

Environmental and Social Data Sheet

Overview

Project Name: MARGIT BRIDGE REHABILITATION
 Project Number: 20110367
 Country: Hungary
 Project Description: Reconstruction of the Margit bridge and the connecting transport system in Budapest

EIA required: no

Project included in Carbon Footprint Exercise¹: no

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

The project is financed under the Central Hungary Operative Programme which was subject to an SEA.

The project has not been classified under Annex I or Annex II of the EIA Directive by the competent authority. This has been confirmed by a statement from the authority for the exemption of the project from preliminary analysis and Environmental Impact Assessment, issued in 2010 (KTVF: 6821-1/2010).

There are no Natura 2000 areas in the close vicinity of the project, and the competent authority issued stated that “the project will have no significant impact on NATURA 2000 sites.” (KTVF: 6821-1/2010. sz.)

Adverse impacts manifested mainly during the construction phase and were of a temporary nature. The positive, long term impacts, relate to promotion of public and non-motorised transport as well as to restoration of a cultural heritage.

Environmental and Social Assessment

Environmental Assessment

The project is financed under the Central Hungary Operative Programme which was subject to an SEA. The original bridge was constructed in the 1870s and has been maintained and improved over the years. The reconstruction and continued functioning of this bridge has not been specifically mentioned in any plans or programmes, mainly for the reason that it is considered to be an integral part of the city.

The project has not been classified under Annex I or Annex II of the EIA Directive by the competent authority. This has been confirmed by a statement from the authority for the exemption of the project from preliminary analysis and Environmental Impact Assessment, issued in 2010 (KTVF: 6821-1/2010).

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 the good environmental management during construction, it was determined that the project will not have “significant adverse effects on the environment” and for this reason it is not included under point 13 of Annex II and no further environmental assessment was undertaken. On this basis, even if the project would have been considered as Annex II, would

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.

have most likely been screened out and the overall outcome of the process would have been the same. This conclusion was also endorsed by the EC which approved the funding application.

There are no Natura 2000 areas in the close vicinity of the project and the competent authority issued stated that "the project will have no significant impact on NATURA 2000 sites." (KTVF: 6821-1/2010. sz.).

Two NATURA 2000 sites relatively close to the development site. These are:

- ☐ Buda Mountains (Budai Hegység – HUDI20009) and
- ☐ Danube River and its Floodplain (Duna És Ártere – HUDI20034).

The closest of these is the Buda Mountains at approximately 4 km from the development site. However, the Danube River and its Floodplain is approximately 5 km directly downstream from the development site.

Mitigation measures have been implemented throughout the construction period to minimise the risk of any impacts to this NATURA 2000 site.

Adverse impacts, like higher noise level, air pollution, generation of waste, and potential water pollution in the closest surroundings of the project area manifested mainly during the construction phase. Effective mitigation measures have been implemented therefore the impacts were minor and of a temporary nature. The positive, long term impacts, relate to promotion of public and non-motorised transport as well as to restoration of a cultural heritage.