

Environmental and Social Data Sheet

Overview

Project Name:	RECONSTRUCTION OF CHAIN BRIDGE (FL20140173)
Project Number:	20210537
Country:	Hungary
Project Description:	Comprehensive reconstruction of the Széchenyi Chain Bridge in Budapest, a historic landmark of the city.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no
(details for projects included are provided in section: "EIB Carbon Footprint Exercise")	

Environmental and Social Assessment

Environmental Assessment

The project consists of the rehabilitation of the Széchenyi Chain Bridge, inaugurated in 1849, a historical monument part of the national cultural heritage, located in the centre of the city (classified as part of the UNESCO's World Heritage) connecting the two sides of the city over the Danube. The conditions of the bridge and its related structures is deteriorated, so their reconstruction has become indispensable. The project's objective is to preserve the bridge's functionality as well as to improve the level of service for the sustainable transport modes (public and non-motorised transport).

The reconstruction of Chain Bridge is included in the Transport Development and Investment Programme of the Budapest Mobility Plan (BMT), approved by the Budapest General Assembly in 2019. The aforementioned Investment Programme of the BMT has also gone through a strategic environmental assessment (SEA) process in 2019, in compliance with EU SEA Directive 2001/42.

The project has not been classified under Annex I or Annex II of the EIA Directive by the Competent Authority. It is noted that the project could be classified as an Annex II project under the EIA Directive; Annex II, point 13 "*Any change or extension of projects listed in Annex I or Annex II, already authorized, executed or in the process of being executed, which may have significant adverse effects on the environment.*". Considering that the project's scope does neither change nor extend the original purpose and design of the bridge, the Promoter confirmed to the Bank, that the project would not have any "significant adverse effects on the environment" and for this reason it was not included under point 13 of Annex II

¹ Only projects that meet the scope of the Carbon Footprint Exercise, as defined in the EIB Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: 20,000 tonnes CO₂e/year absolute (gross) or 20,000 tonnes CO₂e/year relative (net) – both increases and savings.

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and no further environmental assessment was undertaken. However, good environmental management during construction is required according to the Promoter's Environmental and Waste Management Plan that forms part of the works contract.

The building permit was issued by the National Transport Authority on 8th March 2016 (Ref no: UVH/UH/55/26/2016) and included the environmental consent from the Environmental and Nature Protection Department of Pest County Governmental Office, the Competent Authority in this case. Further, no impacts on Natura 2000 or other protected sites are expected, as also indicated in the Competent Authority's statement.

Adverse impacts, like higher noise level, air pollution, generation of waste, and potential water pollution in the surrounding area closest to the project are expected mainly during the construction phase. Mitigation measures are foreseen to help to make such impacts minor and of a temporary nature. The positive, long-term impacts relate to the promotion of public and non-motorised transport as well as to the restoration of a cultural heritage monument.

The Promoter conducted a climate change adaptation vulnerability and risk assessment and concluded that the extreme weather considerations foreseen at the project design and the proposed measures for the project operation stage ensure adequate project resilience, minimising related risks.

The investment is considered as Paris aligned as it concerns the rehabilitation of an urban road bridge without increasing road capacity that not only supports the implementation of the Budapest Mobility Plan but also aims to improve the level of service for the sustainable transport modes (public and non-motorised transport).

Social Assessment

Due to the nature and location of the project, the project does little adverse social impacts and it is generally expected to bring positive social benefits through improved public facilities and physical environment for the citizens.

Public Consultation and Stakeholder Engagement

Public consultation on the Budapest Mobility Plan was carried out under the strategic environmental assessments (SEA) process.

Other Environmental and Social Aspects

The bridge is classified as a UNESCO's World Heritage Site and thus the design, restoration and (re)construction plans were developed in a way to protect and preserve the monumental identity of the bridge. The main guidelines for this were provided by the Heritage Protection Office within the Construction and Heritage Protection Department of the 1st District Office within the Budapest Capital Governmental Office and were outlined in the respective building permit.

Conclusions and Recommendations

The rehabilitation of the Széchenyi Chain Bridge, as one of the most important symbols of Budapest and Hungary, is of national interest and its implementation cannot be postponed due to the deterioration of the bridge's condition.



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The project should not have any significant impact on the environment both during the implementation and operation; and the proposed mitigation measures are deemed acceptable. At the operation stage, the improvement of the level of service for the sustainable transport modes (public and non-motorised transport) will result in positive impact on the environment due to the reduction of road transport externalities (congestion, emissions, noise, road traffic accidents).

Considering the above, the project is deemed acceptable for EIB financing in environmental and social terms.