

Environmental and Social Data Sheet

Overview

Project Name: ROAD NETWORK MODERNISATION (HU)
Project Number: 2015-0371
Country: Hungary
Project Description: Rehabilitation, upgrade and construction of priority sections of the national road network in Hungary.

EIA required: Yes. All road schemes require an environmental impact screening. From the thirteen parent transport schemes currently identified by government decree, eight require an environmental impact assessment (EIA).

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 road schemes to be financed under this framework operation range from new road construction, including bypasses, to rehabilitation and upgrade schemes. The schemes to be supported by this operation are consistent with the National Transport Infrastructure Development Strategy and have been identified by Government Decrees in 2015.

A strategic environmental assessment (SEA) was carried out on the National Transport Infrastructure Development Strategy in accordance with Directive 2001/42/EC. Environmental sustainability design principles were considered during the strategy development.

The operation currently includes thirteen transport schemes some of which are further divided into sub-sections. Eight schemes have been screened in for requiring an environmental impact assessment (EIA) falling under Annex I or Annex II of Directive 2011/92/EU. For medium and large schemes, the Bank will undertake further environmental review at allocation stage. For any scheme requiring an EIA, the Bank shall be provided with the associated non-technical summary (NTS), prior to any Bank funds being allocated. For any scheme identified to impact on a Nature conservation area, as defined by the Habitats (92/43/EEC) and Birds Directives (2009/147/EC), the Bank shall be provided with to the associated screening decision, appropriate assessments, proposed mitigation and compensation measures and environmental decision from the competent authorities.

The capacity of the implementing agency in relation to environmental and social issues is considered acceptable.

Environmental and Social Assessment

Environmental Assessment

Compliance with applicable Environmental Legislation

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.

Hungary has harmonised its environmental legislation with the SEA Directive 2001/42/EC, EIA Directive 2011/92/EU, Habitats Directive 92/43/EEC and Birds Directive 2009/147/EC.

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 and subsequent amendments. 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 list of species receiving legal protection is provided by the Decree of the Minister of Environment no. 13/2001. (V.09).

Environmental Impacts

The National Transport Infrastructure Development Strategy contains objectives related to the reduction of negative environmental impacts and the enforcement of climate protection. The transport strategy advocates a more sustainable pathway towards regional and economic development and to decouple the link with environmental deterioration.

A SEA and Natura 2000 impact assessment were undertaken in parallel with the transport strategy. The study teams provided feedback and were part of the transport strategy development committee. The studies highlighted that development of greenfield road infrastructure projects can have major negative impacts on the environment. Whilst in many cases some form of development is necessary, the need for early planning and measures to avoid, eliminate and/or reduce adverse environmental impacts were identified. The exact extent of effects, and the possibility of reducing the impacts at regional and local level, can be further examined in detail at the environmental impact assessment stage. At the strategy level, the SEA ensured the consideration of environmental aspects – both construction and operation – of transport development in Hungary. Environmental impacts of medium and large road schemes under the framework operation will be further assessed for compliance with environmental procedures in force.

Institutional Capacity

Experience has been gained by the Hungarian authorities in the application of the environmental impact assessment procedures for road projects. This is particularly the case for projects developed through the Operational Programmes under Cohesion Policy and those receiving EU grant support.

The SEA and Natura 2000 impact assessment of the National Transport Infrastructure Development Strategy included stakeholder consultation with the Ministry of Rural Development State Secretariat for Environmental Affairs, National Public Health Service Office of the Chief Medical Officer, Ministry of National Resources, State Secretariat for Health, Interior Ministry of Physical Planning, Building and Heritage Assistant State Secretariat and the National Environmental Protection and Water Management Inspectorate.

The procedures for the management of environmental and social matters for the schemes included in this framework operation are considered to be satisfactory.

Other Environmental and Social Aspects

No social impact assessment has been carried out on the transport strategy. Social impacts will be considered as part of the individual schemes environmental impact assessment and planning application procedures.