

Environmental and Social Data Sheet

Overview

Project Name:	ROAD 62
Project Number:	2014-664
Country:	Hungary
Project Description:	The project is a major allocation under Regional Accessibility Co-Financing Framework Loan and consists of the rehabilitation and new construction of approximately 39 km of Road 62 (2x1 lanes) between Székesfehérvár and Dunaújváros (M8 new Danube-bridge) in Hungary.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project consists of the rehabilitation and new construction of approximately 39 km of Road 62 (2x1 lanes) between Székesfehérvár and Dunaújváros (near the M8 new Danube-bridge) in Hungary. The project submitted for Bank co-financing was divided into four lots: Lot 1 concerns road rehabilitation (21 km), Lot 2 and Lot 3 involve new bypass construction at Seregélyes (10.6 km) and Perkáta (5.9 km) respectively, and Lot 5 the construction of a grade separated intersection (1.2 km). Lot 4, the construction of Szabadegyháza bypass (2.4 km), is not included in this operation.

The project was included in recent strategies and programmes subject to the strategic environmental assessment (SEA) Directive 2001/42/EC including the Transport Operational Programme 2007-2013 (2007) and National Spatial Plan for 2003 XXVI (2006). The project is a class of development that falls under Annex II of the environmental impact assessment (EIA) Directive 2011/92/EU. The construction of Lot 2 Seregélyes bypass was subject to preliminary environmental assessment (EIA screening). The Environmental, Nature Conservation and Water Management Inspectorate (the Inspectorate) concluded that the project would not have significant environmental impacts. Cumulative impacts of all project Lots were considered under an environmental performance evaluation; this was accepted by the Inspectorate in 2011.

Expected impacts from construction and operation include those typically associated with road construction and upgrading; these include conversion of predominantly agricultural land and possible fragmentation of habitat areas. Mitigation and monitoring measures are stipulated for the project to reduce the environmental impact of the project.

The project is acceptable to the Bank with regard to environmental and social matters.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Environmental and Social Assessment

Environmental Assessment

Environmental Legislation

The EIA Directive 2011/92/EU has been transposed in Hungary through the following legislation: Act LIII of 1995 on the general rules of environmental protection and Government Decree No. 314/2005. (XII. 25.) on EIA and the uniform environmental use permits. Act LIII of 1996 on nature conservation and Government Decree 275/2004 (X. 8), amended by Government Decree 266/2008 (XI. 6), implements the Habitats 92/43/EEC and Birds Directives 2009/147/EEC in Hungary.

Environmental Procedure

The project was included in the Transport Operational Programme 2007-2013 (2007) and National Spatial Plan for 2003 XXVI (2006) that were both subject to SEA Directive 2001/42/EC.

The project is a class of development that falls under Annex II of the EIA Directive 2011/92/EU. Lot 1 is included based on the rehabilitation and upgrading of an existing road – which may have significant impacts on the environment, and Lots 2, 3 and 5 based on the construction of new roads.

The construction of Lot 2 Seregélyes bypass was subject to preliminary environmental assessment (EIA screening) in January 2011. The Inspectorate concluded that the project would not have significant environmental impacts and therefore full EIA procedure was not required.

For Lots 1, 3 and 5, no environmental impact screening was undertaken according to the Hungarian legislation in force at the time of undertaking. Environmental issues were considered by the relevant authorities and included at the construction permit stage. Cumulative impacts were considered latterly under an environmental performance evaluation and was submitted to the Inspectorate in May 2011; this was accepted through decision no. 68760/11.

Environmental Impact

The project will redistribute traffic from existing to new roads and also improve travel speeds, safety, and vehicle operating costs along Road 62. Reduced traffic related air and noise and emissions can be expected on those bypassed existing road sections – and adjacent settlements – in the short and medium term. The rehabilitated road sections and junctions are expected to improve the flow of traffic and increase average speeds. This is expected to increase locally air pollution and carbon emissions.

The construction and operation of the project is expected to impact soils, ground and surface waters, flora and fauna, landscape, built environment, air quality and noise, and areas protected by legislation including Natura 2000 areas. Measures to reduce impacts are included in the project design. Construction planning, procedures, and monitoring are expected to further limit the impacts.

Biodiversity Issues

The project – along Seregélyes bypass – passes through a Site of Community Interest (SCI) designated under the Habitats Directive: HUDI20006 “Belsőbárándi Lössvölgy. A screening assessment was undertaken in 2011 according to the requirements of Article 6 of the Habitats Directive. The Inspectorate concluded no significant environmental effects and no further assessment was required (Statement no. 71933/2011 and 41484/2012).

Climate Change

The project does not include particular climate change mitigation or adaption measures over and above that required to comply with existing technical standards in Hungary – including structural Eurocodes.

Social Assessment

The planning and environmental procedures included public and stakeholder engagement. The construction of the project will comply with occupational health and safety standards including those related to temporary and mobile construction sites. Land acquisition has been completed on the project sections. The project did not involve forced resettlement and all relevant properties were compulsory purchased. No properties were left inaccessible.

Public Consultation and Stakeholder Engagement

The screening process for Lot 2 – Seregélyes bypass – and the environmental performance evaluation procedure, both undertaken in 2011, were subject to stakeholder and public consultation.

Other Environmental and Social Aspects

The development and operation of an environmental monitoring system is part of the project. A monitoring plan is to be prepared for biota protection, air quality, noise and vibration aspects.