

## Environmental and Social Data Sheet

### Overview

Project Name:	<i>M1 MOTORWAY &amp; RAJKA (HU-SK BORDER)</i>
Project Number:	<i>2017-0828</i>
Country:	<i>Hungary</i>
Project Description:	<i>The project will upgrade the 14.508 km long M15 expressway to a 2-lane double-carriageway motorway, with emergency lanes, separation of directions, interchanges and a maximum speed of 130 km/hr)</i>
EIA required:	Yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

### Environmental and Social Assessment

#### Environmental Assessment

M15 Expressway is 14.508 km long. The road section from the Győr-Hegyeshalom section of M1 Motorway towards Bratislava as far as the Rajka border station was only built as a half-motorway (that is, the left carriageway was built only) on which the traffic began in June 1998. The area acquisition, terrain correction, a part of earthwork, a part of engineering structures, and a part of interchanges and protective fences were built by taking into consideration the final motorway cross section but typically the pavement was built on the left carriageway only.

Environmental Impact Assessment was submitted to concerning authority on 31/01/2014, based on which environmental protection permit was issued by the authority on 21/10/2014

#### Compliance with applicable Environmental Legislation

The Promoter followed the Hungarian national law on Environmental Impact Assessment, which is compliant with the EIA Directive 2011/92/EU, the Habitats Directive 92/43/EEC, and the Birds Directive 2009/147/EC, which entered into force in November 2008 ('Act on Providing Information on the Environment and Environmental Protection, Public Participation in Environmental Protection and on Environmental Impact Assessment').

The Project falls under Annex I of the EIA Directive 2011/92/EU. The EIA and Environmental Decision are available with Environmental and Development Permits were issued in 25/02/2016 and 29/01/2017, respectively. 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

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

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Project is part of the Integrated Transport Development Operational Programme (ITOP or IKOP in the Hungarian abbreviation) for 2014-2020, which is based on the National Transport and Infrastructure Development Strategy (Strategy). The Programme was subject to a Strategic Environmental Assessment (SEA) according to Directive 2001/42/EEC and the Project falls under Annex I of the EIA Directive 2011/92/EU as amended. In accordance with national practice, the EIA and the Permit follow the Habitats Directive and cover the need for an appropriate assessment of the expected impact of the Project on Conservation areas. The Permit states that the Project has no significant impact. No appeals took place. The legislative frameworks in relation to the above environmental Directives are satisfactory for the Bank.

### **Environmental Impact**

The project will improve average travel speeds, provide more reliable journey times and reduce vehicle operating costs, particularly for freight traffic. 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 are included in the project design and consist of landscaping, water and soil protection, vegetation planting and integration of noise protection measures, such as:

- To protect wetland amphibians' excavation work will not be carried out between March 1 and May 15;
- To protect Natura 2000 areas during construction, replacement of existing fence will be carried out only after the completion of construction;

Natura 2000 special bird reservation area named Mosoni-sík (HUFH10004) is found all along the track on the left side from chainage 6 km to the 14+510 km of the existing expressway. The extension will be made toward the right side of the road so there is only one location, namely the Rajka interchange, where the Natura 2000 area is directly affected. Here, due to the construction of the new interchange, a Natura 2000 area will have to be used in a very small spot.

Since the scope of works is limited to widening and upgrade, the completed project is expected to have minimal negative effects on the environment and is expected not to breach EU directives on biodiversity. Left side of partial section between 6+000 and 14+510 km of the existing expressway is neighbouring Mosoni-sík (HUFH10004) Special Bird Protection Area. Extension will be carried out to the direction of right carriageway, thus there is only direct Natura 2000 involvement at Rajka interchange (3400 m<sup>2</sup>).

- No Natura 2000 priority species have been observed.
- Concerning area is strongly degraded secondary turf as well as partially arable.
- Realization of interchange has no effect on Natura 2000 priority species conservation status and Natura 2000 area integration.

As a summary it can be stated that the project will not affect any noteworthy natural value. It is also due to the fact that the major part of works will be performed in an area already expropriated, that is, inside the protective fence.

### **Climate Change**

The project does not include particular climate change mitigation or adaptation measures over and above those 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. However, No particular risks have been identified.

### **Biodiversity Issues**

Natura 2000 special bird reservation area named Mosoni-sík (HUFH10004) is found all along

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the track on the left side from chainage 6 km to the 14+510 km of the existing expressway. The extension will be made toward the right side of the road so there is only one location, namely the Rajka interchange, where the Natura 2000 area is directly affected. Here, due to the construction of the new interchange, a Natura 2000 area will have to be used in a very small spot.

The project area is, for the major part, found in an agricultural environment, that is, the route runs between ploughlands. Its minor part, runs between forest blocks planted in a length of about 1.3 km. Waterflow is crossed by the road at one point only, at chainage 8+353 km (Rétárok csatorna). Natural vegetation appears in the form of small spots and secondary replanted vegetation (repeated growth of grass). The forest blocks crossed are uncharacteristic landplots planted in alignment, in many cases consisting species foreign to the region, and have negligible importance in regard to nature conservation

Due diligence was conducted on the Project by the EC, which has granted funding for the Project under the Connecting Europe Facility (CEF) (Agreement No INEA/CEF/TRAN/M2015/1138304). No major outstanding environmental issue was pending prior to the start of works according to the latest Action Status Report (ASR).

An appropriate assessment as required by Article 6(3) of the Habitats Directive was conducted within the EIA exercise. The evaluation concluded that there was no significant negative impact. The provisions of the licenses and construction permits provided limits on the deployment of the construction working site in this Natura 2000 area and ancillary mitigating measures. The Bank has received the relevant documentation from the Hungarian competent authorities and as a summary it can be stated that the project will not affect any noteworthy natural value. It is also due to the fact that a the major part of works will be performed in an area already expropriated, that is, inside the protective fence.

### **Social Assessment, where applicable**

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. Prior to the construction of the M15 motorway, the promoter became the official owner of land required for the alignment of a 2x2 dual carriageway motorway. The area was expropriated and delimited with fences. The M15 by-passes all residential areas, but a few dwelling-houses are located within the noise protection area. Adverse health effects will be reduced with noise barriers where required. No other social issues or interests of vulnerable groups have been identified.

### **Public Consultation and Stakeholder Engagement**

The environmental performance evaluation procedure was subject to stakeholder and public consultation in 2014 in accordance with Section 13 (VI.26) of HU Government Decree 3012/2012. The decision was published by the Inspectorate and included on their website. The Slovakian competent authority confirmed that they will not participate on the transboundary EAI process and consultation. Licences and Permits are available.

## **Conclusions and Recommendations**

The EIA process, the suggested mitigation measures, and the Promoter's capacity to manage their implementation are deemed to be adequate.

The Project is acceptable for EIB financing in E&S terms, with no particular E&S conditions.