ADDENDUM TO THE ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Building a burn center and reorganization of hospital medical flows for better positioning and connection of emergency, ICU and surgery departments for Targu Mures Emergency County Clinical Hospital

Addendum for supplementary Power Supply connections for the Targu Mures Burn Center

Executive summary

This Addendum to the Environmental and Social Management Plan (ESMP) has been prepared to address the additional environmental and social (E&S) impacts associated with the supplementary electricity power supply works required for the Burn Center of the Târgu Mureș Emergency County Clinical Hospital.

Project Context

The original Project covered the construction of the Burn Center building and associated internal utilities. Subsequently, additional technical requirements were identified to ensure a reliable, redundant, and uninterrupted electricity supply for critical medical equipment and hospital operations. To address these requirements, an Addendum to the Contract was concluded for the implementation of two independent underground 20 kV electricity supply lines. These works are external to the Burn Center building footprint and involve linear infrastructure along predefined public-domain routes in Târgu Mureș and Sântana de Mureș.

The electricity supply solution consists of two independent underground 20 kV power lines, providing a dual power supply to the Burn Center. The total length of the electricity connections is approximately 6.5 km. Construction works will be carried out predominantly using Horizontal Directional Drilling (HDD), accounting for approximately 95% of the total route length, with the remaining 5% implemented through limited open trenching for connection points and concrete cable boxes.

All works will be implemented within existing public domain corridors (roads, sidewalks, and technical utility corridors) in Târgu Mureș and Sântana de Mureș. No land acquisition, physical displacement, or permanent restriction of land use is required.

Applicable Framework

The supplementary electricity supply works are implemented in accordance with applicable Romanian legislation and the provisions of the Environmental and Social Management Framework (ESMF) governing the parent project.
This ESMP Addendum updates the existing environmental and social management instruments to reflect the revised scope of works and to ensure that construction-related risks are properly managed.

Environmental Risk Profile

The additional works do not change the overall environmental and social risk classification of the Project. However, due to their linear nature and interaction with public urban space, specific temporary risks may arise during construction.
Potential temporary environmental impacts during construction include:

- Temporary dust emissions from localized excavations
- Noise and vibration from drilling and construction equipment

- Temporary soil disturbance
- Risk of accidental spills (fuel, oils), especially near sensitive areas (Mureș River, Pocloș River, lowland areas)
- Temporary impacts on green spaces and biological soil layer
- Construction waste generation

No in-stream works are planned at river crossings (Mureș River and Pocloș River). With the application of mitigation measures included in this ESMP Addendum and the Contractor's Environmental and Social Management Plan (C-ESMP), environmental impacts are expected to be localized, short-term, and reversible.

Social Risk Profile:

Due to the urban setting and proximity to sensitive receptors, temporary social impacts may occur during construction.
These may include:

- Temporary disruption of pedestrian and vehicle circulation
- Short-term narrowing of sidewalks and temporary loss of on-street parking
- Localized traffic congestion
- Temporary access adjustments for residential buildings and commercial units
- Temporary disturbance in proximity to sensitive receptors, including the Emergency County Clinical Hospital and other medical facilities

Special attention will be given to maintaining uninterrupted emergency access along Gheorghe Marinescu Street and to ensuring safe pedestrian circulation, including minimum protected corridors where feasible.
No permanent social impacts, displacement, or economic resettlement will occur.

Occupational Health and Safety

Occupational health and safety risks associated with construction activities are addressed separately under the OHS section of the ESMP.
These include risks related to excavation works, machinery operation, traffic interaction, and worksite safety. Mitigation measures include:

- Updated OHS plans
- Provision and enforcement of personal protective equipment (PPE)
- Site fencing and signaling
- Worker training and supervision
- Emergency preparedness procedures

Mitigation and Management Approach

All identified environmental, social, and OHS risks will be managed through:

- Phased construction in defined segments

- Implementation of a Traffic Management Plan prior to works in sensitive areas
- Dust suppression and noise control measures
- Proper waste segregation and disposal through authorized operators
- Accidental Pollution Prevention and Control Plan and response kits
- Continuous coordination with hospital administration and local authorities
- Advance notification to residents and business operators where access adjustments are anticipated
- Restoration of all affected surfaces immediately after completion of works in each segment

A project-level Grievance Redress Mechanism (GRM) remains operational for communities, and a separate Worker Grievance Mechanism is in place.

Institutional Responsibilities and Monitoring

The Contractor and Subcontractors are responsible for implementation of mitigation measures, under the supervision of the Site Engineer and Site Supervisor.

Monitoring will include:

- Daily site inspections
- Regular supervision and reporting
- Documentation of corrective actions
- Recording and resolution of grievances

Coordination will be maintained with the County Council, road authorities, traffic police, emergency services, water management authorities, and railway authorities where relevant.

Conclusion

The supplementary electricity supply works are necessary to ensure operational reliability of the Burn Center and uninterrupted functioning of critical medical infrastructure.

With the implementation of the mitigation, monitoring, and institutional measures defined in this ESMP Addendum, the environmental and social impacts of the additional works are expected to be:

- Temporary
- Localized
- Reversible
- Manageable within the framework of national legislation and the applicable ESMF

The updated ESMP framework is considered adequate to ensure proper management of environmental, social, and occupational health and safety risks associated with the revised project scope.

Project Context and Applicable Safeguards

Project context and scope
The Project originally comprised the construction of the Burn Center for the Târgu Mureș Emergency County Clinical Hospital, including the main building and associated internal utilities. This scope was assessed under the approved Environmental and Social Management Plan (ESMP), with the objective of delivering a specialized healthcare facility for the treatment of burn patients, in compliance with national legislation and applicable environmental and social requirements.

During project implementation, additional technical requirements were identified regarding the electrical power supply of the Burn Center, related to ensuring operational safety, redundancy, and uninterrupted power supply for critical medical equipment and hospital functions.

To address these requirements, an Addendum to the Contract was concluded to finance and implement supplementary works consisting of two independent underground 20 kV electricity supply lines. These works are external to the original building footprint and involve linear construction activities along predefined routes between the Burn Center and existing electrical substations.

Applicable environmental and social safeguards and permitting
The Project was developed in accordance with national environmental legislation and applicable environmental and social safeguard requirements, as reflected in the approved Environmental and Social Management Plan (ESMP). The additional electricity connection works do not change the overall environmental and social risk classification of the Project; however, due to their linear nature and interaction with public spaces, specific mitigation measures are required.

The electricity connection works are subject to the national permitting framework, which includes the issuance of an Urban Certificate, environmental screening under the national environmental impact assessment (EIA) procedure, approvals from the competent water management authority for river crossings, and the construction permit issued by the County Council. Urban Certificate no. 61, issued on 24 September 2025, identified all permits, approvals, and authorizations required for implementation.

Following submission of the Project Presentation Study on 24 November 2025, the Mureș Environmental Protection Agency concluded, through the EIA screening procedure, that continuation of the EIA process was not required. This decision was formalized through Decision no. 15120 of 12 January 2026, which includes general environmental protection measures and specific provisions from the Târgu Mureș Water Management System regarding the crossing of the Mureș River over the dam and turbine channel for the first electricity supply line, and the crossing of the

Poclos River on the existing bridge at the intersection of Budai Nagy Antal Street and Tudor Vladimirescu Street for the second electricity supply line. The Construction Permit for the Technical Documentation was issued by the County Council at the beginning of February 2026 (Construction Permit no. 2/02.02.2026).

The Project does not involve land acquisition, physical displacement, or permanent restrictions on land use; therefore, ESS5 is not applicable. Nevertheless, temporary economic impacts may occur during construction, including short-term loss of on-street parking spaces and temporary access restrictions affecting residents and small businesses. These impacts are expected to be limited in duration and will be managed through traffic management measures, phased implementation of works, and advance communication with affected stakeholders.

Construction activities carried out in proximity to the operational hospital will be coordinated with hospital management to ensure compliance with public health and safety requirements, including the maintenance of uninterrupted access for ambulances and emergency services throughout the construction period.

Detailed Description of Works

Scope and technical characteristics

The additional works consist of the construction of two independent underground 20 kV electricity supply lines with a total length of approximately 6.5 km. The electricity cables will be installed in HDPE protection tubes with a diameter of 160 mm (D160 mm), placed at a minimum depth of 0.8 m below ground level.

Prefabricated concrete cable boxes will be installed at selected locations to allow access for installation, inspection, and maintenance. The first electricity supply line has an approximate length of 2.5 km, while the second supply line has an approximate length of 4.0 km.

Underground Electric Line 20 kV Dam Electrical Station (LES 20kV Statia Baraj)
Electrical line having 2,5 km will be placed in underground, on the public domain of Sântana de Mureş and Târgu Mureş localities, having following path Staţia 110/20 kV Baraj - overpassing Mureş River over the dam through the technical area - overpassing turbine chanel - Streets Plutelor, Luntraşilor - Underpassing Train Line - Streets Secuilor Martiri, 22 December 1989, Gheorghe Marinescu - County Emergency Clinical Hospital Târgu Mureş.
The route begins at the edge of Sântana de Mureș and crosses the Mureș River via the dam through the technical area, passing over the turbine channel. It then reaches the industrial area on Plutelor and Luntrașilor streets, passing under the railway. Then, it goes from Plutelor Street to residential areas on Secuilor Martiri Street, 22 Decembrie 1989 Street, and Gheorghe Marinescu Street. Finally, it arrives at the County Emergency Clinical Hospital in Târgu Mureș. It goes through residential areas with many tall buildings, some of which have commercial spaces on the ground floor. It passes through these areas and then continues through the industrial area on Plutelor and Luntrașilor streets. There is even a church along the way—the Reformed Church in Orașul de Sus. The route intersects at least two public transportation lines. This route is 2.5 km long.

Underground Electric Line 20 kV Târgu Mureş Station (LES 20kV Statia Târgu Mureş)
Electrical line having 4,3 km will be placed in underground, on the public domain of Târgu Mureş City, having following path Staţia 110/20 kV Târgu Mureş, Streets Măgurei, Păşunii, Predeal, Buday Nagy Antal, Bulevard 1 December 1918, Streets Ştefan cel Mare, Bradului, Vulcan, Alexandru Papiu Ilarian, Korosi Csoma Şandor, Verii, Mihai Viteazul, Trebely, Argeşului, Gheorghe Marinescu - County Emergency Clinical Hospital Târgu Mureş.
The route begins on Măgurei Street, in the heart of a residential neighborhood made up mostly of multi-story apartment buildings. There is a green area where the cable could be installed without disturbing the residents. The route then continues on Păşunii Street, which has houses and apartment buildings, and passes through the mainly residential Predeal Street. There are no green spaces on public land on either street. There are no green spaces on public land on either street. The route crosses a short distance of Predeal Street to reach Buday Nagy Antal Street, which has mostly houses and lacks green space on public land but has parking markings. The route intersects with 1 Decembrie 1918 Boulevard briefly to reach Stefan cel Mare/Farkas Bolyai Street, which it follows until reaching Bradului Street. Then, the route

	intersects with 1 Decembrie 1918 Boulevard again to reach Bradului Street and Vulcan Street. It should be noted again that there are no green spaces on public land. The route then continues on Alexandru Papiu Ilarian Street, where the Roman Catholic Cemetery is located on one side. It continues on Korosi Csoma Sandor Street, Verii Street and Trebely Street. Again, it should be noted that there are no green spaces on public land as this is a predominantly residential area with houses and public institutions (e.g., DNA Târgu Mureș). The route follows Argeșului Street, which has apartment buildings and green spaces on one side facing the street. It passes through the intersection with Gheorghe Marinescu Street and an area with buildings before reaching the County Emergency Clinical Hospital in Târgu Mureș. Gheorghe Marinescu Street has hospitals, clinics, and commercial spaces, as well as a green area on public land. There are hospitals, clinics, and commercial spaces on Gheorghe Marinescu Street, but there is also a green area in the public space.

Construction methods and distribution of works

Construction works will be carried out predominantly using Horizontal Directional Drilling (HDD), accounting for approximately 95% of the total route length, in order to minimize surface disturbance. Open trenching will account for approximately 5% of the route length and will be limited to connection points and installation of concrete boxes.

Where open trenching is required, excavations will be localized and temporary. Typical trenches are expected to have a width of approximately 0.8–1.2 m and a depth compliant with technical standards for underground 20 kV cables. The temporary construction corridor will be limited to the minimum area necessary for safe execution of works and will be organized in sectors having 300 - 500 m length. Occupation of public space will be temporary and progressively reduced as works advance along the routes. All affected surfaces, including roads, sidewalks, parking areas, and green spaces, will be reinstated immediately after completion of works in each section.

Work sequence

The execution of the electricity connection works will follow the sequence below:

1. Marking and setting out of the works;
2. Excavations for concrete cable boxes;
3. Installation of HDPE protection tubes by horizontal drilling;
4. Installation of concrete boxes;
5. Installation of electrical cables;
6. Execution of electrical connections;

7. Cleaning of the work areas and removal of construction equipment and vehicles;
8. Commissioning and start-up of the electrical circuits.

Implementation Schedule and Supervision
Construction works will commence following receipt of all required permits and approvals. The implementation schedule is as follows:

- completion of the **first electricity supply line** by the **end of April**;
- completion of the **second electricity supply line** by **the end of July or beginning of August**.

Construction activities will be carried out under continuous technical supervision. A **site engineer has been appointed** to oversee implementation, ensure compliance with technical specifications and environmental and social requirements, and manage any necessary adjustments during construction.

Description of affected areas and receptors

The electricity connection routes traverse predominantly public land within existing road corridors characterized by mixed land use, including residential neighborhoods, commercial areas, industrial zones, and institutional areas. Current land uses along the routes include traffic lanes, sidewalks, pedestrian pathways, on-street parking areas, and green spaces.

Sensitive receptors along the routes include the Emergency County Clinical Hospital, other medical facilities, residential buildings, schools, religious buildings, and a cemetery. The routes also intersect with existing underground utilities, including water supply, sewerage, gas, and telecommunications networks. Coordination with relevant utility operators will be undertaken prior to construction to avoid damage and service disruptions.

Baseline Environmental
Project: Installation of Electrical Cables – Târgu Mureș

1. Site Location and General Context

The project concerns the installation of underground electrical cables along the previously identified urban route, located entirely within the built-up area of Târgu Mureș. The route follows existing public domain corridors (roadways and sidewalks), in an area already affected by multiple utility networks. The surroundings are predominantly urban, with residential buildings, public institutions, and road infrastructure.

2. Topography, Geology, and Soil

The project route is characterized by flat to gently sloping terrain, typical of the urban fabric of the area. The soil along the route is heavily anthropogenic, previously disturbed by road construction and existing underground utilities. No unstable ground conditions or geomorphological risks have been identified along the route. There is no evidence of soil contamination within the works corridor.

3. Climate and Meteorological Conditions

Climatic conditions along the route correspond to the temperate continental climate of the region. Seasonal variations in temperature and precipitation are normal and do not represent a limiting factor for the proposed works. Climatic conditions do not generate specific environmental vulnerabilities along the project route.

4. Air Quality

Baseline air quality along the project route reflects normal urban conditions, influenced mainly by road traffic and local residential activities. No major industrial emission sources are present along or near the route. Existing air quality indicators are typical for an urban environment and generally fall within applicable regulatory thresholds.

5. Noise and Vibrations

The baseline noise environment along the route is dominated by road traffic and routine urban activities. Noise levels are consistent with those expected in an urban street environment. No sensitive noise receptors with special protection status are located directly adjacent to the works corridor.

6. Surface Water and Groundwater

Line nr.1

- Passing of Dike on the right bank of Mureş River and passing trough low land of Mureş River.
- Over crossing of Mureş River on the Dam;
- Over crossing of Dam’s Turbine Chanel;
- Path on Luntraşilor Street on the bank of lowland lake of Mureş River.

Line nr.2

- Over crossing of Pocloş River on the existing bridge to the cross roads of Budai Nagy Antal Street with Tudor Vladimirescu Street;

Groundwater of the area is keeping general characteristics.

7. Flora, Fauna, and Biodiversity

The biological value of the project route is low. Vegetation is limited to street trees, ornamental plantings, and small landscaped areas. No natural habitats, protected species, or biodiversity-sensitive areas are present along the route. The area does not provide ecological connectivity of significance.

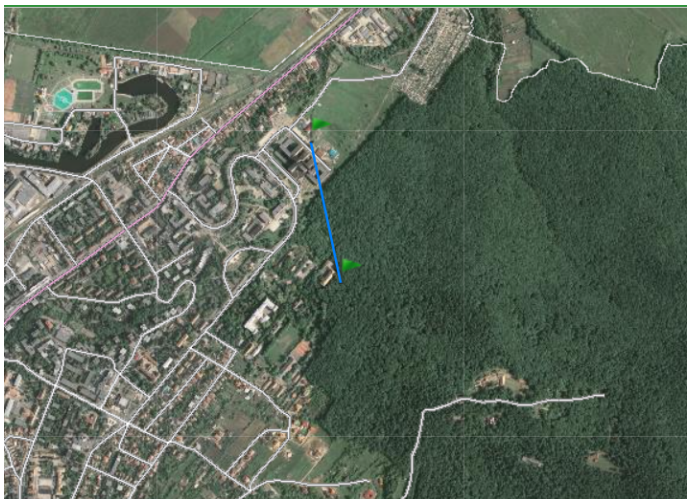
8. Protected Areas and Environmentally Sensitive Zones

Line nr.1

- Passing of Dike on the right bank of Mureş River and passing trough low land of Mureş River.
- Over crossing of Mureş River on the Dam;
- Over crossing of Dam's Turbine Chanel;
- Path on Luntraşilor Street on the bank of lowland lake of Mureş River.

Line nr.2

- Over crossing of Pocloş River on the existing bridge to the cross roads of Budai Nagy Antal Street with Tudor Vladimirescu Street;
- Forest in the proximity of Hospital. However the part inside the forest declared as Natura 2000 Site of Community Importance ROSCI Târgu Mureş Forest is not in the proximity of future works.



9. Current Land Use and Surroundings

The route is currently used as public circulation space and utility corridor. Surrounding land uses include residential, institutional, and commercial functions, fully compatible with infrastructure works. The installation of electrical cables represents an upgrade of existing urban utilities and does not imply a change in land use.

In addition to environmental sensitivities, several **traffic-sensitive areas** are present along the proposed routes:

Line No. 1 – Traffic-sensitive areas:

- Crossings of Plutelor Street, Luntrașilor Street, and Secuilor Martiri Street;
- Railway line crossing;
- Roundabout at 22 December – Gheorghe Marinescu;
- Crossing of Gheorghe Marinescu Street;
- Access roads serving Târgu Mureș Emergency County Clinical Hospital.

Line No. 2 – Traffic-sensitive areas:

- Măgurei one-way street (starting from Electrical Station Târgu Mureș);
- Crossings of Pășunii Street, Predeal Street, Budai Nagy Antal Street;
- Crossing of 1 December 1918 Boulevard;
- Crossings of Ștefan cel Mare Street, Bradului Street, Vulcan Street;
- Korosi Csoma Sandor one-way street;
- Trebely Street;
- Argeșului Street;
- Crossing of Gheorghe Marinescu Street.

Works in these areas will require temporary traffic management measures to ensure road safety, maintain emergency access (especially in the hospital area), and minimize disruption to public circulation.

10. Baseline Environmental Status – Updated Summary

The environmental baseline along the identified routes indicates a predominantly urbanized area with localized environmentally sensitive elements, including river crossings (Mureș and Poclos Rivers), hydraulic infrastructure (dam and turbine channel), riparian zones, and the Cornești Forest area.

No designated protected natural areas are directly affected. With the application of standard and site-specific construction-phase environmental management measures—particularly regarding water protection, erosion control, vegetation management, and traffic coordination—the proposed electrical cable installation works can be implemented without significant adverse environmental impacts.

Baseline Social Data

1. Demographic and Urban Context

The project route is located within a densely built urban area of Târgu Mureș, characterized by a stable residential population. The surrounding neighborhoods include permanent residents of mixed age groups, households, and urban users. Population density along the route is typical for consolidated urban areas. While no marginalized or socially excluded communities are present, several segments present increased functional sensitivity due to high pedestrian flows, medical infrastructure, mixed-use commercial ground floors, and limited public space availability.

The two underground 20 kV cable routes are located entirely within the intravilan of Târgu Mureș Municipality and partially within Sântana de Mureș, in consolidated urban areas.

The project area is characterized by: stable permanent residential population; mixed-age households; multi-storey apartment buildings and individual houses; public institutions and healthcare facilities; and industrial and technical areas (Baraj zone, Plutelor–Luntrașilor). No informal settlements, marginalized communities, or areas of known social exclusion are present along the identified alignments. The works are implemented entirely within public domain land (streets, sidewalks, and technical corridors), and no land acquisition, physical displacement, or permanent economic resettlement is required.

However, due to the dense urban character and presence of critical medical infrastructure, certain segments present elevated sensitivity in terms of temporary access and mobility impacts.

2. Land Use and Social Functions

Land use along the route is predominantly residential, complemented by public institutions, commercial units, and service facilities. The route follows public streets and sidewalks that serve daily mobility, access to housing, and local services. No changes in land use or displacement of residents are associated with the project.

Line 1 – Dam Electrical Station (approx. 2.5 km)
Land use along this route includes: dam and hydraulic technical infrastructure; industrial area (Plutelor and Luntrașilor Streets); dense residential neighborhoods (Secuilor Martiri, 22 Decembrie 1989); mixed residential-commercial segments; Gheorghe Marinescu medical corridor; and County Emergency Clinical Hospital (critical infrastructure).

Line 2 – Târgu Mureș Electrical Station (approx. 4.3 km)
Land use includes: predominantly residential streets (Măgurei, Pășunii, Predeal); mixed-use urban segments (Buday Nagy Antal, 1 Decembrie 1918 Boulevard); central residential areas (Ștefan cel Mare, Bradului, Vulcan); institutional and administrative buildings (Alexandru Papiu Ilarian); proximity to Roman Catholic Cemetery; Gheorghe Marinescu Street medical and institutional corridor.

The project does not introduce changes in land use and remains within existing road and utility corridors.

3. Sensitive Social Receptors

Within the influence area of the project routes, there are no informal settlements or socially excluded communities. However, several functionally sensitive receptors are present, including the Emergency County Clinical Hospital, the County Ambulance Service, private medical facilities, educational institutions, religious buildings, and residential buildings with ground-floor commercial units.
Although these institutions operate within a consolidated urban environment, temporary construction-related access adjustments, mobility constraints, and short-term disturbance (noise, dust, restricted pedestrian circulation) may occur during localized works. Vulnerable groups potentially affected include hospital patients, elderly persons, children, persons with disabilities, and individuals with reduced mobility.

4. Access, Mobility, and Traffic

The project routes support local pedestrian and vehicular circulation and follow existing urban street networks and utility corridors. Access to residential buildings, commercial units, public institutions, and medical facilities is ensured through the existing road infrastructure. Baseline traffic conditions are typical for an urban area, with regular peak-hour congestion, particularly along main boulevards and in proximity to the hospital.

Although the routes do not serve as formally designated evacuation corridors, certain sections — particularly along Gheorghe Marinescu Street and major urban intersections — function as high-intensity access corridors due to hospital access, emergency vehicle circulation, public transport routes, and daily commuter traffic. Temporary construction activities in these areas therefore require enhanced coordination and traffic management planning.

From an environmental perspective, mobility-related works intersect areas of increased sensitivity, including:

- Crossings of the **Mureș River** (dam structure and turbine channel) and the **Pocloș River** (existing bridge crossing);
- Sections located on the Mureș River lowland and along the Luntrașilor Street lake bank;
- The Cornești Forest area in proximity to the hospital.

These locations require coordinated construction planning to avoid impacts on watercourses, hydraulic infrastructure, forest vegetation, and riparian zones, while maintaining safe and continuous traffic flow.

From a traffic perspective, the following areas require special attention during works implementation:

Line No. 1

- Crossings of Plutelor Street, Luntrașilor Street, and Secuilor Martiri Street;
- Railway line crossing;
- Roundabout at 22 December – Gheorghe Marinescu;
- Crossing of Gheorghe Marinescu Street;
- Access roads serving Târgu Mureș Emergency County Clinical Hospital.

Line No. 2

- Măgurei one-way street (from the Electrical Station Târgu Mureș);
- Crossings of Pășunii, Predeal, and Budai Nagy Antal Streets;
- 1 December 1918 Boulevard;
- Ștefan cel Mare, Bradului, Vulcan Streets;
- Korosi Csoma Sandor one-way street;
- Trebely, Argeșului, and Gheorghe Marinescu Streets.

Certain streets along both routes are characterized by limited sidewalk width and regulated on-street parking. During localized open trenching or concrete box installation, temporary narrowing of pedestrian corridors and short-term loss of parking availability may occur. These conditions require structured traffic management planning and phased construction to minimize cumulative impacts. In these segments, localized open trenching and installation of concrete cable boxes may temporarily reduce sidewalk width below normal urban standards and result in short-term loss of on-street parking spaces. Where feasible, a minimum protected pedestrian corridor of 1.2 meters will be maintained. In situations where this width cannot be achieved due to technical constraints, temporary alternative pedestrian routing will be implemented.

During construction, temporary traffic management measures will be required to maintain pedestrian and vehicular accessibility, ensure uninterrupted emergency access to the hospital, and minimize congestion. Particular coordination will be necessary in river-crossing areas, forest sections, railway crossings, and major intersection nodes to ensure both environmental protection and road safety.

5. Public Health and Safety

Baseline public health conditions in the area reflect those of a normal urban environment. No public health risks or hazardous activities are present along the route. The population is not exposed to environmental hazards beyond standard urban levels. Occupational and public safety risks are limited to regular traffic and daily activities.

6. Public Utilities and Services

The area is fully serviced by existing public utilities, including electricity, water supply, sewerage, telecommunications, and waste collection. The presence of multiple underground networks indicates that the route functions as an established utility corridor. The proposed works represent maintenance and upgrading of existing infrastructure.

7. Community Perception and Social Acceptance

Infrastructure works similar to the proposed project are common in the area; however, the linear nature of the works and the presence of sensitive receptors such as the hospital and mixed-use commercial corridors may generate temporary community concerns related to access, noise, and traffic disruption. Proactive communication, visible signage, and timely response to grievances will be essential to maintain social acceptance during implementation.

8. Cultural and Built Heritage

The review of the two proposed underground 20 kV cable routes within Târgu Mureș and Sântana de Mureș indicates that neither alignment directly intersects the officially designated Protected Built Area (Historic Centre) regulated under the local PUZ for protected zones, nor does it overlap with the Medieval Fortress area or the main historic urban core.

The routes are predominantly located within residential and industrial areas developed during the post-war and contemporary periods. However, certain sections (notably along Gheorghe Marinescu Street, Ștefan cel Mare Street, and near the Roman Catholic Cemetery) are situated in proximity to individually listed historical monuments or areas of potential cultural sensitivity. While no direct physical impact on classified monuments is anticipated, minor works will occur within urban areas that may fall within monument protection buffer zones.

Given the underground nature of the works and their location within existing public roads and utility corridors, no significant impact on cultural heritage assets is expected. Nevertheless, a Chance Find Procedure will be implemented during excavation works to address any unexpected archaeological discoveries in accordance with Romanian heritage legislation.

9. Socio-Economic Activities

For the Dam Electric Station (2.5km) the initial section, from the 110/20 kV Baraj Substation across the dam and turbine channel, is located within a technical and industrial environment with limited commercial or residential activity. Along Plutelor and Luntrașilor Streets, the route passes through an industrial area with warehouses, utility infrastructure, and limited small-scale economic activity.

From Secuilor Martiri Street onwards, including 22 Decembrie 1989 Street and Gheorghe Marinescu Street, the route crosses densely populated residential areas characterized by multi-storey apartment buildings, ground-floor retail units, small shops, pharmacies, and neighborhood-level

services. Gheorghe Marinescu Street is also a major medical corridor hosting hospitals, private clinics, and medical-related commercial activities.

Temporary construction works may cause short-term disruptions In segments with ground-floor commercial units and walk-in customer dependency, reduced pedestrian visibility and temporary access restrictions may lead to short-term economic inconvenience. These impacts are expected to be temporary and reversible following reinstatement.

Temporary impacts may include partial obstruction of pedestrian circulation, temporary restriction of on-street parking, localized limitation of vehicular access to residential gates, and short-term access adjustments for commercial units located at ground-floor level. These impacts are expected to be limited in duration and reversible following reinstatement.

For the Târgu Mureș Electrical Station (4.3 km) the route is predominantly located within established residential neighborhoods composed of apartment buildings, individual houses, and public institutions. Along streets such as Măgurei, Pășunii, Predeal, and Buday Nagy Antal, economic activity is limited and primarily residential in character. The segment intersecting Bulevard 1 Decembrie 1918 and Ștefan cel Mare Street passes through a busier urban area with retail shops, small businesses, and service providers operating at neighborhood and city level.

Sections along Alexandru Papiu Ilarian, Korosi Csoma Șandor, Verii, Trebely, and Argeșului Streets are predominantly residential, with occasional institutional or administrative buildings (e.g., public offices). The final segment along Gheorghe Marinescu Street again crosses a high-activity urban corridor with hospitals, clinics, pharmacies, and commercial spaces.

As with the first route, construction activities may temporarily affect: local traffic flow, access to businesses and institutions, public transport routes (at least two public transport lines are intersected), and availability of parking spaces. Along mixed-use corridors such as 1 Decembrie 1918 Boulevard, Ștefan cel Mare Street, and Gheorghe Marinescu Street, temporary restrictions of pedestrian or delivery access may require direct communication with business operators to minimize economic disturbance. No permanent impact on economic structures or land acquisition is required, as the project is implemented entirely within existing public rights-of-way.

The baseline socio-economic conditions along both routes are typical of a consolidated urban environment, with stable residential occupancy and small- to medium-scale commercial activities. Impacts are expected to be temporary, localized, and construction-related only. No permanent economic displacement, structural damage, or long-term loss of commercial activity is anticipated. With appropriate traffic management, phased excavation works, and stakeholder communication (particularly for commercial operators and medical institutions along Gheorghe Marinescu Street), residual socio-economic impacts are expected to be minor and reversible.

10. Social Baseline – Route-Specific Conclusion

The social baseline reflects a consolidated urban environment with stable residential occupancy and mixed commercial activity. No land acquisition, physical displacement, or permanent economic resettlement is required.

However, certain route segments — particularly along Gheorghe Marinescu Street and other mixed-use urban corridors — present higher functional sensitivity due to the presence of medical infrastructure, emergency vehicle circulation requirements, limited public space, and ground-floor commercial activities.

In streets characterized by narrow sidewalks, marked on-street parking, and constrained public space, temporary construction-related access restrictions, parking limitations, and pedestrian circulation adjustments are more likely to occur during localized works. Small commercial units, medical practices, and service providers operating at ground-floor level may experience short-term reductions in customer accessibility.

These impacts are expected to be temporary and reversible. With phased construction planning, appropriate traffic and access management, and proactive stakeholder communication, residual social effects are anticipated to remain limited and manageable.

Risks and Impact Assessment

Environmental risks and impacts

During the construction phase, the additional electricity connection works may generate temporary environmental impacts, primarily due to excavation activities, operation of construction equipment, and movement of vehicles along the routes. Given the linear and short-term nature of the works, these impacts are expected to be **localized, temporary, and reversible**.

Air quality and dust

Temporary dust emissions may occur during limited open trenching works, excavation for concrete cable boxes, and movement of construction vehicles. Dust generation may also occur during loading, unloading, and temporary storage of excavated materials. These impacts may affect nearby residential areas, pedestrians, and sensitive receptors such as the hospital if not properly managed.

Noise and vibration

Noise and vibration may be generated by drilling equipment, excavation machinery, and construction vehicles. Noise impacts are expected to be more pronounced in residential areas and in proximity to sensitive receptors, including hospitals, medical facilities, schools, and residential buildings. Without mitigation, these impacts could cause temporary nuisance to nearby residents and users of public spaces.

Soil disturbance and erosion
Open excavations and drilling activities may result in temporary disturbance of soil and removal of the biological surface layer (in the lowland of Mureș River and in the area of the forest situated in the proximity of the Hospital). Improper handling of excavated materials could lead to soil compaction, erosion, or spreading of materials beyond the construction corridor.

Risk of soil and water pollution
There is a potential risk of accidental pollution of soil and surface waters due to leaks or spills of fuels, oils, or lubricants from construction machinery and vehicles. This risk is particularly relevant in environmentally sensitive areas, including river crossings, lowland areas adjacent to the Mureș River, the Poclos River crossing, and areas near drainage systems.

Impacts on surface waters and aquatic environment
Construction activities in proximity to water bodies, including the crossing of the Mureș River over the dam and the Poclos River crossing, may pose risks related to accidental pollution, sediment runoff, or improper waste handling. Although no in-stream works are planned, improper management could indirectly affect water quality.

Impacts on vegetation and green areas
Temporary impacts on shrubs and green spaces may occur where construction activities take place adjacent to vegetated areas, particularly near riverbanks and green spaces close to the hospital. Damage may occur due to machinery movement, temporary storage of materials, or inadequate reinstatement of disturbed areas. Supplementary attention will be paid to the vegetation in the area of the forest situated in the proximity of the Hospital. No trees expected affected

Waste generation and management
Construction activities will generate various waste streams, including excavated soil, construction and demolition waste, packaging waste, and domestic waste from workers. Improper waste segregation, storage, or disposal could result in environmental pollution and nuisance.

Cumulative environmental impacts
Cumulative impacts may occur where multiple construction activities take place simultaneously along the routes, potentially resulting in combined effects related to noise, dust, traffic disruption, and pressure on local infrastructure. These cumulative effects are expected to be limited in time and space due to phased construction and the linear nature of the works.

All identified environmental risks will be addressed through the mitigation and monitoring measures included in this ESMP Addendum and the Contractor's Environmental and Social Management Plan (C-ESMP). With the application of these measures, no significant long-term adverse environmental impacts are anticipated.

Air quality and dust control
Risks related to dust generation from open trenching, excavation for concrete boxes, and movement of construction vehicles will be mitigated through the application of dust suppression measures included in the ESMP, such as watering of excavated materials, covering of transported materials, and restriction of vehicle speeds within construction areas. Regular site inspections by the Site Supervisor will ensure that dust control measures are implemented effectively, particularly in residential areas and near sensitive receptors such as the hospital.

Noise and vibration management
Noise and vibration impacts from drilling equipment, machinery, and transport vehicles will be managed through the application of working time restrictions, proper maintenance of equipment, and the use of machinery compliant with applicable noise standards, as described in the ESMP. Construction activities will be limited to daytime hours, and works in sensitive areas will be phased to reduce disturbance. Monitoring of noise-related complaints through the Grievance Redress Mechanism will complement site supervision activities.

Soil disturbance and erosion prevention
Temporary soil disturbance resulting from excavation and drilling activities will be managed through controlled excavation practices and proper handling of excavated materials, as specified in the ESMP. The biological surface layer of the soil will be stored separately and reused for reinstatement where applicable. Disturbed areas will be reinstated progressively, immediately after completion of works in each section, under the supervision of the Site Engineer.

Prevention of soil and water pollution
Risks of accidental pollution from fuel, oil, or lubricant spills will be addressed through the implementation of the Accidental Pollution Prevention and Control Plan and the availability of pollution response kits on site, as described in the ESMP. Construction machinery will be maintained in good working condition to prevent leaks, and refueling or maintenance activities will be carried out in designated areas. These measures are particularly important in environmentally sensitive locations, including river crossings and lowland areas adjacent to water bodies.

Protection of surface waters
Although no direct works are planned within riverbeds, activities near the Mureș River and the Pocloș River will be carried out in compliance with the conditions imposed by the water management authority. Measures included in the ESMP, such as prevention of runoff of excavated materials, proper waste management, and immediate response to accidental spills, will ensure that surface water quality is not adversely affected.

Protection of vegetation and green areas
Potential impacts on trees, shrubs, and green spaces will be mitigated through the limitation of construction activities to the defined temporary construction corridor and avoidance of unnecessary vegetation removal. Where vegetation is unavoidably affected, reinstatement measures are предусмотрате in the ESMP, including restoration of green areas to their original condition following completion of works.

Waste management
Environmental risks associated with waste generation will be managed through the implementation of the Waste Management Plan described in the ESMP. Waste will be segregated by type, temporarily stored in designated and labeled containers, and collected by authorized operators. Regular monitoring by the Site Supervisor will ensure compliance with waste management procedures and prevent improper disposal or accumulation of waste on site.

Cumulative impacts management
Potential cumulative environmental impacts resulting from simultaneous works along different sections of the routes will be mitigated through phased construction and coordination of activities. The Site Engineer will oversee the sequencing of works to avoid concentration of impacts in the same area and period, particularly in sensitive locations such as residential areas and the hospital vicinity.

Monitoring responsibilities
Implementation of all environmental mitigation measures will be monitored through:

- daily site supervision by the Contractor's environmental and OHS responsible;
- regular inspections by the Site Supervisor and Site Engineer;
- documentation of compliance and corrective actions in site reports;
- use of the Grievance Redress Mechanism to capture and address community concerns related to environmental impacts.

Subcontractor of works will be responsible with implementation of environmental negative impact mitigation measures established in the Environmental and Social Management Plan. Environmental Responsible of Subcontractor will be incharge with verification of the measures implementation. In addition the Environmental Specialist of Site Supervisor will closely monitor implementation of ESMP.

Social risks and impacts – Mitigation and Monitoring
The construction of the underground electricity supply lines may generate temporary social risks and impacts, mainly due to the linear nature of the works, their interaction with public spaces, and proximity to residential areas and sensitive receptors. These impacts are expected to be

temporary, localized, and reversible and will be managed through the mitigation and monitoring measures included in the ESMP and the Contractor's Environmental and Social Management Plan (C-ESMP).

Access and mobility disruptions
Temporary access and mobility disruptions may occur during construction due to localized excavations, installation of concrete boxes, temporary occupation of traffic lanes, sidewalks, or on-street parking spaces. These disruptions may affect pedestrians, cyclists, vehicle drivers, emergency services, and access to residential buildings, commercial spaces, and public institutions.

In areas characterized by narrow sidewalks and marked on-street parking, minimum safe pedestrian corridors (not less than 1.2 meters where feasible) will be maintained. Temporary ramps will be installed at residential and commercial access points where required. Works in front of critical facilities or commercial premises will be phased to limit exposure duration.

Mitigation measures included in the ESMP require phased construction, maintenance of safe alternative access routes, clear signage, and implementation of a Traffic Management Plan. Coordination with local authorities, road police, and emergency services will ensure that access for ambulances and emergency vehicles, particularly in the vicinity of the hospital, is maintained at all times. Monitoring will be carried out through daily site supervision and review of complaints received through the Grievance Redress Mechanism.

Pedestrian, cyclist, and traffic safety
Construction activities may increase safety risks for pedestrians, cyclists, and vehicle drivers, especially in areas with high traffic volumes, near residential buildings, schools, and the hospital. Risks include accidental entry into work zones, conflicts between construction vehicles and road users, and inadequate visibility of work areas.

These risks will be mitigated through site fencing, adequate lighting, physical barriers, traffic signage, trained personnel for traffic coordination where necessary, and enforcement of speed limits for construction vehicles. Occupational health and safety measures defined in the ESMP and C-ESMP also contribute to community safety. Compliance will be monitored by the Site Supervisor and Site Engineer.

Impacts on local businesses and economic activities
Temporary impacts on local businesses may occur where construction activities restrict customer access, pedestrian circulation, or parking availability. Such impacts may affect small commercial activities located along the routes, particularly those relying on walk-in customers.

Advance written notification (minimum 5–7 days) will be provided to commercial operators in segments where temporary access constraints are anticipated. Where feasible, works directly in front of commercial entrances will be limited in duration and scheduled outside peak business hours.

The ESMP includes measures to minimize these impacts, such as limiting the duration of works in front of commercial spaces, maintaining access where feasible, advance notification of affected business owners, and timely reinstatement of affected areas. These measures will be monitored through site supervision and stakeholder engagement activities.

Impacts on vulnerable groups and sensitive receptors
Construction-related impacts may disproportionately affect vulnerable groups, including hospital patients, elderly persons, children, persons with reduced mobility, and visitors to medical facilities. Increased noise, dust, traffic disruptions, and safety risks may pose particular challenges in sensitive receptor areas, especially near the Emergency County Clinical Hospital.

Construction scheduling near the hospital and educational institutions will avoid peak operational hours where technically feasible. Continuous emergency vehicle access will be maintained at all times, and coordination protocols will be established with hospital administration prior to works in the medical corridor.

Mitigation measures include enhanced coordination with hospital management, careful scheduling of works in sensitive areas, strengthened safety measures, and targeted communication. These measures are reflected in the ESMP and will be monitored by the Site Supervisor, with issues escalated as necessary through the project's GRM.

Labor and working conditions
Social risks related to labor and working conditions include occupational health and safety hazards, potential labor rights violations, discrimination, harassment, and tensions between workers and local communities.

These risks will be mitigated through the implementation of labor management procedures included in the ESMP and C-ESMP, provision and enforcement of personal protective equipment, regular OHS training, and implementation of a Code of Conduct for all workers, including provisions on respectful behavior and prevention of sexual exploitation and abuse/sexual harassment (SEA/SH). Monitoring will be conducted by the Contractor's OHS and environmental staff and supervised by the Site Engineer.

Chance finds and cultural heritage
Although no known cultural heritage sites are directly affected by the Project, excavation activities may carry a low risk of chance finds of archaeological or cultural materials.

The ESMP includes a chance finds procedure requiring immediate suspension of works in the affected area, securing of the site, and notification of the competent authorities. Works will resume only after clearance is provided, in accordance with national legislation and ESS8. Compliance will be monitored through site supervision and reporting.

Public health risks related to environmental impacts
Environmental impacts such as dust, noise, and traffic disruptions may indirectly affect public health, particularly for sensitive receptors such as hospital patients and nearby residents.

Mitigation measures addressing these risks are integrated into the ESMP, including dust suppression, noise control, traffic management, and communication with affected communities. Monitoring of public health-related concerns will be supported by the GRM and coordination with local authorities and hospital management.

Monitoring and grievance management (link to table and GRM)
Implementation of social mitigation measures will be monitored through:

- daily site supervision by the Contractor's responsible staff;
- regular inspections by the Site Supervisor and Site Engineer;
- documentation of compliance and corrective actions in site reports;
- continuous stakeholder engagement and monitoring of grievances received through the project-level Grievance Redress Mechanism.

Monitoring of social impacts will include specific indicators such as: number of access-related complaints; duration of temporary access interruptions; verification of pedestrian corridor continuity; confirmation of uninterrupted ambulance access; documentation of stakeholder notifications prior to works.

The Worker Grievance Mechanism will be used to address labor-related complaints.

Environmental and Social Management and Monitoring

Environmental and social mitigation measures will be implemented throughout the construction period in accordance with this ESMP Addendum and the Contractor's Environmental and Social Management Plan (C-ESMP). The C-ESMP will include site-specific procedures, timelines for implementation, and monitoring arrangements.

Monitoring will be carried out through regular site inspections, supervision by the Site Engineer and Site Supervisor, and reporting mechanisms to ensure compliance with environmental, social, health, and safety requirements. Corrective actions will be implemented as needed in response to identified non-compliance.

Applicable World Bank Environmental and Social Standards

The Project is subject to the **Loan Agreement** environmental and social safety arrangements, specifically on Assessment and Management of Environmental and Social Risks and Impacts; Labor and Working Conditions; Resource Efficiency and Pollution Prevention and Management; Community Health and Safety; Stakeholder Engagement and Information Disclosure.

Land Acquisition, Restriction on Land Use and Involuntary Resettlement is not applicable, as the works will be implemented exclusively on public land, owned by local authorities, without land acquisition, physical displacement, or permanent restrictions on land use.

Biodiversity Conservation and Sustainable Management of Living Natural Resources is not considered applicable, as the additional activities will be carried out within the public domain and do not affect critical or sensitive natural habitats. Nevertheless, mitigation measures are included in this Addendum ESMP to prevent any unintended impacts on biodiversity and living natural resources.

On Cultural Heritage while no direct physical impact on classified monuments is anticipated, minor works will occur within urban areas that may fall within monument protection buffer zones. Given the underground nature of the works and their location within existing public roads and utility corridors, no significant impact on cultural heritage assets is expected. Nevertheless, a Chance Find Procedure will be implemented during excavation works to address any unexpected archaeological discoveries in accordance with Romanian heritage legislation.

Institutional Arrangements:

Environmental and social management of the Project will be carried out through existing institutional arrangements. The Contractor and Subcontractors are responsible for implementing the mitigation measures set out in this ESMP Addendum and for updating and applying the Contractor's Environmental and Social Management Plan (C-ESMP).

Coordination will be maintained with local authorities, including the County Council, road administration, traffic police, emergency services, and, where relevant, the railway authority, particularly in areas involving traffic management and railway crossings.

The Site Supervisor will oversee compliance with technical, environmental, and social requirements and will ensure that additional plans, including a Traffic Management Plan, are prepared and implemented prior to commencement of works in sensitive areas.

Information dissemination & GRM:

Information on construction activities will be disclosed along the project corridors through visible signage, notice boards, and schedule postings. Targeted communication will be carried out with the hospital management, residents, and business owners in areas where temporary access restrictions are anticipated.

Information materials will be made available in both Romanian and Hungarian. Engagement with affected stakeholders will continue throughout implementation.

A project-level Grievance Redress Mechanism (GRM) is in place to allow community members to submit complaints or concerns related to construction activities. Complaints may be submitted verbally or in writing, and all grievances will be recorded, reviewed, and addressed in a timely manner.

A separate **Worker Grievance Mechanism** is available for all workers engaged on the Project, in line with ESS2 requirements.

The Contractor Worker Grievance Mechanism will be extended to the subcontractor employed to carry out the supplementary electricity power supply works required for the Burn Center of the Târgu Mureș Emergency County Clinical Hospital.

ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Environmental and Social Management Plan – Power Supply connections for Targu Mures Burn Center

This ESMP seeks to manage and keep to a minimum the negative impacts of the construction development and at the same time, enhance the positive and beneficial impacts.

ESMP presents Potential negative impact, Proposed mitigation measures, How are implemented, Status of implementation , Responsible for implementation and responsible for Monitoring the implementation of mitigation measures.

A copy of the ESMP must be kept on site during the construction period at all times.

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
Occupational and Community Health and Safety					
Possible adverse community/occupational health and safety impacts	Informing neighbouring people and public of upcoming activities All legally required permits have been acquired for construction works The Subcontractor formally agrees that all work will be carried out in a safe and disciplined manner designed to minimize impacts on neighbouring residents and environment. The Subcontractor will also agree to follow strict measures	The public has been notified of the works through appropriate notification in the media and/or at publicly accessible sites (including the sites of the works) Update the Coordination OHS plan of the Project and develop the subcontractor OHS plan prior to commencement of any works on the corridor. Subcontractor will establish a Code of Conduct to be signed and followed by employees. Workers' PPE will comply with international good practice (always hard-hats, as needed masks and safety glasses, harnesses and safety boots). Appropriate signposting of the sites will inform workers, residents and public of key rules and regulations to follow		Contractor OHS Subcontractor OHS	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
	to prevent transmission of diseases.				
Possible negative occupational health and safety impacts on workers due to: - Failure to comply with occupational health and safety measures at the start and during the course of the works - Failure to comply with strict OSH standards and work procedures, including in the case of extreme weather phenomena, extreme temperatures, carrying out activities in a polluted environment or with dangerous substances -Lack of generally accepted control measures for Work at height, Earthworks and excavations, Vehicle traffic in construction sites, Safe transport of construction materials, Electricity, Hazards caused by	Establish the **access ways**, before starting the activities; In accordance with the law, the construction sites will be marked and fenced off.			Subcontractor OHS	Site Supervisor
	The Sub contractor must ensure the **protection of the site** during work but also when not working (at night, on weekends...).			Subcontractor OHS	Site Supervisor
	Implementation of legal requirements regarding the adequate **signaling of risks**			OHS Responsible of Subcontractor	Site Supervisor
	Safety measures regarding earthworks and excavations, vehicle traffic on construction sites, transportation of construction materials and electricity plugin activities,			OHS Responsible of Subcontractor	Site Supervisor
	Implementation of organizational measures for health and safety at work, emergency situations and environmental protection: - trainings, -information, - supervision of compliance with legal requirements, -equipment purchases, - preparing authority documents etc.			OHS Responsible of Subcontractor	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
other equipment or machinery, -identified risks, specific to the construction site - Utility interruptions - Interference with traffic	PPE Providing personal protective equipment for our own workers and monitoring its use by workers on the construction site	1. The Contractor shall purchase and permanently provide personal protective equipment for its own workers (helmet, vest and boots). In accordance with the legislation in force, each employer is responsible for providing personal protective equipment for its own workers. During the daily inspections carried out by the OHS Coordinator of the Contractor, the wearing of personal protective equipment by all workers on the site is monitored.		OHS Responsible of Subcontractor on daily inspection check and monitoring	Site Supervisor
		2. Daily monitoring of the wearing of personal protective equipment (helmet, vest and boots), as well as that specific to the work		OHS Responsible of Subcontractor	Site Supervisor
		The acquisition of personal protective equipment will be done in accordance with legal regulations (certificate of conformity, quality, and in line with the risks). Service providers are required, in accordance with the legislation, to provide personal protective equipment to all workers based on the risks present on the construction site. Upon purchase, each type of equipment is accompanied by certificates of conformity. The subcontractor checks, upon entering the site, the proof of distribution (minutes, inventory sheets) of the equipment to the workers present on-site. In case the subcontractor's Health, Safety officer notices, during daily inspection visits, that the equipment is damaged and no longer provides the required protection, they inform the service provider and request the replacement of the damaged equipment. At the same time, the team leaders of the service providers are responsible for monitoring the workers regarding the wearing and condition of the personal protective equipment.		OHS Responsible of Subcontractor	Site Supervisor
	Maintaining cleanliness and order on the construction sites	Performing daily cleaning on the construction site by the Contractor's team The waste will be evacuated regularly		OHS Responsible of Subcontractor	Site Supervisor
		Weekly training of service providers and workers present on the construction sitewill be performed regarding the obligation to maintain order and cleanliness on the construction site		OHS Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
				of Subcontractor	
		An evacuation and intervention exercise will be carried out. All workers on the site will participate in the exercise ,		OHS Responsible of Subcontractor	
		4. Fire evacuation plans will be drawn up and workers will be informed		OHS Responsible of Subcontractor	Site Supervisor
Risk of illness due to communicable diseases and risk of injury due to lack of safety	Ensuring the personal hygiene facilities	Providing lavatories and toilets		OHS Responsible of Subcontractor	Site Supervisor
Risk of spread of vector-borne diseases among construction site workers and to people in the vicinity	Ensuring health safety of workers	Medical checks as part of the OHS legal provisions		OHS Responsible of Subcontractor	Site Supervisor
Environment					
Possible dust from open areas, outdoor equipment use and transport vehicles operating on the Site	• Trailers are covered when coming or leaving the Construction Site, • Excavated Materials are sprinkled before and during loading and covered when are stored.			ENV Responsible	Site Supervisor
				ENV Responsible	Site Supervisor
Possible emissions from transport vehicles and impact on air quality	• Restriction of vehicle speed; • Regular maintenance of construction vehicles and equipment to reduce engine oil leaks, emissions;	1. Only vehicles used for carrying out the works are allowed on the construction site. The Contractor has also restricted the speed of vehicles on the construction site at 5 KM/H		ENV Responsible	Site Supervisor
		2. The Contractor eliminates, through authorized collection companies, the waste resulting from the construction activity. , in		ENV Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
	• Burning of debris is not permitted.	accordance with the contracts concluded with specialized and authorized economic operators.			
		3.Waste is collected selectively and stored in containers. Several household waste collection points have been set up on the construction site. For household waste, there are intermediate collection points on each floor of the building. These are collected for delivery to authorized economic operators at a collection point at the main entrance of the construction site. For recyclable waste, a collection point is set up (signaled and labeled) at the main entrance of the construction site -For other types of waste resulting from construction activity, depending on the development of generating activities, based on the contract concluded with the specialized and authorized economic operator, the latter sends the specific container, and after it is loaded, it is taken over by the specialized and authorized economic operator in the transport and recovery/reuse of these types of waste.		ENV Responsible	Site Supervisor
Possible noise from the use of outdoor equipment and transport vehicles circulating on the Site	• Maximum permissible noise level should be 40dBA for night and 50dBA for evening and day; • Construction work should not be allowed during the night; on-site operations will be limited to 7:00 -19:00.	1. The works are carried out in such a way as not to create auditory discomfort in the surrounding area. The team leaders supervise the works so that there is a control of the noise level		ENV Responsible	Site Supervisor
				ENV Responsible ENV Responsible	Site Supervisor Site Supervisor
Destruction of the biological surface layer of the soil due to excavation	When performing excavations, the surface biological layer from the surface is deposited separately, without mixing with gravel or soil from the lower layers; The surface layer will be used in the field of landscaping after the completion of construction works and waste disposal	When performing the excavations, the biological surface layer on the surface would have required separate storage, without mixing with gravel or soil from the lower layers.		ENV Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
Soil pollution with hazardous substances (accidental spills on the soil, fuel or oil from motor vehicles)	·Use machine tools and machine tools in perfect working order - no oil or fuel leaks ·In case of an accident involving a spill of petroleum products on the ground, decontaminate the infested soil by removing, mixing with biodegradable material and evacuating the portions of soil contaminated with oil in containers, in specially arranged spaces until their decontamination by authorized companies, certified by the environmental authority. Decontamination is performed using specific methods by companies certified by the environmental authority	1. The Accidental Pollution Prevention and Control Plan (APCPA) is drawn up		ENV Responsible	Site Supervisor
		2. The Contractor's and service providers' workers are weekly trained on the APCPA, as well as on how to use the Accidental Pollution Response Kit		ENV Responsible	Site Supervisor
		3. The Accidental Pollution Response Kit is purchased and placed in the site organization area.		ENV Responsible	Site Supervisor
		4. The Accidental Pollution Response Kit has been signposted and labeled		ENV Responsible	Site Supervisor
Pollution and increased consumption of natural resources through poor management of	Collection and temporary storage by waste category, on the concrete platform. Waste disposal, by Contractor, through authorized companies	1. Household waste is collected and stored in compliant containers (compliant plastic containers/plastic bags), without the risk of pollution.		ENV Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
generated waste or failure to comply with environmental protection measures Possible negative effects on the environment and health as a result of the generation of various waste streams Improper waste management, delayed collection and transportation of waste streams	or reuse as backfill material in construction Recovery of packaging waste by authorized companies based on supporting documents. The waste will be handed over to authorized companies/collectors in accordance with legal provisions (hazardous waste shipment/transport form - if applicable, non-hazardous waste loading/unloading form, etc.)	2. Waste is collected selectively in the construction site organization area and on the construction site. - Waste is collected as follows: household and recyclable waste is collected in plastic containers for delivery to waste management operators. - For waste generated from construction activities, a designated area has been set up, where there are containers for each type of waste. These containers are properly marked. -For other types of waste resulting from the construction activity, depending on the development of generating activities, based on the contract concluded with the specialized and authorized economic operator, the latter sends the specific container, and after it is loaded, it is taken over by the specialized and authorized economic operator in the transport and recovery/reuse of these types of waste.		ENV Responsible	Site Supervisor
		3. Waste collection points are signaled and labeled accordingly.		ENV Responsible	Site Supervisor
		4. Recyclable waste is handed over to authorized collection companies based on the forms, according to the law (annex 3-loading and unloading form for non-hazardous waste, annex 2-shipment/transport form for hazardous waste)		ENV Responsible	Site Supervisor
	The main wastes would be classified under Waste legislation "Construction and demolition waste (including excavated soil from contaminated construction sites)" with waste code 17 05 04 - Excavated soil, 17 09 04 - Mixed construction site waste; Keeping records of waste according to legislation	1. Waste is identified and classified in accordance with GD 856/2002(act). The waste list is updated whenever necessary, and, by additional act, the collection contract with the authorized collection company is modified		ENV Responsible	Site Supervisor
		2. Waste management is maintained, in accordance with legal requirements		ENV Responsible	Site Supervisor
	Adoption of organizational measures regarding waste management and	1. Contracts have been concluded with authorized companies for the collection and disposal of all waste identified on the site (household, recyclables, construction waste).		ENV Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
	environmental protection obligations	2. The Waste Management Plan has been drawn up.		ENV Responsible	Site Supervisor
		3. The implementation of the Waste Management Plan is being monitored		ENV Responsible	Site Supervisor
		4. The vehicles transporting waste are covered to avoid the dispersion of waste during transport		ENV Responsible	Site Supervisor
		5. For household and recyclable waste (plastic and paper/cardboard), a waste collection schedule is established with the collection company on site.		ENV Responsible	Site Supervisor
		6. The Contractor organizes weekly meetings with representatives of service providers, meetings during which they are trained on technical procedures, HSE, ES and the environment, non- conformity identified during the week, suggestions for improvement, etc.		ENV Responsible	Site Supervisor
		7. Collective training in environmental protection is carried out for new workers on the construction site The training, in terms of health and safety at work, emergency situations and environmental protection, of foreign workers is carried out identically to the training of Romanian workers, in accordance with the legislation in force. The only difference is that the training support is translated. Thus, the training paths are: -training carried out by the employer to which the respective worker belongs and includes general introductory training, on-the-job training and periodic training. These types of training are recorded in the training records (of occupational health and safety and emergency situations) kept by the employer and verified by the Contractor -training carried out upon initial entry into the construction site by the Contractor. This type of training is recorded in the Collective Record, in accordance with GD 1425/2006 (amended). A copy of this record is kept by the Contractor -weekly collective training for all workers on the construction site. This type of training is carried out by the Contractor and is recorded in a training report, which is kept by the Contractor. The Environmental topics in the collective training are:		ENV Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
		-rules regarding maintaining cleanliness on the construction site and the method of selective collection and storage of waste -potential situations of accidental pollution and the intervention kit in case of accidental pollution -Social and Environmental Management Plan (ESMP) Foreign workers are trained based on specific documents in the spoken language and in English, by workers who speak both the workers' language and English or Romanian.			
		8. Through the OHS/Environment responsible from Contractor, inspections are carried out on the construction site in terms of compliance with environmental protection requirements. During the inspections, non-conformities are identified, potential for improvement and measures are taken to remedy them, if necessary		ENV Responsible	Site Supervisor
		9. The Contractor has ensured the presence of an OHS/Environment responsible on the construction site		ENV Responsible	Site Supervisor
Possible negative effects on the environment and health as a result of the generation of various waste streams	Preparation, approval and implementation of the Waste Management Plan approved by the local administration;	1. Waste is identified and classified according to GD 856/2002(act)		ENV Responsible	Site Supervisor
	Identification of different types of waste on the construction site (soil, sand, bottles, food, etc.) and appropriate classification according to the National Waste List;	2. Contracts have been drawn up with authorized companies for the collection and disposal of all waste identified on the site (household, recyclables, construction waste),		ENV Responsible	Site Supervisor
Impact of Leakages from Machinery and Equipment Used on Site	Provision of portable toilets for workers and company personnel; Use of equipment and machinery in good conditions;	1. Mobile toilets are provided for workers.		ENV Responsible	Site Supervisor
		2. Mobile toilets are washed and sanitized weekly.		ENV Responsible	Site Supervisor
		3. A Plan for Prevention and Actions in case of Accidental Pollution has been drawn up which provides for the mode of action and intervention in case of accidental pollution.		ENV Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
	Removal of contaminated soil, its treatment and final disposal.	4. Site workers and Contractor workers are periodically trained with PPCPA and how to use the intervention kit in case of accidental pollution The training, in terms of occupational health and safety, emergency situations and environmental protection, of foreign workers is carried out identically to the training of Romanian workers, in accordance with the legislation in force. The only difference is that the training support is translated. Thus, the training paths are: -training carried out by the employer to which the respective worker belongs and includes general introductory training, on-the-job training and periodic training. These types of training are recorded in the training records (of occupational health and safety and emergency situations) kept by the employer and verified by the Contractor -training carried out upon initial entry into the construction site by the Contractor. This type of training is recorded in the Collective Record, in accordance with GD 1425/2006 (amended). A copy of this record is kept by the Contractor -weekly collective training for all workers on the construction site. This type of training is carried out by the Contractor and is recorded in a training report, which is kept by the Contractor. All reports are attached to the Contractor's monthly report and transmitted to the Consultant and the Beneficiary. The environmental topics of the collective training are: -rules regarding maintaining cleanliness on the construction site and the method of selective collection and storage of waste -provisions related to the permit for working with fire -potential situations of accidental pollution and the intervention kit in case of accidental pollution -Environment and Social Management Plan (ESMP) The topics change as new laws and new risks arise		ENV Responsible	Site Supervisor
		5. An Accidental Pollution Response Kit was purchased		ENV Responsible	Site Supervisor
		6. A column was introduced in the construction site log highlighting possible environmental events (pollution)		ENV Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
Impact on Trees, shrubs, green space	Will be recorded the number of trees and the existing natural grass areas, before construction begins. The Contractor will restore damaged vegetation	It was carried out according to the project.		ENV Responsible	Site Supervisor
Impact on the built environment and people due to: Noxious emissions, Dust, Noise, Uncontrolled movement of materials, Vibrations, Soil settlement causing cracks in buildings Interference, Pedestrian or car traffic intersections, Damage to utilities	Protective measures against pollution, noise, dust, uncontrolled movement of materials at the construction site limits Vibrations, Soil settlement causing cracks in buildings Interference, Pedestrian or car traffic intersections, Damage to utilities	The construction site is marked.		ENV Responsible	Site Supervisor
	Measures to avoid interference, pedestrian or car traffic intersections	1. All work equipment (vehicles) moving inside the construction site have reversing signals. 2. Site workers are trained to keep traffic routes clear. 3. A designated person will be responsible for managing the traffic situation to each works site..		ENV Responsible	Site Supervisor
		Concrete boxes will not be placed to the pedestrian or vehicles access gates		Designer	Site Supervisor
		Neighbors on the works paths will be inform about purpose, content and duration of works.		County Council	Site Supervisor
Social					Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
Labor-related social risks *(labor relations, workers' rights, discrimination, grievances, worker–community interaction)*	Implementation of Code of Conduct including SEA/SH provisions; provision of PPE; access to grievance mechanisms.	Labor management provisions will be implemented through the Contractor's Environmental and Social Management Plan (C-ESMP). All workers will receive induction training and sign the Code of Conduct prior to mobilization.		Contractor (Site Manager) Contrac OHS / HR Responsible	Site Supervisor
Sexual Exploitation and Abuse / Sexual Harassment (SEA/SH)	SEA/SH prevention measures included in the Code of Conduct; confidential reporting channels; awareness training.	SEA/SH training will be provided to all workers. Complaints will be handled through the Worker Grievance Mechanism with confidentiality and zero tolerance.		Contractor (through Code of Conduct implementation) Contractor OHS/HR Responsible	Site Supervisor
Access and mobility disruptions (sidewalks, traffic lanes, parking, emergency access)	Phased construction; maintenance of safe alternative pedestrian and vehicle access routes; clear signage and physical barriers; implementation of a Traffic Management Plan; coordination with road police and emergency services. Maintenance of minimum 1.2 m protected pedestrian corridor where feasible; temporary alternative routing where required; daily verification of ambulance access in hospital corridor.	Access arrangements will be planned in advance for each construction segment. Alternative routes and temporary access solutions will be provided where required. The Traffic Management Plan will be implemented prior to works in sensitive or high-traffic areas.		Contractor (Site Manager) Traffic Management Responsible	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
Traffic and road safety risks	Installation of warning signage, barriers, and fencing; traffic control measures; enforcement of speed limits for construction vehicles; trained personnel where required.	Traffic safety measures will be installed before commencement of works and maintained throughout construction. Construction vehicles will follow predefined routes and safety procedures.		Contractor (Site Manager) Traffic Management Responsible	Site Supervisor
Temporary impacts on local businesses and economic activities	Limitation of duration of works in front of commercial premises; maintenance of access where feasible; advance notification to business owners; prompt reinstatement of affected areas. Advance written notification (minimum 5–7 days) to affected commercial operators; installation of visible signage indicating “Business Open During Works”; temporary access ramps where necessary.	Business owners will be informed in advance of planned works and any temporary access restrictions. Works will be phased to minimize disruption to commercial activities.		Contractor (Site Manager)	Site Supervisor
Impacts on vulnerable groups and sensitive receptors (hospital patients, elderly, children, persons with reduced mobility, schools)	Enhanced safety measures in sensitive areas; coordination with hospital and school management; careful scheduling of works; strengthened signage and access control. Daily coordination with hospital administration during works along Gheorghe Marinescu Street; avoidance of simultaneous works at adjacent hospital access points.	Works near sensitive receptors will be coordinated in advance with the relevant institutions. Construction schedules will be adjusted, where technically feasible, to avoid peak activity periods. Prior to commencement of works in these areas, consultation and advance information will be provided to the affected institutions and stakeholders regarding the scope, timing, and expected duration of activities. Ongoing communication will be maintained throughout implementation to address concerns and facilitate timely adjustments where necessary.		Contractor (Site Manager)	Site Supervisor

Potential Impact	Proposed Mitigation Measures	How are implemented	STATUS (implemented/ In progress/ pending)	Responsible	Monitoring Responsible
Cultural heritage – chance finds	Immediate suspension of works in the affected area; securing of the site; notification of competent authorities; resumption of works only after official clearance.	All workers will be informed of the chance finds procedure prior to commencement of works.		Contractor (Site Manager)	Site Supervisor
Community and Worker Grievance Redress Mechanism	Establishment of a project-level Grievance Redress Mechanism for communities and a separate Worker Grievance Mechanism, accessible without retaliation.	Grievance channels will be communicated to communities and workers prior to commencement of works and throughout implementation. Separate – all working fronts will be required to post details anbout project and GRM		Contractor (Site Manager)	Site Supervisor

Direcţia Judeţeană de Mediu Mureş

Decizia etapei de încadrare
Nr. 15120 din 12.01.2026

Ca urmare a solicitării de emitere a acordului de mediu adresată de către **SPITALUL CLINIC JUDETEAN DE URGENTA TARGU MURES** cu sediul în mun. Târgu Mureş, str. Gheorghe Marinescu, nr. 50, jud. Mureş, înregistrată la ANMAP-DJM Mureş cu nr. 15120 din 22.10.2025, în baza Legii nr. 292/2018 privind evaluarea impactului anumitor proiecte publice şi private asupra mediului şi a O.U.G. nr. 57/2007 privind regimul ariilor naturale protejate, conservarea habitatelor naturale, a florei şi faunei sălbatice, aprobată cu modificări şi completări prin Legea nr. 49/2011, cu modificările şi completările ulterioare,

Agenţia Naţională pentru Mediu şi Arii Protejate - Direcţia Judeţeană de Mediu Mureş decide, ca urmare a consultărilor desfăşurate în cadrul şedinţei Comisiei de Analiză Tehnică, din data de 16.12.2025, că proiectul **"Alimentare cu energie electrică a obiectivului Clădire Centru Arşi 5,4 MW strada Gheorghe Marinescu, nr. 50, loc. Târgu Mureş, jud. Mureş"** propus a fi realizat în com. Sântana de Mureş şi mun. Târgu Mureş, jud. Mureş, **nu se supune evaluării impactului asupra mediului.**

Justificarea prezentei decizii:

I. Motivele pe baza cărora s-a stabilit necesitatea neefectuării evaluării impactului asupra mediului sunt următoarele:

a) proiectul se încadrează în prevederile Legii nr. 292/2018 privind evaluarea impactului anumitor proiecte publice şi private asupra mediului, anexa nr. 2, pct. 13, lit. a);

b) justificare în raport cu criteriile din anexa nr. 3 la Legea nr. 292/2018:

1. Caracteristicile proiectului

a) Dimensiunea şi concepţia întregului proiect- se are în vedere asigurarea alimentării cu energie electrică a Clădirii Centru Arşi din municipiul Târgu Mureş.

Astfel sunt prevăzute două căi de alimentare prin linii electrice subterane din două dintre staţiile de 110/20 kV din apropiere, respectiv staţia Baraj din comuna Sâncraiu de Mureş şi staţia Târgu Mureş aflată în cartierul Dâmbul Pietros.

Prin aceste linii electrice subterane se alimentează la nivel de tensiune 20 kV un punct de conexiune (PC 20 kV proiectat), care se amplasează în incinta Spitalului Clinic de Urgenţă Târgu Mureş, CF 143667.

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Adresa Strada Podeni nr. 10, mun. Târgu Mureş, jud. Mureş, Cod Poştal 540253
Tel.: +4 0265 314984, Fax.: +4 0265 314985 e-mail: office@djmms.anmap.gov.ro website: http://djmms.anmap.gov.ro

Liniile electrice subterane de 20 kV proiectate, denumite în continuare LES 20 kV, vor urma următoarele trasee:

a) LES 20 kV Staţia Baraj-PC proiectat

Această linie electrică subterană cu o lungime de aproximativ 2,5 km, se va realiza pe domeniul public aflat în administrarea teritorială a UAT Sântana de Mureş şi UAT Târgu Mureş, având următorul traseu:

Staţia 110/20 kV Baraj- Supratraversare Râul Mureş pe baraj 1 prin spaţiul tehnic-supratraversare canal Turbină- str. Plutelor- str. Luntraşilor- subtraversare CF- str. Secuilor Martiri- str. 22 Decembrie 1989- str. Gheorghe Marinescu- Spital Clinic Judeţean de Urgenţă Târgu Mureş (PC 20 kV proiectat)

b) LES 20 kV Staţia Târgu Mureş-PC proiectat

Linia electrică subterană proiectată cu o lungime de aproximativ 4,3 km, se va realiza pe domeniul public aflat în UAT Târgu Mureş, având următorul traseu:

Staţia 110/20 kV Târgu Mureş- str. Măgurei- str. Păşunii- str. Predeal- str. Buday Nagy Antal- Bulevardul 1 Decembrie 1918- str. Ştefan cel Mare- str. Bradului- str. Vulcan- str. Alexandru Papiu Ilarian- str. Korosi Csoma Sandor- str. Verii- str. Mihai Viteazul- str. Trebely- str. Argeşului- str. Gheorghe Marinescu- Spital Clinic Judeţean de Urgenţă Târgu Mureş (PC 20 kV proiectat).

Zonele de interferenţă cu cursuri de apă şi/sau lucrări hidrotehnice:

Traversarea râului Mureş se va realiza pe Barajul de Priză nr. 1, prin actualul canal de cabluri. Se va poza un cablu proiectat în patul de cabluri existent în camera tehnică a barajului, similar celor existente. Conform accept SGA Mureş- entitate care are în exploatare barajul, se impun următoarele condiţii:

a) Cablul de energie electrică se va poza în patul de cabluri existent în camera tehnică a barajului, similar celor existente, în spaţiul protejat cu panouri tip O.S.B. Din camera tehnică a barajului, cablul va urma traseul cablurilor existente, urmând a fi montat în patul de cabluri existent pe malul stâng al râului Mureş, pat de cabluri amplasat lângă zidul de beton, la limita de proprietate a incintei. Soluţia tehnică de pozare a cablului în zona de coborâre din camera tehnică a barajului şi racordarea lui la patul de cabluri existent va fi similară celei existente (tub metalic de protecţie).

b) De la capătul patului de cabluri existent în incinta SGA Mureş, pe o lungime de cca. 15-20 m, cablul nou va fi pozat îngropat, până la capătul punţii pietonale vechi existent peste Canalul Turbinei. Pe acest tronson va fi necesară desfacerea îmbrăcăminţii din asfalt, săparea şanţului şi pozarea cablului iar ulterior refacerea zonei la starea iniţială. Această lucrare se va realiza pe cât posibil după terminarea programului SGA Mureş sau în week-end iar refacerea la starea iniţială se va realiza în maxim 48 ore de la finalizarea lucrărilor de pozare a cablului.

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Traversarea Canalului Turbină se va realiza astfel:

Din camera tehnică a barajului cablul va urma traseul cablurilor existente, urmând a fi montat în patul de cabluri existent pe malul stâng al râului Mureș, pat de cabluri amplasat lângă zidul de beton, la limita de proprietate a incintei. Conform accept SGA Mureș- entitate care are în exploatare barajul, se impun următoarele condiții:

-Trecerea peste Canalul Turbinei se va realiza prin intermediul grinzii chesonate din beton, prin intermediul unui tub de protecție, montat similar celorlalte prin care sunt pozate cabluri în prezent.

Traversarea Pârâului Pocloș se va realiza astfel:

- Prin ancorare de podul existent la intersecția străzilor B.N.Antal și T. Vladimirescu (X= 466818, Y= 559654)
- Cablu tip 3xA2XS (FL) 2Y 1X240/25 mm^2, pozat în țeava metalică de protecție OL Dn 168 mm
- țeava metalică se va ancora de pod (balustrade) prin suporți metalici
- cotă talveg: 311,21 mdM
- cotă interioară suprastructură pod: 313,43 mdM
- cotă inferioară țeavă de protecție: 314 mdM
- L țeavă protecție (traseu aerian): cca. 10 m.

Condiții impuse pentru traversarea pârâului Pocloș:

- Pentru ancorarea tubului metalic de protecție de podul existent, se va obține acceptul administratorului podului.
- La finalizarea lucrărilor, eventualele suprafețe deteriorate de pe cele două taluze pereate ale pârâului vor fi readuse la starea inițială.

Organizarea de șantier va fi realizată în interiorul amplasamentului, unde se vor amenaja zone de lucru care vor fi împrejmuite și se vor monta avertizoare. Se vor amplasa toalete ecologice.

După terminarea lucrărilor, organizarea de șantier se va desființa iar terenul va fi adus la starea inițială.

b) Cumularea cu alte proiecte existente și/sau aprobate - proiectul prevede alimentarea cu energie electrică a obiectivului Clădire Centru Arși;

c) Utilizarea resurselor naturale, în special a solului, a terenurilor, a apei și a biodiversității - în cantități reduse agregate minerale și combustibili, în etapa de execuție, fără impact semnificativ asupra mediului.

d) Cantitatea și tipurile de deșeuri generate/gestionate - redusă, pe perioada de execuție și în perioada de operare.

Deșeurile rezultate din excavații, pământ în exces, se vor utiliza ca material de umplutură. Resturile de cablu, deșeurile metalice, materiale plastice, lemn, etc., vor fi colectate pe categorii, depozitate în containere și se vor preda la unități autorizate pentru colectare/reciclare.

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Deșeurile menajere vor fi preluate de serviciul de salubritate local și se vor transporta la operatori economici autorizați în vederea tratării/eliminării.

e) Poluarea și alte efecte negative - în perioada de execuție se vor produce emisii din surse mobile și datorate lucrărilor de construcție (pulberi), inclusiv zgomot, dar fără impact semnificativ.

Nivelul de zgomot se va încadra în prevederile legale.

f) Riscurile de accidente majore și/sau dezastre relevante pentru proiectul în cauză, inclusiv cele cauzate de schimbările climatice, conform informațiilor științifice - redus, în condițiile respectării normelor de protecție a muncii specifice.

g) Riscurile pentru sănătatea umană - nu este cazul.

2. Amplasarea proiectului

a) utilizarea actuală și aprobată a terenului - terenuri situate în intravilanul și extravilanul localității Sântana de Mureș și intravilanul municipiului Târgu Mureș (domeniu public), conform Certificatului de urbanism nr. 61/24.09.2025, emis de Consiliul Județean Mureș;

b) bogăția, disponibilitatea, calitatea și capacitatea de regenerare relative ale resurselor naturale, inclusiv solul, terenurile, apa și biodiversitatea, din zonă și din subteranul acesteia - nu sunt probleme legate de calitatea și capacitatea de regenerare a resurselor naturale din zonă;

c) capacitatea de absorbție a mediului natural, acordându-se o atenție specială următoarelor zone

1. zonele umede, zone riverane, guri ale râurilor - râul Mureș, pârâul Pocloș;
2. zonele costiere și mediul marin - nu este cazul;
3. zonele montane și forestiere - nu este cazul;
4. arii naturale protejate de interes național, comunitar, internațional - nu este cazul;
5. zone clasificate sau protejate conform legislației în vigoare - nu este cazul;
6. zonele în care au existat deja cazuri de nerespectare a standardelor de calitate a mediului prevăzute de legislația națională și la nivelul Uniunii Europene și relevante pentru proiect sau în care se consideră că există astfel de cazuri - nu este cazul;
7. zonele cu o densitate mare a populației - nu este cazul;
8. peisaje și situri importante din punct de vedere istoric, cultural sau arheologic - nu este cazul.

3. Tipurile și caracteristicile impactului potențial

a) importanța și extinderea spațială a impactului - de exemplu, zona geografică și dimensiunea populației care poate fi afectată - redusă, pe perioada de execuție și operare;

b) natura impactului - redusă;

c) natura transfrontalieră a impactului - lucrările propuse nu au efecte transfrontaliere;

d) intensitatea și complexitatea impactului - redusă având în vedere argumentele menționate la pct. 1 și 2;

e) probabilitatea impactului - redusă;

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f) debutul, durata, frecvența și reversibilitatea preconizate ale impactului - impact redus, în perioada de execuție, respectiv de operare;
g) cumularea impactului cu impactul altor proiecte existente și/sau aprobate - nu este cazul;
h) posibilitatea de reducere efectivă a impactului - nu este cazul.

II. Motivele pe baza cărora s-a stabilit necesitatea neefectuării evaluării adecvate sunt următoarele:

- proiectul propus **nu intră** sub incidența art. 28 din O.U.G. nr. 57/2007 privind regimul ariilor naturale protejate, conservarea habitatelor naturale, a florei și faunei sălbatice, aprobată cu modificări și completări prin Legea nr. 49/2011, cu modificările și completările ulterioare.

III. Motivele pe baza cărora s-a stabilit necesitatea neefectuării evaluării impactului asupra corpurilor de apă sunt următoarele:

- proiectul propus **intră** sub incidența art. 48 și 54 din Legea Apelor nr. 107/1996, cu modificările și completările ulterioare;
- conform adresei nr. AA/24079/37.074/10.11.2025, emisă de Administrația Națională „Apele Române" - Administrația Bazinală de Apă Mureș, nu este necesară elaborarea SEICA;
- proiectul are un impact nesemnificativ asupra corpurilor de apă și este obținut Avizul de gospodărire a apelor nr. 283/13.11.2025, emis de Administrația Națională „Apele Române" - Administrația Bazinală de Apă Mureș.

Prezenta decizie de încadrare se emite cu respectarea următoarelor condiții:

- Respectarea documentației tehnice depuse, a normativelor și prescripțiilor specifice, care au stat la baza deciziei etapei de încadrare.
- Respectarea legislației în vigoare în domeniul protecției mediului.
- Respectarea prevederilor OUG nr. 195/2005 privind protecția mediului, aprobată cu modificări și completări prin Legea nr. 265/2006, cu modificările și completările ulterioare.
- Respectarea prevederilor Legii apelor nr. 107/1996, cu modificările și completările ulterioare.
- Respectarea prevederilor Avizului de Gospodărire a Apelor nr. 283/13.11.2025, emis de Administrația Națională „Apele Române" - Administrația Bazinală de Apă Mureș.
- Respectarea prevederilor Legii nr. 104/2011 privind calitatea aerului înconjurător, cu modificările și completările ulterioare.
- Lucrările de construcție și organizare de șantier se vor executa cu afectarea unei suprafețe minime de teren și fără a afecta vecinătățile.

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- Materialele necesare pe parcursul execuției lucrărilor vor fi depozitate numai în locuri special amenajate, astfel încât să se asigure protecția factorilor de mediu.
- Pe perioada de execuție a proiectului se vor lua toate măsurile care se impun pentru evitarea poluării atmosferei, solului, apelor subterane, pentru protecția tuturor factorilor de mediu și se vor lua măsuri de prevenire și combatere a poluărilor accidentale.
- Se va avea în vedere ca execuția lucrărilor să nu creeze blocaje ale căilor de acces particulare sau ale căilor rutiere învecinate amplasamentului lucrării.
- La finalizarea lucrărilor de construcție, suprafețele de teren afectate temporar de lucrări se vor aduce la starea de folosință inițială.
- Nu se va degrada mediul natural sau amenajat, prin depozitări necontrolate de deșeuri de orice fel.
- Se vor asigura condiții de colectare selectivă a deșeurilor.
- Respectarea prevederilor OUG nr. 92/2021 privind regimul deșeurilor cu modificările și completările ulterioare.
- Se va respecta nivelul de zgomot conform SR 10009/2017 Acustica. Limite admisibile ale nivelului de zgomot din mediul ambiant.
- Utilajele și mijloacele de transport folosite la lucrări vor respecta prevederile HG nr. 332/2007 privind stabilirea procedurilor pentru aprobarea de tip a motoarelor destinate a fi montate pe mașini mobile nerutiere și a motoarelor destinate vehiculelor pentru transportul rutier de persoane sau de marfă și stabilirea măsurilor de limitare a emisiilor gazoase și de particule poluante provenite de la acestea, în scopul protecției atmosferei, cu modificările și completările ulterioare. Întreținerea utilajelor și mijloacelor de transport se va face la unități specializate.
- La finalizarea investiției, veți notifica ANMAP-DJM Mureș în vederea efectuării unui control de specialitate pentru verificarea respectării prevederilor prezentei decizii. Procesul-verbal întocmit în urma controlului se va anexa și va face parte integrantă din procesul-verbal de recepție la terminarea lucrărilor.

- Măsurile și condițiile de realizare a proiectului în conformitate cu Avizul de Gospodărire a Apelor nr. 283/13.11.2025, emis de Administrația Națională „Apele Române" - Administrația Bazinală de Apă Mureș, sunt:

- Se vor respecta condițiile impuse la traversările cursurilor de apă.
- Graficul de excuție a lucrărilor care interferează cu teritoriul SGA Mureș și cu lucrările hidrotehnice deținute de ABA Mureș, se va stabili de comun acord cu conducerea SGA Mureș.
- Pe perioada execuției lucrărilor se interzice depozitarea materialelor de construcții, a deșeurilor în albiile cursurilor de apă și pe malurile acestora.
- Pentru ancorarea cablului de lucrări hidrotehnice altele decât cele aparținând ABA Mureș, se va solicita acordul și stabilirea condițiilor tehnice de la deținătorii acestor lucrări.

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- În cazul în care vor interveni schimbări de soluție față de studiul de fezabilitate în baza căruia s-a emis avizul, este necesară notificarea acestui fapt către Administrația Bazinală de Apă Mureș și modificarea avizului sau emiterea unui nou aviz, după caz, în conformitate cu prevederile Ordinului MAP nr. 828/2019.

Nerespectarea prevederilor prezentei decizii se sancționează conform prevederilor legale în vigoare.

Informarea și participarea publicului la procedura de reglementare:
- anunțul privind depunerea solicitării acordului de mediu a fost publicat în ziarul online "Cuvântul liber" (din 25.11.2025), afișat la sediul Primăriei Sântana de Mureș (cu nr. 18532 în data de 20.11.2025), Primăriei Târgu Mureș (cu nr. 58.454 în data de 20.11.2025) precum și pe pagina de internet a ANMAP-DJM Mureș (http://djmms.anmap.gov.ro - în data de 04.12.2025);
- anunțul privind decizia etapei de încadrare a fost publicat în ziarul "Cuvântul liber" (din data de 24.12.2025), afișat la sediul Primăriei Sântana de Mureș (cu nr. 21582 în data de 23.12.2025), Primăriei Târgu Mureș (cu nr. 64.942 în data de 29.12.2025) precum și pe pagina de internet a ANMAP-DJM Mureș (http://djmms.anmap.gov.ro - în data de 31.12.2025), iar până la data adoptării deciziei nu au fost înregistrate propuneri/observații din partea publicului.

Prezenta decizie este valabilă pe toată perioada de realizare a proiectului, iar în situația în care intervin elemente noi, necunoscute la data emiterii prezentei decizii, sau se modifică condițiile care au stat la baza emiterii acesteia, titularul proiectului are obligația de a notifica ANMAP-DJM Mureș.

Orice persoană care face parte din publicul interesat și care se consideră vătămată într-un drept al său ori într-un interes legitim se poate adresa instanței de contencios administrativ competente pentru a ataca, din punct de vedere procedural sau substanțial, actele, deciziile ori omisiunile autorității publice competente care fac obiectul participării publicului, inclusiv aprobarea de dezvoltare, potrivit prevederilor Legii contenciosului administrativ nr. 554/2004, cu modificările și completările ulterioare.

Se poate adresa instanței de contencios administrativ competente și orice organizație neguvernamentală care îndeplinește condițiile prevăzute la art. 2 din Legea nr. 292/2018 privind evaluarea impactului anumitor proiecte publice și private asupra mediului, considerându-se că acestea sunt vătămate într-un drept al lor sau într-un interes legitim.

Direcția Județeană de Mediu Mureș
Adresa Strada Podeni nr. 10, mun. Târgu Mureș, jud. Mureș, Cod Poștal 540253
Tel.: +4 0265 314984, Fax.: +4 0265 314985 e-mail: office@djmms.anmap.gov.ro website: http://djmms.anmap.gov.ro

Actele sau omisiunile autorității publice competente care fac obiectul participării publicului se atacă în instanță odată cu decizia etapei de încadrare, cu acordul de mediu ori, după caz, cu decizia de respingere a solicitării de emitere a acordului de mediu, respectiv cu aprobarea de dezvoltare sau, după caz, cu decizia de respingere a solicitării aprobării de dezvoltare.

Înainte de a se adresa instanței de contencios administrativ competente, persoanele prevăzute la art. 21 din Legea nr. 292/2018 privind evaluarea impactului anumitor proiecte publice și private asupra mediului au obligația să solicite autorității publice emitente a deciziei prevăzute la art. 21 alin. (3) sau autorității ierarhic superioare revocarea, în tot sau în parte, a respectivei decizii. Solicitarea trebuie înregistrată în termen de 30 de zile de la data aducerii la cunoștința publicului a deciziei.

Autoritatea publică emitentă are obligația de a răspunde la plângerea prealabilă prevăzută la art. 22 alin. (1) în termen de 30 de zile de la data înregistrării acesteia la acea autoritate.

Procedura de soluționare a plângerii prealabile prevăzută la art. 22 alin. (1) este gratuită și trebuie să fie echitabilă, rapidă și corectă.

Prezenta decizie poate fi contestată în conformitate cu prevederile Legii nr. 292/2018 privind evaluarea impactului anumitor proiecte publice și private asupra mediului și ale Legii nr. 554/2004, cu modificările și completările ulterioare.

Director,
Cristina PUȘ

Șef Serviciu Reglementări,
Olimpia VARADI

Compartimentul Biodiversitate și Arii Naturale Protejate,
ing. ABRAN Peter

Întocmit,
geogr. Lidia GHEORGHIEȘ

Direcția Județeană de Mediu Mureș
Adresa Strada Podeni nr. 10, mun. Târgu Mureș, jud. Mureș, Cod Poștal 540253
Tel.: +4 0265 314984, Fax.: +4 0265 314985 e-mail: office@djmms.anmap.gov.ro website: http://djmms.anmap.gov.ro
Operator de date cu caracter personal, conform Regulamentului (UE) 2016/679

ROMÂNIA
JUDEȚUL MUREȘ
CONSILIUL JUDEȚEAN

Nr. 1983 din 27.01.2026
DOSAR XII.A.1.

AUTORIZAȚIE DE CONSTRUIRE

nr. 2 din 02.02.2026

Ca urmare a cererii adresate de **SPITALUL CLINIC JUDEȚEAN DE URGENȚĂ TÂRGU MUREȘ prin Crăciun Ioan Florin** cu domiciliul în județul **MUREȘ**, municipiul **TÂRGU MUREȘ**, Strada **GH. MARINESCU**, nr. **50**, tel. -, înregistrată la nr. **1983** din **27.01.2026** , Certificat de urbanism nr. **61** din data **24.09.2025**,
în conformitate cu prevederile Legii nr. 50 / 1991, privind autorizarea executării lucrărilor de construcții, republicată, cu modificările și completările ulterioare,

SE AUTORIZEAZĂ:

executarea lucrărilor de construire pentru:

ALIMENTARE CU ENERGIE ELECTRICĂ CLĂDIRE CENTRU ARȘI

- pe imobilul - **teren** - situat în județul MUREȘ **TÂRGU MUREȘ, comuna SÂNTANA DE MUREȘ, sat Nazna, CF nr. 53901, nr.56329 / Comuna Sântana de Mureș și CF nr. 128652, nr.135653, nr.136592, nr.136593, nr.136825, nr.121462, nr.144323, nr.128378, nr.136594, nr.136776, nr.136602, nr.136603, nr.136076, nr.145667, nr.143517, nr.135302, nr.144879, nr.140192,nr. 140191, nr.128383, nr.140194, nr.133378, nr.135544, nr.136732, nr.143547, nr.143558, nr.143559, nr. 133437, nr.143769, nr.144209, nr.143944, nr.141698, nr.143943, nr.136578, nr.137389 / Municipiul Târgu Mureș.**
- lucrări în valoare de **8.227.627,34** lei.
- în baza documentației tehnice - D.T. pentru autorizarea executări lucrărilor de construire (D.T.A.C. + D.T.O.E.), nr. **3/2025 ALIMENTARE CU ENERGIE ELECTRICĂ CLĂDIRE CENTRU ARȘI**, elaborată de **INTRA SERV SRL**, cu sediul în județul **MUREȘ**, municipiul **TÂRGU MUREȘ, DEZDROBIRII**, nr. **23** , respectiv de - **arhitect** cu drept de semnătură, înscris în Tabloul Național al Arhitecților cu nr. , în conformitate cu prevederile Legii nr. 184/2001 privind organizarea și exercitarea profesiei de arhitect, republicată, aflat în evidența Filialei teritoriale .

Precizări:

CU PRIVIRE LA AUTORIZAREA EXECUTĂRII LUCRĂRILOR SE FAC URMATOARELE PRECIZĂRI:

A. Documentația tehnică - D.T. (D.T.A.C. + D.T.O.E. sau D.T.A.D) - vizată spre neschimbare - , împreună cu toate avizele și acordurile obținute, precum și punctul de vedere / actul administrativ al autorității competente pentru protecția mediului, face parte integrantă din prezenta autorizație.

Nerespectarea întocmai a documentației tehnice - D.T. vizată spre neschimbare (inclusiv a avizelor și acordurilor obținute) constituie infracțiune sau contravenție, după caz, în temeiul prevederilor art. 24 alin. (1), respectiv ale art. 26 alin. (1) din Legea nr. 50/1991 privind autorizarea executării lucrărilor de construcții, republicată.

În conformitate cu prevederile art. 7 alin.(15)-(15[1]) din Legea nr. 50/1991 și cu respectarea legislației pentru aplicarea Directivei Consiliului 85/337/CEE (Directiva EIA) privind evaluarea efectelor anumitor proiecte publice și private asupra mediului, în situația în care în timpul executării lucrărilor și numai în perioada de valabilitate a autorizației de construire survin modificări de temă privind lucrările de construcții autorizate, care conduc la necesitatea modificării acestora, titularul are obligația de a solicita o nouă autorizație de construire.

B. Titularul autorizației este obligat:
1. Să anunțe data începerii lucrărilor autorizate, prin trimiterea înștiințării conform formularului anexat autorizației (formularul-model F.13) la autoritatea administrației publice locale emitentă a autorizației;
2. Să anunțe data începerii lucrărilor autorizate, prin trimiterea înștiințării conform formularului anexat autorizației (formularul-model F.14) la inspectoratul teritorial în construcții, împreună cu dovada achitării cotei legale de 0,1% din valoarea autorizată a lucrărilor de construcții și instalații aferente acestora;
3. Să anunțe data finalizării lucrărilor autorizate, prin trimiterea înștiințării conform formularului anexat autorizației (formularul-model F.15) la inspectoratul teritorial în construcții, odată cu convocarea comisiei de recepție;
4. Să păstreze pe șantier - în perfectă stare - autorizația de construire și documentația tehnică - D.T. ((D.T.A.C. + D.T.O.E. / D.T.A.D.)) vizată spre neschimbare, împreună cu Proiectul Tehnic - P.Th. și Detaliile de execuție pentru realizarea lucrărilor de construcții autorizate, pe care le va prezenta la cererea organelor de control, potrivit legii, pe toată durata executării lucrărilor;
5. În cazul în care, pe parcursul executării lucrărilor, se descoperă vestigii arheologice (fragmente de ziduri, ancadramente de goluri, fundații, pietre cioplite sau sculptate, oseminte, inventar monetar, ceramic etc.), să sisteze executarea lucrărilor, să ia măsuri de pază și de protecție și să anunțe imediat emitentul autorizației, precum și Direcția județeană pentru cultură, culte și patrimoniu;
6. Să respecte condițiile impuse de utilizarea și protejarea domeniului public, precum și de protecție a mediului, potrivit normelor generale și locale;
7. Să transporte la groapa de gunoi autorizată materialele care nu se pot recupera sau valorifica rămase în urma executării lucrărilor de construcții.
8. Să desființeze construcțiile provizorii de șantier în termen de 15 zile de la terminarea efectivă a lucrărilor.
9. La începerea execuției lucrărilor, să monteze la loc vizibil "Panoul de identificare a investiției" (vezi anexa nr. 8 la normele metodologice).
10. La finalizarea execuției lucrărilor, să monteze "Plăcuța de identificare a investiției";
11. În situația nefinalizării lucrărilor în termenul prevăzut de autorizație, să solicite prelungirea valabilității acesteia, cu cel puțin 45 de zile lucrătoare înaintea termenului de expirare a valabilității autorizației de construire/desființare (inclusiv durata de execuție a lucrărilor);
12. Să prezinte "Certificatul de performanță energetică a clădirii" la efectuarea recepției la terminarea lucrărilor;
13. Să solicite "Autorizația de securitate la incendiu" după efectuarea recepției la terminarea lucrărilor sau înainte de punerea în funcțiune a clădirilor pentru care s-a obținut "Avizul de securitate la incendiu";
14. Să regularizeze taxa de autorizare ce revine emitentului, precum și celelalte obligații de plată ce îi revin, potrivit legii, ca urmare a realizării investiției;
15. Să declare construcțiile proprietate particulară realizate, în vederea impunerii, la organele financiare teritoriale sau la unitățile subordonate acestora, după terminarea lor completă și nu mai târziu de 15 zile de la data expirării termenului de valabilitate a autorizației de construire/desființare (inclusiv durata de execuție a lucrărilor).

C. Durata de execuție a lucrărilor este **24** Luni, calculată de la data începerii efective a lucrărilor (anunțată în prealabil), situație în care perioada de valabilitate a autorizației se extinde pe întreaga durată de execuție a lucrărilor autorizate.

D. Termenul de valabilitate a autorizației este de **24** Luni de la data emiterii, interval de timp în care trebuie începute lucrările de execuție autorizate.

PREȘEDINTE,
Péter Ferenc

SECRETAR GENERAL,
Aurelian Paul Cosma

ARHITECT ȘEF,
Arh. Adina Gabriela Popescu

Taxa de autorizare în valoare de **0** lei a fost achitată conform **Chitanța** nr. din .

Prezenta autorizație a fost transmisă solicitantului **DIRECT** la data de _____ însoțită de un exemplar din documentația tehnică - D.T.,împreună cu avizele și acordurile obținute, vizate spre neschimbare.

Întocmit: Andreea Baciu 3/ex
Verificat: Sef serviciu, Catalin Platon