

Luxembourg, 20th September 2022

Environmental and Social Data Sheet

Overview

Project Name:	M85 CSORNA - SOPRON
Project Number:	2017-0030
Country:	Hungary
Project Description:	Construction of 57 km of the dual carriageway (2x2 lanes) M85 expressway between Csorna and Sopron
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	yes

Environmental and Social Assessment

Environmental Assessment

The project consists of sections 2 and 3 of the M85 2x2 lane expressway between Csorna (Fárad junction) and Sopron (Fertőrákos junction) and falls under Annex I of the EIA Directive 2011/92/EU. The project is now completed.

The promoter followed the Hungarian national law on Environmental Impact Assessment, which transposes the EIA Directive 2011/92/EU, the Habitats Directive 92/43/EEC and the Birds Directive 2009/147/EC. The national legislation entered into force in November 2008 with the "Act on Providing Information on the Environment and Environmental Protection, Public Participation in Environmental Protection and on Environmental Impact Assessment". The EIA Directive 2014/52/EU was transposed to the Hungarian national legislation by the modification of Government Decree 31/2014 in June 2017.

The project was included in the Integrated Transport Development Programme 2014-2020, the National Transport Infrastructure Development Strategy and the New Széchenyi Programme (Chapter 7 Transport Development Programme). These were subject to an SEA in line with Directive 2001/42/EC.

EIA

The Environmental Impact Assessment for the M85 section from Sopron to Pereszteg was submitted to the competent authority on 2nd February 2015 and the Environmental Decision was issued on 14 September 2015 and amended on 20 October 2015 and on 7 July 2017.

The Environmental Impact Assessment for the M85 section from Pereszteg to Csorna was submitted to the competent authority on 30 July 2015 and the Environmental Decision was issued on 16 December 2015 and amended on 30 May 2017.

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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Impacts and Mitigation

The construction and operation of the project are expected to have an impact on soils, ground and surface waters, flora and fauna, landscape, built environment, air quality and noise. Mitigating measures are included in the project design and consist of landscaping, water and soil protection, vegetation planting and integration of noise protection measures. Monitoring of noise and vibration is ongoing to further understand and limit these impacts. The project is now completed and no major issues have been reported to date.

The project has a bypass function for several towns along the corridor and thus reduces pollution and noise in these urban areas.

Natura 2000

The project has a limited impact on three Natura 2000 sites at Rábavat (HUFH20001), Hatarmells (HUFH20013) and Fertömelleki (HUFH20003).

Mitigating measures include bridges and underpasses for wild animals. Two overpasses and five underpasses for all type of animals are included for big animals such as red deer, but also three culverts for small and midsized animals (like fox), with guiding walls (to stop, and then lead the animal to this special tunnels (culverts).

There is a 2.5 m high wildlife fence along the expressway (considered sufficient against the incursion of the red deer). Noise protection walls are placed along the motorway, especially to protect birds and bats living in Natura 2000 areas closest to the motorway.

Prior to the start of construction, an updated appropriate assessment was carried out with the involvement of the Natura 2000 competent authority. Mitigating measures concerned a ban on tree felling and bush cutting during vegetation and nest periods, and a ban on earthworks in wetlands during the reproduction periods of amphibians. General wildlife conservation measures and restrictions also included bans on construction-related transport roads in Natura 2000 sites, the construction of marshalling areas and the orderly disposal of materials. The additional areas temporarily used for construction were replanted after construction with native species only.

Climate Adaptation

The project is located in an area suffering from periodic flooding and subject to significant temperature changes. Extreme rainfall including heavy snowfall is recorded in the region and the promoter has taken the necessary measures including adequate drainage systems and maintenance equipment.

Espoo Convention

An International Chapter was included in the Environmental Impact Assessment carried out for section M85 Pereszteg-Sopron. The competent authority (National Inspectorate for Environment and Nature) stated in Decision No OKTF-KP/2015 -101/2015 of 14 September 2015 on the Espoo Convention that the conduct of an international procedure is necessary if the activity is likely to have a significant transboundary environmental impact. Based on the EIA International Chapter, the competent authority concluded that the construction of the M85 expressway is not expected to have a significant environmental effect across the border with Austria.



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EIB Carbon Footprint Exercise

The project is included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of project in a standard year of operation:
 - Forecast absolute (gross) emissions are 69 000 tonnes of CO₂ equivalent per year;
 - Forecast additional relative emissions are 6 000 tonnes of CO₂ equivalent per year.
- The project boundaries are:
 - In the baseline case: the existing Main Roads n°84 and 85 between Csorna and Sopron;
 - In the “with project” case: the new sections 2 and 3 of the M85 expressway and the existing Main Roads n° 84 and 85 between Csorna and Sopron.

The baseline is the forecast third party emissions, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Social Assessment, where applicable

Social aspects were considered during the planning process and environmental procedures. These concerned stakeholder consultations and public enquiry. The project is completed and issues related to expropriation are reported to be closed.

Public Consultation and Stakeholder Engagement

Public hearings were held on the Environmental Impact Assessments in April and December 2015. During the permitting procedures, public authorities held a number of on-site visits and public hearings at several times and places in 2016 and 2017. The promoter participated in the events and continuously informed the affected population. The inhabitants were mainly concerned with noise and environmental issues (such as air pollution) as well as land acquisition issues. The project is completed and all issues are reported to be closed.

Other Environmental and Social Aspects

The promoter is responsible for most of the road network in Hungary and is experienced in E&S considerations in the road sector.

Conclusions and Recommendations

The project is completed and opened to traffic.

The project is acceptable for EIB financing in E&S terms. No particular E&S conditions.