each program includes a section dedicated to the manner in which the complementarity with other programs was assured, for potential competitors on the same financing domains.

Ms. Claudia Jianu brought also into discussion the constitution of the Monitoring Committee for POR and wanted to know if the established structure includes NGO members also. Ms. Frent explained that the structure of the Monitoring Committee was established. It includes 25 main members and 23 observers and confirmed that this structure will have also NGO representatives.

Another participant at this reunion, Ms. Mariana Ghineraru, independent environmental consultant, brought into discussion the problem of industrial abandoned sites, characterized by historical pollution (100 years) and for which the pollutant can not be identified. For cleaning these platforms, the "pollutant pays" principle can not be applied, and if this task is the obligation of the new owners, economic agents, they should invest all their profits or even go bankrupted in order to solve these problems. Ms. Ghineraru's concern comes from the fact that no program anticipates funds for solving this kind of problems, and as a consequence, they remain untreated, at least in the short and medium term. The proposal addressed to the AM POR in order to solve these cases is to include the de-pollution activities in the eligible category of POR. The same proposal was forwarded to the MoEWM, in its quality of reference ministry and Management Authority for SOP Environment, but could not be accepted given the limited amount of funds, which was already allocated to the environmental priorities identified in Chapter 22. The AM POR representatives have explained that this problem, by its nature, imposes expertise and special competences in the environmental field (some specialized studies are necessary to identify the pollutants, their treatment, etc.), and in case this proposal would be accepted, the funds addressed to private economical agents in order to clean these sites would be limited according to the stipulation of state help specific rules.

It was mentioned that the decision regarding the financing of these sites through POR is a political decision, recommending the forwarding of this proposal to the European Integration Ministry.

List of Participants

No.	Institution	Name	Function / Department
1	MFP	Sorin Voicescu	Consilier DAP
2	MMGA	Simona Ghita	Consilier DGGDSCP
3	MMGA	Mihai Proca	Consilier
4	MMGA	Constantin Pulbere	Consilier
5	MS	Dr. Emilia Niciu	Sef compartiment Sanatate in relatie cu mediu
6	ANIMMC	Anca Breazu	Expert
7	AM POS DRU MMSSF	Cristina Popa	consilier
8	MAPDR- DGDR	Cornel Gigi Stefan	Consilier
9	MedC	Adrian Onaca	Manager public
10	MTCT	Liliana Sitaru	Expert DGM
11	MAI	Sgarcitu Daniela	Manager Public DSPD
12	MFP	Laura Trofin	expert
13	MFP	Ausra Jurkeviciute	expert
14	MIE	Ionut Sandu	expert
15	MIE	Iuliana Topoleanu	expert
16	MIE	Costel Jitaru	consilier
17	MIE	Raluca Gliga	consilier
18	MIE	Viorica Apostol	expert
19	MIE	Diana Hangiu	Consilier de integrare
20	MIE	Luiza Radu	expert
21	MIE	Ionut Trinca	expert
22	MIE	Elena Crangasu	consilier
23	MIE	Stefan Oachesu	expert
24	V&V Int Consult	Gabriel Precup	Director general
25	Gevita Intl SRL	Georgel Taranu	Director general
26	MIE	Amanda Aelenei	stagiar
27	Fundatia Terra Mileni- ul III	Claudia Jianu	Coordonator proiect
28	REC Romania	Oana Boingeanu	Coordonator proiect
29	MIE	Luciana Sandu	Consilier de integrare
30	MIE	Gabriela Frentz	director
31	MIE	Madalina Istrate	consilier
32		Ghineraru Mariana	Consultant independent mediu
33	MIE	Doina Lupascu	consilier
34	MTCT	Iuliana Mihaela Buretea	expert
35	Asoc expertilor de	Arinda Maria Cadariu	Expert SEA

	Mediu		
36	MMGA	Niculina Pop	consilier