

**Executive Summary**  
**Of**  
**Detailed Environmental Impact Study (DEIS)**  
**M6 MOTORWAY SECTION**  
**BETWEEN ÉRDI TETÔ – DUNAÚJVÁROS**

## **1 INTRODUCTION**

### **1.1 Background**

Hungary's existing Road No. 6 has developed into a very busy transit road. The existing road is unable to cope with the heavy traffic flow and especially with international transit traffic.

It was obvious already in the early 1990's that the heavy traffic flow of Trunk Road No. 6 led to unacceptable environmental conditions (noise, air pollution, waste and other problems) in the accessed communities. Road No. 6 includes urban sections (Ércsi, Adony), suburban sections (Érd, Százhalombatta, Sinatelep, Kulcs, Rácalmás, Dunaújváros), and several sections built on the flood dike of River Danube. Due to its alignment and construction standards this road is unable to meet the requirements of traffic safety. Road No. 6 has a record of exceptionally high number of serious and fatal traffic accidents.

A bypass section of Road No. 6 was opened in 1990 in an effort to relieve the urban area of Érd City and the environment. By this bypass section Érd bound and through traffic streams have been effectively separated. However, this has not been followed by other relief or bypass sections.

These conditions ask for a brand new road section to support economic growth in the region while bypassing all settlements. The proposed Motorway M6 will bypass the communities as it will run mostly in cultivated agricultural areas.

### **1.2 Objectives of the Project**

With completion of the M6 motorway a fast and a good quality link will be provided at the level of state roads. The Road No. 6 will be relieved of heavy traffic and its operation and the quality of life in the residential areas along the roads, which are currently burdened with transit traffic, will improve.

The newly constructed section will integrate the southern and middle economic zones of the country into the international road network and connect the settlements on the southern part of Hungary to the motorway network. Safety will improve in all types of transport and the travelling time and costs will be reduced.

### **1.3 Objectives of DEIS and Executive Summary**

The M6 Duna Autópálya Consortium has requested the European Bank for Reconstruction and Development (EBRD) to participate in the Project funding.

Based on the Preliminary Environmental Impact Study of the M6 motorway section between Budapest M0 and Dunaújváros completed in 1999, FŐMTERV prepared a

Detailed Environmental Impact Study in May 2001 for the alternative alignments Nos. 1 and 2 as defined in the Preliminary Environmental Impact Study and specified by the Central Trans-Danubian Environmental Inspectorate in its Decision No. 60.012/2000.

The Detailed Environmental Impact Study (DEIS) was prepared on the basis of environmental standards as provided in Act LIII of 1995 (General Environmental Standards of Hungary), the specific standards of activities required for the completion of environmental impact studies and the related administrative processes as provided in Government Decree 152/1995 (XII. 12.), the requirements of Technical Guidelines MI-13-45-1990, and the detailed requirements specified by the Central Trans-Danubian Environmental Inspectorate and, subsequently, also considering the requirements of an additional Government Decree 20/2001 (II. 14.), which was issued during the preparation of the DEIS.

The information on potential environmental, cultural, socio-economic and land use issues and traffic pattern changes and impacts (both positive and negative) resulting from the Project has been analysed and verified in the DEIS. It has also assessed the adequacy of the mitigation measures and emergency response plans and, where needed, it has determined further mitigation measures to ensure the Project meets Hungarian and European Union environmental standards.

This Executive Summary is made to give a non-technical abstract of key findings and conclusions of the DEIS and an update on changes occurred between May 2001 and March 2005.

## **2 PROJECT DESCRIPTION**

### **2.1 Alternatives Considered**

According to Decision No. 60.012/2000 issued by the Central Trans-Danubian Environmental Inspectorate, the Detailed Environmental Impact Study had to be prepared and submitted for alternative alignments Nos. 1 and 2, which was selected from the ten alternatives considered in the preliminary design process.

Two alternative alignments have been designed for the proposed M6 motorway section between the Nagytétény – Barackos street intersection of Budapest Ring M0 and Dunaújváros city. In the initial Nagytétény-Érd section the two alignments follow the same route to separate after Érd-Ófalu and continue southwards, within 200-800 m distance, crossing each other at several points and bypassing the settlements of the region, and running more or less parallel with River Danube. Significant differences are only shown in the sections between Adony and Rácalmás; however, the distance between the two alignments never exceeds 2 – 2.5 km. Thereafter they get closer again and take very similar routes up to the junction of the future motorway M8. *Alignment 1* outlines 3 alternative configurations for this junction.

#### *Alternative 1*

This alignment follows the M6 route defined in the Hungarian Motorway Network Development Program.

#### *Alternative 2*

This alignment differs from *Alternative 1* in the section after Adony that it will not use an existing asphalt pavement (Road No.6.) but it is routed in a completely new area.

## 2.2 Geographical Location

In the two alternative alignments evaluated in the DEIS, the initial sections are identical between Expressway M0 (13+923 km section) on the SW side of Érd and the forking from Road No. 70 (at 21+347 km section). Starting from M0 Barackos street intersection (completed at the request of the Municipality, currently this intersection is an insignificant factor in traffic management due to its limited network interfaces) both alignments pass over the Budapest-Érd railway line, turning South in a proposed forest belt between two plants Chinoín and Metallochemia (*Alternative 1*) or in the Metallochemia location according to the latest idea (*Alternative 2*), then cross the railway line again to reach the route of Nagytétényi road. Thereafter they bypass the area of the proposed waste water treatment plant and cross Érd-ófalú district. The two alternative alignments are separated after the forking of M6 and Road No. 70.

After the intersection, *Alternative 1* runs along Trunk Road No. 6, crosses the Pusztaszabolcs railway line, accesses the area of Százhalombatta city parallel with the existing trunk road, then departs from this road taking westwards and bypassing an orchard in the direction of Ráckeresztúr.

*Alternative 2* is routed farther on the Western side of the existing Trunk Road No. 6, it crosses the proposed dump site, accesses the site of the waste water treatment plant, approaches Elvira Manor, a farm of Orchard and Ornamental Plant Research and Development Institute, almost accesses Simonpuszta at some 800 m distance from *Alignment 1*, turns South and crosses *Alignment 1*, and thereafter the two alternative alignments continue parallel towards Ráckeresztúr at not more than 400 m distance from one another.

Approaching the SE side of Ráckeresztúr the two alignments come closer and closer to join before Kispuszta in a shared route in an approximately 700 m long section. Then the two alignments cross each other so that *Alternative 1* gets closer to River Danube, and they continue at gradually growing distance but not more than 300 m.

Approaching the E side of Besnyő but before intersecting the railway line the two alignments are crossed again, take a slight SSE turn and run at gradually growing distance (max. 700 m), pass by Ivánca and approach Adony. Here the two alignments get closer again to cross each other at Lívía Fish Ponds. From this point the two alignments follow quite different routes. *Alternative 1* runs parallel with Road No. 6 close to the railway line. *Alternative 2* is routed about 2 – 2,5 km away from *Alternative 1* on the W side, running in S then SSE direction.

At Rácalmás the two alignments get gradually closer to join at Pálhalma in an about 1300 m long shared section. Then they are separated again but the distance between them does not exceed 200 m. In case of *Alternative 1* three options have been considered for the junction to a future M8 motorway section to be completed at a later stage. According to one of the alternatives both alignments should be joined to M8 using the same intersection. According to another alternative the junction of *Alternative 1* should be about 300 m away from this intersection on the NW side, and according to still another alternative the junction should be about 2500 m away on the NW side, North of Baracs community.

### **2.3 Update on Route Selection**

The selection of the final route from among the two alternatives presented in the DEIS in May 2001 was based on:

- agreement with the affected Municipalities (Érd, Százhalombatta, Dunaújváros etc.) and Authorities (Central Traffic Inspectorate, Environmental Inspectorate, etc.) following the public meetings (July 2, 2002 Érd, July 14, 2002 Dunaújváros);
- the consideration of impacts on the environment by the designers, independent experts and advisors;
- and the requirements outlined in the Environmental Permit of the M6 motorway (Trans-Danubian Environmental Inspectorate, July 23, 2002).

The first, M0 to Érdi Tetô section, including across the polluted former site of Metallochemia, is being built by NA Rt. the governmental agency for motorway management. The Érdi Tetô – Dunaújváros section will be built under a Private Public Partnership scheme by a concessionaire, M6-Duna Autópálya Koncessziós Rt., selected through competitive tendering in August 2004.

The final route alignment is attached in the end of this summary.

### **3. ENVIRONMENTAL BASELINE**

The environmental loads generated by the traffic of the completed road will be superposed on the then existing status. Therefore, it is absolutely necessary to assess the present existing status documented by test results, and it is equally necessary to record the existing status prior to the opening of the road (the pre-opening status).

#### **Climate**

The region between Érd and Dunaújváros is the most continental part of Mezôföld, the climate resembles to the climate of the Great Plain, with typically high number of sunny hours and a high fluctuation of the daily and yearly temperature.

#### **Soil and geology**

Most of the alignments are located on the Pannonian Table-land of Middle-Mezôföld covered by loess, sandy loess.

High quality high fertility chernozem and „Ramman” brown forest soils are typical in the entire Mezôföld region. Along the rivers different meadow soils can be found.

The near natural conditions have been largely eliminated from most of this region as a result of intensive agricultural activities.

#### **Groundwater**

Groundwater can be found at different depths along the alignments: at 2-4 m at the Metallochemia site, at 1.1 m at Ercsi, at 9.5 m at Adony and from 10-15 m to 40-50 m at Dunaújváros.

#### **Surface water**

The two alignments run more or less parallel with River Danube, on the catchment area of the river. There are not so many permanent or periodical water streams in the region. The significant water streams are the followings:

- Benta stream,

- Zámori stream,
- Szent László stream,
- Váli víz,
- Cikoliai víz,
- Dejapusztai árok,
- Felsőfoki stream.

The se water streams flow directly into the river Danube.

Lívia Fish Ponds is a high priority water ecosystem in the administrative area of Adony.

### **Ecology and biotic resources**

The proposed alignments do not access or closely approach any nature conservation area of national value.

Several nature conservation areas of local value exist in the broader environment of the alignments. Among them the Lívia Fish Ponds Nature Conservation Area is closely approached by both alignments. Several nature conservation areas to be listed pursuant to the Act of Nature Conservation are actually crossed or approached by the proposed alignments. Most of these locations are water ecosystems or damp meadows. They include listed areas, where need for a detailed assessment of the existing ecosystems and for the conservation of any protected plant populations, have been indicated.

Beside these locations several meadows of various sizes are also crossed by both alignments. According to available data the existing vegetation and the status of these areas are extremely disturbed. The natural conditions have already ceased to exist in most of this area due to the intensive agricultural activities.

The studied region has been found to be a habitat of small game.

### **Air quality**

The planned motorway crosses residential areas in Budapest and Érd where air pollution, mainly nitrogen oxides and carbon-monoxide – resulting from traffic, is currently significant.

On the designated area – far away from settlements – the air quality is expected to be more advantageous, and level of the pollutants is expected to be close to the value of the background pollutants. There are some significant industrial air emission sources in the region, such as MOL Rt., Dunai Thermal Power Station, Dunafer.

### **Noise**

Currently there are no noise emission sources in the designated area along the new alignment, as it leads far away from urban areas.

Noise is originating from the traffic of the existing roads and the railway.

### **Cultural heritage**

The design area does not include any listed buildings or monuments. The area is inhabited since the Bronze Age. Archaeological finds are expected from the Roman Age (the 'Limes' of Pannonia Province run alongside the Danube bank) and from the Early Medieval Period, when the area belonged to the royal family of the Árpád Dynasty.

Two historical earth fortresses named Bolondvár at Beloiannis and Bolondvár at Adony exist in the vicinity of the impact area of the alignment. Both fortresses are covered by

”ex lege” protection. In addition, 5 archaeological sites can be found in the Érd section of the alignment. The preliminary archaeological exploration works were conducted on the whole length of the M6 motorway.

The archaeological exploration works on the construction site are finished, the monitoring is ongoing. The first archaeological exploration site is near the settlement of Adony which was discovered during the wood cutting works. At this site the works have already been finished. The second one is in the vicinity of settlements Besnyő and Fácános and was discovered during bridge foundation works. According to the information of the Construction Company these works are finished by now.

### **Unexploded ordnance**

The designated area was heavily bombarded during WWII and occurrence of unexploded ordnance is highly probable. According to the provisions of the Concession Agreement of the M6 Motorway the Construction Company (M6-Autópálya Építési Kkt ) hired a specialist company, Tornado Kft., to complete unexploded ordinance works in own competence, and the works have been nearly completed.

## **4 SIGNIFICANT ENVIRONMENTAL IMPACTS**

### **4.1 Air Quality**

#### Air effects during the implementation phase

The ambient air quality will be directly affected by NO<sub>x</sub>, SO<sub>2</sub> and dust emissions generated by the road transfer of construction materials and by the operation of road construction equipment. The affected area includes the construction route, the mobilisation area and their direct environment in a range of about 100 m. The emissions of the vehicles and construction equipment do not represent any direct hazard to human health. Therefore, the impact level will be acceptable in the construction phase.

#### Air effects in the operation phase

According to available data supported by computations using air propagation modelling, the area affected by air pollution due to the operation of the road is limited to a roadside zone of 50-80 m width. In the relevant area the ambient air quality will be determined by the traffic emissions. Pollution rates exceeding the health limits are unlikely to occur even in critical circumstances beyond a 30 m range from the road axis.

The emission rate of harmful materials along the road is estimated to reach a somewhat high but not significant level.

At the border of the corridor, i. e. in a distance of 50 m from the road axis on both sides, the specified limits will not be exceeded by any of the polluting components at the whole length of the route.

Air pollution due to traffic emissions will significantly be reduced in most of the accessed communities.

The level of air quality changes in the direct and indirect impacted areas is acceptable.

## 4.2 Noise

During the construction works noise loads will be generated by vehicle movement, loading and unloading operations, and road construction equipment. In case of linear facilities the construction works are typically performed in several hundreds of metres long and 2-6 m wide sections and the total lead time of the automated works performed in a section is not more than 6 months.

Assuming the required noise and vibration control measures the noise and vibration levels generated by the construction process are considered acceptable.

In terms of noise, the direct impact area is estimated to be in the range between 120 and 500 m, specifically, 120 m at the section of 80 km/h traffic speed, 230-250 m in other sections in case of residential buildings, and 500 m in nature conservation areas. The indirect impact area is deemed to include urban areas along the roads joining to the intersections.

Based on the comparison of the current and expected status significant growth of noise is expected in the direct impact area; however, only a limited number of areas will need to be protected.

As an expected benefit, without the proposed road, due to the expected traffic growth, the noise load would increase by 1-3 dB by year 2020 around the through traffic zones in, Ercsi, Sinatelep, Adony, the dam warden house at 44.72 km section, in Kulcs, Rácalmás, and Dunaújváros; however, with the motorway the traffic will be relieved and the noise load will be reduced by 2 – 3.4 dB.

Along the following sections of joining roads the noise load is expected to grow and noise protection screens will need to be built:

- Link road 6204 between Ráckeresztúr and Ercsi
- Link road 6105 between Ivánca and Pusztaszabolcs
- Link road 6207 between Pusztaszabolcs and Adony
- Road 62 between Perkáta and Pálhalma
- Link road 6219 in Nagyvenyim region.

Overall, as the noise protection screens are included in the project design, the noise load level is considered to be acceptable.

## 4.3 Ecology and Biotic Resource

In the region accessed by this linear project the existing environment will be profoundly changed and transformed. Fortunately this change is rather limited from the aspects of wildlife and nature control. As already stated above, natural conditions have already been eliminated at most of this region as a result of intensive agricultural activities.

A new landscape factor will be introduced in the whole length of the road. The adverse effects of this factor can be balanced by a vertical alignment sunken in the terrain, however, due to grade differences at Adony, a mismatching long elevated section will be inevitably required and there is no way to harmonise this with the existing landscape.

The implementation of the project will not lead to any marked changes except where it crosses the natural areas listed above in section 2.2.

From the point of view of nature conservation the following direct impacts are expected:

- land occupation (road, slopes, borrow pits)

- noise affecting the closer region of the road
- game hit by vehicles.

The alignments do not access any protected areas of national importance, however, several nature conservation areas of local value fall in their broader region (Lívia Fish Ponds, other water ecosystems, damp meadows).

The proposed final alignment and the mobilisation area do not cross any known or important reproduction areas or nesting colonies.

#### **4.4 Surface and Subsurface Water**

The proposed motorway section crosses several permanent and intermittent water flows in the catchment area of River Danube.

The Northern section of the road will cross the control zones of the Érd – Danube Bank Water Base and the Érd – Sasváros Water Base. In the lower sections the proposed alignment does not access any control zones of public potable water bases, thus the proposed road can be accommodated in the water management system.

The areas crossed by the alignment include highly sensitive and moderately sensitive areas to surface impacts, thus the subsoil waters may be polluted through the water bearing formations beneath the surface (typically sand or loess) during the implementation phase, the operating phase, and especially in the event of emergency.

Most of the rainwater flowing off the proposed motorway and the secondary facilities is soaked away or discharged to receivers through debris traps. Emergency response procedures and effluent control will be covered in detail in a special chapter of the operation and maintenance program of this motorway section.

Surface water pollution is not expected during the implementation phase or the operation phase of the motorway and assuming the maintenance of relevant technology standards the environmental impacts of the project on surface waters are considered to be neutral.

#### **4.5 Geology and Soil**

The main impact arising from the implementation of the project is the reduction of the arable land. The proposed motorway will use agricultural areas, which were cultivated over several hundreds of years. The southern sections of the alignment run outside of urban areas crossing high quality high fertility soils.

At the borrow pits of soil used for the construction of the high embankments adverse impacts are expected; however, these impacts will be limited in time and the borrow pits are planned to be refilled and revegetated..

The areas to be occupied by the road of the selected route are currently cultivated and unpolluted areas.

Soil quality will be deteriorated as a result of the operation of the road, especially due to the settlement of the emissions exhausted by the vehicles and the de-icing agents used in the winter maintenance process.

Considering the traffic forecast presented in the documentation, the heavy metal emission rate of traffic will not be significant beyond the impact area.

The overall soil pollution level due to road operation is acceptable.

#### **4.6 Cultural Heritage**

The design area does not include any listed buildings or monuments.

An archaeological survey and excavations are being performed by competent staff of Pest County Museum Directorate and Dunaújváros Intercisa Museum but prior to the commencement and during of the earth works.

#### **4.7 Communities**

The positive impact area is assumed to include the downtown areas of the accessed communities (Érd, Ercsi, Adony, Kulcs, Rácalmás, Dunaújváros) to be relieved from the nuisance of through traffic.

The availability of Motorway M6 can trigger important rearrangements in the region, accelerating the process of moving out industrial activities from Budapest to industrial towns like Százhalombatta and Dunaújváros.

#### **4.8 Environmental, Health and Safety, and Social Benefits**

Beside its positive environmental impacts in a large area (Érd, Ercsi, Adony and Dunaújváros) the project will have considerable benefits in terms of innovation and infrastructural development.

Based on local and international experiences, the implementation of the M6 project will probably lead to lower accident rates in the relevant section of the Road No. 6. by as much as 20-30% of light injuries, 45-55% of serious injuries, and 45-65% of fatal accidents.

#### **4.9 Comparative Evaluation of Alternative Alignment 1 and Alignment 2**

*Alignment 1* is a better solution in terms of soil management, nature conservation and air quality protection. The implementation of Alignment 1 is supported by the communities of Iváncsa, Adony, Kulcs and Rácalmás.

*Alignment 2* would be a better alternative in terms of noise control because of its higher distance from the communities. In the region of Lívía Fish Ponds both alignments require noise control measures and a minor displacement of the routes.

The two alternatives do not show any appreciable differences in terms of water pollution control, vibration control, waste management, archaeology or other aspects.

Having pondered each impact and factor Alignment 1 offers a corridor with minimum conflicts best placed to resolve the disagreements between road construction vs. nature and the environment. The technical measures of environment and nature control required in case of this alignment (such as noise screen, revision of the alignment or forestation) will lead to the lowest degree of interference with the natural and environmental conditions.

As a general conclusion considering all environmental aspects *Alignment 1* with some local revisions is recommended to implement. The length of the proposed alignment is approximately 58 km. After an initial urban section it crosses mostly agricultural areas avoiding the communities of the region.

The final alignment route is, in fact, *Alignment 1* with some modifications in order to avoid sensitive areas, e. g. the Lívía Fish Ponds (see attachment)

## 5 MONITORING AND CONTROL MEASURES

The control measures recommended in the detailed environmental impact study are specified in more detail in the environmental sections of the Design for Approval and the Detailed Engineering Designs. M6-Autópálya Építési Kkt retained 'Frama' Kft. for monitoring and presented an Environmental Monitoring Plan. M6-Autópálya Építési Kkt also prepared a Health and Safety Plan, an Unexploded Ordnance Management Plan, an Environmental Management Plan and declared that the company does not employ people under the age of 18 in hazardous areas and there is no discrimination in hiring its workforce. The implementation of these policies and plans will be monitored during the lifetime of the Project.

### Surface and subsurface water

In the SE foreground of Érd the control area of the water base along River Danube is crossed by the shared section and by the first parts of the separated sections of the proposed road. In this area a sealed drain system with watertight lining will be provided for collecting the rain water flowing from the road surface and discharging it from the control area.

Run off water intercepts will be built near underpasses for diverting and retention of surface waters in case of hazardous material spills caused by road accidents. The design of retention tanks will comply with international standards. Along the road a rainwater ditch will be built in order to prevent any seeping of polluted water from the road surface into the environment.

In the future winter maintenance process, the authors of the DEIS recommended to replace NaCl based de-icing agents by alternative materials such as plant protective based agents (TRANSHEAT) in order to reduce soil pollution along the roadside. In case of accidental spill outs of de-icing material more extensive areas may be exposed to pollution. M6 Duna Rt. is looking forward to implement the use of alternative de-icing agents.

A monitoring system will be implemented to follow up the variations vs. the initial status.

### Ecology and landscape

Along the selected alignment forestation and forest belts will be required for the sake of landscaping and wildlife protection. The forest belts will be planted with the objective to improve the landscape by segmenting the extensive tables of plain agricultural land and to overrule the disturbing sights at the communities while protecting them against dust and air pollution.

The DEIS recommended to plant 10 m wide forest belts at the communities (Érd, Ráckeresztúr, Besnyô, Ivánca, Újgalambos, Beloiannisz, Adony, Kulcs, Pálhalma). The wood cutting permit foresees that during construction 15-16 ha forest will be removed; According to the Wood cutting Permit that is issued to Na Rt. 40 ha forest strips including 21 ha snow barrier forests shall be planted.

### Noise

*Ráckeresztúr* – at night the noise limit is exceeded by *Alignment 1*, affecting the buildings at the edge of this community. In the final design phase the selected route was moved beyond the range of the impact area.

*Lívia Fish Ponds* – at night the noise limits are exceeded by both alignments. In the final design phase the selected route was moved beyond the range of the impact area.

*Farmsteads between 58.5 – 59.5 km section* – at night the noise limit is exceeded by *Alignment 1*. The farmsteads are located in the area between the existing Road No. 6 and the rails 100-200 metres from the proposed motorway. Altogether 5 farmsteads are affected by the noise load. A noise barrier will be built in order to reduce noise to an acceptable level.

*Beside the communities along Road No. 6*, according to both alternatives noise control measures would have been required for the protection of the communities along the roads joining to intersections (Adony and Perkáta). The final design took into account the recommendations of the DEIS and replaced the link between Road No. 6 and M6 through Link Road 6207 j across Adony by completing a new link road above Adony.

### **Access Roads**

The new motorway will pass three towns and eleven villages. Nine multilevel interchanges connected to twelve new roundabouts will serve the local traffic. The local traffic and movement of farm equipment among intersected plots will be facilitated by 28 underpasses, eleven overpasses and 35.3 km new dirt road on either side of the **51 km** motorway section.

## **6 CONCLUSION**

In conclusion, the existing Road No. 6 became an increasingly busy transit road. The existing road is unable to manage the heavy traffic flow, especially international transit traffic. Consequently, the accessed communities are exposed to unacceptable levels of noise, air pollution, waste and other problems generated by the road.

Therefore an additional Road No. 6 route, bypassing the communities is acutely necessary.

The proposed Motorway M6 will bypass the communities as it will run mostly in cultivated agricultural areas. The road will not cross nature protection zones; however, at several points it will approach or intersect certain near natural ecosystems and areas of controlled flora or fauna. However, the adverse impacts can be reduced to acceptable levels by implementing the proposed environmental or nature conservation facilities.

The protection of man made environment, nature and landscape is supported by the proposed forestation and forest belts. The changes occurring in the environment can be followed up by means of the proposed monitoring system and the necessary corrective actions can be taken.

Based on the impact study it can be stated that the most adverse impacts of the project affecting the ecosystems have been successfully minimised by the proposed final alignment 1. This alignment is also favourable from the point of view of human risks as the communities are bypassed from a distance of minimum 100 m and thus the noise and pollution load rates expected on basis of the estimated traffic forecast will not harm the environment.

Beside its positive environmental impacts in a large area the project will have considerable benefits in terms of innovation and infrastructural development.

The implementation of the above recommendations and requirements will ensure conformity with the relevant European standards and with the applicable local laws and regulations.

## **7 PUBLIC CONSULTATION AND INFORMATION**

During the process based on the Detailed Environmental Impact Study **public hearings** on the general environmental standards were held pursuant to Act LIII/1995. Section 93 in Érd on July 2 2002, and in Dunaújváros on July 14 2002.

No comments had been received prior to the public hearings.

At the public hearing held in Dunaújváros the questions and comments concerned the actual alignment and the schedule without any bearing on the process itself.

The parties attending the public hearings did not have any objection to issuing the environmental permit for the proposed motorway upgrading project.

The Detailed Environmental Impact Study based on the Preliminary Impact Study prepared by FÔMTERV as part of the draft designs of the M6 Motorway section between Budapest M0 and Dunaújváros for Alternative Alignments 1 and 2 was accepted by Decision 60.012-141/2001 issued by the Central Trans-Danubian Environmental Inspectorate.

Considering the available Opinions obtained from the relevant authorities and the findings presented in the Detailed Environmental Impact Study the Director of the Central Trans-Danubian Environmental Inspectorate has determined that the implementation of the proposed motorway will not lead to environmental damage, pollution or environmental hazard subject to the requirements and technical measures specified in the operative section of the Environmental Permit, and thus issued the **Environmental Permit** under Decision 60.012-141/2001 to National Motorway PC for the implementation of the Motorway M6 Section between Budapest M0 and Dunaújváros according to the Detailed Environmental Impact Study – Design No. 11.00.294 completed by FÔMTERV – Civil Engineering Consultants.

M6-Duna Rt. prepared a Public Consultation and Disclosure Plan, which describes the company's plans to liaise with the interested public. This will be published together with the EIA, along with contact information for local authorities and the project sponsor.

## **8 INFORMATION SOURCES**

- Detailed Environmental Impact Study for the implementation of the Motorway M6 Section between Budapest M0 and Dunaújváros – Design No. 11.00.294 completed by FÔMTERV – Civil Engineering Consultants; Budapest, 2001
- Environmental permit issued to National Motorway PC (Hungary) for the implementation of the Motorway M6 Section between Budapest M0 and Dunaújváros – Decision No. 60.012-141/2001