

Environmental and Social Data Sheet

Overview

Project Name:	Road 47 Section Szeged-Bekescsaba
Project Number:	2015-0204
Country:	Hungary
Project Description:	Road 47 is a Major Project allocation under Regional Accessibility Co-Financing Framework Loan and consists of rehabilitating 54 km of single carriageway (2x1 lanes) and 7 km of dual-carriageway (2x2 lanes) sections of Road 47 between Szeged and Békéscsaba in Hungary

EIA required: yes

Project included in Carbon Footprint Exercise¹: 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 was included in recent strategies and programmes that were subject to the strategic environmental assessment (SEA) in accordance with Directive 2001/42/EC. The project is a class of development that falls under Annex II of the environmental impact assessment (EIA) Directive 2011/92/EU. A preliminary assessment procedure of the project was undertaken – commissioned by Nemzeti Infrastruktúra Fejlesztő Zrt. (National Infrastructure Development Corporation), including a screening on impact on Natura 2000 areas, and concluded in June 2013 that a full EIA procedure was not required. The project was also granted a decision on an environmental performance evaluation that considered cumulative impacts in August 2013.

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 measures, at approximately 1.0% of total cost, are stipulated to reduce the environmental impact of the project. The project also includes monitoring of noise and vibration post construction.

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

Compliance with applicable Environmental Legislation

The provisions of the SEA Directive are transposed in Hungary through the Government Decrees: No. 2/2005 (I. 11.) and 132/2010 (IV. 21.). 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 procedures for EIA. Modifications were made to the legislative acts (Government Decrees No. 82/2011, 308/2011 and 281/2013) taking account of infringement proceedings (no. 2009/2116) instituted against Hungary by the European Commission. The infringement was closed in 2013 and EIA legislation is in compliance with the Directive.

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. The legislative frameworks in relation to the above environmental Directives are satisfactory for the Bank.

Environmental Procedure

The project was included in the Transport Operational Programme 2007-2013 (2007), National Transport Strategy (2013) and the National Spatial Plan (2013). All were subject to SEA according to Directive 2001/42/EC.

The project is a class of development that falls under Annex II of the EIA Directive 2011/92/EU. Environmental and nature conservation studies were elaborated in several phases including a detailed study in 2011/2012. A preliminary assessment procedure (environmental screening) of the project was undertaken and submitted to the Lower Tisza Inspectorate of Environment Protection, Nature and Water Conservation (competent authority) in March 2013. The Inspectorate concluded, in June 2013, that the project would not have significant negative environmental impacts and a full EIA procedure was not required (94.177-1-44/2013). An environmental performance evaluation – which considered cumulative impacts for the full length of project – was submitted, and the Inspectorate granted an environmental decision in August 2013 (95359-1-13-2013), which included mitigation measures as conditions. The Bank has received a copy of the environmental screening decision.

Environmental Impact

The project will improve average travel speeds, provide more reliable journey times and reduce vehicle operating costs along Road 47. At a network level, in the short and medium term, overall levels of air pollution and CO₂ emissions may increase although this will depend on traffic usage in the locality.

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. Measures to reduce impacts, totalling approximately 1.0% of total project cost, 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 stipulated to further understand and limit the impacts.

Biodiversity Issues

The project borders or is in the vicinity of three Natura 2000 sites. These include the Sites of Community Interest (SCI) designated under the Habitats Directive: HUKM 20001 and HUKM 20006, which cover grasslands and salt plains, and the Special Protection Area (SPA) under the Birds Directive: HUKM 10004, which includes a number of protected species. The screening and environmental performance evaluation also included a screening assessment on Natura 2000 sites, which concluded no significant negative impact. An appropriate assessment as required by Article 6(3) of the Habitats Directive was not deemed necessary. The provisions of the licenses and construction permits provided limits on the deployment of

construction working sites in Natura 2000 areas, which must be protected with fences along affected sections. The Bank has received a declaration (form A) from the competent authority dated May 2013 concluding that the project will not adversely affect the integrity of identified Natura 2000 sites.

Climate Change

The project does not include particular climate change mitigation or adaptation measures over and above that required to comply with existing technical standards in Hungary. Certain environmental impacts were monetised and included in the project economic cost benefit analysis that informed appraisal and decision-making.

Social Assessment

Social aspects were considered to the extent of inclusion in the planning process and environmental procedures. This included stakeholder consultations and public enquiry. Construction permits have been issued on all sections on the project by the licensing authority. Approximately 57 hectares of predominately agricultural land was to be converted by the project. Land acquisition of the project was substantially (over 90% on all lots) completed prior to receipt of construction permits. All land is scheduled to be acquired by 31 July 2015.

Public Consultation and Stakeholder Engagement

The screening process and the environmental performance evaluation procedure, both undertaken in 2013, were subject to stakeholder and public consultation in accordance with Section 13 (VI.26) of Government Decree 3012/2012. The screening decision was published by the Inspectorate (including on their website) and the associated towns and cities affected by the project.

A number of stakeholders were consulted at the national, regional and local levels including council authorities, environmental agencies, cultural heritage offices, forestry directorates, public health offices and land registries. Comments were received and addressed in the awarded licenses and permits.

Other Environmental and Social Aspects

Environmental monitoring is stipulated for noise and vibration during construction and on completion at multiple locations in compliance with the provisions of licenses and permits.