



Luxembourg, 24 November 2022

Environmental and Social Data Sheet

Overview

Project Name: M30 MOTORWAY MISKOLC-SK BORDER (FL 20150006)
 Project Number: 2017-0993
 Country: Hungary
 Project Description: Development of a 56.8 km section of the M30 motorway between Miskolc and the border with Slovakia. Works started in December 2017 and are expected to be completed in early 2023. The section is nonetheless open to traffic since October 2021.

EIA required: yes

Project included in Carbon Footprint Exercise¹: yes

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

Environmental and Social Assessment

Environmental Assessment

The project is part of the Transport National Strategy and of the indicative list of major projects related to the ITOP (Integrated Transport Operational Programme)², which was subject to a Strategic Environmental Assessment (SEA) in 2012. The project is a cross-border section of the TEN-T comprehensive network and is also part of the north-south Via Carpatia from Lithuania to Bulgaria and Greece.

The project falls under Annex I of the Directive 2011/92/EU as amended by Directive 2014/52/EU and is thus subject to mandatory Environmental Impact Assessment (EIA). The EIA was completed in May 2016 and the environmental decision for the project was obtained in September 2016 (OKTF-KP/6835-120/2016). The EIA report was subsequently amended in April 2017 due to changes in the foundation design and location of interchanges. A new environmental decision was obtained in October 2017 (PE/KTF/5161-93/2017).

Environmental impacts

The route of the road crosses flood plains of the Sajó-Kis-Sajó and the Hernád rivers as well as protected zones of several groundwater bodies (the towns of Szikszó, Encs and the Hidasnémeti town waterworks). No significant negative impacts are to be expected in terms of ecological conditions and ecological potential of surface and groundwater bodies.

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

² https://ec.europa.eu/regional_policy/hu/atlas/programmes/2014-2020/hungary/2014hu16m1op003



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Several fauna and flora species were identified on the project site during the inventories, including protected species and game. No significant residual impact is expected on the affected wildlife once all the measures are applied.

The project's footprint is not significantly impacting any fertile soil. With the implementation of identified measures during construction, including appropriate selection of transport routes, soil contamination and noise and air pollution can be mitigated.

During operation, the project bypasses a number of towns thereby reducing noise, vibration and air pollution in these urban areas. Noise generated by traffic along the corridor can be mitigated below the applicable limit.

Mitigation measures

The EIA report and AA have identified a number of measures that need to be implemented to avoid, reduce and mitigate negative impacts during construction and operation, including but not limited to:

- In the interest of protecting groundwater bodies, in the areas that are sensitive from the perspective of underground waters, dewatering ditches shall be built with waterproof paving.
- Run-off from the road surface are discharged directly into living watercourses. Structures for the removal of pollutants and the treatment of run-off have been installed before the drying and evaporation reservoirs or points of discharge to living watercourses.
- Noise protection walls have been built in 9 locations.
- In order to separate the motorway and to prevent game getting onto the road, the entire section have been fitted with a 2.5 m tall game protection fence on both sides, with game exit ramps built as required by the terrain.
- In order to ensure that the facility is integrated into the landscape, trees and other plants have been planted along the entire length of the facility with suitable aesthetic, protective and ecological balancing characteristics.
- During the time of construction, and after operation commences, geological, groundwater, air protection, noise protection and wildlife protection monitoring have been performed.

Given the transboundary nature of the project, the Ministry for Environment and Waters of Hungary notified the competent authority of the Slovak Republic, which confirmed that the project was not expected to have any significant cross-border impact and that their participation in the EIA procedure was not considered necessary.

Natura 2000

The project runs across the Natura 2000 sites HUBN 10007 "Zemplén hills including the Szerencsi hills and the Valley of the River Hernád" special bird protection area (SPA)". At two locations, it approaches to a distance of 50 to 70 m the HUAN 20004 "Valley of the River Hernád and Sajólad Forest" special area of conservation (SCI) and nature conservation areas.

According to the findings in the appropriate assessment (AA), the project does not directly affect any habitats or birds of community interest. Indirect effects can be minimised by implementing mitigating measures such as the construction of overpasses and frog crossings, insulation of medium tension power lines and pillars, and temporary facilities during construction for materials handling. After implementation of the mitigation measures, the project does not have significant negative impacts either on habitats or on birds, and it does not endanger the integrity of the Natura 2000.

During the revision of the EIA due to the modification of the project design, the impact on Natura 2000 sites was assessed and deemed negligible.



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Climate Adaptation

The project is located in an area suffering from periodic flooding and subject to significant temperature changes. Extreme rainfall including heavy snowfall is recorded in the region.

A Climate Change Adaptation Vulnerability and Risk Analysis has been carried out as part of the project application to the EU Funds and the promoter has taken the necessary measures to strengthen the resilience of the project to the impacts of climate change. In particular, in the sections in the basins of the Kis-Sajó River and Hernád River, the road has been designed to have a flood protection function, with an embankment height of 1 m above the highest flooding level of nearby rivers.

The project is considered to be aligned with the adaptation and climate resilience objectives of the Paris Agreement. The project is consistent with the Hungarian second National Climate Change Strategy (NÉS-2), and supportive of its objective to be prepared effectively for the negative effects on climate change and contribute it proportionally nationwide. The project and its design exceed the requirements of normal design standards to accommodate increased physical climate risks.

EIB Carbon Footprint Exercise

The project is included in the Carbon Footprint exercise on the following basis:

- Estimated annual emissions of the project in a standard year of operation:
 - Forecast absolute (gross) emissions are 31,800 tonnes of CO₂ equivalent per year;
 - Forecast additional relative emissions are 5,100 tonnes of CO₂ equivalent per year.
- The project boundaries are:
 - In the baseline case: the existing Main Road n°3 between Miskolc and Tornyosnémeti;
 - In the “with project” case: the new section of the M30 motorway and the existing Main Road n° 3 between Miskolc and Tornyosnémeti.

The baseline is the forecast third party emissions, in the absence of the project, from the existing network, only within the boundary defined above. The forecasts reflect the Services' assumptions on traffic, traffic growth, speed/flow, infrastructure capacity and fuel consumption.

For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Social Assessment, where applicable

Involuntary resettlement

As the project is a green-field investment, it required new land-take along the entire alignment. A total area of 5,129,897 m² was expropriated for the implementation of the project, including farmland, forest, road, public land, ditch, water-course, cemetery, railway area, sports field. In addition, 30 buildings were demolished.

Since August 2017, a total of 2,306 individuals received compensation in accordance with the applicable legislation.

It is to be noted that 15 complaints have been filed in connection with the established property values and led to court proceedings, which have all been appropriately concluded.



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Positive impacts

Road users benefit from the improvement of traffic safety and reduction of noise and vibration, as well as improvement of air quality and thus decrease of health-related risks since the alignment bypasses nearby settlements.

Public Consultation and Stakeholder Engagement

Extensive public consultation and stakeholder engagement were organised as part of the Environmental Impact Assessment, in compliance with the requirements of the applicable legal framework.

Prior to the public consultation meetings, information was made available through publication in local media and posting on information boards and webpages of the municipalities impacted by the development. No comment was received by any of the municipalities during this period. On 3rd August 2016, the acting environmental protection authority held a public hearing in Miskolc.

Other

Road safety

The project falls under the scope of the application of the European Directive 2008/96/EC on Road Safety Infrastructure Management (Directive 2008/96/EC) as amended by Directive (EU) 2019/1936. Therefore, road safety audits were conducted for all project sections at the draft design, detailed design, pre-commissioning and early operation stages.

Conclusions and Recommendations

The project is part of the Transport National Strategy and of the indicative list of major projects related to the ITOP (Integrated Transport Operational Programme), which was subject to a Strategic Environmental Assessment (SEA) in 2012.

The project was subject to environmental impact assessment (EIA), which was appropriately completed.

Appropriate avoidance, mitigation and compensation measures were determined, including fauna/flora protection, noise reduction measures, landscaping and reforestation as well as water protection measures.

No significant residual environmental impact is expected if all the identified mitigation measures are properly implemented.

The project is acceptable for EIB financing in E&S terms.