SCOTT WILSON BUSINESS CONSULTANCY

M5 Motorway Phase III Hungary: Environmental Impact Assessment Update Report

Volume II – Annexes

ANNEX 1A
UVATERV 1999 PHASE 3 EIA

ANNEX 1B
EQUATOR PRINCIPLES STATEMENT

4 June 2003

THE "EQUATOR PRINCIPLES"

AN INDUSTRY APPROACH FOR FINANCIAL INSTITUTIONS IN DETERMINING, ASSESSING AND MANAGING ENVIRONMENTAL & SOCIAL RISK IN PROJECT FINANCING

PREAMBLE

Project financing plays an important role in financing development throughout the world. In providing financing, particularly in emerging markets, project financiers often encounter environmental and social policy issues. We recognize that our role as financiers affords us significant opportunities to promote responsible environmental stewardship and socially responsible development.

In adopting these principles, we seek to ensure that the projects we finance are developed in a manner that is socially responsible and reflect sound environmental management practices.

We believe that adoption of and adherence to these principles offers significant benefits to ourselves, our customers and other stakeholders. These principles will foster our ability to document and manage our risk exposures to environmental and social matters associated with the projects we finance, thereby allowing us to engage proactively with our stakeholders on environmental and social policy issues. Adherence to these principles will allow us to work with our customers in their management of environmental and social policy issues relating to their investments in the emerging markets.

These principles are intended to serve as a common baseline and framework for the implementation of our individual, internal environmental and social procedures and standards for our project financing activities across all industry sectors globally.

In adopting these principles, we undertake to review carefully all proposals for which our customers request project financing. We will not provide loans directly to projects where the borrower will not or is unable to comply with our environmental and social policies and processes.

STATEMENT OF PRINCIPLES

We will only provide loans directly to projects in the following circumstances:

1. We have categorised the risk of a project in accordance with internal guidelines based upon the environmental and social screening criteria of the IFC as described in the attachment to these Principles (Exhibit I).

2. For all Category A and Category B projects, the borrower has completed an Environmental Assessment (EA), the preparation of which is consistent with the outcome of our categorisation process and addresses to our satisfaction key environmental and social issues identified during the categorisation process.

3. In the context of the business of the project, as applicable, the EA report has addressed:
   a) assessment of the baseline environmental and social conditions
   b) requirements under host country laws and regulations, applicable international treaties and agreements
   c) sustainable development and use of renewable natural resources
   d) protection of human health, cultural properties, and biodiversity, including endangered species and sensitive ecosystems
   e) use of dangerous substances
   f) major hazards
   g) occupational health and safety
   h) fire prevention and life safety
   i) socioeconomic impacts
   j) land acquisition and land use
   k) involuntary resettlement
   l) impacts on indigenous peoples and communities

m) cumulative impacts of existing projects, the proposed project, and anticipated future projects
n) participation of affected parties in the design, review and implementation of the project
o) consideration of feasible environmentally and socially preferable alternatives
p) efficient production, delivery and use of energy
q) pollution prevention and waste minimization, pollution controls (liquid effluents and air emissions) and solid and chemical waste management

Note: In each case, the EA will have addressed compliance with applicable host country laws, regulations and permits required by the project. Also, reference will have been made to the minimum standards applicable under the World Bank and IFC Pollution Prevention and Abatement Guidelines (Exhibit III) and, for projects located in low and middle income countries as defined by the World Bank Development Indicators Database (http://www.worldbank.org/data/countryclass/classgroups.htm), the EA will have further taken into account the then applicable IFC Safeguard Policies (Exhibit II). In each case, the EA will have addressed, to our satisfaction, the project's overall compliance with (or justified deviations from) the respective above-referenced Guidelines and Safeguard Policies.

4. For all Category A projects, and as considered appropriate for Category B projects, the borrower or third party expert has prepared an Environmental Management Plan (EMP) which draws on the conclusions of the EA. The EMP has addressed mitigation, action plans, monitoring, management of risk and schedules.

5. For all Category A projects and, as considered appropriate for Category B projects, we are satisfied that the borrower or third party expert has consulted, in a structured and culturally appropriate way, with project affected groups, including indigenous peoples and local NGOs. The EA, or a summary thereof, has been made available to the public for a reasonable minimum period in local language and in a culturally appropriate manner. The EA and the EMP will take

account of such consultations, and for Category A Projects, will be subject to independent expert review.

6. The borrower has covenanted to:

   a) comply with the EMP in the construction and operation of the project

   b) provide regular reports, prepared by in-house staff or third party experts, on compliance with the EMP and

   c) where applicable, decommission the facilities in accordance with an agreed Decommissioning Plan.

7. As necessary, lenders have appointed an independent environmental expert to provide additional monitoring and reporting services.

8. In circumstances where a borrower is not in compliance with its environmental and social covenants, such that any debt financing would be in default, we will engage the borrower in its efforts to seek solutions to bring it back into compliance with its covenants.

9. These principles apply to projects with a total capital cost of $50 million or more.

The adopting institutions view these principles as a framework for developing individual, internal practices and policies. As with all internal policies, these principles do not create any rights in, or liability to, any person, public or private. Banks are adopting and implementing these principles voluntarily and independently, without reliance on or recourse to IFC or the World Bank.

EXHIBIT I: ENVIRONMENTAL AND SOCIAL SCREENING PROCESS

Environmental screening of each proposed project shall be undertaken to determine the appropriate extent and type of EA. Proposed projects will be classified into one of three categories, depending on the type, location, sensitivity, and scale of the project and the nature and magnitude of its potential environmental and social impacts.

Category A: A proposed project is classified as Category A if it is likely to have significant adverse environmental impacts that are sensitive, diverse, or unprecedented. A potential impact is considered "sensitive" if it may be irreversible (e.g., lead to loss of a major natural habitat) or affect vulnerable groups or ethnic minorities, involve involuntary displacement or resettlement, or affect significant cultural heritage sites.. These impacts may affect an area broader than the sites or facilities subject to physical works. EA for a Category A project examines the project's potential negative and positive environmental impacts, compares them with those of feasible alternatives (including, the "without project" situation), and recommends any measures needed to prevent, minimize, mitigate, or compensate for adverse impacts and improve environmental performance. A full environmental assessment is required which is normally an Environmental Impact Assessment (EIA)..

Category B: A proposed project is classified as Category B if its potential adverse environmental impacts on human populations or environmentally important areas—including wetlands, forests, grasslands, and other natural habitats—are less adverse than those of Category A projects. These impacts are site-specific; few if any of them are irreversible; and in most cases mitigatory measures can be designed more readily than for Category A projects. The scope of EA for a Category B project may vary from project to project, but it is narrower than that of Category A EA. Like Category A EA, it examines the project's potential negative and positive environmental impacts and recommends any measures needed to prevent, minimize, mitigate, or compensate for adverse impacts and improve environmental performance.

Category C: A proposed project is classified as Category C if it is likely to have minimal or no adverse environmental impacts. Beyond screening, no further EA action is required for a Category C project.

EXHIBIT II: IFC SAFEGUARD POLICIES

As of 4 June 2003, the following is a list of IFC Safeguard Policies:

Environmental Assessment
OP4.01 (October 1998)

Natural Habitats
OP4.04 (November 1998)

Pest Management
OP4.09 (November 1998)

Forestry
OP4.36 (November 1998)

Safety of Dams
OP4.37 (September 1996)

Indigenous Peoples
OD4.20 (September 1991)

Involuntary Resettlement
OP4.30 (June 1990)

Cultural Property
OPN11.03 (September 1986)

Child and Forced Labor
Policy Statement (March 1998)

International Waterways
OP 7.50 (November 1998)*

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*Note: The principal requirements relate to the role of IFC as a multi-lateral agency and notification requirements between riparian states which are generally outside the remit of private sector operators or funders. It is referenced for the sake of completeness. The substantive elements of good practice with respect to environmental and social aspects therein are fully covered by OP 4.01.

EXHIBIT III: WORLD BANK AND IFC SPECIFIC GUIDELINES

As of 4 June 2003, IFC is using two sets of guidelines for its projects.

1. IFC is using all the environmental guidelines contained in the World Bank Pollution Prevention and Abatement Handbook (PPAH). This Handbook went into official use on July 1, 1998.

2. IFC is also using a series of environmental, health and safety guidelines that were written by IFC staff in 1991-1993 and for which there are no parallel guidelines in the Pollution Prevention and Abatement Handbook. Ultimately new guidelines, incorporating the concepts of cleaner production and environmental management systems, will be written to replace this series of IFC guidelines. When completed these new guidelines will also be included in the Pollution Prevention and Abatement Handbook.

Where no sector specific guideline exists for a particular project then the World Bank General Environmental Guidelines and the IFC General Health and Safety Guideline will be applied, with modifications as necessary to suit the project.*

The table below lists both the World Bank Guidelines and the IFC Guidelines.

World Bank Guidelines (PPAH)

1. Aluminum Manufacturing
2. Base Metal and Iron Ore Mining
3. Breweries
4. Cement Manufacturing
5. Chlor-Alkali Plants
6. Coal Mining and Production
7. Coke Manufacturing
8. Copper Smelting
9. Dairy Industry
10. Dye Manufacturing
11. Electronics Manufacturing
12. Electroplating Industry
13. Foundries
14. Fruit and Vegetable Processing
15. General Environmental Guidelines
16. Glass Manufacturing
17. Industrial Estates
18. Iron and Steel Manufacturing
19. Lead and Zinc Smelting
20. Meat Processing and Rendering
21. Mini Steel Mills
22. Mixed Fertilizer Plants

23. Monitoring
24. Nickel Smelting and Refining
25. Nitrogenous Fertilizer Plants
26. Oil and Gas Development (Onshore)
27. Pesticides Formulation
28. Pesticides Manufacturing
29. Petrochemicals Manufacturing
30. Petroleum Refining
31. Pharmaceutical Manufacturing
32. Phosphate Fertilizer Plants
33. Printing Industry
34. Pulp and Paper Mills
35. Sugar Manufacturing
36. Tanning and Leather Finishing
37. Textiles Industry
38. Thermal Power Guidelines for New Plants
39. Thermal Power Rehabilitation of Existing Plants
40. Vegetable Oil Processing
41. Wood Preserving Industry

IFC Guidelines

1. Airports
2. Ceramic Tile Manufacturing
3. Construction Materials Plants
4. Electric Power Transmission and Distribution
5. Fish Processing
6. Food and Beverage Processing
7. Forestry Operations: Logging
8. Gas Terminal Systems
9. General Health and Safety
10. Health Care
11. Geothermal Projects
12. Hazardous Materials Management
13. Hospitals
14. Office Buildings
15. Offshore Oil & Gas
16. Polychlorinated Biphenyls (PCBs)
17. Pesticide Handling and Application
18. Plantations
19. Port and Harbor Facilities
20. Rail Transit Systems
21. Roads and Highways
22. Telecommunications
23. Tourism and Hospitality Development
24. Wildland Manage

25. Wind Energy Conversion Systems
26. Wood Products Industries
27. Waste Management Facilities
28. Wastewater Reuse

* Exception (the following are World Bank Guidelines not contained in the PPAH and currently in use)

Mining and Milling - Underground
Mining and Milling - Open Pit

ANNEX 2A
PHASE 3 LOCATION PLAN

SZEGED

SZEGED ÉSZAKI I KISKUNDOROZSMA I CSOMÓPONT
SZEGED NORTH I KISKUNDOROZSMA I INTERCHANGE

SZEGED NYUGATI I DOMASZÉK I CSOMÓPONT
SZEGED WEST I DOMASZÉK I INTERCHANGE

159+200 TERVEZÉSI SZAKASZ ELEJE
BEGINNING OF DESIGN SECTION

II. SZAKASZ
SECTION II.

III. SZAKASZ
SECTION III.

173+895 TERVEZÉSI SZAKASZ VÉGE
END OF DESIGN SECTION

SZEGED DÉLI I RÖSZKE I CSOMÓPONT
SZEGED SOUTH I RÖSZKE I INTERCHANGE

174+815,32

HATÁRÁLLOMÁS
BORDER STATION

BUDAPEST

BEOGRAD

R=6000m

R=5000m

SZLÁVIJUGO

ANNEX 3A
EU & HUNGARIAN LEGISLATION FOR M5 MOTORWAY

Table 1. Relevant International, EU & Hungary Legislation for Hungry M5 Motorway

	International, EU pre 1999	International, EU post 1999	Hungary pre 1999	Hungary post 1999
General/ EIA/ Land use	COUNCIL DIRECTIVE 97/11/EC of 3 March 1997 amending DIRECTIVE 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment		Act LIII of 1995 on the General Rules of Environmental Protection	Gov. Decree No. 20 of 2001 (14th of February) of the Government on Environmental Impact Assessment
Air Quality	Council Directive 96/62/EC of 27 September 1996 on ambient air quality assessment and management [Official Journal L 296,of 21.11.1996].	Directive 1999/30/EC - Official Journal L 163, 29.06.1999 Council Directive of 22 April 1999 relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air. This is the first "daughter" Directive of Directive 96/62/EC. (Sets EU air quality limit values for SO_2 , particulate matter, NO_2 and Lead.) Note: please see Table 2 below for EU air Quality limit values		Government Decree No. 21/2001. (II. 14.) Korm. on certain rules governing the protection of air quality

	International, EU pre 1999	International, EU post 1999	Hungary pre 1999	Hungary post 1999
		Directive 2000/69/EC - Official Journal L 313, 13.12.2000 Directive of the European Parliament and of the Council of 16 November 2000 relating to limit values for benzene and carbon monoxide in ambient air. This Directive (the second "daughter" Directive) supplements Directive 96/62/EC by introducing specific limit values for two pollutants: benzene and carbon monoxide. The limit value for benzene is set at 5 µg/m³ as from 1 January2010, and the limit value for carbon monoxide is set at 10 µg/m³ as from 1 January 2005. The Directive requires Member States routinely to inform the public of concentrations of these two substances in ambient air. Member States must comply with the Directive by no later than 13 December 2002.		
		Directive 2002/3/EC - Official Journal L 67, 09.03.2002 Directive of the European Parliament and of the Council of 12 February 2002 relating to ozone in ambient air. This is the third "daughter" Directive of the Air Quality Framework Directive		14/ 2001. (V.9) KoM-EuM-FVM Decree on air pollution limits for point sources
Landscape	Environmental Impact Assessment 85/337/EEC refers to the need to assess the direct and indirect effects of a project on landscape		Standard: MSZ-13-195:1990. (protection of unique landscape assets)	
Noise	Community Regulations relating to vehicle noise: (Note these would apply to standards expected of individual vehicles, not to ambient noise levels). There are no Directives related to ambient noise before 1999. Council Directive 70/157/EEC of 6 February 1970	Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise.	12/1983. (V.12) MT decree on noise and vibration abatement	8/2002. (III.22.) KoM-EuM decree on noise and vibration limit values

	International, EU pre 1999	International, EU post 1999	Hungary pre 1999	Hungary post 1999
	on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles [Official Journal L 42 of 23.02.1970]. Amended by the following acts: Commission Directive 73/350/EEC of 7 November 1973 [Official Journal L 321 of 22.11.1973]; Council Directive 77/212/EEC of 8 March 1977 [Official Journal L 66 of 12.03.1977]; Commission Directive 81/334/EEC of 13 April 1981 [Official Journal L 131 of 18.05.1981]; Commission Directive 84/372/EEC of 3 July 1984 [Official Journal L 196 of 26.07.1984]; Council Directive 84/424/EEC of 3 September 1984 [Official Journal L 238 of 06.09.1984]; Council Directive 87/354/EEC of 25 June 1987 [Official Journal L 192 of 11.07.1987]; Commission Directive 89/491/EEC of 17 July 1989 [Official Journal L 238 of 15.08.1989]; Council Directive 92/97/EEC of 10 November 1992 [Official Journal L 371 of 19.12.1992]; Commission Directive 96/20/EC of 27 March 1996 [Official Journal L 92 of 13.04.1996]; Commission Directive 99/101/EC of 15 December 1999 [Official Journal L 334 of 28.12.1999].			
			Decree 4/1984. (I.23.) (Noise control regulations).	
			Hungarian Standard MSZ 07-3720-1991 (Calculating the noise generated by transport Road Noise).	

	International, EU pre 1999	International, EU post 1999	Hungary pre 1999	Hungary post 1999
			MSZ 13-183/1-92. Measuring the noise resulting from transport. Noise generated by road transport.	
			MSZ 18150/1-83 testing the emission noise features. Determination of standard acoustic pressure levels A occurring in the vicinity and rooms of dwelling, resort and public buildings.	
			MSZ 21459/2-81: Determining Transmission of Air Pollutants for Area and Linear Sources.	
Nature and Biodiversity	Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora Amended by Council Directive 97/62/EC of 27 October 1997. The Directive establishes a European ecological network known as "Natura 2000". The network comprises "special areas of conservation" designated by Member States in accordance with the provisions of the Directive, and special protection areas classified pursuant to Directive 79/409/EEC (conservation of wild birds). Hungary has signed the 1992 Rio Convention on Biodiveristy. Under the terms of the Convention participating states need to report how they are meeting the objectives.	The Water Framework Directive will enhance the ecological function of land cover and protected wetlands and act to reverse the current trends of biodiversity loss related to management of water, soil, forests and wetlands. As Hungry has joined the EC it will have to take into account the Birds Directive. EC Directive on the conservation of wild birds (79/409/EEC), They are classified for rare and vulnerable birds, listed in Annex I to the Birds Directive, and for regularly occurring migratory species. The Birds Directive provides no formal criteria for selecting SPAs, so the JNCC, on behalf of the statutory country conservation agencies and government, published SPA Selection Guidelines for use in the UK. http://www.jncc.gov.uk/UKSPA/v1s3.htm	Act.No. LIII of 1996 on the protection of nature	2/ 2002 (I.23.) KoM-FVM decree on the rules related to sensitive natural areas

	International, EU pre 1999	International, EU post 1999	Hungary pre 1999	Hungary post 1999
	http://www.biodiv.org/world/map.asp?ctr=hu Hungary has also signed the Ramsar Convention (International)	http://www.jncc.gov.uk/UKSPA/v1s3.htm		
			Act No. LIV of 1996 on forests and their protection	
Waste				Act. No. XLIII of 2000 on waste management.
				16/2001. (VII. 18.) KoM Decree on waste Inventory
Waste (Hazardous)			Decree No. 102/1996 on Hazardous waste	98/2001. (VI. 15.) Gov. Decree on management of hazardous waste.
Water Quality	Council Directive 75/440/EEC of 16 June 1975 concerning the quality required of surface water intended for the abstraction of drinking water in the Member States. Amended by: Council Directive 79/869/EEC of 9 October 1979; Council Directive 90/656/EEC of 4 December 1990; Council Directive 91/692/EEC of 23 December 1991. Further legislation may be relevant depending on the presence of contaminated land along the route	Directive 2000/60/EC (water framework directive) The measures aim to prevent deterioration, enhance and restore bodies of surface water. Will need to be taken into account for construction procedures.	The most important environmental regulation on the protection of water is Decree No. 3/1984 of the National Waste Management Authority on waste water fines.	Gov. Decree No. 33/2000.(III.17.) on activities that affect the quality of groundwater
			Basic Law on Water is Act No. LVII. Of 1995 on water management	10/2000. (VI. 2) KoM-EuM-FVM-KHVM join decree on the admissible limits for groundwater and soil quality protection

	International, EU pre 1999	International, EU post 1999	Hungary pre 1999	Hungary post 1999
			123/1997. (VII. 18) Gov. Decree on protection of aquifers utilised presently or in the future and facilities involved in drinking water supplies	33/2000. (III.17.) Gov. Decree on certain tasks related to activities affecting groundwater quality
			Gov. Decree 132 of 1997 (VII. 24.) Korm. on functions related to water pollution emergencies	203/2001. (X. 26.) Gov. Decree on certain rules of surface water quality protection
Archaeology	Environmental Impact Assessment 85/337/EEC refers to the need to assess the direct and indirect effects of a project on material assets and the cultural heritage		Gov. Decree 1997 on the Formation and Protection of the Built Environment	Act LXIV of 2001 On the Protection of Cultural Heritage

Table 2. EU Air Quality limit values

Pollutant	Target date	Measuring period	Limit value
Lead	2005	Annual	0.5 ug/m^3
Nitrogen dioxide	2010	Hourly	105 ppb (200 ug/m^3), no more than 18 exceedances per year
		Annual	21 ppb (40 ug/m^3)
PM_{10}	Stage 1 2005	Daily	50 ug/m^3, no more than 18 exceedances per year
		Annual	40 ug/m^3
	Stage 2 2010	Daily	50 ug/m^3, no more than 7 exceedances per year
		Annual	20ug/m^3
PM_{25}	Action level 2005	Daily	40ug/m^3, no more than 14 exceedances per year
Sulphur dioxide	2005	Hourly	132 ppb (350 ug/m^3), no more than 24 exceedances per year
		Daily	47 ppb (125 ug/m^3), no more than 3 exceedances per year

Table 3. International Conventions (year ratified in Hungary)

The Aarhus Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (2001)
Convention on Wetlands of International Importance especially as Waterfowl Habitat (1979)
Convention Concerning the Protection of the World Cultural and Natural Heritage (1985)
United Nations Framework Convention on Climate Change (UNFCCC) (1994)
Convention on the conservation of European Wildlife and Natural Habitats (1989)

ANNEX 3B
PERMITS

NATIONAL CHIEF INSPECTORATE OF ENVIRONMENTAL AND WATER AFFAIRS

DECISION

I admit the request – submitted by the Nemzeti Autópálya [*National Motorway*] Rt. (1036 Budapest, Lajos u. 80.), being the legal successor of the Állami Autópálya Kezelő [*State Motorway Managing*] Company of Public Welfare, 15 October 2004 –, and I change the validity time of the environmental permit – issued for the Csongrád county section of the M5 motorway (126,4-174,5 km) – for undefined period of time.

I passed my decision on the basis of the paragraph (2) of §43 of the law No. IV. dated 1957 about the general rules of administrative procedure, modified several times.

Budapest, 27 October 2004

Dr. Takács Margit, m.p.
Head of Main Department

ORSZÁGOS KÖRNYEZET- ÉS VÍZÜGYI FŐFELÜGYELŐSÉG

Hatósági Iroda
1016 Budapest, Mészáros u. 58/A, Levélcím: 1539 Budapest, Postafiók: 675
(06-1-224-9200)

Ügyszám: 14/4711-2/2004.
Előadó: dr. Takács Margit

Tárgy: NAT Rt. kérelme

HATÁROZAT

A Nemzeti Autópálya Rt. (1036 Budapest, Lajos u. 80.) által, az Állami Autópálya Kezelő Közhasznú Társaság jogutódjaként, 2004. október 15-én benyújtott kérelmének helyt adok, és az Alsó Tisza-vidéki Környezetvédelmi Felügyelőség által 49.894-53/1999. szám alatt, az M5 Autópálya Csongrád Megyei szakasz - 126,4-174,5 km - vonatkozásában kiadott környezetvédelmi engedély érvényességi idejét határozatlan időre változtatom.

Határozatom az államigazgatási eljárás általános szabályairól szóló, többször módosított 1957. évi IV. törvény 43. § (2) bekezdése alapján hoztam meg.

Budapest, 2004. október 27.

A kiadmány hiteléül

Irodavezető

Dr. Takács Margit s. k.
főosztályvezető

A határozatot kapják:
1) Nemzeti Autópálya Rt, Budapest
2) Alsó-Tisza-vidéki Környezetvédelmi Felügyelőség

KISKUNSÁG NATIONAL PARK DIRECTORATE

6000 Kecskemét, Liszt F. u. 19.
Postal address: 6001 Kecskemét, Pf. 186.
Telephone: (76) 482-611, Telefax: (76) 481-074

Vancsó István

head of office

UVATERV Rt.

Budapest

Pf. 453/421

1537

Kecskemét, 26 February 2002

Subject: The permission designs of the section of M5 motorway between Szeged-frontier

Clerk: Sipos Ferenc

Reg. No.: 859-2/2002

Ref. No.: 60.630/503/82/2002

Dear Sir,

Reacting to the request of the UVATERV Rt., the Kiskunság National Park Directorate revised the designs for approval of the section of M5 motorway between Szeged-frontier – game fences, planting, bridge construction above the game underpass (overpass No. 77/a), dewatering, road construction –, and

they grant their consent

on the part of the professional authority of nature conservation, to the realization of the facilities, in order to issue the permission on the part of the proceeding authority, so for the sake of issuing of the permissions of road and bridge construction as well as the theoretical water-right permission.

The directorate issued the professional authority's statement on the basis of the §20 of the law No. IV. dated 1957 about the general rules of administrative procedure (Áe.) as well as on the basis of the §1 of the order No. 166/1999. (XI. 19.) Korm. about the permission procedures – belonging to the competence of the authority of landscape protection – as well as on the basis of the points 2. and 10. of its Enclosure.

<signature>
Szilágyi Gábor
Director

KISKUNSÁGI NEMZETI PARK IGAZGATÓSÁG

6000 Kecskemét, Liszt F. u. 19.
Levélcím: 6001 Kecskemét Pf.186.
Telefon:(76) 482-611, Telefax:(76) 481-074

Vancsó István
irodavezető

UVATERV Rt.
Budapest
Pf. 453/421
1537

Kecskemét, 2002. február 26.

Tárgy: M5 autópálya Szeged-országhat. közötti szakaszának eng. tervei

Ügyintéző: Sipos Ferenc

Ikt.szám: 859-2/2002

Hiv. sz.: 60.630/503/82/2002

ÉRKEZETT:
2002 JÚN 20.

Iktatószám:	Melléklet:
01351	

Tisztelt Vancsó István Úr!

Az UVATERV Rt. fenti tárgyszámú megkeresésére az M5 autópálya Szeged-országhatár közötti szakasz és kapcsolódó létesítményeinek engedélyezési terveit- vadvédő kerítés, növénytelepítés, hídépítés vadátjáró felett (77/a sz. felüljáró), víztelenítés, útépítésa Kiskunsági Nemzeti Park Igazgatóság átvizsgálta, és azok megvalósításához, eljáró hatóság részéről történő engedélyezéséhez, így az út és hídépítési engedély, illetve az elvi vízjogi engedély kiadásához természetvédelmi szakhatósági

hozzájárulását adja.

A szakhatósági nyilatkozatot az államigazgatási eljárás általános szabályairól szóló 1957. évi IV. tv. (Áe.) 20. §-a, valamint a valamint a tájvédelmi szakhatósági hatáskörbe tartozó engedélyezési eljárásokról szóló 166/1999. (XI.19.) Korm. rendelet 1. §-a, valamint mellékletének 2. és 10. pontja alapján adta ki az Igazgatóság.

Szilágyi Gábor
igazgató

T31	10.630

Lower Tisza Region
Environmental Inspectorate[1]
6721 Szeged, Felső Tisza-part 17.
Postal address: 6701 Szeged, Pf.: 1048.
Tel.: (62) 553-033 Fax: (62) 553-038

Number: 49.894-53/1999.
Clerks: Nagyné Korek Katalin
Lovrityné Kiss Beáta
Sipos László
Hajdók Imre
Radócz Zoltán
dr. Balthazár Éva/G.O.

Subject: The environmental permission of the Csongrád county section (126,4 km - 174,5 km) of the M5 motorway
Encl.: 1 copy of minutes of meeting

DECISION

On the basis of the authorization of the Állami Autópálya Kezelő [*State Motorway Managing*] Company of Public Welfare (1024 Budapest, Fényes Elek u. 7-13.), on the basis of the detailed environmental impact study (design No.: 50630/503/501; 50920) prepared by the Road, Railway Designing [*ÚVATERV*] Rt. (1117 Budapest, Dombóvári út 17-19.), I grant the

environmental permission

for the Állami Autópálya Kezelő [*State Motorway Managing*] Company of Public Welfare to realize the Csongrád county section (126,4 km - 174,5 km) of the M5 motorway.

The examined section begins from the Dongéri canal, which constitutes simultaneously the administrative border of Bács-Kiskun and Csongrád counties as well.
The alignment touches the administrative territories of 7 settlements, as follows:
Csengele, Kistelek, Balástya, Szatymaz, Szeged-Kiskundorozsma, Domaszék and Röszke.

I. Water protection:

During the realization as well as operation of the investment, the following impact factors will arise from the aspect of water protection:
- the opening and/or operation of borrow pits,
- the road construction works,
- the construction and operation of provisional additional buildings,
- the construction and operation of dewatering, drainage system, the placement of water construction facilities, as well as
- the development of emergency situations.

The measures of protection in the impact study adequately reveal the polluting sources, their replacement, as well as the directives of checking, prevention.

The alignment of the motorway passes over numerous inland waters, irrigation canals of different exploitation; it does not touch any brook, river.

The leading away, deposition of rainwater – falling onto the surface of the pavement – will be realized by open cross-section, earth-bed toe ditches on both sides of the designed section.

[1] Hungarian abbreviation: ATIVIZIG

The toe ditches are connected on one part – where the flowing conditions allow – to live water recipients, on the other part they operate of desiccating character.

In case of rainwater inlets into live water channels, the limit values of the regional category No. IV. – prescribed by the order No. 3/1984. (II. 7.) OVH – must be fulfilled.
The Kisteleki canal, the Fehértó-Majsai canal and the Algyői canal are excepted from the previous, since on one part these canals constitute the parts of the Pusztaszeri Landscape-Protection Area, on the other part they perform the filling up of the Fehér lake as well as the water supply of the fish ponds of the Szegedfish Ltd. as well.
In case of these water streams, the quality of the flowing in rainwater must correspond to the limit values referring to the regional category No. I.

Polluted rainwater may not get into live water streams. In case of rainwater inlets into live waters, oil separators and mud-settling pits must be inserted, designed.

In order to protect the quality of ground water in the pollution-sensitive territories – having high ground water level above all – the dewatering ditches are provided with artificial protection (technical textile, laying down of geogrid), which will considerably increase the time of soaking down.
This technical solution ensures an adequate protection also against the emergency pollutions along the touched sections because of the increase of the soaking-through time.

In case of crossings of the motorway and live water channels, such technical solutions must be applied, which ensures that no pollutant can get from the pavement surface into the channels.

At the sections of the motorway crossing water streams, the open, unpaved ditches must be sectionalized along the distance of 50-100 m from the crossing for the sake of the localization of the damaging of the possibly arising emergency events.

According to the study no water base can be found in the vicinity of the motorway alignment, and no water base is scheduled in long terms.

During the designing of the motorway, it can happen that we shall find such shallow or deep-drilled wells – falling into the impact region of the motorway alignment – as a consequence of the possible imprecise notes, you must provide for their relocation.
The liquidated wells must be filled up according to the directive No. OVH-MI 286/1978. The filling up is an activity being obliged for water-right permission.

The soil material for the construction of embankments must be ensured from the borrow pits. For the sake of the protection of subsurface waters, the obtaining of soil material may be performed only from the plots possessing environmental permissions.
The transported soil quantity and the place of exploitation must be certified.

If the plots – possessing permissions – prove to be few, environmental permissions must be obtained for the opening of new borrow pits.

Connected to the relocation of the liquid dung treatment plant in the region of Kiskundorozsma (chainage km 158+500), you must take care of the recultivation of the liquidated liquid dung treatment plant, the recultivation design must be sent for the environmental inspectorate in order to obtain permission.

The realization of the liquid dung treatment plant at another place is an activity being obliged to obtain a water-right permission; the proceeding authority is the ATIVIZIG.

In the course of the winter months we propose you to elaborate, introduce a different method – instead of sodium chloride – for the ice removal of the pavement.

The detailed designs must contain an organization, which considers the interests of water protection connected to the realization of the fuel storage containers of earthworks machines as well as to the temporary storage of wastes.

The plan of emergency measures must be elaborated within the frames of the instructions for motorway operation.

The quality test of the subsurface waters is required only in emergency cases.

The monitoring must be designed at the crossing places of canals.

II. Air purity protection:

The chapter of air purity protection of the impact study, prepared by the UVATERV, fulfils the demands for contents and form according to the order No. 152/1995. (XII. 12.) Korm.
Perhaps the existing sand-pits – falling into the vicinity of the alignment, already having valid environmental permission or being in progress – will prevent from the opening of illegal sand-pits. During the construction the dust content of the air will provisionally increase at a certain degree in the vicinity of the sand-pits, depending on the weather conditions. Constructing the new section, we can expect the deterioration of the air quality of the new territories, however, the traffic load of the existing main road No. 5 will decrease, thereby we can count on the air quality improvement of the touched settlements. The continuous, uniform passage of the vehicle traffic favourably influences the load of the air quality of the new alignment. So the moving point sources emit less amount of air-polluting material. The decrease of the transit traffic – passing through the built-up areas – makes it possible to develop a cultured environment for the people living there.

III. Noise protection:

Noise-screening facilities (walls, embankments) must be constructed for the protection of farm houses and holiday homes touched by noise load exceeding the noise load limit values specified by the Enclosure No. 3 of the order No. 4/1984. (I. 23.) EüM.

The detailed designs of the noise-screening facilities must be elaborated in the environmental chapter of design belonging to the construction design for approval.

IV. Monitoring:

During the validity period of this permission the monitoring network must be designed. The monitoring must cover all environmental elements and effects and it must be put into operation before the beginning of the road construction.

The prescriptions of the professional authorities:

1. ATIVIZIG Szeged:

'If the protection facilities – prescribed in the impact study – are constructed, the construction and operation of the M5 motorway will influence the quality of the surface and subsurface waters only at a small degree.

The equipments, facilities – constructed for the protection of the quality of waters – should be prepared corresponding to the circumstances explored in the impact study.
The drilled wells – touched by the alignment of the motorway – must be surveyed in order to decide about their further operation, liquidation (filling up) or their re-drilling.
A separate attention must be paid to the wells without permission too.'

2. Csongrád County Institute of ÁNTSZ [*National Health and Medical Officers' Service*]:

'Constructing and operating the motorway, the quality of the environment of the settlement would considerably improve in Csongrád county.

During the construction and operation of the alignment I call your attention to fulfil the following prescriptions:

- The valid limit values – prescribed in the standards of air quality and noise load as well as that of the other environmental elements – must be observed.
- The noise and air pollution protection of the farm house type real estates as well as that of the possibly touched settlement parts (schools, holiday homes ...) – remaining within the direct impact territory of the motorway in long terms – must be ensured.
- We support the realization of the monitoring system.
- The relocation of the deep-drilled wells – touched by the motorway – must be looked after.
- The protection of the ground water must be realized to a marked degree.'

The permission is valid until 31 December 2004.

This permission does not exempt you from the obtaining of the permissions and professional authorities' standpoints prescribed by other rules.

An appeal may be lodged against the decision within 15 days from the date of receipt, addressed to the Chief Inspectorate of Environment and Nature Protection, but submitted to the Lower Tisza Region Environmental Inspectorate in two copies, provided with 4.000,- HUF of fee stamp.

REASONS

On the basis of the commission of the Állami Autópálya Kezelő [*State Motorway Managing*] Kht., the UVATERV Rt. submitted the detailed environmental impact study of the Csongrád county section of the M5 motorway to the environmental inspectorate.

On the basis of the impact study and its supplements, we can state that the realization of the activity – keeping the prescribed obligations – does not have any damaging effect on the environment.

The monitoring network – prescribed in the point IV. of the ordering part – is required because of the follow-up of the changes in the environmental conditions.

I prescribed the contents of the point 1.) of the chapter 'The prescriptions of the professional authorities' on the basis of the decision No. 3588/21/1999. of the ATIVIZIG, the contents of the point 2.) on the basis of the professional authorities' standpoint No. 2431-4/1999. of the Csongrád County Institute of ÁNTSZ.

The consent was granted for the issuing of this permission by the professional authorities' standpoints, as follows: No. 10-5/144/1999. of the Csongrád County Headquarters of Civil Defence; No. 230-11/1999. of the Csongrád County Traffic Inspectorate; No. 27-ÁLL/99. of the Csongrád County Station of Plant Health and Soil Protection; No. 2184/1999. of the Hungarian Mining Office; No. 178-5/1999. of the South Alföld Regional Office of the Hungarian Geological Service; No. 10.100-910/2/1999. of the Eastern Hungarian Telecommunication Inspectorate; No. 3779/2/1999. of the Operations Chief Management of the General Staff of the Hungarian Army; No. 1151-32/99. of the Csongrád County Directorate of Museums.

From among the requested authorities, the Directorate of Kiskunsági National Park, the Csongrád County State Public Road Managing Kht., the Kecskemét Directorate of National Forestry Service, the Mayor's Office of Szeged Town of County Rank, the Mayor's Office of Domaszék and the Mayor's Office of Röszke did not make any statement within the legally prescribed deadline, so we consider their consent as granted on the basis of the paragraph (2) of §21 of the modified law No. IV. dated 1957.

The environmental inspectorate held a public hearing in Szeged and in Kistelek 18 November 1999. On the part of the inhabitants no remarks were made neither during the public hearing nor regarding the detailed impact study displayed at the municipalities.

Considering all the previous, I made my decision according to the contents of the ordering part.

The specification of the period of validity of the permission is based upon that the estimation of the middle-range traffic data – indicated in the impact study – started from the present conditions, and this fact supposes that the motorway will be constructed as far as the frontier of the country until 2003. If the motorway will be constructed only to the Szeged North interchange and favourable changes take place in the economic situation as well, then such a traffic is induced – which is not known just now, loading such territories, which were not examined by the impact study.

I granted the permission on the basis of the point a) of the paragraph (4) of §71 of the law No. LIII. dated 1995.

The right of appeal is ensured by the paragraph (1) of §62 of the law No. I. dated 1981.

The fee of the appeal is specified by the point 2/a of the chapter No. XIV. of the Enclosure of the law No. XCIII. dated 1990.

Dispatch:

1.) UVATERV Rt.
1117 **Budapest**, Dombóvári út 17-19.
2.) Állami Autópálya Kezelő [*State Motorway Managing*] Kht.
1024 **Budapest**, Fényes E. u. 7-13.
3.) Csongrád County Institute of ÁNTSZ
6726 **Szeged**, Derkovits fasor 7-11.
4.) Directorate of Kiskunsági National Park
6001 **Kecskemét**, Pf. 186.

5.) South Alföld Regional Office of the Hungarian Geological Service
6721 **Szeged**, Sóhordó u. 20.
6.) ATIVIZIG
Szeged, Stefánia 4.
7.) Mayor's Office of Röszke Municipality
6758 **Röszke**, Felszabadulás u. 84.
8.) Csongrád County Headquarters of Civil Defence
6721 **Szeged**, Rákóczi tér 1.
9.) Hungarian Mining Office
1051 **Budapest**, Arany J. u. 25.
10.) Csongrád County Station of Plant Health and Soil Protection
6801 **Hódmezővásárhely**, Pf. 99.
11.) Mayor's Office of Domaszék Municipality
6781 **Domaszék**, Köztársaság tér 1.
12.) Mayor's Office of Szeged Town of County Rank
Szeged, Széchenyi tér 4.
13.) Csongrád County Traffic Inspectorate
6721 **Szeged**, Berlini krt. 16-18.
14.) Operations Chief Management of the General Staff of the Hungarian Army
1885 **Budapest**, Pf. 25.
15.) Eastern Hungarian Telecommunication Inspectorate
6721 **Szeged**, Csongrádi sgt. 15.
16.) Csongrád County Directorate of Museums
6720 **Szeged**, Roosevelt tér 1-3.
17.) Csongrád County State Public Road Managing Kht.
6721 **Szeged**, Juhász Gy. u. 9.
18.) Kecskemét Directorate of National Forestry Service
Szeged Regional Supervisory Department
6724 **Szeged**, Föltámadás u. 29.
19.) Szatymaz Mayor's Office
6763 **Szatymaz**, Kossuth u. 30.
20.) Balástya Mayor's Office
6764 **Balástya**, Rákóczi u. 5.
21.) Kistelek Mayor's Office
6760 **Kistelek**, Árpád u. 1.
22.) Csengele Mayor's Office
6765 **Csengele**, Petőfi u. 13.
23.) ATIKÖFE Auth. Reg.
24.) ATIKÖFE archives

Szeged, 6 December, 1999

<signature>
Gyapjas József
Director

National Transport Authority
Public Road Authority
Head Supervisor

Budapest, 1066 Teréz krt. 62. Postal address: 1387 Budapest, 62. Pf.: 30.
Tel.: 474-1759, Fax: 331-9917

Received by National Highway Co. Ltd. on 23 June 2003 (No. NA-5459/2003.)

Ref. No.: **KK/KF/NS/A/72/53/2003.**
Our officer: Kovácsné Németh Klára
Tamás Apatóczky
Mihály Romhányi

Subject: Construction permit of section 159+200 – 173+895 km of M5 Motorway and related transport facilities.

Attached: - Memorandums recorded on site inspections held for special authorities on 25 March 2003 and for property owners on 25 and 27 March 2003. (four of them mailed earlier)
- 6 Declarations

Resolution

On the basis of application No. Prig-912/2003, dated on 11 February 2003. and submitted by the National Highway Co. Ltd. (1036 Budapest, Lajos u. 80.), based on road construction, traffic control, drainage, bridge building, plant recultivation, environmental protection, wild animal control fence and water management permit plans prepared by UVATERV Rt. (No.50.630), on property allocation, geotechnical and bridge geotechnical reports and on opinions expressed at the site inspections held for special authorities on 25 March 2003 and for property owners on 25 and 27 March 2003 before the construction permit was issued and on and written opinions submitted by organizations did not participated on the site inspection, I issue the

constructionpermit

for Section 159+200 – 173+895 km of the M5 Motorway. During the preparation of constructions plans and during construction works on conditions listed below.

This construction permit shall cover the M5 m Motorway:

- section 159+200 – 173+895 km and all relevant road facilities,
- Szeged North Junction, branches "A", "B", "C", "D" and "E",
- Szeged West Junction, branches "A", "B", "C" and "D",
- Szeged South Junction and complex rest area and boundary roads, branches "A", "B", B1", "B2", "C", "D", "J1", "J2" and "J3" and
- environmental facilities, plant recultivation and traffic control facilities to be installed after construction along this section of the Motorway.

The service road and its junction providing access to motorway engineering depot at section 160+225 km, on the left side of M5 Motorway and at section 160+264 km, on the right side of M5 Motorway are not included in this permit. A separate application must be submitted for the construction permit of these facilities.

1. Road Construction

Site arrangement, elevation and cross section of the M5 motorway section 159+200 – 173+895 km must be completed as specified in the permit plan titled „Road Construction", prepared by UVATERV Rt., (No.50.630), under the following conditions:

1.1. Section 159+200 – 173+895 km of the M5 Motorway must be constructed according to parameters defined in Design Class K.I., environmental condition "A" and designed speed of v_t = 140 km/h. Width of the road crown: 26.60 m, taking into account planned differences caused by technical conditions.

1.2. Exact appropriation borders must be marked on all construction plans.

1.3. All operating and accessory facilities – service passages, emergency phones – must be constructed according to the design.

1.4. At locations specified in the plan 0.5 – 1.5 m rough, coarse soil or sandy gravel with technical textile and geo lattice must be installed.

1.5. Two 150 – 150 mm thick protective layers of must be installed along the entire section, using coarse soil with good or medium compactibility. Under this protective layer 200 mm thick soil improvement layer must be installed, made of a 200 mm thick coarse layer (in cuts freeze-resistant material) along the entire section. The material of future embankments must have a minimum equivalent load bearing capacity of E_2 = 40 MN/m^2, measured at the top of the soil without the improver layer.

1.6. The structure of the main road must be constructed according to specifications listed in load class "E" (heavy traffic load).

1.7. The structure of on and off merging lanes must be identical to the main lanes.

1.8. Only UV ray resistant gravel must be installed in the wear layer of the pavement.

1.9. All road shoulders must be constructed with M50 mechanical stabilization, with 100 mm topsoil and lawn.

1.10. Soil and gravel required for the construction of embankments of permitted road sections and related traffic facilities – with the exception of materials used in cuts - must be supplied only from quarries with appropriate operating permits.

2. Water Management

Construction plan for the drainage of facilities must be prepared on the basis of "Drainage" plan prepared by UVATERV Rt., (No. 50.630). When preparing the construction plan, the following regulations must be observed:

2.1. Chutes allocated in the bridge plans must be included in the distances of water chutes.

2.2. Heads of chutes integrated into the edges of drains must be protected against salt damage.

2.3. Water drains must be installed along embankments exceeding 3.0 m and along noise protection walls on the top of embankments. These drains must be constructed in parallel with the wear layer of the road.

2.4. Water collected in drains to be built along noise protection walls on the top of embankments must be directed into the water drainage system.

2.5. Conditions listed in permit No. 41.312/151/2002 of the Lower Tisza Regional Water Management Authority must be observed: Works must be reported 8 days before commencing construction works to the Szeged Regional Engineering Department of ATIVIZIG (Szeged-Tápé, Folyamos telep) and to the Szeged Regional Water Management Association (Szeged, Cserzy M. u. 30.) and supervision must be ordered.

3. Traffic control

Traffic control measures along the road between the state border and section 159+200 – 173+895 km of the M5 Motorway shall be prepared according to UVATERV Rt.,'s traffic control permit plan No. 50.630, under the following conditions:

3.1. General regulations

3.1.1. Direction signs must be installed according to KöViM Decree 40/2001.(XI.23.) on requirements of direction systems and signs on public roads and to Road Technical Specifications No. 2-1.157:2002 on designing, applying and installing road direction signs. Road signs must be installed according to KöViM Decree 4/2001. (I.31.) on dimensions and technical requirements of public road signs and to KöViM Decree 11/2001. (III.13.) on pavement signs.

3.1.2. Conditions listed in chapter "Traffic Control" of operator approval No. 804-2/2003-Ü issued by the National Highway Management Rt. must be observed with taking into account requirements listed below.

3.1.3. Pre-warning signs before M5 and M43 motorways depart must be installed completely and fully, according to the construction plan.

3.1.4. At on and off ramps of level junctions all painted warning signs marking areas excluded from the traffic must be replaced with traffic islands covered with "K"-type colored pavement. No traffic sign allowed on the pavement without the protective island.

3.1.5. Visibility triangles must be checked at level crossings with lower class roads. If clear view is not secured, the construction plan must be corrected with the necessary modifications.

3.1.6. An "exit member" must be installed at the exit of the rest area, similar to members installed at the off ramps of junctions.

3.1.7. Sections to be equipped with light reflecting nets must be indicated on the site plans, including signs erected for tourists.

3.2. The road direction system

3.2.1. Numbering of junctions must be indicated on the pre-warning signs, as well as, in case of console an d portal type signs, on the signs used for indicating exit lanes.

3.2.2. On pre-warning signs with maps installed at cross roads, all M5 Motorway shield signs must be painted in the line of the direction arrow.

3.2.3. Destinations must be illustrated on map and direction signs installed on main lanes of the motorway in the same order as the driver will see them at the direction sign erected at the end of the exit lane. The sequence: straight, left, right.

3.2.4. At signs reinforcing directions, the M5 shield sign must be shown alongside the E75 shield.

3.3. Road signs

3.3.1. The method of give-way before junction to lower class roads must be indicated in advance.

3.3.2. Signs with "arrow strips" must be erected along the bends of junctions.

3.3.3. The M5 shield must be clearly shown within the arrow of the "Order of queuing" signs erected along lower class roads.

3.4. Signs painted on the road

3.4.1. Exits must be indicated on the road surface before junctions; 8-8 arrows (pointing straight and right) on the right lane, 7-7 arrows (pointing straight and pointing right separately) on the exit lane and on the outer lane.

3.4.2. At the junction of M5 and M43 Motorways shields indicating the road number must be painted according to the plan.

3.5. Junctions

3.5.1. Szeged-North (Kiskundorozsma) junction

3.5.1.1. Speed limit matching to the geometry of the road must be imposed on road section "A" leading to M43 Motorway.

3.5.1.2. The 90 km/h speed limit sign must be relocated to section 1+100 km of M43 Motorway. The 90 km/h speed limit sign planned in section 0+870 km of branch "E" must be replaced with 70 km/h speed limit sign.

3.5.1.3. Sign "RO" indicating Romania must be shown on all direction signs pointing to the M43 Motorway.

3.5.1.4. The end of the lane on branch "B" must be indicated by a road sign.

3.5.1.5. Road E68 must be indicated on the planned repeated direction sign pointing to Makó. The contradiction between the number of the next junction and the indicated distance must be eliminated on the supplementary road sign.

3.5.1.6. The following lines must be shown on the repeated direction sign installed in section 159+700 km of M5 Motorway: top line – "Röszke" with the appropriate distance, in the insert beneath – "Szeged Nyugat 6" – below, separated with a horizontal line: "55 Baja 98".

3.5.1.7. The "Makó" line on the map sign erected at section 160+870 km of the left side of the motorway must be written on the middle of the Hódmezővásárhely line.

3.5.2. Szeged-West (Domaszék) junction:

3.5.2.1. Until roads 47 and 43 will be accessible via this junction the covering shown in the plan is not allowed. Signs pointing to west, to the direction of Baja and Szeged and the sign pointing to the direction of Hódmezővásárhely and Makó must be manufactured separately. After final completion the lower sign will be removed.

3.5.2.2. The 500 m advance direction sign erected at section 166+650 km of the left side of M5 Motorway must also be manufactured in two parts. On the upper sign, on the line showing directions, "55. Baja", below this, separated by a horizontal line and in an insert, "Szeged Nyugat" must be written. Below this, on a separated sign, "47. Hódmezővásárhely", below this, separated by a horizontal line "43. Makó" must be written.

3.5.2.3. The format and sequence of lines on advance map sign of 1000 m erected at section 167+150 km of the left side of M5 Motorway must be completed as indicated in the above clause.

3.5.2.4. Mandatory give-way signs at the end of branches of the junction must be repeated on the left side. Beneath these signs mandatory direction signs must be installed.

3.5.3. Szeged South (Röszke) junction:

3.5.3.1. Directions signs at the last junction before the Röszke border must be installed on overhead portals.

3.5.3.2. The distance illustrated on direction signs erected at section 171+700 km of the left side of M5 Motorway must be corrected to 6 km.

3.5.3.3. Lane indication signs (total of 3) at the border check station must be corrected. The planned "Röszke" sign must be replaced by "E75 Belgrád-Beograd", beside it "YU" and "VÁM/CARINA" and a "Mandatory STOP" signs.

3.5.3.4. Lines "Mórahalom" and shields „E75" and „M5" and "Röszke VÁM/CARINA" must be interchanged, signs related to the motorway must be on the top line.

3.5.4. Complex rest area at Röszke

3.5.4.1. The direction of M5 Motorway Budapest must be indicated on the 3 signs erected at branch "A". An advance sign for the "Stop, Mandatory give way!" sign at the end of the branch is required.

3.5.4.2. "Mandatory direction" signs must also be installed below "Top, Mandatory give way!" and "Mandatory give way" signs erected at the end of the branch.

3.6. Construction plan of traffic control system valid at the time of commencing the motorway, approved by the customer, National Motorway Rt. and by State Motorway Managing Rt. must be submitted to the National Transport Authority not later than 90 days before the date of planned delivery of the road.

4. Bridge construction:

I judge the construction permit application - submitted on the basis of Plan No. 50 630 of the designer, UVATERV Rt. - according to regulations listed in the National Standard (KHSZ) No. MSZ. 07-3700-3709/1994., but for the preparation of construction plans I order the application of public road technical regulations ÚT 2-3.401 and ÚT-2-3.411-415/2002, which are mandatory from September 2002 (replacing KHSZ).

4.1. General requirements:

4.1.1. Construction of bridges may commence only on the basis of construction permit prepared according to conditions listed in this permit, which satisfy regulations listed in amended KöViM Decree 15/2000. (XI.16.) and road technical specifications currently in force.

4.1.2. All solutions and materials used for the construction must satisfy all relevant standards. Only products with valid public road construction approval maybe used in the structure.

4.1.3. Conditions listed in operator's approval No. 804-2/2003-Ü, issued by the State Motorway Management Rt on 24 March 2003., in opinion No. 41.312/151/2002 of the Lower-Tisza Region Water Management Authority and in approval No. 70.289-13/02 of the Lower Tisza District Environment and Water Authority must be observed, including conditions imposed by operators and special authorities attached to the memorandum prepared at the site visit.

4.1.4. In order to allow checking the elevation of the pavement of planned bridges, detailed longitudinal section diagram of the road must be attached to the design document.

4.1.5. The general plan must be supplemented with the location and elevation details of the nearest geodesic reference point.

4.1.6. In order to provide appropriate drainage to roads, a minimum declination of 0.5 % must be used in the design of overpasses and underpasses, according to road specification ÚT 2-3.401 Clause I.4.7.1. Where this minimum value is impossible to achieve, appropriate drainage must be achieved with corrugation of the pavement edge or alternating the slope.

4.1.7. In case of facilities with multiple supports, locations of the anchors of the superstructure and the concrete pouring sequence of road panels must be clearly indicated.

4.1.8. Pouring concrete of road panels (superstructure) of facilities with multiple supports, which are sensitive for subsidence, may start only when the difference in subsidence of various supports does not exceed the value specified in the geotechnical opinion and technical specifications.

4.1.9. Type of the prefabricated support to be used, specifications of insulation to be used and description of pavement layers must be detailed in the general plan.

4.1.10. Galvanized steel guide rails to be used at bridges must be constructed according to road technical specification No. ÚT-2-1.403:2000. Other metal accessories on the bridges must be made of galvanized steel.

4.1.11. Poles of guide rails must be fastened to the concrete shoulder at bridge heads with the same method used along the bridge edge.

4.1.12. The material of water pipes of drains must be salt and UV-ray resistant.

4.1.13. In case of bridges with hammered piles prepared on the site, the type of the pile to be used must be clearly specified.

4.1.14. In case of those bridges where piling of bridge heads will be made from the embankment, conditions of starting the piling procedure must be specified in the technical specifications. Also, conditions of the back embankment and consolidation times must be defined in the technical specifications.

4.1.15. Statical independence must be provided to the protective collars of pillars and the pillars themselves. The length of protective collars of pillars must be 8-8 m before and after the bridge, as specified in Chapter I. Clause 3.1.2.2. of road technical document ÚT 2-3.401:2002.

4.1.16. The strip between the pavement of the drainage ditch and the protective collar of pillars must be covered with cast asphalt, with declination of 1:25 to the road pavement.

4.1.17. The length of the pavement of the separating lane must be 15-15 m before and after the bridge.

4.1.18. Quality of the cast asphalt used along exposed edges: ÖA-12. Joints of asphalt layers must be sealed with permanently flexible material. The top of the pavement drain must be covered with an asphalt layer.

4.1.19. The computer program used for static calculations must be declared. Designer is requested to deliver a supplementary statement with the algorithm, that the algorithm satisfies conditions listed in ÚT-2-3.401 and ÚT-2-3.411-415. Mechanical calculation is to be documented with details as per paragraph 1.4. chapter II. ÚT 2-3.401.

4.1.20. All altitude index numbers, dimensions and positions of public road cross-sections and pavement divisions required for the construction must be clearly indicated on the general plan.

4.1.21. In case of roads made of prefabricated superstructure with side declination exceeding 4.0 %, the head column must be made with steps according to the distribution of the support beams.

4.1.22. In case of prefabricated, permanent bridges, bridge heads must arrive to the support of inspection steps planned into the preliminary embankment and at the arrival of steps the inspection platform before the bridge head must be at least 600 mm wide.

4.1.23. Edges of pillars, bridge heads and support walls must be finished with a chamfer of 20x20 mm.

4.1.24. Detailed geotechnical report must be prepared before designing the construction. In harmony with the geotechnical report, in the technical specification of the construction plan must be clarified whether material removed from the pit is suitable or not for the construction of embankments.

4.1.25. Construction of underpasses involving part of the national road system or owned by local administration maybe commenced only in the possession of traffic bypass plan negotiated and approved by the operator of the road in question.

4.1.26. When crossing waterflows, the elevation of the bottom, flood level, the width and slope of the bed must be specified in the general plan of the facility. Requirements listed in approval No. 41.312/151/2002 of the Lower Tisza Water Management Authority must be observed. According to special opinion No. 70.289-13/02 of the Lower Tisza District Environmental Protection Authority, conditions of water facilities and rainwater drainage are listed in the water management permit. Consequently, before preparing construction plans of bridges, a water management permit must be obtained.

4.1.27. In case of bridges planned with water drainage, water collected from the bridge maybe diverted into living waters only with the approval of the operator of the waterflow and the environmental protection authority.

4.1.28. Bottom drains of preliminary bridge embankments must be paved. Slopes of water ditches must be indicated on the construction plan.

4.1.29. The designer of the bridge must include in his declaration that he discussed the plan with the road, water and public utility designer.

4.1.30. In case of motorway underpasses, the declaration of the operator of the road in question and involved public utilities must be attached to the construction permit application.

4.1.31. In case of bridges with air gap, protection against fall must be constructed according to Fig. 1.5 and 1.12.c, of road technical specification ÚT-2-3.401:2002, Chapter I.

4.1.32. Corrosion protection of bridge structure must be designed and implemented according to road technical specifications ÚT 2-2.203:2000 and ÚT 2.2.206:2001.

4.1.33. In case of unpaved road crossings, 100-100 m mud removal sections must be constructed before and after the bridge and the pavement must be specified.

4.1.34. In case of bridges at bends, specifications of the bend must be indicated on the general plans of bridges.

4.1.35. Perforated aluminum section must be installed along the entire length of pavement drains.

4.2 Detailed requirements of specific bridges (over and above general requirements):

4.2.1. Underpass bridge No.76. under branch "E" of Szeged North Junction, at section 159+270 km: In the static calculation the suitability of the 1.533 m span division must be explained, supported. Asphalt dilation must be designed at both ends of the bridge.

4.2.2. Underpass bridge No. 76/A under road No. 5405, at section 160+240 km:
The angle of crossing of the bridge and the motorway must be specified on the view of the general plan, including the edge of the motorway crown and the water ditch.

4.2.3. Overpass bridge No. 77 over the Algyő irrigation canal:
Water management permit is required for the drainage of water collected from the bridge and for canal bed pavement. The angle of the bridge crossing must be indicated on the view of the general plan. Before commencing construction, test piles and pile load tests must be performed. Incorrect water management data in the technical specification of the permit plan must be corrected (LVSZ=87.10 mBf, whereas the elevation of the road surface is 83.86 mBf.). The length of paved canal bed before and after the bridge must be indicated on the general plan.

4.2.4. Overpass No. 77/A over wild animal crossing at section 160+270 km.:
The necessity of pavement on the animal crossing must be revised. According to the opinion of the water management authority, the area beneath the bridge is frequently flooded. Consequently, drainage of the vicinity of the bridge and the protection of intermediate pillars must be included in the construction plan. During the preparation of the detailed geotechnical report, the heavy hammer test must be completed.

4.2.5. Underpass No.78 under bicycle road and road No. 5408 at section 162+244 km:
The top of the drain must be suitable for receiving all rainwater collected from the bridge surface.

4.2.6. Underpass No.80 under unpaved road at section 164+055 km:
The mud removal surface must be indicated.

4.2.7. Underpass No. 81 under road No.55. at section 165+506 km:
The path of water drains must be indicated until the paved ditch. The pavement of the ditch also must be shown on the drawing. Paved surface before the bridge heads must be connected to the ditch.

4.2.8. Underpass No.82 under unpaved road at section 167+317 km:
The mud removal surface must be indicated.

4.2.9. Underpass No.83 under unpaved road at section 169+106 km:
The mud removal surface must be indicated.

4.2.10. Underpass No.83/A under unpaved road at section 169+930 km:
The mud removal surface must be indicated. Before commencing construction, the 0.4 kV power line must be replaced according to the "Electrical permit plan" and the gas pipeline indicated under the middle pillar of the longitudinal drawing of the bridge must be replaced according to plan of "Protection of hydrocarbon pipelines".

4.2.11. Underpass No. 84 under unpaved road at section 171+022 km:
The mud removal surface must be indicated.
The intake head of the drain must be reconstructed, to make suitable for collecting water.

4.2.12. Underpass bridge No.85 under road No. 5512. at section 172+510 km:
Before commencing construction, test piling and pile load test must be performed. The radius of the horizontal curve must be indicated on the plan. The water drainage system must be worked out until the discharge point according to the method described in the general conditions. Dimensions of hollows in the monolith box beam and sizes of the intermediate beams must be specified, as well as the anchoring method between the structure and the supports.

4.2.13. Underpass No 85/A under pedestrian bridge at section 173+300 km:
The public road clearance on the general plan is shown according to the old standard, it must be updated. Corrosion classification of the groundwater must be included in the detailed geotechnical report. Links of adjacent footpaths and roads must be indicated. The drip edge of the facility must be steeper. Drain with grid must be designed where the steps reach the ground and collected water must be drained into the receptor.

5. Public utilities:

Construction, reconstruction and protection of public utilities involved in the building of the motorway in question must be completed according to relevant special plans (Telecommunication, Crossing of high voltage transmission lines (120 and 400 kV), Electrical permit plan, Protection of hydrocarbon pipelines, protection railway cables), which are integral part of Plan No. 50 630., including conditions listed in approvals of the following special authorities and operators of public utilities:

5.1. Conditions listed in approval No.ZN-2295-2/2002 of the Szeged Regional Office of the Telecommunication Authority, dated on 8 May 2002, must be observed:

1. According to the PLAN HARMONIZATION MEMORANDUM prepared by MATÁV Rt. MMSZK Trunk Network Operation Team (Kecskemét) on 06.12.2001., the planned motorway will cross the following telecommunication facilities operated by the Team:
   - path of the fiber cable between Kiskunhalas-Szeged,
   - path of A and B cables between Szeged-Röszke,
   - path of fiber cable between Szeged-Röszke,
   - T4 coax cable between Szeged and Röszke is out of order, protection at the crossing is not required, but a reserve conduit must be laid along the path.
   - Protection must be provided for all cables involved in the road construction, if necessary, cables must be relocated!
2. According to declaration of MATÁV Rt. MMSZI Operating Department (Budapest), dated on 15.02.2002., the technical solution is approved. Completed telecommunication plans must be submitted for approval in 3 copies.
3. According to declaration of Pantel Rt., dated on 16.04.2002., Pantel's existing network is not involved in the work in question. The Rt. approved the construction.
4. According to PUBLIC UTILITY declaration of V-Fon Rt. (Szeged), dated on 11.12.2001., the planned motorway will cross registered telecommunication facilities or will run in parallel with them.
   - Survey pits must be prepared at the crossings. Only manual digging allowed!
   - Telecommunication supervision must be ordered from our company in writing (V-Fon Rt., Network Operating Department, 6724 Szeged, Pf.:17; fax: 62/435-149), two weeks before commencing construction.
   - Please follow relevant Hungarian Standards!
   - In case of crossing foundation, protective conduit must be installed on the crossed public utility. In case of crossing underground telecommunication cable, protective conduit must be used for the cable!
5. According to PUBLIC UTILITY Declaration of Matávkábel Kft., dated on 03.05.2002., their network is not involved in the planned facility.
6. During construction works regulations listed in MSZ 7487 must be observed, including conditions listed in joint KPM-IpM Decree 9004/1982 (Gazette 16.) enacted for the execution of joint KPM-IpM Decree 4/1981.(III.11.) on crossing and approaching line-type facilities.

7. Please remember that relevant permit must be obtained before relocation, demolition and replacement of telecommunication facilities. Pursuant to amended KHVM Decree 29/1999. (X.6.), an application for construction permit must be submitted to my Authority.
8. After completion, our Authority must be invited to the technical delivery procedure of the facility.

5.2. On the basis of approval No. 248-1/2002 of the Regional Technical Safety Authority, dated on 10 April 2002:
- At locations where poles are relocated or installed at high voltage transmission lines, the relevant power distribution company must initiate power line permit procedure. This approval will not replace permit procedure required by other legislation.

On the basis of approval No. 411/1200/2002 of DÉMÁSZ Rt.: before commencing construction works, their public utility operator's approval must be obtained and permit for the reconstruction of the overhead power line must be obtained.

5.3. Conditions listed in approval No. 2317/2003 of the Szolnok Mining Authority, dated on 21 March 2003, must be observed:
- The route of the motorway is crossing mining sites Kömpöc I., Balástya I. and Domaszék I. of MOL Rt. There are currently operating hydrocarbon facilities (wells, interconnecting pipelines) on these properties.
- The route also crosses paths of main pipelines between Kelebia-Ásotthalom-Algyő, Móraváros-Algyő, Üllés-Algyő and Szank-Algyő fields. Construction plans must be discussed with MOL Rt. Research-Production Division (5000 Szolnok, Ady E.u.26.) on an ongoing basis.
- As far as the Üllés-Algyő gas pipeline is concerned, discussions must be held with MOL Rt. Gas Natural Transport Division (8600 Siófok, Tanácsház u.5.).

5.4. In case of crossing high voltage (120 kV, 400 kV) transmission lines, conditions listed in public utility operator's statement No. T445/439/02 of the National Transmission Line Rt., dated on 9 April 2002, must be observed.

5.5. In case of installing protection to railway cables, the operator must be contacted 30 days before commencing construction works, as specified in statement No. Gy.721-3006/2002 of MÁV Rt. Telecommunication, Power and Safety Facility Division, Regional Supervision Department, dated on 27 February 2002.

5.6. On the basis of statement No. PTOMF520-1400/2003 of Pan Tel Technocom Kft., dated on 21 March 2003., the designer, during preparation of the construction plan, must held discussions with them and must reach an investment cooperation agreement between the investor of the facility and the owner and operator of the cable.

5.7. Conditions listed in statement No. UG0D4000K-G-241/2002 of MOL Rt. Natural Gas Division Natural Gas Transport Operation-Development Geodesic and statement No. UG110000-K-FAX-400/2003 of MOL Rt. Natural Gas Division Natural Gas Transport Kecskemét Pipeline Plant (amended by statement No. UG110000-K/FAX-565/2003.) must be observed:
- during the preparation of construction plans, before pipelines will be relocated, the investor must reach a cooperation agreement with the operator (MOL Rt. Natural Gas Division Transport Operation-Development Geodesic – 8600 Siófok, Tanácsház u. 5.), which will be the basis of relocation plans.

5.8. On the basis of statement No. 821/15-883/03.K., issued on 17 March 2003 by the Szeged Department of South-Alföld Gas Supply Rt., conditions listed in the attachment must be observed during the preparation of construction plans and during the works.

5.9. During the preparation of construction plans, on the basis of operator's statement No. 41/19.02.02/K.J. issued by V-Fon Rt., conditions listed in the attached memorandum must be observed, as well as conditions listed in statement No 178/2003 of Matáv Rt. Kecskemét Technical Services Department, dated on 14 March 2003.

5.10. On the basis of statement No. 1-12/2003, issued by Kiskunmajsa and vicinity Water Management Association, geodesic elevation data must be discussed and updated during the preparation of construction plans.

6. Environmental protection, recultivation

Environmental protection and recultivation tasks of the facility must be completed on the basis of permit plan No. 50 630, "Environmental Protection", "Environmental Protection, protection of Wild Animals" and "Recultivation", prepared by UVATERV Rt.,, observing the following regulations:

6.1. Approval No. 3176-2/2002, issued by the Csongrád County Plant and Soil Protection Service on 28 February 2002 must be followed:

1. During construction topsoil must be removed and deposited according to the plan. Pursuant to Paragraph 70(1) of Act LV/1004, investor shall be responsible for preserving topsoil.
2. Investor shall be responsible for restoring the original condition arable land used on a temporary basis. Pursuant to Paragraph 45(1) of Act LV/1944, the user shall be responsible for restoring the original condition of temporary used arable land, according to specifications recorded in the land registry.
3. After completing road construction works, the following recultivation tasks must be completed on arable land used on a temporary basis:
   - land leveling
   - spreading organic manure / 30 t/ha
   - ploughing
   - grading after ploughing
   - planting grass on grazing land
4. During road construction special attention must be paid to prevent loss of production on adjacent arable land, including the period after completing works. The road must not hinder water drainage of adjacent arable land.
5. Soil used for the construction of embankments maybe obtained only and exclusively from quarries with mining permit.

I will check the observation of conditions listed in this approval.

6.2. Conditions listed in approval No. 70.289-13/02 of the Lower Tisza Region Environmental Protection Authority, issued on 13 March 2002., must be observed:

- during construction diffuse dust emission must be limited as much as possible, transport trucks must be covered and dust emission from deposited soil must be prevented by regular wetting.

- completed embankments must be planted with grass and recultivated as soon as practical. In sandy areas this condition is essential.
- Waste must not be burned on the site.
- Where necessary, in order to prevent secondary dust emission, mud must be removed from paved surfaces.
- Communal and non-recyclable waste generated during construction works maybe moved only to insulated waste disposal dump with appropriate permit.
- Additional material for the construction of embankments maybe obtained only from a quarry with appropriate mining permit. The quantity and quality of this material must be certified, the certification must be available at the technical delivery procedure.
- Regulations listed in Government Decree 21/2001.(II.14.) on the protection of clean air must be observed during the construction and operation of the motorway.
- With regard to managing communal waste, regulations listed in Government Decree 213/2001.(XI.14.) must be observed.
- In case of hazardous waste, relevant regulations of Government Decree 98/2001.(VI.15.) must be followed.

6.3. Noise-protection walls

6.3.1. Locations of noise-protection walls:

On the left side of the motorway:

between sections 164+620 km and 165+300 km – 3.00 m high
between sections 167+140 km and 168+000 km – 2.50 m high
between sections 170+340 km and 170+520 km – 2.50 m high
between sections 170+520 km and 170+760 km - 3.00 m high
between sections 170+760 km and 171+000 km - 3.00 m high
between sections 171+460 km and 171+700 km - 3.50 m high
between sections 171+700 km and 172+535 km - 2.50 m high

On the right side of the motorway:

between sections 162+100 km and 164+200 km – 5.00 m high
between sections 164+970 km and 165+170 km – 3.00 m high
between sections 165+170 km and 165+340 km – 3.50 m high
between sections 165+310 km and 165+400 km – 3.00 m high
between sections 165+525 km and 165+700 km – 3.00 m high
between sections 166+800 km and 167+120 km – 3.50 m high
between sections 167+500 km and 167+760 km – 3.50 m high
between sections 167+760 km and 168+000 km – 2.50 m high
between sections 168+170 km and 168+400 km – 2.50 m high
between sections 168+930 km and 169+100 km – 3.50 m high
between sections 169+950 km and 170+160 km – 2.50 m high
between sections 171+250 km and 171+450 km – 2.50 m high
between sections 171+450 km and 171+650 km – 3.50 m high
between sections 172+000 km and 172+100 km – 2.50 m high
between sections 172+100 km and 172+330 km – 3.00 m high

6.3.2. Construction plans of all noise-protection walls must be approved by the Lower-Tisza Region Environmental Protection Authority. The approval, including the plans, must be submitted to the National Transport Authority. Noise-protection walls maybe constructed only in the possession of approved construction plans.

7. Other provisions

7.1. Conditions listed in chapters Road Construction, Bridge Construction and Traffic Control of road operator's approval No. 804-2/2003-Ü of the National Motorway management Rt., dated on 24 March 2003 must be observed. During the preparation of construction plans discussions must be held with special authorities who imposed conditions in their approval.

7.2. Conditions listed in approval No. 90003-13/2002 and 90003-10/2003 of the Szeged Regional Department of the Office of National Heritage Protection must be observed:

1. Registered archeological sites are located on areas involved in the construction of M5 Motorway and related facilities: 1. on the area of Szeged North Junction, 2. At sections 162.880-163.00, 3. 169.050-169.150, 4. 171.170-171.500 km, which, pursuant to Paragraph 22(1-2) of the Act must be bypassed by earthworks. If the bypass would increase construction costs out of proportion or the construction is technically impossible, the site in danger must be surveyed before proceeding with the works.
2. Before commencing construction works, pursuant to Paragraph 22(3) of the Act and Paragraph 14 of NKÖM Decree 18/2001.(X.18.) on detailed regulations of excavating archeological sites and paying to the finder of archeological sites, the Contractor must sign a written contract with the museum authorized in the relevant region. Planned works may commence only after the survey is completed.

The Archeological Department of the Csongrád County Regional Museum Directorate is autbnorized to perform the ppreliminary survey. In order to enter into force, this contract must be approved by the Szeged Regional Department of the Office of National Heritage Protection.

Consequently, Contractor must contact the archeological department of the relevant museum (Móra Ferenc Museum, Museum of the Local Administration of County Csongrád, 6720 Szeged, Roosevelt tér 1-3. tel. (62) 459-040, fax(62) 549-061) to negotiate the above agreement.

7.3. Conditions listed in approval No. 18-2993-3/2002 and 06-2895-2/2003 of the Kecskemét Department of National Forest Service must be followed:

If the planned project in the future will involve – not yet approved – forest or tree cutting, preliminary approval of the forest authority is necessary (pursuant to Paragraph 65(b) of Act LIV/1996 on protecting forests). A separate application for this permit maybe lodged at my Authority with all attachments required by the legislation. Penalties shall be applicable for unauthorized use of forests or for illegal tree cutting!

7.4. Conditions listed in approval No. 10.073-2/2002 of the Csongrád County Land Register and in the approval of Szeged Regional Land Register:

- When arable land is utilized temporarily or permanently for other purposes, an application must be lodged at the Regional Land Registry for suspension.
- Pursuant to Paragraph 38 of Act LV/1994 on arable land, user of the land must fulfill his temporary utilization obligation of the land (area in the path) until the permitted utilization enters into force. This obligation will be checked during land inspections.

7.5. Conditions listed in approval No. 941-3/2002-33 of the Szeged Institute of Public Health Office must be observed:

- Collection, storage, transport and neutralization of hazardous waste generated during construction must be performed according to relevant legislation.

7.6. Conditions listed in statement No. 21717-3/2002 of the Notary of City of Szeged and in statement No. 38189/2003 of the Building Department of the Szeged City Mayor's Office must be followed:

- Pursuant to Kgy.Decree 53/1997.(XII.23.) on services rendered by local administrations, construction (demolition) debris must be disposed only on assigned dumps. Assigned dump on the area administered by the City of Szeged: Central Rubbish Dump at Sándorfalvi út.

7.7. According to statement No. Kht. 34-279/2002 of the Szeged Public Area Management Non-Profit Co. Ltd.:

- During and after motorway construction unhindered access must be maintained to agricultural gardens and farmlets.

7.8. Boundary plans of managing facilities at section 159+200 – 173+895 km of the M5 Motorway must be approved by all involved road operators. One copy of these approvals must be submitted to the National Transport Authority as an attachment to the application of commencing the road to traffic.

7.9. During the preparation of construction plans and actual construction of the facility, regulations listed in Government Decree 253/1997.(XII.20.) (OTÉK) and other relevant legislation must be observed.

7.10. Declarations of relevant authorities are included in my resolution, they must be followed. During the preparation of construction plans and actual construction of the facility, all recommendations and regulations listed in attached special permits, operator's and manager's opinions and relevant design guidelines must be observed without exception. Before commencing works, additional permits required by special authorities must be obtained.

7.11. Construction permits of additional transport facilities (related to this project) are outside the scope of this application and shall be granted by the Csongrád County Transport Authority.

7.12. All solutions and materials used for the construction must satisfy all relevant standards and technical regulation. Construction plans must be prepared according to standards, technical guidelines and regulations of the industry currently in force.

7.13. The beneficiary of the permit shall be responsible for compensating for damages caused by construction works in roads and other property. He shall be responsible for restoring their original conditions as recorded on vide.

7.14. No land without access maybe left behind after completing the motorway section subject this permit. Beneficiary shall be responsible for providing access to all properties with individual lot number, according to the original method of access.

7.15. Facilities built on the basis of this construction permit shall be occupied only with the approval of the authority permitted the construction. Application for the occupation permit must be submitted at least 30 days before its planned date. The implementation plan and the memorandum of the successful delivery procedure must be attached to the application. As part of the implementation plan, land registry sheets of the motorway must be sent to the National Transport Authority.

7.16. This construction permit shall remain valid for the period of two years, from the date of entering into force, unless the construction has been started and carried on without interruption. This permit shall not entitle to occupy land owned by third parties and make exempt from obtaining other, relevant permits. This construction permit shall not be used for decisions brought down in civil right claims.

An appeal against my decision can be lodged – within 15 days from the date of receiving the resolution – at the National Transport Authority, addressed to The Transport Authority.

Stamp duty of 50 % of the total cost of the permit procedure, say HUF 2 061 550 shall be payable with the submission. This amount shall be payable to bank account No. 10032000 – 01738825 of the National Transport Authority, held at the Treasury. Copy of the receipt or proof of bank transfer must be attached to the appeal.

REASON

In his application No. Prig-912/2003, dated on 14 February 2003, the Builder, National Motorway Rt. (1036 Budapest, Lajos u.80). submitted an application for building permit for section 159+200 – 173+895 km of M5 Motorway.

On the basis of this application, the Public Road Authority of the National Transport Authority decided that the submitted design in suitable for public scrutiny and initiated the appropriate procedure.

Designers of UVATERV Rt., who prepared the construction plan, properly certified their authorization pursuant to KHVM Decree 3/1998. (II.11.).

There are several facilities along the above section of M5 Motorway which are outside the scope of authority of the National Transport Authority. According to relevant legislation, the National Transport Authority is competent in motorways, highways, their junctions, facilities and other related buildings, whereas the Csongrád County Transport Authority is competent in other national and local roads.

UVATERV Rt. mailed all declarations required for the construction permit by relevant authorities and operators of public roads and utilities.

The two authorities held a joint site visit on 25 March 2003. at Szeged. The memorandum recorded at this site visit is attached to this resolution. The memorandum, attached to our letter No. KK/KF/NS/A/72/30/2003. dated on 30 April 2003, contained all opinions expressed at the site visit. Copies of statements made after mailing the memorandum are attached to this resolution:

- Kiskunság National Park, No. 186-3/2003.(dated on 8 April 2003.)
- Notary of the Local Administration of Röszke, No. 715-2/2003 (dated on 16 April 2003.)
- Kecskemét Pipeline Department, MOL Rt. Natural Gas Division – Natural Gas Transport, No. UG110000-K-FAX-565/2003. (dated on 22 April 2003.)
- Szeged and Vicinity Water Management Association (dated on 1 April 2003.)
- Kiskunmajsa and Vicinity Water Management Association, No. 1-12/2003. (dated on 25 April 2003.)
- Building Office, Mayor's Office of the City of Szeged, No. 38189/2003. (dated on 5 May 2003.).

With regard to the large number of land owners of properties involved in the planned facility, the informative site inspection was held separately at Szeged on 25 March 2003, at Röszke and at Domaszék on 27 March 2003.

The Lower-Tisza Region Environmental Protection Authority, on the basis of preliminary environmental impact study prepared by UVATERV Rt., issued environmental protection approval No. 49.894-56/1999., dated on 6 December 1999, for the construction of section 126.4-174.5 km of the M5 Motorway. Since the permit is in force, the route of the motorway is definite.

After carefully investigating the submitted permit plans, I established that that the location of the rest area planned at the Röszke junction of M5 Motorway is in contrary to requirements listed in Clause 2.10.5.3. of road technical regulation ÚT-2-1.201, titled Public Road Design. The termination of traffic lane before connecting branch B of the junction to the main road is also unacceptable, as well as the construction of separating branch A and the "fan-like" spreading of pillars of the monolith overpass crossing road No. 5512. Furthermore, according to clause 3.1.1. of road technical regulation ÚT-2-3.401, the angle of a prefabricated superstructure must not be less than 60°. At bridge No.76 this angle is 55°, at No. 77 57.042°. With regard to the above, applicant approached GKM Public Road Transport Department, who granted exemption in letter No. XI-3/878/2/2003.

Following the completion of all supplementary requirements, hereby I grant permit for the construction of the above described section of M5 Motorway.

Building authorities involved in the construction of the above planned section of the motorway have granted their approvals.
The list of involved special authorities and operators of roads and public utilities who granted their approval without conditions is listed in the attached memorandum. Statements and opinions of authorities who imposed conditions are listed in this resolution.

Pursuant to Paragraph 21(2) of Act IV/1957 on general regulations of state administrative procedures, the approval of organizations who were not represented at the administrative site visit held on 25 March 2003 and did not express their opinions until the date of granting the permit, is regarded as granted.

I brought down my resolution after carefully investigating submitted and amended permit plans, taking into account declarations and opinions of special authorities given at the site inspection or mailed to my office, in order to enforce traffic safety and relevant clauses of the road technical regulation.

After investigating submitted traffic control plans I concluded that the plan – with observing conditions listed in this resolution – satisfied relevant traffic control requirements, KRESz (Road Code) regulations and regulations listed in KM Decree 20/1984.(XII.21.), including relevant clauses of road technical regulations currently in force.

As far as bridges are concerned, plans – with following conditions imposed in this resolution – are satisfying National Standard Series ME-07-3700-3709/1994, which was in force at the date of issuing the order for the design and relevant clauses of road technical regulations ÚT 2-3.401 and ÚT 2-3.411-415, which replaced the former Standard.

On the basis of submitted documents, opinions expressed at the official site visit held on 25 March 2003 and declarations of special authorities and road and public utility operators, there is no reason to deny granting the construction permit.

I brought down my resolution authorized by Paragraph 2(3) of several times amended Government Decree 231/1997.(XII.12.) on obligation and jurisdiction of uniform transport organization and Paragraph 3(2)(aa) of amended KöViM Decree 15/2000.(XI.16.) on construction, commencing to traffic and termination roads, pursuant to Road Technical Specifications ÚT 2-1.201 "Public Road Design", National Standard Series ME-07-3700-3709/1994 (Bridge Regulation), Road Technical Regulations ÚT 2-3.401., 411., 412. and 414 and several times amended KM Decree 20/1984.(XII.12.) on traffic control of roads and installation of traffic signs.

I determined the appeal fee on the basis of Paragraph 2.(1) of amended KHVM Decree 26/1997.(XII.12.) on fees payable for procedures of road management authorities.

All involved parties, as per the attached list, shall be informed about this resolution. Owners of properties adjacent to appropriated land shall be informed on the public noticeboard.

Budapest, 18 June 2003.

Stamped and signed

József Bíró
Head of Public Road Authority

Copies to:
as per attached address list.

Management of Kiskunság National Park
6000 Kecskemét, Liszt F.u. 19.
Postal address: 6001 Kecskemét, Pf. 186.
Telephone: (76) 482-611, Fax: (76) 481-074

National Transport Authority

Budapest
Teréz krt.62.
1066

Date: Kecskemét, 8 April 2003.
Subject: construction permit for section 159-200-173-895 km of the M5 Motorway
Our ref.: 186-3/2003
Our officer: Pál Várvölgyi
Quote No.: KK/KF/NS/A/72/3/2003

We investigated Your document mailed with regard to the above subject.

Our authority does not raise any objection against the implementation of the plan.

We have issued this statement pursuant to Government Decree 166/1999.(XI.19.) issued for the execution of the decree LIII. of 1996.

signed by

Gábor Szilágyi
director

from: the Notary of Local Administration of Röszke
6758 Röszke, Felszbadulás u. 84.
Tel: 573-038

Our ref: 715-2/2003.

Subject: statement
Quote No.:
KK/KF/NS/A/72/3/2003.

National Transport Authority
Public Road Authority
Permit and Traffic Control Department

1387 Budapest
Pf. 30.

With regard to the above quoted request, hereby I grant my approval for the construction permit of section 159+200-173+895 km of the M5 Motorway.

This approval shall not grant exemption from obtaining the permit of other authorities.

Röszke, 16 April 2003.

Signed and stamped by

Zsolt Angyal
deputy notary

MOL RT.
Natural Gas Division – Natural Gas Transport
Kecskemét Pipeline Department

To: National Transport Authority
Public Road Authority
Permit and Traffic Control Department

1066 Budapest
Teréz krt. 62.

Date: 22 April 2003.
Our ref.: UGI10000-K-FAX-565/2003.
Our officer: Péter Gacsári-Kiss
Tel.: 76/485-611; MOL: 27-459
Fax: 76/485-611; MOL: 27-462
Fax number: 1/331-99-17
Your contact: Tamás Apatóczky
Mihály Romhányi

Subject: Operator's statement

We amend our statement (Our ref.: UGI 10000-K-FAX-400/2003.) made on 25 March 2003, with regard to the site inspection published at the Mayor's Office of the City of Szeged on 25 March 2003., with regard to "Section 159+200 – 173+895 km of the M5 Motorway" as follows:

MOL Rt. Natural Gas Division, Natural Gas Pipeline Transport hereby approves granting the construction permit on conditions listed in the above letter.

Yours truly,

István Ringhoffer
plant manager

Csaba Juhász
CH-transport

Cc.:

Addressee
National Motorway Rt., Budapest fax: 1/43-68-057 Andrea Málnás
Officer
Archives

Received on 23 April 2003, ref.No. KF/792/03

Szeged and Vicinity Water Management Association
6701 Szeged, Cserzy M.u.30/a Pf.: 518

KHB: 10402805-28089179
Tel.: 62/420-644
Fax: 62/420-327

Szeged, 01.04.2003.

Subject: M5 Motorway between Szeged and the state border, declaration

UVATERV
Budapest 114.
Pf. 453-421
1537

FAX: 205-33-65

Szeged and Vicinity Water Management Association approved the construction permit of section 159.2 – 173.9 km of the M5 Motorway.

Signed and stamped

Attila Krasznai
Chief Engineer

Kiskunmajsa and Vicinity Water Management Association
Kinskunmajsa, Fő u. 79.
Tel./fax: 77/481-411

National Transport Authority
Budapest
Teréz krt. 62.
1066

Our Ref.: 1-12/2003
Our officer: Sné Udvardy

Dear address,

Kiskunmajsa and Vicinity Water Management Association hereby approves the crossing of section 4+758 m Külső-Maty irrigation canal and M5 Motorway between Szeged and the state border.
Please update your geodesic data because they are not in harmony with measured and registered figures.

Kiskunmajsa, 25 April 2003.

Yours truly,

signed

Imre Császár
director

Received on 29 April 2003.

Mayor's Office of the City of Szeged
Building Office

6720 Szeged, Széchenyi tér 11.
Tel.: 62/564-364

Ref. No.: 38189/2003.
Our officer: Ferenc Masa, ext. 4448

Subject: information
Quote No.: 9155-3/2003.

Strategic Office
Local

With regard to your application with the above ref. No., I inform You that our approval No. 21717-3/2002 granted for the construction permit of M5 Motorway between Szeged and the state border and the water management permit in principle has been based on the fact that *the plans approved above have been in harmony with the Building Code Of the City of Szeged.*

This statement has been issued for information purposes.

Szeged, 5 May 2003.

Signed and stamped by

Ildikó Tombácz née Papp
senior adviser
office leader

Cc.
1. Addressee
2. National Transport Authority, 1162 Budapest, Teréz krt.62.
3. Archives

List of addressed organizations:
M5 Motorway between Szeged and State Border
(special authorities, operators of public utilities)

Special authorities

1. Armed Forces, Headquarters, Operational Team
   1855 Budapest, Pf.25.
2. HM Armed Forces Air Control Department
   1885 Budapest, Pf. 25.
3. Csongrád County Catastrophe Protection Authority
   6728 Szeged, Napos út 4.
4. Public Health Office, City of Szeged Institution
   6723 Szeged, Sólyom u. 2.
5. Telecommunication Inspectorate, Regional Authority
   6721 Szeged, Csongrád sugárút 15.
6. City of Szeged, Professional Fire Brigade
   6728 Szeged, Napos utca 4.)
7. National Police Headquarters, Traffic Control Department
   1903 Budapest, Pf. 314/15.
   1139 Budapest, Teve utca 4-6.
8. Csongrád County Police Headquarters, Traffic Department
   6722 Szeged, Kossuth Lajos sugárút 22-24.
9. Police Headquarters, City of Szeged
   6721 Szeged, Párizsi krt. 16/22.
10. Csongrád County Land Registry
    6720 Szeged, Horcáth Miháky u. 1/6.
11. Szeged Regional Land Registry
    6724 Szeged, Kálvária sgt. 41/43.
12. National Forestry Service Kecskemét Department,Szeged Regional Supervision Department
    6724 Szeged, Föltámadás u.29.
13. Csongrád County Plant Health and Soil Protection Station
    6800 Hódmezővásárhely, Rárósi út 110.
14. Regional Technical Safety Authority
    6722 Szeged, Tisza Lajos körút 47.
15. Mining Authority, Szolnok
    5001 Szolnok, Templom utca 5. Postafiók 164.
16. Hungarian Geology Services South-Alföld Regional Office
    6721 Szeged, Sóhordó utca 20.
17. Lower-Tisza Region Environmental Protection Authority
    6701 Szeged, Felső-Tiszapart 17.
18. Management of Kiskunság National park
    6000 Kecskemét, Liszt F.u.19.
19. Air Transport Authority – Civil Air Transport Authority
    1675 Budapest-Ferihegy Pf. 41.
20. Lower-Tisza Region Water Management Authority
    6701 Szeged, Stefánia u. 4.
21. Natural Heritage Protection Office, National Historic Building Authority,
    1014 Budapest, Táncsics M.u. 1.
22. Natural Heritage Protection Office, Szeged Regional Department
    6720 Szeged, Oroszlán u. 6.
23. Mayor's Office of the City of Szeged, Development Office
    6745 Szeged, Széchenyi tér 11.
24. Mayor's Office of Domaszék
    6781 Domaszék, Köztársaság tér 1.
25. Mayor's Office of Röszke
    6758 Röszke, Felszabadulás u. 82.
26. Notary of the City of Szeged
    6745 Szeged, Széchenyi tér 11.

Operators and managers:

1. National Motorway Management Rt.
   1036 Budapest, Lajos u. 74-76.
2. Csongrád County State Public Road Management Non-profit Co.
   6721 Szeged, Juhász Gy.u. 9.
3. Tisza Volán Rt.
   6701 Szeged, Bakay Nándor u. 48.
4. National Electric Power Line Rt.
   1158 Budapest, Késmárk u. 14.
5. South-Hungary Power Distribution Rt.
   6724 Szeged, Kossuth L. sgt. 64-66.
6. MÁV Rt. TEB Division Regional Supervision Department
   6701 Szeged, Tisza Lajos krt. 28-30.
7. Regional Waterworks Operating Instituion
   6782 Mórahalom, Kölcsey u. 2.
8. Kiskunmajsa and Vicinity Water Management Association
   6120 Kiskunmajsa, Tanácsköztársaság u. 79.
9. Szeged and Vicinity Water Management Association
   6724 Szeged, Czerzy Mihály u. 30/a.
10. Szeged Waterworks Kft.
    6720 Szeged, Tisza Lajos krt. 88.
11. PANTHEL-TECHNOCOM Kft.
    8600 Siófok, Sió u. 74.
12. MOL Er. Natural Gas Division, Natural Gas Transport-operation
    8600 Siófok, Tanácsház u. 5. Pf. 102.
13. MOL Rt. Research-Production Division
    Szeged Region Production
    6701 Szeged, Pf. 37.
14. DÉGÁZ Rt. Szeged Department
    6724 Szeged, Vásárhelyi Pál u. 6.
15. V-FON Rt.
    6724 Szeged, Rókusi krt. 2-10.
16. MATÁV Rt. Kecskemét Trunk Pipeline Operation Department
    6000 Kecskemét, Klebesberg K. u. 1/A.
17. Kiskunhalas Border Patrol
    6400 Kiskunhalas, Keceli út Pf. 23.
18. VPOP Investment and Installation Office
    1095 Budapest, mester u. 7.

Other institutions:

1. National Motorway Rt.
   as Customer
   1036 Budapest, Lajos u. 80.

2. GKM Public Road Transport
   Department
   1400 Budapest, Pf. 87.

3. Road Management and
   Coordination Authority
   1024 Budapest, Fényes E.u.7-13.

4. National Transport Authority
   Road, Railway and Shipping
   Department
   1066 Budapest, Teréz krt. 38.

5. Csongrád County Transport
   Authority
   Road and Railway Department
   6721 Szeged, Kereskedő köz 3-5.

6. VÁTI Registry of Pipeline Facilities
   1253 Budapest, Pf. 63.

7. Szeged Public Land Maintenance
   Non-profit Co.Ltd.
   6728 Szeged, Városgazda sor 1.

8. Dr. Dobay Solicitor's Office
   6722 Szeged, Gogol u. 6.

9. UVATERV Rt.
   1117 Budapest, Dombóvári út 17-
   19.

10. AKA Rt.
    1023 Budapest, Lajos u. 26.

11. Department of Csongrád County
    General Meeting, Regional
    Development Office
    6471 Szeged, Rákóczi tér

12. MAROSGÁZ Kft.
    6722 Szeged, Tisza Lajos krt. 83.

13. Kiskunság National Park, Szeged
    Department
    6720 Szeged, Föltámadás u. 29.

14. Mayor's Office of the Szeged of
    City, Kiskundorozsma Department
    6791 Szeged-Kiskundorozsma,
    Negyvennyolcas u. 12.

15. MOL Rt. Public Services Division
    Network Development Department
    1095 Budapest, Közraktár u. 30.

16. PANTHERV Engineering Office
    Bt.
    1141 Budapest, Bazsarózsa u. 89.

17. FVM Csongrád County Agricultural
    Office, Game and Fish Authority
    6720 Szeged, Deák F.u. 1.

18. Bridge Management Independent
    Team
    Local

19. Archives

List of names and addresses of property owners involved in motorway land appropriation.

Röszke			
No.	Name	Address	Lot No.
1	Gábor Ábrahám	6758 Röszke, II. 180	082/37
2	Márta Ábrahám Dr.	6640 Csongrád, Hámán Kató 1.	082/37
3	Tibor Bata	6758 Röszke, III.236.	0322/88, 0322/91
4	Dezső Börcsök	6725 Szeged, III. ker. Csöndes 25.	0112/49
5	Józsefné Börcsök (Veronika Tanács)	6758 Röszke, Rákóczi 94.	0112/42
6	Piroska Börcsök	6758 Röszke, III. 312.	0322/119
7	Istvánné Császár	6781 Domaszék, Tanya-90.	0322/7
8	László Császár	6781 Domaszék, Tanyaq-90.	0322/7
9	Dr. Imre Tanács	1121 Budapest, XII. ker. Csonka 2.	0112/24, 0112/27
10	Jánosné Farkas Csamangó, Piroska Dicső (inherited)	6758 Röszke, III. 246.	0108/4, 0108/10
11	János Farkas	6729 Szeged, III. ker. Szabadkai 28.	0108/4, 0108/10
12	János Fülöp	6758 Röszke, II. 82.	0322/15
13	Sándorné Halasi (Ibolya Bata)	6787 Zákányszék, József Attila 51.	0322/88
14	Tiborné Hegedűs (Márta Tanács)	6783 Szatymaz, IV. ker. 298.	0112/42
15	Istvánné Márki (Julianna Tanács)	6758 Röszke, József Attila 42.	0112/42
16	Miklósné Masa (Ilona Tanács)	6781 Domaszék, Tanya 283-1.	0112/42
17	József Módra	6758 Röszke, I-es 3.	0322/48
18	Józsefné Módra (Ilona Farkas Csamangó)	6758 Röszke, I-es 3.	0322/48
19	Ibolya Magdolna Németh	6758 Röszke, III. 239.	0322/94
20	István Oltványi	6758 Röszke, II. 102-1.	0322/37
21	Józsefné Ördög (Viktória Fodor)	6758 Röszke, II. 105.	0322/45
22	Géza Ördögh	6758 Röszke, Május 1. 9.	0322/41
23	Gézáné Ördögh (Mária Kiss)	6758 Röszke, II. 104.	0322/41
24	Mária Ibolya Ördögh	6758 Röszke, II. 104.	0322/41
25	Józsefné Papdi (Julianna Kotogán)	6710 Szeged, Harcos 1.	0322/48
26	István Rácz	6758 Röszke, Tisza sor 20.	0322/10
27	Jánosné Rózsa (Mária Fodor)	6710 Szeged, Kapisztrán 100/B	0322/48
28	Local Administration of Röszke	6758 Röszke, Felszabadulás utca 84.	0322/43, 0322/89
29	Mihályné Ruzsa (Éva Lukács)	6729 Szeged, III. ker. Sípos 21.	0322/48
30	István Simicz	6723 Szeged, II. ker. József Attila 65/B	0322/48
31	József Simicz	6772 Deszk, Alkotmány 46.	0322/48
32	Vincéné Szekeres (Rozália Takács)	6758 Röszke, Kossuth Lajos 4.	0112/42
33	Imréné Szulcsány (Mária Tanács)	6758 Röszke, IV. ker 436.	0112/42
34	Antal Tanács	6758 Röszke, Rákóczi 84.	0112/42
35	Erika Tanács	6783 Ásotthalom, Tanya 452.	0112/42
36	Géza Tanács	6758 Röszke, Lehel 7.	0112/42
37	Istvánné Tanács	6760 Kistelek, Tisza Lajos 34.	0112/42
38	Mónika Tanács	6758 Röszke, IV. ker. 427.	0112/42
39	Pál Tanács	6758 Röszke, Vasút 14.	0112/42
40	Szilveszter Tanács	6758 Röszke, III. 249.	0112/42
41	Zsuzsanna Tanács	6758 Röszke, IV. ker. 427.	0112/42
42	Károly Tóth	6758 Röszke, Felszabadulás utca 116.	0322/38
43	Új Élet Coop	6710 Szeged, III. ker. Kapisztrán utca 60.	0322/50, 0322/51, 0322/53

Kiskundorozsma			
No.	Name	Address	Lot No.
1	Lajosné Buborék	Szeged III. Teréz u. 31. III/1	0602/20
2	Pálné Szécsi (inherited)	6781 Domaszék, Tanya 980.	0602/20
3	Local Administration of the City of Szeged	6720 Szeged, Széchenyi tér 10-11.	0602/4, :/5, :/6, :/7, :/8, :/48
4	József Attila Coop	6791 Szeged, Dorozsmai út 143.	0602/32,0410/134
5	Transpack Center Kft.	1067 Budapest, Teréz körút 41.	0602/60
6	Károly Veres	6791 Szeged, III. Kdorozsma, Apáca u. 26 lh. A-2.	0602/118, 0532/6, :/5
7	Kiskunmajsa and Vicinity Water Management Association	6120 Kiskunmajsa, Tanácsköztársaság út 79.	0534/1, :/2
8	Lower Tisza Region Water Management Authority	Szeged, Stefánia u. 4.	0411/1, :/2
9	Ágoston Szitás	Szeged, Fő fasor 109.	0536/6
10	Ferenc Seres	Szeged, Jobb fasor 11.	0536/6

List of names and addresses of property owners involved in motorway land appropriation.

Domaszék			
No.	Name	Address	Lot No.
1	Sándor Ábrahám	6781 Domaszék, Tanya 100.	0150/25, :/35
2	Sándorné Ábrahám	6781 Domaszék, Tanya 100.	0150/35
3	István Bába	6781 Domaszék, Kertész utca 23.	0388/57
4	Istvánné Bába	6781 Domaszék, Kertész utca 23.	0388/57
5	János Bába	6781 Domaszék, Petőfi utca 3.	0388/120, :/123
6	József Bába	6781 Domaszék, Tanya 201.	0388/118, :/119, :/124, :/126, :/129
7	Józsefné Bába	Szeged Gogol u. 27.	0388/119, :/124, :/126
8	Pálné Bába	6781 Domaszék, Tanya 201.	0388/139
9	Istvánné Bársony	Szeged, Sóhordó utca 25.	0388/14
10	Lajos Bata	6781 Domaszék, Hajnalka út 6.	0388/66
11	József Beke	6781 Domaszék, Tanya 1047.	0388/23
12	Gábor Bodó	Szeged, Pásztor u. 50.	0388/153, :/155, :/159, :/161, :/163, 0175/82
13	Józsefné Bozsó	6781 Domaszék, Tanya 1017.	0388/16
14	Imre Börcsök	Szeged, II. ker. Siha köz 3. A lh. Fsz. 2.	0388/46
15	József Börcsök	6781 Domaszék, Tanya 237.	0388/148
16	Károly Börcsök	6781 Domaszék, Kossuth u. 6.	0388/207
17	István Busa	6782 Mórahalom, Kossuth park 9.	0388/39, :/41
18	Ildikó Fehér née Busa	6782 Mórahalom, Kossuth park 9.	0388/39, :/40, :/41
19		6721 Szeged, Juhász Gyula u. 9.	0388/44, :/45
20	Istvánné Csonka	Szeged, Fogarasi u. 17.	0388/66
21	Antal Dicső	6781 Domaszék, Kertész u. 28.	0388/140
22	Imre Dobó	6781 Domaszék, Vasút u. 55.	0388/24, :/10
23	Local Administration of Domaszék	6781 Domaszék, Köztársaság tér 1.	0388/14, :/22, :/29, :/42, :/65, :/110, :/125, :/127, :/ , :/164, :/178, :/186, :/189, :/195, :/199, :/211, :/223
24	Sándor Doszpoly	Szeged, II. ker. Tabán u. 22. 4. em. 12.	0388/89
25	Sándorné Doszpoly	Szeged, II. ker. Tabán u. 22. 4. em. 12.	0388/89
26	Dr. Dénes Szabó Garbai	Szeged, Dózsa Gy. U. 4. 3. em. 5.	0388/158
27	Dr. Géza Szécsi	Szeged, Széchenyi tér 16.	0388/135
28	Ferencné Fehér	6781 Domaszék, Tanya 76.	0388/140
29	Tamás Halmos	Szeged, Béke u. 3.	0150/29
30	Ferencné Kalmár	6781 Domaszék, Tanya 1030.	0388/32
31	Vincéné Koszó	6710 Szeged, III. ker. Kapisztrán u. 45.	0388/120, :/123
32	Ilona Mészáros	Szeged, Blaha Lujza u. 15.	0388/66
33	István Módra	Szeged, Erdei F. u. 7.	0388/59, :/117
34	Móra Ferenc Coop	Szeged, Mérey u. 6/B	0388/132
35	József Németh	6781 Domaszék, Tanya 316.	0388/13
36	Mihályné Németh	Szeged, II. ker. Hont Ferenc u. 12. A lh. I/1.	0388/120, :/123
37	István Ördögh	6724 Szeged, III., Vasasszentpéter u. 20/B	0388/206
38	Géza Papp	Szeged, Bérkert u. 48.	0388/66
39	Gézáné Papp	Szeged, Bérkert u. 48.	0388/66
40	Szilveszter Rózsa	6781 Domaszék, Tanya 51.	0175/49
41	József Sánta	6781 Domaszék, Tanya 157.	0388/208
42	Mihály Sebők	6781 Domaszék, Tanya 220.	0388/67
43	Mihályné Sebők	6781 Domaszék, tanya 215.	0388/116
44	Imréné Szécsi	6781 Domaszék, Gyepsor 14.	0388/140
45	Klára Szécsi	6781 Domaszék, József Attila u. 31.	0388/135
46	Szilárd Szécsi	Szeged, Pásztor u. 50.	0388/153, :/155, :/159, :/161, :/163, 0175/82
47	Tamás Szécsi	Szeged, Pásztor u. 50.	0388/153, :/155, :/159, :/161, :/163, 0175/82
48	Szeged and Vicinity Water Management Association	Szeged, Cserzy M. u. 30.	0388/200, 0151/2
49	Éva Szekeres	6781 Domaszék, Tanya 212.	0388/46
50	Jánosné Szekeres (inherited)	6781 Domaszék, Tanya 301.	0388/148
51	Istvánné Széll	Szeged, Sóhordó u. 19.	0388/120, :/123
52	Szőlőfürt Special Coop	6781 Domaszék, Vasút u. 47.	0388/5, :/43, :/35, :/20, :/31, :/180, 0150/51
53	Károlyné Tanács	6781 Domaszék, Tanya 214.	031/115
54	Imre Vajas (inherited)	6781 Domaszék, Tanya 194.	0388/221
55	Imre Varga	Szeged, Földmíves u. 8.	0388/121

MÓRA FERENC MUSEUM
THE MUSEUM OF THE CSONGRÁD COUNTY MUNICIPALITY
6720 SZEGED, ROOSEVELT TÉR 1-3.

STATEMENT

The Móra Ferenc Museum, the Museum of the Csongrád County Municipality (central office: Szeged, 6720 Roosevelt tér 1-3.), declares that – corresponding to the point 1 of the contract concluded with the Nemzeti Autópálya [*National Motorway*] Rt. – he had completed the preventive archaeological excavation along the planned alignment of the M5 motorway between the Szeged North interchange and the frontier of the country.

You can find the list of the archaeological findspots – excavated by the Museum and touched by the present statement – along the section of the motorway between the Szeged North interchange and the frontier of the country (between the km ch. 159+700 and the km ch. 174+520 of M5) detailed according to the enclosed table.

The full-scale excavations were performed along the section – indicated enclosed – between 1993-2004, we cannot count on the arising of further archaeological finds, namely the construction may be begun.

<signature>
dr. Vörös Gabriella
County Director of Museums

Szeged, 19 November 2004

ANNEX 4A
GENERAL HABITAT CLASSIFICATION SYSTEM

Appendix A: General Habitat Classification System (G-NHCS) categories in Hungary

A Euhydrophyte habitats

B Marshes

C Flushes, transition mires and raised bogs

D Rich fens, eu- and mesotrophic meadows and tall herb communities

E Colline and montane hay meadows, acidophilous grasslands and heaths

F Halophytic habitats

G Dry open grasslands

H Dry and semi-dry closed grasslands

I Non-ruderal pioneer habitats

J Riverine and swamp woodlands

K Fresh deciduous woodlands

L Closed dry deciduous woodlands

M Open dry deciduous woodlands

N Coniferous woodlands

O Secondary and degraded marshes and grasslands

P Semi-natural, often secondary woodland-grassland mosaics

R Semi-natural closed woodlands

S Forestry plantations

T Agricultural habitats

U Other habitats

A Euhydrophyte habitats

A1 Free-floating surface communities with Lemna, Salvinia and Ceratophyllum

Blanket-like surface or subsurface vegetation of tiny floating aquatics with reduced roots, where a partly or completely submerged layer of lobed-leaved plants can develop. Characteristic species include duckweeds (Lemna, Spirodela) Salvinia natans and hornworts (Ceratophyllum).

A2 Free-floating surface communities with Utricularia and Stratiotes

One- or two-layered freely floating assemblage of larger plants, mostly with basal leaf rosette (e.g. Stratiotes aloides, Hydrocharis) and insectivorous species (Utricularia).

A3 Rooted submerged and floating vegetation with Potamogeton, Nymphaea, Trapa, etc.

Sizeable freshwater waterweeds rooting in the bottom sediment form a more or less continuous green, where reproductive parts are brought above the water surface. Typical components are

Nymphaea alba, Nuphar lutea, Nymphoides peltata, Trapa natans, Potamogeton and Batrachium species.

A4 Euhydrophyte communities of fens

Floating or shallow-rooted waterweed associations in dystrophic or oligotrophic waters mostly swamp lakes with Hottonia and Aldrovanda as dominants.

A5 Athalassal saline euhydrophyte communities

Species-poor vegetation of small, bottom-rooted, floating or submerged waterweeds in shallow saline lakes or pools. Characteristic plants are Batrachium, lesser Potamogeton, Chara and Zannichellia species.

B Marshes

B1 Reed and Typha beds

Dense vegetation of tall, mostly hygromorphic herbaceous plants on the shore of standing freshwaters composed of Phragmites and Typha, or less frequently of Bolboschoenus,

Glyceria maxima and Cladium mariscus. Floating fens also belong to this category.

B2 Glyceria, Sparganium and Schoenoplectus beds

Medium-height emergent vegetation in shallow freshwaters and at lake edges, where sunshine can penetrate through the loose canopy. Typical species are Schoenoplectus lacustris, Glyceria maxima, Sparganium erectum, Phalaroides arundinacea, Glyceria plicata and Sagittaria sagittifolia.

B3 Water-fringing helophytic beds with Butomus, Eleocharis and Alisma

Sparse stands of short, mostly weak competitor marsh plants or dense vegetation of dwarf marsh species at the edge of waters. The literature often regards these as short- and dwarf reed associations. Butomus umbellatus, Alisma spp., Eleocharis palustris and Equisetum fluviatile are the characteristic species.

B4 Tussock sedge communities

Fine-scale mosaics of terrestrial and aquatic vegetation, where the terrestrial component is formed by column-like tufts of plants emerging from water (so-called tussocks), while depressions between these provide aquatic microhabitats. Typical tussock forming species are Carex elata, C. appropinquata, C. rostrata and Calamagrostis canescens, depressions are inhabited by e.g. Menyanthes trifoliata, Carex pseudocyperus.

B5 Non-tussock beds of large sedges

Dense, usually one-layered meadows flooded in spring and dominated by one sedge species e.g. Carex acutiformis, C. riparia, C. gracilis, C. vulpina, C. vesicaria, C. disticha.

B6 Salt marshes

Marshes on the lowlands covered by salt-rich water during the greater part of (or even throughout) the growing season, their soil contains salts in high concentration. Important species: Bolboschoenus maritimus, Schoenoplectus tabernaemontani and Eleocharis uniglumis.

C Flushes, transition mires and raised bogs

C1 Soft and hard water flushes

Oligotrophic, bryophyte-rich herbaceous plant communities in montane and colline zones at spring outlets of good water supply. Characteristic species: Carex lepidocarpa, C. flava, Cardamine amara, Chrysosplenium alternifolium, Montia fontana.

C2 Transition mires

Localized aquatic habitats, where abiotic properties (oligotrophy, acidity), species composition and physiognomy are intermediate between those of real raised bogs with Sphagnum and mires lacking bogmoss. They occur in West Transdanubia and in the Hungarian Central Range mainly.

C3 Raised bogs

Bigger continuous bogs covered by Sphagnum, relatively rich in bogmoss-associated specialist species, the habitat is extremely oligotrophic and acidic, and enjoys a favourable water supply. Appear in the North Hungarian Range and on the Beregi-sík. Typical taxa: Sphagnum spp., Eriophorum vaginatum, Drosera rotundifolia.

D Rich fens, eu- and mesotrophic meadows and tall herb communities

D1 Rich fens

Swamp meadows under stagnant water or receiving continuous water supply, thus desiccation even in late summer is avoided. Occur mostly in the lowland and colline zone. Characteristic species include Carex davalliana, Schoenus nigricans, Sesleria

uliginosa, Juncus subnodulosus and several orchids.

D2 Molinia meadows

Swamp meadows inundated in spring, but drying up in summer, soil with considerable peat content, dominant grass is Molinia.

D3 Colline eu- and mesotrophic meadows

Tallgrass meadows under spring water, drying up in summer, soil lacks peat, Deschampsia is characteristic. In Transdanubia and the North Hungarian Range.

D4 Lowland eu- and mesotrophic meadows

Tall meadows wet throughout most part of the growing season, peat formation is not typical, poor in salt-tolerant species. Characteristic components: Agrostis stolonifera, Poa trivialis, Alopecurus pratensis and Festuca pratensis.

D5 Water-fringing and fen tall herb communities

Communities of tall herbaceous dicots of high water requirements in colline and montane zone. Typical species are Petasites spp., Angelica sylvestris, Cirsium spp., Filipendula ulmaria, Geranium palustre.

E Colline and montane hay meadows, acidophilous grasslands and heaths

E1 Arrhenatherum hay meadows

Mesophilous hay meadows on nutrient-rich soil of valleys and terraces dominated by Arrhenatherum elatius, Dactylis glomerata, Phleum pratense Alopecurus pratensis, etc.

E2 Festuca rubra hay meadows and related communities

Wet mesophilous montane hay meadows with moderately acidic soil in the Hungarian Central Range and the hills of Transdanubia. Important species: Festuca rubra, Cynosurus cristatus, Agrostis capillaris, Trisetum flavescens, Festuca pratensis, Helictotrichon pubescens.

E3 Cynosurion grasslands

Meso-xerophilous grazed meadows on limeless, nutrient-poor soils in the montane oak-hornbeam and beech zones. Dominant species are Agrostis capillaris, Anthoxanthum odoratum, Festuca rubra, F. rupicola, F. tenuifolia and Danthonia decumbens.

E4 Nardus swards

Grazed montane grasslands dominated by Nardus stricta on gradually degrading acidic soils with raw humus.

E5 Calluna heaths

Grasslands on place of clear-felled woodlands, in woodland clearings and heaths on acidic soil dominated by Calluna vulgaris.

F Halophytic habitats

F1 Artemisia salt steppes

Periodically wet dry shortgrass steppes usually covering large areas, rich in salt-tolerant plants, lacking or poor in non-saline steppe species, dominated by Festuca pseudovina, frequent codominants are Artemisia santonicum and Limonium gmelini.

F2 Salt meadows

Lowland meadows with regular (mostly spring) water cover, often appearing on salt steppes or around salt marshes, dominant monocots (Carex distans, Beckmannia eruciformis, Alopecurus pratensis, Agrostis stolonifera or Carex melanostachya) are accompanied by dicots typical of saline soils.

F3 Tall herb salt meadows

Saline meadows composed of saline grassland, meadow and loess steppe species, its physiognomy is determined by tall dicots, inundated in spring, dry in summer, occurring east of the Tisza river. Frequent characteristic species are Aster punctatus, Artemisia pontica, Peucedanum officinale and Aster linosyris.

F4 Puccinellia swards

Meadows or sparse halophytic grasslands on the lowlands on soils with high salt content, periodically inundated (mostly in spring), and dominated by Puccinellia.

F5 Annual salt pioneer swards

Covered by water for a larger part of the growing season, saline lakes and depressions in saline steppe micromosaics dry up in summer, and the exposed mud surface becomes inhabited by halophytes, mostly annuals. Dominant species: Camphorosma annua, Suaeda spp., Crypsis aculeata, Pholiurus pannonicus, Chenopodium spp., Spergularia maritima, Salicornia europaea.

G Dry open grasslands

G1 Open sand steppes

Edaphic semi-desert-like vegetation with numerous endemic species in coarse sand on the Great Hungarian Plain. Dominant grasses are Festuca vaginata and Stipa borysthenica. Further important diagnostic species: Fumana procumbens, Alkanna tinctoria, Dianthus serotinus, Euphorbia segueriana.

G2 Calcareous open rock grasslands

Sparse, pioneer-like dry grasslands on calcareous rocks in the Hungarian Central Range, most frequently dominated by Festuca pallens.

G3 Acidophilous open rock grasslands

Discontinuous, pioneer-like dry grasslands on siliceous rocks in the Hungarian Central Range. Dominant grasses: Festuca pseudodalmatica, Stipa tirsa, S. dasyphylla, Poa

pannonica.

H Dry and semi-dry closed grasslands

H1 Closed rock grasslands

Dry, mesophilous-xero-mesophilous montane grasslands with broad-leaved grasses (e.g. Sesleria spp., Bromus pannonicus). Composition strongly influenced by bedrock properties.

H2 Rock steppes

Dry, more or less closed grasslands on south facing dolomite slopes in the Hungarian Central Range. Dominant monocots: Carex humilis, Chrysopogon gryllus, Festuca rupicola.

H3 Slope steppes

Closed, species-rich grasslands dominated by narrow-leaved grasses, representing the steppe zone of Eastern Europe in the colline zone. Dominant species are Festuca rupicola, F. valesiaca, Stipa capillata, S. pulcherrima, S. tirsa and Festuca pseudodalmatica.

H4 Bromus erectus - Brachypodium pinnatum grasslands

Species-rich xero-mesophilous secondary meadows and grasslands of different origin and species composition, preserving remnants of the woodland flora. Dominant grasses: Bromus erectus, Brachypodium pinnatum.

H5 Closed loess and sand steppes

Closed dry grasslands on humus-rich soils developed on loess or sand. Most frequent dominant grasses are Festuca rupicola, Bromus inermis and Bothriochloa ischaemum.

I Non-ruderal pioneer habitats

I1 Amphibious communities on river gravel and sand banks

Beds of rivers and floodplain channels becoming exposed after prolonged water cover are colonized by pioneers, mostly annuals. Most usual dominants are Cyperus (s.l.) and Juncus spp.

I2 Semi-desert vegetation on loess cliffs

Discontinuous pioneer vegetation on loess cliffs, on eroded loess-clay high riverbanks and on steep loess slopes. Most frequent species: Kochia prostrata, Agropyron pectinatum.

I3 Pioneer vegetation on rock cliffs

Pioneer communities on natural or artificial rock surfaces.

I4 Screes

Pioneer communities on screes of larger blocks stabilized for centuries.

J Riverine and swamp woodlands

J1 Willow and birch mire woodlands

Thickets or low canopy mire woodlands on soils with peat content in areas of poor drainage and in oxbow lakes. Typical species: Salix cinerea, S. aurita, Calamagrostis canescens, Thelypteris palustris.

J2 Alder swamp woodlands

Alder and occasionally ash woodlands on peaty soil flooded even in summer, rich in swamp species (e.g. Thelypteris palustris, Carex elata). In contrast to montane alder woodlands, these communities are poor in beech woodland species.

J3 Riverine willow shrub

Shrub along river banks, in shallows and occasionally on verges of lower floodplain oxbow lakes. Mostly Salix species form the canopy.

J4 Riverine willow-poplar woodlands

Hygrophilous high woodlands on lower river terraces and less frequently along streams with Salix and Populus species in the canopy.

J5 Riverine ash-alder woodlands

Non swamp-like hygrophilous woodlands along streams in the colline and montane zone, or occasionally on high river terraces, the canopy-forming tree species is Alnus glutinosa.

J6 Riverine oak-elm-ash woodlands

Moderately wet woodlands on high river terraces or less often along streams of the colline zone. Canopy forming species are Quercus robur, Fraxinus angustifolia, Fraxinus excelsior and Ulmus laevis. In the herb layer, species typical for the montane beech woodland zone appear (e.g. Aegopodium podagraria, Allium ursinum, Corydalis cava, Galium odoratum, Stachys sylvatica, Viola sylvestris).

K Fresh deciduous woodlands

K1 Lowland oak-hornbeam and closed sand steppe oak woodlands

Fresh plains woodlands with closed canopy, free from floods, but moderately influenced by ground water. Canopy-forming trees are Quercus robur and Carpinus betulus, in the herb layer numerous beech woodland species occur, but plants with high water demand are rare.

K2 Pannonian oak-hornbeam woodlands

Characteristically mesophilous deciduous woodlands on fresh, mostly deep soils, with two-layered canopy, missing shrub stratum and well-developed early spring geophyte undergrowth. Dominant tree species are Quercus petraea s.l. or Q. robur, and Carpinus betulus. Usually form a continuous altitudinal belt in the Hungarian Central Range.

K3 Western sub-Pannonian beech and oak-hornbeam woodlands

Tall submontane deciduous woodlands of rigorous growth in West and Southwest Transdanubia, with Scotch pine and sweet chestnut as frequent canopy subordinates. The herb layer is well-developed in summer and contains sub-Atlantic-West-Balkanic elements (e.g. Primula vulgaris, Knautia drymeia and Cyclamen purpurascens).

K4 Illyrian beech and oak-hornbeam woodlands

High, species-rich woodlands of good growth in South Transdanubia, with silver lime as characteristic canopy component. The shrub layer is insignificant, the herb layer contains southern elements, some of them evergreen, and is abundant in spring geophytes. Characteristic species: Ruscus aculeatus, R. hypoglossum, Lonicera caprifolium, Tamus communis, Helleborus spp.and Lathyrus venetus.

K5 Pannonian neutral colline and montane beech woodlands

Montane or colline, fresh or semihumid tall woodlands dominated by one species (beech), with tightly closed canopy, poorly developed shrub layer and rich early spring geophyte undergrowth.

K6 Ravine and slope woodlands and limestone beech woodlands

Intrazonal mixed woodlands appearing in small stands on poorly developed soils, dominated by mesophilous or beech woodland species, often preserving relict taxa. Subunits differ markedly (for details see the habitat description).

K7 Acidophilous fresh oak and beech woodlands

Woodlands of weak growth developed under humid climate on siliceous bedrock, the shrub layer is absent, the herb layer is usually rich in mosses. Characteristic species: Deschampsia flexuosa, Luzula luzuloides, and Calluna, Genista, Vaccinium and Hieracium spp.

L Closed dry deciduous woodlands

L1 Closed termophilous oak woodlands

Medium-growth colline or montane oak woodlands with closed canopy, well-developed shrub and herb layers, and numerous species of southern distribution. The canopy is formed by Quercus pubescens, Q. cerris and in Transdanubia Fraxinus ornus.

L2 Turkey oak - sessile oak woodlands

Climatically zonal, well-grown oak woodlands in the colline zone on deep soil. Canopy-forming trees are Quercus petraea s.l. and Q. cerris, the herb layer is dominated by grasses and sedges, while legumes are also abundant.

L3 Mixed relict oak woodlands on rocks

Mixed woodlands on dolomite or limestone hills, usually in small stands, dominated by oak woodland species of sub-Mediterranean or continental origin. Subunits markedly differ (see habitat description).

L4 Acidophilous dry oak woodlands

Poorly grown woodlands on siliceous bedrock. Canopy closure incomplete, the tree layer is dominated by sessile oak. The shrub layer is missing, the herb layer is composed of acidophilous and xerophilous elements. Typical species: Genista

pilosa, Calamagrostis arundinacea, Veronica officinalis and dry grassland and meadow species.

M Open dry deciduous woodlands

M1 White oak shrub woodlands

Quercus pubescens -dominated dwarf woodlands of lower mountains forming mosaics with dry grasslands. Drought-tolerant and thermophilous species are characteristic.

M2 Loess steppe oak woodlands

Climatically zonal dry oak woodlands on loess bedrock in lowlands and at adjacent foothills, the loose canopy is dominated by Quercus robur, Q. cerris and Q. pubescens,

the shrub layer with Acer tataricum, the herb layer is rich in steppe elements.

M3 Salt steppe oak woodlands

Pedunculate oak woodland patches forming mosaics with tall-herb salt meadows and salt steppes, canopy height below 15 m, woodland species mix with steppe and halophytic elements.

M4 Open sand steppe oak woodlands

Woodland-steppe woodlands in sand areas of the Great Hungarian Plain, appearing in very small stands dominated by Quercus robur. The most frequent grass species in the herb layer is Festuca rupicola, or occasionally Poa angustifolia.

M5 Poplar-juniper steppe woodlands

Species-poor woodlands or shrub dominated by juniper and/or white and grey poplars, forming mosaics with sand grasslands. The number of woodland species is low.

M6 Continental deciduous steppe thickets

Natural or occasionally secondary shrub vegetation appearing as fringe communities at edges of xerothermic woodlands or in grasslands in patches of various sizes. Usually grows on deep soil and reaches a height of ca. 1 m. Important species: Amygdalus nana, Cerasus fruticosa and lesser Rosa species.

M7 Continental deciduous rock thickets

Low-growth montane shrub on rocky places, not or only weakly associated with woodlands, constituents include rare species (Spiraea, Cotoneaster, Amelanchier etc.).

M8 Thermophilous woodland fringes

15 m wide edges of xerothermic woodlands or semi-arid grasslands turned into fringe communities. Components are shrubs or species of dry oak woodlands, woodland steppes and dry or semi-arid grasslands (e.g. Geranium sanguineum, Iris variegata, Asphodelus albus, Trifolium spp.). Polycorm-forming plants and tall herbs are also abundant.

N Coniferous woodlands

N1 Acidophilous Scotch pine woodlands

Relict-like Scotch pine stands in West Transdanubia on limeless bedrock, in extremely acidic or variable water regime habitats, with deciduous trees mixed in the closed canopy. Mostly acidophilous plants compose the herb layer.

N2 Calcareous Scotch pine woodlands

Relict-like open Scotch pine woodlands in extremely dry habitats on lime containing bedrock in West Transdanubia and at Fenyõfõ in the Bakony Mts. The herb layer is dominated mostly by basiphilous species.

N3 Spruce woodlands

Picea abies - dominated coniferous woodlands in West Transdanubia on limeless bedrock in habitats fed by seepage water. The canopy is closed and usually mixed with deciduous trees. The herb layer is formed by species of alpine origin.

O Secondary and degraded marshes and grasslands

O1 Drying degraded and secondary marshes and sedge beds

Species-poor tall vegetation, main constituents are marsh and reed community species and weeds.

O2 Disturbed mud surfaces

Monocot-dominated pioneer vegetation developing on anthropogenic influence in areas under prolonged water cover or on disturbed or degraded surfaces. Typical species: Heliotropium supinum, Schoenoplectus supinus, Verbena supina, Elatine, Lindernia, Peplis, Centunculus, Echinochloa spp.

O3 Ruderal riverine and marsh communities

Ruderal weed vegetation in riverbeds, in channels between dikes and in dried up marshes. Characteristic components include Chenopodium, Atriplex, Polygonum, Bidens and Xanthium species.

O4 Semi-ruderal riverine and marsh communities

Meadow-like vegetation near water, appearing between dikes or occasionally on floodplains, only slightly ruderal due to a moderate trampling. Typical species: Agrostis stolonifera, Agropyron repens, Rorippa and Rumex spp.

O5 Lowland dry degraded grasslands

Heavily degraded or secondary dry grasslands on the Great Hungarian Plain usually dominated by Festuca pseudovina and generally used for grazing.

O6 Lowland wet degraded grasslands

Secondary (overseeded) or gradually degrading meadow-like grasslands at sites of good water supply on the Great Hungarian Plain. Weeds slowly overgrow the site.

O7 Colline and montane dry degraded grasslands

Weedy, secondary or regenerating dry grasslands in the colline and montane zone, developing in response to grazing, trampling or disturbance.

O8 Colline and montane wet degraded grasslands

Weedy, secondary or regenerating wet grasslands in the colline and montane zone, developing in response to grazing, trampling or disturbance.

O9 Secondary annual sand grasslands

Open secondary sand grasslands of mostly annual plants on the Great Plain. Typical species: Bromus tectorum, B. squarrosus, Secale sylvestre, Polygonum arenarium.

O10 Semi-natural road verges, embankments and flood-control dams

Characterless, slowly stabilizing weedy grasslands on artificial slopes. Although these are in fact zonations of characteristically wet and dry habitats, because of the common origin and management it makes sense to treat them as a distinct habitat category.

O11 Semi-natural vegetation of abandoned fields

Xero-mesophilous grasslands composed of ecological generalists and weeds on arable lands abandoned for years or more typically decades.

O12 Semi-natural vegetation of abandoned vineyards and orchards

Xerophilous or xero-mesophilous, species-rich grasslands occasionally with shrubs in foothill vineyards and orchards abandoned long ago.

O13 Trampled swards

Single-layered weed vegetation of trampled areas, composed of mainly low-growth prostrate species.

P Semi-natural, often secondary woodland-grassland mosaics

P1 Clear-cut shrub and pioneer open woodlands of native species

Transitional communities developing free from human intervention in places where the original closed woodland was clear-cut or destroyed earlier. Mostly pioneer trees and shrubs compose this low-growth vegetation.

P2 Grasslands with spontaneously colonising trees and shrubs

Potential woodland areas reverting to woodland vegetation when abandoned sometimes after centuries of management.

P3 Young afforestation with embedded surviving native grassland vegetation

Afforested steppe grasslands, steppe slopes, barrens, pastures and hay-meadows with remnants of the original grasslands, mainly on rocky, sandy and saline soils.

P4 Wooded pastures

Grassland communities developed under extensive grazing, where the original or planted arboreous vegetation rules the landscape. Although numerous sorts have been distinguished according to the type of grassland, the partial or temporary good water supply is a general feature. Mainly stands with native tree species are considered here.

P5 Sweet chestnut woodlands

Open planted sweet chestnut stands forming mosaics with semi-natural xeric or mesic grasslands.

P6 Large parks and botanical gardens with surviving native vegetation

Palace gardens and arboretums preserving remnants or regenerated fragments of the natural mostly riverine woodland or meadow vegetation.

R Semi-natural closed woodlands

R1 Spontaneous closed woodlands of native species with semi-natural herb and shrub layer

Heterogeneously structured woodlands of native trees growing up during the course of natural vegetation regeneration in the place of earlier woodlands.

R2 Woodlands mixed with regionally non-native tree species but with semi-natural herb and shrub layer

Mixed semi-natural woodlands with planted non-native tree species, where the shrub and herb layers have also been altered.

R3 Plantations with colonizing semi-natural herb and shrub layer

Species-poor woodlands of native tree species or their cultivated races planted onto abandoned agricultural fields, but with regenerating shrub and herb layer.

S Forestry plantations

S1 Black-locust plantations

Monospecific Robinia pseudo-acacia plantations with mainly nitrophilous plants in the herb layer.

S2 Hybrid poplar plantations

Mostly hybrid poplar races planted in rows, the herb layer is poor and characterless.

S3 Other non-native deciduous plantations

Mainly red oak and black walnut plantations with missing shrub layer and species-poor herb layer.

S4 Black and Scotch pine plantations

Usually monospecific plantations of Scotch pine and black pine on dry loose soils. The shrub layer is missing. Stands usually thin up as trees grow old.

S5 Other non-native coniferous plantations

Normally monospecific plantations of spruce, fir, larch, Douglas fir or eastern white pine in fresh habitats. The shrub layer is absent.

S6 Non-native spontaneous woodlands and shrub

Spontaneously established woodlands and shrubs of introduced or adventive woody species with high dispersal capacity.

S7 Tree lines and small woods

Localized tree plantations in agricultural areas established to protect cultivations.

T Agricultural habitats

T1 Annual field crops

Fields of spring or overwintering autumn annual crops.

T2 Perennial field crops

Lands of biennial or perennial forage crops.

T3 Market gardens and horticulture

Very intensively tended garden cultures.

T4 Rice fields

Periodically flooded rice fields.

T5 Artificial grasslands

Artificial (sown or planted) grasslands under intensive management.

T6 Arable land with fine scale, often low-intensity agriculture

Arable land not involved in large-field cultivation.

T7 Coarse scale vineyards and orchards

Plantations on lowlands or hills designed for machine cultivation (tilling, pest management, pruning, harvest).

T8 Small-scale vineyards and orchards

Orchards of 0.1 and 2 - 4 ha in size, where woody fruit plants cultivars, races or native species taken into cultivation are grown.

T9 Kitchen gardens

Small gardens in villages or citizens' weekend gardens in the countryside.

U Other habitats

U1 Cities

Densely built-up urbanized areas of various ages, where population density is high and the extent of parks and other greens is small.

U2 Suburbs

Built-up areas with at least 2/3 greens, which provides habitat for certain plants and animals.

U3 Villages

Habitats determined by the structure, and past and present culture of the built-up area as well as by its environment.

U4 Industrial, commercial, and agricultural ruderal sites

Weed vegetation on factory-yards, railway stations, farms etc. often with discarded large-size appliances.

U5 Spoil banks

Industrial by-product mineral substrates (most frequently sand, clay, cinder, slurry and stone or gravel debris) with mostly ruderal associations representing various stages of spontaneous or recultivational succession.

U6 Stone quarries and strip mines

Areas destroyed in the course of surface mining of minerals and rocks.

U7 Sand, clay and gravel quarries, bare loess cliffs and diggers' pits

Usually bare or sparsely vegetated surfaces (cliffs, pits etc.) on skeleton soil or under water cover.

U8 Running waters

Permanent surface waters flowing unidirectionally from higher to lower elevations.

U9 Standing waters

Surface waters with no or negligible unidirectional movement.

ANNEX 4B
CONDITION OF HABITAT

Appendix B: Seregélyes' value numbers of degradation used to assess the condition of habitats

The value numbers of degradation by Seregélyes are used for classifying the condition of habitats as recommended by the National Bio-diversity Monitoring System (NBmR). The categories of the five-grade scale of this latter are the following:

1. The natural status is **totally degraded,** the original vegetation cannot be recognised, practically only weeds and unimportant species are to be found.
2. The natural status is **strongly degraded,** the original community can only be found in traces, the dominant elements thereof occur sporadically, in a proportion, which is not characteristic, weed-like plants occur in masses.
3. The natural status is **moderately degraded,** the elements of the original vegetation are present in an appropriate proportion, but colouring elements occur scarcely, there is a considerable proportion of weeds and unimportant species.
4. The status is **quasi-natural,** human intervention is unimportant, the number of species is near to the maximum characteristic for the community, the proportion of colouring elements is important, the proportion of weeds and unimportant species is not considerable.
5. The status is **natural** or it can be deemed natural, the proportion of colouring elements (for the most part protected species) is dominant, among them rarities in the nature of relict are also to be found, species qualified as weeds can scarcely be found.

ANNEX 4C
ARCHAEOLOGICAL SUMMARY FINDINGS

Premilinary Archeological Excavations at the Motorway M5 in Csongrád County
(1993-2004)
By Csaba Szalontai

	Number of the archeological site	Code of the archeological site	Town		1993-1994	1998-2000	2003-2004	The archeological objects	m2	Age of the archeological site
1	55	12/12	Csengele	126+800-127+000			Balogh-Türk	117	4,428	sarmatian
2	51	12/6	Csengele	128+020-128+140	Szalontai			111	7,800	late bronze age
3	52	12/7	Csengele	128+310-128+400	Szalontai			8	975	late bronze age
4	56	12/11	Csengele	128+900-129+100			Balogh-Türk	17	4,693	?
5	65	12/10	Csengele	129+700-129+790	Szalontai				3,000	?
6	1	12/13	Csengele	130+480-130+800		Horváth-Vályi	Balogh-Türk	846	25,959	bronze age, sarmatian, Árpád-age, late middle age
7	2	12/14a	Csengele	130+900-131+200		Horváth-Vályi	Horváth-Vályi	421	18,312	sarmatian, Árpád
8	53	12/16	Csengele	131+400-131+430	Lőrinczy					Árpád-age
9	6	27/9	Kistelek			Horváth-Vályi	Balogh-Türk	85	2,230	sarmatian
10	7	27/13	Kistelek	133+400-133+900		Horváth-Vályi	Balogh-Türk	176	31,740	sarmatian
11	5	27/3	Kistelek	134+400-134+800		Horváth-Vályi	Horváth-Vályi	195	24,036	avar period, Árpád-age
12	8	27/21	Kistelek	134+800-135+200		Horváth-Vályi	Horváth-Vályi	266	27,055	avar period, Árpád-age
13	4	27/2	Kistelek	134+800		Horváth-Vályi	Bende-Lőrinczy	78	6,884	sarmatian, avar period
14	10	27/23	Kistelek	135+910-135+960		Vályi-Horváth		3	260	
15	11	27/24	Kistelek	136+580-136+620		Vályi-Horváth			180	
16	57	27/71	Kistelek	136+700-136+800			Bende-Lőrinczy	183	8,851	sarmatian, Árpád-age
17	3	12/28	Csengele	138+430-138+610		Vályi-Horváth		19	10,150	
18	12	7/7	Balástya	140+100-140+300		Béres-Farkas	Bende-Lőrinczy	209	8,759	sarmatian
19	13	7/11	Balástya	141+590-141+630		Béres-Farkas		5	441	late middle age
20	14	7/17	Balástya	142+870-142+900		Béres-Farkas		94	4,300	
21	15	7/19	Balástya	143+100-143+280		Béres-Farkas	Bende-Lőrinczy	111	6,749	középkor
22	66	7/21	Balástya	143+540-143+570	Ormándy					middle age
23	16	7/38	Balástya	145+400-145+460	Ormándy	Béres-Farkas		17	3,200	sarmatian
24	67	7/36	Balástya	145+490-145+560	Ormándy					
25	68	7/42	Balástya	145+700-145+720	Ormándy					
26	69	7/43	Balástya	146+120-146+160	Kürti					
27	70	7/44	Balástya	146+290-146+320	Kürti					
28	71	7/45	Balástya	146+440-146+470	Kürti					
29	72	7/48	Balástya	146+770-146+810	Kürti					
30	17	7/52	Balástya	147+100-147+200		Béres-Farkas	Bende-Lőrinczy	12	5,200	vaskor (?)
31	73	7/55	Balástya	148+540-148+630	Kürti					prehistori
32	18	7/56	Balástya	148+470-148+490		Béres-Farkas		57	5,200	sarmatian
33	19	51/7A+B	Szatymaz	151+158		Béres-Farkas		1,027	11,800	avar period

Grey: Motorway M43 (1-3 km)

Premilinary Archeological Excavations at the Motorway M5 in Csongrád County
(1993-2004)
By Csaba Szalontai

	Number of the archeological site	Code of the archeological site	Town		1993-1994	1998-2000	2003-2004	The archeological objects	m2	Age of the archeological site
34	**26**	**51/46**	Szatymaz	**151+450-151+500**		Béres-Farkas		188	4,500	prehistori
35	**58**	**51/12**	Szatymaz	**152+150-152+310**			Bende-Lőrinczy	78	7,238	szarmata kor
36	**20**	**51/15**	Szatymaz	**152+310-152+360**		Béres-Farkas		9	1,800	avar period
37	**21**	**51/20**	Szatymaz	**153+110-153+140**		Béres-Farkas				
38	**22**	**51/29**	Szatymaz	**154+440-154+500**		Béres-Farkas		110	15,200	sarmatian
39	**23**	**51/30**	Szatymaz	**154+170-154+220**		Béres-Farkas				
40	**25**	**51/41A+B**	Szatymaz	**154+150-154+230**		Béres-Farkas		307	5,300	avar period
41	**24**	**51/36**	Szatymaz	**156+300-156+400**		Bende-Lőrinczy		59	5,250	
42	**26**	**51/46**	Szatymaz			Béres-Farkas		188	4,500	middle age
43	**27**	**26/53**	Kiskundorozsma	**156+430-156+530**		Bende-Lőrinczy		-	5,200	
44	**28**	**26/54**	Kiskundorozsma	**156+700-156+800**		Bende-Lőrinczy		7	5,500	
45	**29**	**26/55**	Kiskundorozsma	**157+000-157+150**		Bende-Lőrinczy		31	7,860	sarmatian
46	**30**	**26/56**	Kiskundorozsma	**156+870-157+070**		Bende-Lőrinczy		32	10,200	sarmatian
47	**32**	**26/62**	Kiskundorozsma	**157+400-157+420**		Bende-Lőrinczy		-	1,080	
48	**31**	**26/60**	Kiskundorozsma	**157+100-157+350**		Bende-Lőrinczy	Bende-Lőrinczy	324	6,700	bronze age, sarmatian
49	**59**	**26/92**	Kiskundorozsma	**0+000-0+150**			Paluch-Szalontai	49	18,783	sarmatian
50	**60**	**26/66**	Kiskundorozsma	**0+000-0+151**			Paluch-Szalontai	488	42,740	bronze age, iron age, sarmatian
51	**61**	**26/93**	Kiskundorozsma	**0+000-0+152**			Paluch-Szalontai	33	5,122	?
52	**62**	**26/94**	Kiskundorozsma	**1+000-1+350**			Paluch-Szalontai	525	32,444	sarmatian, avar period, Árpád-age
53	**63**	**26/95**	Kiskundorozsma	**0+000-0+154**			Paluch-Szalontai	33	5,122	
54	**64**	**26/96**	Kiskundorozsma	**0+000-0+155**			Paluch-Szalontai	525	32,444	
55	**33**	**26/68**	Kiskundorozsma	**160+400-160+900**			Tóth-Szalontai	68	26,770	bronze age, Árpád-age
56	**34**	**26/72**	Kiskundorozsma	**160+900-162+400**			Tóth-Szalontai	1,708	55,099	bronze age, sarmatian, late middle age
57	**35**	**26/73**	Kiskundorozsma	**162+230-162+630**			Tóth-Szalontai	416	20,900	bronze age, sarmatian, Árpád-age
58	**37**	**26/78**	Kiskundorozsma	**162+630-162+870**			Bozsik-Kürti	115	16,126	iron age, sarmatian, Árpád-age
59	**38**	**26/90**	Kiskundorozsma	**163+430-163+500**			Bozsik-Kürti	1	3,500	
60	**74**	**17/18**	Domaszék	**165+530-165+590**	Ormándy					
61	**75**	**17/35**	Domaszék	**167+900-167+960**	Ormándy					
62	**76**	**17/40**	Domaszék	**168+250-168+300**	Ormándy					
63	**39**	**48/59**	Röszke	**169+080-169+140**		Bozsik-Kürti		16	640	bronze age
64	**40**	**48/60**	Röszke	**169+200-169+300**		Bozsik-Kürti		22	3,900	prehistori
65	**41**	**48/72**	Röszke	**170+880-170+930**		Bozsik-Kürti		12	1,800	sarmatian
66	**42**	**48/75**	Röszke	**171+170-171+530**		Bozsik-Kürti	Kürti	-	10,180	sarmatianr, avar period

Grey: Motorway M43 (1-3 km)

Premilinary Archeological Excavations at the Motorway M5 in Csongrád County
(1993-2004)
By Csaba Szalontai

	Number of the archeological site	Code of the archeological site	Town		1993-1994	1998-2000	2003-2004	The archeological objects	m2	Age of the archeological site
67	**44**	**48/82**	Röszke	**172+280-172+410**		Bozsik-Kürti		52	7,332	avar period
68	**54**	**48/92**	Röszke	**173+680-173+730**	Szalontai			2	3,380	prehistori
69	**47**	**48/91**	Röszke	**174+450-174+520**	Kürti					new age
								9,455	**588,812**	

Grey: Motorway M43 (1-3 km)

ANNEX 4D
POTENTIAL HUMAN & SOCIAL ISSUES

ANNEX 4D POTENTIAL HUMAN AND SOCIAL ISSUES

Human and social issues	*Reference document*	*Issues of possible relevance requiring consideration*
Protection of human health	IFC Environment, Health and Safety Guidelines. IFC Guideline for Roads and Highways.	• health impacts of environmental impacts (air, water, soil, noise pollution, traffic); • increased supply/demand of health services; and • protection of workers from local diseases.
Protection of cultural properties	IFC Safeguard Policy on Cultural Property.	• impact, during construction and lifetime of Motorway on archaeological sites or artefacts on cultural and sacred sites.
Occupational health and safety	IFC Guideline on Occupational health and safety.	• national and local labour standards; training; record keeping and reporting.
Socio-economic impacts	IFC Good Practice Note on Social Dimensions of Private Sector Projects.	• Indirect socio-cultural impacts (social cohesion & disruption, social ills, socio-economic impacts of rapid changes in local economy and community, disturbance impacts, perception of unequal treatment between local people and expatriate project staff, differential wage incomes, unrealistic expectations amongst local people of project benefits, leading to conflict or unrest; consideration of vulnerable groups); • Will improved associated infrastructure provide opportunities for catalysing local economic development and will this require modifications at planning stage to ensure optimal use? • Will increase of construction workers in area put pressure on existing infrastructure? • Legislation concerning employment of expatriate workers and their employment rights.
Land acquisition and land use and Involuntary resettlement	IFC Involuntary Resettlement Safeguard Policy.	• Land acquisition understood to be 95% complete.
Cumulative impacts of existing projects, the proposed project and anticipated future projects	IFC Environmental Assessment. IFC Good Practice Note on Social Dimensions of Private Sector Projects	• What future projects are anticipated e.g. retail and tourist developments? • What are likely social impacts (see socio-economic impacts above)?

Human and social issues	*Reference document*	*Issues of possible relevance requiring consideration*
Participation of affected parties in the design, review and implementation of the project	IFC Doing Better Business Through Effective Public Consultation and Disclosure Good Practical Manual	• Process for consultation with government agencies, affected communities and local NGOs; and • Record of process of site selection and consultation process.
Consideration of environmentally and socially preferable alternatives		• Systematic, documented process of consideration of alternatives & their environmental, social and safety impacts; • Process for consultation with government agencies, affected communities and local NGOs; and • Record of process of site selection and consultation process.

ANNEX 4E
EXPROPRIATION MINUTES OF MEETING 2004

SITE INSPECTION: 1, 2, 3 & 4

Appendix I.

Memorandum

Prepared: at site inspection held before granting construction permit, on 25 March 2003, at Szeged.

Subject: construction permit procedure of section 159+200 – 173+895 km of the M5 Motorway.

In attendance: as per attendance sheet (Appendix No.1.)

Klára Németh née Kovács, chairperson of the site inspection, chief engineer, head of department of the National Transport Authority, her colleague, Tamás Apaticzky and Dr.Péterné Henz, representing the Csongrád County Transport Authority – in the name of authorities organizing this site inspection – greeted all participants.

She described the subject of the procedure:

- permits of M5 Motorway between Szeged North Junction and the State Border (section 159+200 – 173+895 km) and its facilities,
- junctions:
  Szeged South junction (Motorway M43 bypassing Szeged at north and its M9 junction)
  No.55. junction at Domaszék (Szeged West)
  South Szeged junction, planned with rest area before the border post at Röszke,
- and national and local roads crossing the M5 Motorway construction, reconstruction of private roads available to the general public and parallel local roads, including their facilities.

National Motorway Rt. submitted construction permit application Prig-912/2003.

The section in question is located at County Csongrád. This site inspection is held jointly by the National Transport Authority and Csongrád County Transport Authority, who are authorized for granting construction permits for roads and road facilities.

This section is covered with an environmental protection permit currently in force, issued by the Lower-Tisza Region Environmental Protection Authority (No. 49894-53/1999.). This environmental permit defined the exact route of the future motor way.

The construction permit is granted pursuant to regulations listed in amended KöViM Decree 15/2000.(XI.16.) on construction, commencing to traffic and terminating roads.

This permit procedure is based on UVATERV Rt.'s construction permit plan No. 50 630, which has been displayed for public scrutiny at locations listed in the invitation.

Two authorities are authorized for granting permits for facilities subject of this permit procedure. Pursuant to Paragraph 3(2) of amended KöViM Decree 15/2000.(XI.16.) on granting permits to construct, commence to traffic and terminate roads, granting construction permit for motorways, their facilities and 11 bridges with a span exceeding 30 m is under the

jurisdiction of the National Transport Authority, whereas national and local roads are under the jurisdiction of the Csongrád County Transport Authority, including crossing and parallel service roads providing access to properties.

These two authorities shall grant separate permits for constructions within their jurisdiction.

Today we invited involved special authorities, operators of roads and public utilities and building authorities of involved areas. This site visit is aimed for discussing conditions of granting the construction permit, for listening to the opinion of involved parties, for replying to their questions, for learning their position and for allowing making of statements. This later opportunity will be provided after presenting the plan and written statements.

Since there is a high number of property owner involved in the construction, we will inform them at a separate occasion.

She informed the participants that property owners will be treated in the procedure as clients, pursuant to Paragraph 14(2) of amended KöViM Decree 15/2000.(XI.16.) on construction, commencing to traffic and terminating roads.

She asked special authorities and operators of roads and public utilities that at the end of the procedure they should submit or reinforce their written statements separately to the motorway and adjacent roads - unless they already have done so – on the basis of information received at this meeting.

The construction in question is located at areas administered by Szeged, Domaszék and Röszke. The chairperson of the procedure asked the Notary (or his/her representative) of the Local Administration of the City of Szeged – as the building authority authorized for issuing permits in the area – to make a statement whether the location and construction of facilities planned at areas under their jurisdiction is in harmony with city zoning requirements and the national building code, with local requirements and the local building code. Furthermore, she asked other involved local administrations to make road operators' statement with regard to currently existing and future, local roads to be built within the project.

She added, that a memorandum is prepared at the procedure, which is opened today and will record all discussed matters. Currently made written statements and statements received within 8 days will be attached to this document. Following this the memorandum will be closed and mailed to every invited party.

She circulated the attendance sheet to be signed by everyone.

In the following she proposed the following agenda:

- presentation of the representative of the Csongrád County Transport Authority,
- description of design plans by the designer,
- information about statements received up to date,
- questions, replies, opinions of special authorities and operators of roads and public utilities
- issuing statements.

Representative of the Csongrád County Transport Authority, Dr. Péterné Henz listed all roads and facilities involved in the construction of M5 Motorway at the area under the jurisdiction of the authority:

1. On area administered by Szeged-Kiskundorozsma:
Reconstruction of national roads:
- Road 5405, between Soltvadkert and Szeged,
- Road 5408, between Kiskunhalas-Szeged,
- Road 5428, between Szatymaz-Kiskundorozsma and
- 2 junctions with roundabout.
Reconstruction of local roads:
- 1 crossing and 8 parallel service roads for providing access to properties,
- 3 service roads to provide access to the motorway engineering depot.

2. On area administered by Domaszék:
Reconstruction of national roads:
- correction of Road 55., Szeged-Baja-Bátaszék,
- correction of Road 5431., Szeged-Ruzsa-Öttömös,
- construction of 3 junctions along Road 55.
Reconstruction of local roads:
- 2 crossing and 21 parallel service roads for providing access to properties.

3. On area administered by Röszke:
Reconstruction of national roads:
- correction of Road 5.,
- Road 4301, Szged-Röszke,
- Road 5512, Röszke-Mórahalom,
- Road 55125, bypass to Röszke and
- reconstruction of 4 junctions, 1 of them with roundabout.
Reconstruction of local roads:
- 2 crossing and 9 parallel service roads for providing access to properties.

In the following the chairperson asked the designers to make their presentation.

Frigyes Kovácsházy, deputy general manager, representative of UVATERV Rt. described the construction plan. He added that they mailed the construction permit plan to all involved parties and requested written approvals from special authorities and operators. Preliminary statements of authorities and operators all approved the construction.

In the following Tamás Apatóczky presented statements received up to date by mail and statements attached to the application. He added that all of them approved the plan, either conditionally or unconditionally. No statements was received so far which objected issuing the construction permit.

As far as the letter received from the National Transport Authority (requesting supplements) is concerned, Andrea Málnás, Head of Department, representing the investor, National Motorway Rt., told that in the matter of Szeged South Junction, planned with a rest area before the Röszke border station (junction and the rest area to be built jointly), they submitted an application for exemption to the Ministry of Economy and Transport. This application is under processing.

She added that they found acceptable to prepare a study on a more suitable installation of the motorway engineering depot, planned at the Szeged North Junction, which presented problems with accessibility.

In the following opinions expressed by involved parties have been registered and delivered to the chairperson. These statements are integral part of this memorandum.

Following the plan presentation and discussion, the following statements have been delivered at the meeting:

Public Health Office Szeged:
I approve the construction permit procedure of section 159+200 – 173+895 km of the M5 Motorway, held today, with the following condition:

- We maintain our statements No. 941-2/2002-33, dated on 22 February 2002 and No. 941-3/2002-33 dated on 22 February 2002.

Andrea Kávai
Public Health Supervisor

OVIT Rt.:
OVIT Rt. maintains approval No. T 445/439/02, formally granted to the construction permit of section 159+200 – 173+895 km of the M5 Motorway.

László Tandari
manager

MOL Rt. Research-Production Division Szeged Region CH production:
We will mail our statement within 8 days.

Pál Szűcs

Klára Németh née Kovács finally concluded that so fare none of the special authorities and other participants made any statement that may frustrate the project.

National Transport Authority, jointly with the Csongrád County Transport Authority, on the basis of statements made at the meeting, will compile the memorandum, will certify with UVATERV Rt. and will mail to all participants. Statement received within 8 days form the end of site inspection will also be attached to the memorandum.

After allowing opinions and receiving written statements, the chairperson thanked for the participation and closed the site inspection.

The following authorities made written statement before or after the procedure and approved the facility in question without imposing any condition:

- Armed Forces, Headquarters, Operational Team
  904/2/2003. (Appendix No.2.)
- HM Armed Forces Air Control Department
  18/1292/2003. (Appendix No.3.)

- Csongrád County Catastrophe Protection Authority, Prevention Department – 18/2001. (Appendix No.4)
- City of Szeged, Professional Fire Brigade - J-161/2002. (Appendix No.5.)
- National Police Headquarters, Public Safety Division, Traffic Control Department – 11-19/2002. (Appendix No.6.)
- Csongrád County Police Headquarters, Traffic Department 60/30/2002.ált. (Appendix No.7.)
- Police Headquarters of the City of Szeged, Traffic Control Department 33/69-2002.ált. (Appendix No.8.)
- Hungarian Geology Services South-Alföld Regional Office 232-2/2003. (Appendix No.9.)
- Management of Kiskunság National park - 859-2/2002. (Appendix No.10.)
- Air Transport Authority – Civil Air Transport Supervision and Permit Department – 546531/2002. (Appendix No.11.)
- Notary of Local Administration of Röszke - 456/2002. (Appendix No.12.)
- Mayor of the Local Administration of Röszke - 456/2002. (Appendix No.13.)
- Notary of Domaszék Local Administration - 859-4/2003. (Appendix No.14.)
- Tisza Volán Rt. – 26.00-324/2003, (Appendix No15.)
- Kiskunhalas Border Patrol – 1361-1/2003. (Appendix No.16.)
- VPOP Investment and Installation Department – 19005/27-2002. (Appendix No.17.)
- Pantel Rt. – dated on: 16 April 2002. (Appendix No.18.)
- Móra Ferenc Museum – 27/2002. (Appendix No.19.)
- Szélmalom Cable TV Cooperation – 0176/2002. (Appendix No.20.)
- Matávkábel TV Kft. – dated on: 3 May 2002. (Appendix No.21.)
- Röszke Cable TV Kft. – dated on 13 May 2002. (Appendix No.22.)
- Szentes Waterworks and Sewage Kft. – 2002., dated on 13.02.2002. (Appendix No.23.)
- Notary of Csongrád County General Meeting – 632/2002. (Appendix No.24.)
- Road Management and Coordination Department – 672/2-D-2003. (Appendix No.25.)

The following authorities made written statement before or after the procedure and approved the facility in question with imposing any conditions:

- Public Health Office, Institution of the City of Szeged – 941-2/2002-33. (Appendix 26.)
- Public Health Office, Institution of the City of Szeged – 941-3/2002-33. (Appendix 27.)
- National telecommunication Authority, Szeged Regional office – ZN-2295-2/2002. (Appendix 28.)
- Csongrád County Land Registry – 10.073-2/2002. (Appendix 29.)
- Szeged Regional Land Registry – 18020-2/2003. (Appendix 30.)
- National Forest Service Kecskemét Department – 18.2993-3/2002. (Appendix 31.)
- National Forest Service Kecskemét Department – 06-2895-2/2003. (Appendix 32.)
- Csongrád County Plant and Soil Protection Station – 3176-2/2002. (Appendix 33.)
- Regional Technical Safety Authority – 248-1/2002. (Appendix 34.)
- Szolnok Mining Authority – 2317/2003. (Appendix 35.)
- Lower-Tisza Region Environmental Protection Authority – 70.289-13/02. (Appendix 36.)
- Lower-Tisza Region Water Management Authority – 41.312/154/2002. (Appendix 37.)

- Office of Cultural Heritage Protection, Szeged Regional Department – 90003-13/2002. (Appendix 38.)
- Office of Cultural Heritage Protection, Szeged Regional Department – 90003-10/2003. (Appendix 39.)
- Notary of the City of Szeged – 21717-3/2002. (Appendix 40.)
- Csongrád County State Road Management Kht. – 2356-2/2002. (Appendix 41.)
- National Transmission Line Rt. – T445/439/02. (Appendix 42.)
- DÉMÁSZ Rt. – 411/1200/2002. (Appendix 43.)
- MÁV Rt. TEB Department TFO Szeged – Gy.721-3006/2002.TEBSZ.TFO (Appendix 44.)
- Pantel Technocom Kft. Engineering Department, System Development – PT0MF520-1400/2002. (Appendix 45.)
- MOL Rt. Natural Gas Division, Natural Gas Transport Operation-Development Department Geodesics – UG0D4000K-G-241/2002. (Appendix 46.)
- MOL Rt. Natural Gas Division, Natural Gas Transport Kecskemét Pipeline Department – UG110000-K-FAX-400/2003. (Appendix 47.)
- MOL Rt. Research-Production Division, Szeged region Production – UH220000-59/2002. (Appendix 48.)
- DÉGÁZ Rt. Szeged Engineering Department – 821/15-883/03K (Appendix 49.)
- V-fon Rt. – 41/19.02.02/K.J. (Appendix 50.)
- Matáv Rt. Technical Services Department at Kecskemét – 178/2003. (Appendix 51.)
- National Motorway Management Rt. – 804-2/2003-Ü (Appendix 52.)
- VÁTI Kht. – N.Ny.O. 2002-0132 (Appendix 53.)
- VÁTI Kht. – dated on: 13.03.2003. (Appendix 54.)
- Szeged Public Land Maintenance Kht. – 34-279/2002. (Appendix 55.)
- Csongrád County Agricultural Office, Fish and Game Supervisor 3002-5/2002. (Appendix No.56.)

This memorandum was closed on 4 April 2003.

Attached: 56 numbered appendices

Signed by

……..	…….
National Transport Authority	National Motorway Rt.
……..	…….
Csongrád County Transport Authority	UVATERV Rt.

Memorandum

Prepared by the National Transport Authority and the Csongrád County Transport Authority, at the Mayor's Office of the City of Szeged, at the joint site visit held on 25 March 2003.

Subject: permits granted to facilities of national and local roads and their facilities related to section 159+200 – 164+055 km of the M5 Motorway, between Szeged and the state border.

In attendance: as per attendance sheet.

National Motorway Rt. submitted permit application for the construction of Phase III, section 159.2 – 173.9 km of the M5 Motorway in letter No. Prig-912/2003 addressed to the National Transport Authority and the Csongrád County Transport Authority. They attached to the application UVATERV Plan Document No. 50630 and approvals of operators and special authorities obtained in advance.

In order to evaluate the application, pursuant to Paragraph 14(1) of KöViM Decree 15/2000.(XI.16.), the National Transport Authority and the Csongrád County Transport Authority called a site inspection today with the participation of property owners involved in the above mentioned location. People in attendance asked an employee (dr. Szilvia Szabó) of the Csongrád County Transport Authority to record this memorandum.

1. Representative of the **National Transport Authority, Klára Németh née Kovács** Chief Engineer, Head of Department, informed the meeting about the subject of the site inspection and about the jurisdiction of the National and the Csongrád County Transport Authorities. She indicated that a voice recording will be prepared on the meeting.

„Subject of the procedure in question:

- permits of M5 Motorway between Szeged North Junction and the State Border (section 159+200 – 173+895 km) and its facilities,
- junctions:
  Szeged North Junction (M43 Motorway bypassing Szeged at north and M9),
  Junction No.55. at Domaszék (Szeged West),
  Szeged South junction, including the rest area planned before the Röszke border station and
- of national and local roads crossing the M5 Motorway construction, reconstruction of private roads available to the general public and parallel local roads, including their facilities.

The construction permit application was submitted by the National Motorway Rt. They attached to the application permit plans No. 50630 prepared by **UVATERV Rt.** for the above section of the M5 Motorway. This section is covered with an environmental protection permit currently in force, issued by ATIKÖFE (No. 49894-53/1999.). This environmental permit defined the exact route of the future motor way. The two authorities involved in granting the permit decided that the submitted plan is suitable for public scrutiny and initiated the permit procedure. The construction permit procedure shall be conducted pursuant to regulations listed in amended KöViM Decree 15/2000.(XI.16.) on constructing, commencing to traffic and terminating roads. Plans have been displayed for public scrutiny at locations indicated in the invitation.

The motorway subject of this permit procedure is located in County Csongrád. This site inspection, to be held today, will be conducted jointly by the two authorized authorities:

National Transport Authority and the
Csongrád County Transport Authority.

Pursuant to Paragraph 3(2) of amended KöViM Decree 15/2000.(XI.16.), granting construction permit for motorways, motor roads, their junctions and facilities and bridges with a span exceeding 30 m is under the jurisdiction of the National Transport Authority, whereas national and local roads are under the jurisdiction of the Csongrád County Transport Authority. These two authorities shall grant separate permits.
On the basis of statements submitted by special authorities and operators we conclude that all parties – those who so far made a statement - approved the granting of the construction permit. We held a site inspection to special authorities in the morning of 25 March.
The planned motorway is involved in areas administered by three settlements: Szeged-Kiskundorozsma, Domaszék and Röszke. Today we invited every property owner in Dorozsma who is involved in the motorway construction or in land appropriation related to the construction of adjacent roads and all property owners who's land is adjacent to land involved future road construction.

I wish to emphasize that the aim of this site inspection is to provide sufficient information to You about the level and method of involvement of your land in the planned road construction. Transfer of land, either by sales or appropriation, and determining sale prices are outside the scope of this meeting, because they are outside the jurisdiction of transport authorities. In the matter of specific land transfers representatives of the investor already personally contacted You, or will do so very soon. Representative of the office engaged in land appropriation by the investor is also participating in this meeting, after describing the construction plan he will provide detailed information about land purchase procedures.
Construction permits issued by relevant authorities do not grant right of land occupation to the investor. Construction works may commence only in the possession of ownership rights of all land required for the works, either by land sales or by appropriation and these rights must enter into force, or when the owner of the land to be occupied grants written approval to the investor.
Road construction must not create inaccessible land. After completing land purchases, the investor must provide access (road) to every property with independent lot number. Please inform us if you find any situation when planned roads do not provide access to any remaining land.

Today the authorities open the site inspection and a memorandum will record all matters discussed, written statements either delivered now or mailed within 8 days will be attached. Following this, the memorandum will be closed and we will request, with Your approval, the representative of the Csongrád County Transport Authority, the National Transport Authority and UVATERV Rt. to certify this document. After closing, we will mail the memorandum to all participants and it will be attached to all construction permits to be mailed."

2. Representative of the **Csongrád County Transport Authority, Dr. Péterné Henz** listed all national and local roads involved in the construction permit procedure at the area of Szeged-Kiskundorozsma:

Reconstruction of **national roads:**
- Road No. 5405, between Szeged-Soltvadkert,
- Road No. 5408, between Kiskunhalas-Szeged,

- Road No. 5428, between Szatymaz-Kiskundorozsma and
- 2 junctions with roundabouts.

Reconstruction of **local roads:**
- 1 crossing and 8 parallel service roads to provide access to properties
- 3 service roads to provide access to the engineering depot of the motorway

3. Representing **UVATERV RT., Frigyes Kovácsházi** deputy general manager described the construction plan. According to his information, no land will remain without public road access as the result of motorway construction. In order to limit noise, they plan noise protection walls and a protective zone with vegetation. They will provide mechanical stabilization to all unpaved roads in order to make them suitable in all seasons. As far as land appropriation is concerned, he informed the participants that they reached an agreement with 70 % of involved parties.

4. According to information given by - **Dr.Dezső Dobay** solicitor, the representative of the agency acting on behalf of National Motorway Rt., - in the first, civil phase of the land appropriation procedure we will offer a price for purchasing land, on the basis of expert property appraisal. On our maps borders of private and state properties are clearly marked. We will send a notice for signing sale agreements, we will list documents required for the procedure (i.e. ownership papers). The price level has been stabilized, higher price can be offered in the first phase. If we can not reach an agreement in the first phase, in the second (official) phase - which is the appropriation procedure conducted by the administration office – prices will be determined on the basis of sale agreements registered at the office of stamp duties.
   Detailed maps will be attached to each sale agreement, which will clearly indicate their property, the motorway and lot numbers, which will be changed as the result of the appropriation procedure. In general, we used to give 45 or 60 days for settlement. Payments will be carried out by the Commercial and Credit Bank. We can transfer payments to individual bank accounts too, if you require this method, please bring your account number with you.
   In case of vineyards and forests we will order the appraisal of an agricultural advisor. In these procedures we will not establish damages to land – plants sowed in autumn will be possible to harvest in springtime – unless the property in question is subjected to archeological survey before commencing construction works. National Motorway Rt. will take possession of all purchased land, they will not be made available for utilization to the former owners, although plant will be available for harvest. All purchased land will be mowed twice a year.

After the introduction, participants asked questions:

- Lajos Barna: Starting and finishing date of the motorway construction?

Andrea Málnás responded as representative of the **National Motorway Rt.:** according to the relevant government resolution, all preparation of the construction must be completed by the year 2006 – all construction permits, construction plans, land appropriation and archeological survey must be completed. Actual construction work will commence from the spring of 2006. It will last for two seasons.

- Károly Csóka: According to relevant legislation, what is the distance between buildings and the center line of the motorway?

Reply of the representative of the **National Transport Authority:** According to Act I/1988 on public transport, in case of motorway and motor road the protective distance is 100 m, calculated from the axis of the road. Within this zone every activity or erecting any facility must be approved by the operator of the motorway (National Motorway Management Rt.). (According to present practice, this approval is never granted within the distance of 80 m). According to environmental protection legislation, a protective zone of 50 m must be established from the center line of the motorway. Within this zone no building suitable for accommodating humans is allowed.

- Nándor Demeter: In case of unpaved road, what is the appropriate distance?

Representative of the **Csongrád County Transport Authority** responded: This protective zone, in case of local roads, outside inhabited areas, is 50 m. In case of buildings within this zone, the approval of the road operator must be obtained, as well as approvals of the transport authority.

Following the questions, participants had the opportunity to inspect plans and to check their property, how it was involved in the construction.

At the end of the discussion representative of the National Transport Authority thanked participants for their attendance. The memorandum will be mailed to every invited person.

Since no notice was received within 8 days from the date of the site inspection, I closed the memorandum today.

Szeged, 07.04.2003.

……..	…….
National Transport Authority	National Motorway Rt.
……..	…….
Csongrád County Transport Authority	UVATERV Rt.

Memorandum

Prepared at the joint site visit held by the National Transport Authority and the Csongrád County Transport Authority on 27 March 2003, at the central sporting arena of Domaszék.

Subject: permits granted to facilities of national and local roads and their facilities related to section 164+055 – 169+0105 km of the M5 Motorway between Szeged and the State Border, located on the administration area of Domaszék.

In attendance: as per attendance sheet.

National Motorway Rt. submitted permit application for the construction of Phase III, section 159.2 – 173.9 km of the M5 Motorway in letter No. Prig-912/2003 addressed to the National Transport Authority and the Csongrád County Transport Authority. They attached to the application UVATERV Plan Document No. 50630 and approvals of operators and special authorities obtained in advance.

In order to evaluate the application, pursuant to Paragraph 14(1) of KöViM Decree 15/2000.(XI.16.), the National Transport Authority and the Csongrád County Transport Authority called a site inspection today with the participation of property owners involved in the above mentioned location. People in attendance asked an employee (Sándor Gulyás) of the Csongrád County Transport Authority to record this memorandum.

1. Representative of the **National Transport Authority, Klára Németh née Kovács** Chief Engineer, Head of Department, informed the meeting about the subject of the site inspection and about the jurisdiction of the National and the Csongrád County Transport Authorities. She indicated that a voice recording will be prepared on the meeting.

2.
„Subject of the procedure in question:

- permits of M5 Motorway between Szeged North Junction and the State Border (section 159+200 – 173+895 km) and its facilities,
- junctions:
  Szeged North Junction (M43 Motorway bypassing Szeged at north and M9),
  Junction No.55. at Domaszék (Szeged West),
  Szeged South junction, including the rest area planned before the Röszke border station and
- of national and local roads crossing the M5 Motorway construction, reconstruction of private roads available to the general public and parallel local roads, including their facilities.

The construction permit application was submitted by the National Motorway Rt. They attached to the application permit plans No. 50630 prepared by **UVATERV Rt.** for the above section of the M5 Motorway. This section is covered with an environmental protection permit currently in force, issued by ATIKÖFE (No. 49894-53/1999.). This environmental permit defined the exact route of the future motor way. The two authorities involved in granting the permit decided that the submitted plan is suitable for public scrutiny and initiated the permit procedure. The construction permit procedure shall be conducted pursuant to regulations listed in amended KöViM Decree 15/2000.(XI.16.) on constructing, commencing to traffic

and terminating roads. Plans have been displayed for public scrutiny at locations indicated in the invitation.
The motorway subject of this permit procedure is located in County Csongrád. This site inspection, to be held today, will be conducted jointly by the two authorized authorities:

National Transport Authority and the
Csongrád County Transport Authority.

Pursuant to Paragraph 3(2) of amended KöViM Decree 15/2000.(XI.16.), granting construction permit for motorways, motor roads, their junctions and facilities and bridges with a span exceeding 30 m is under the jurisdiction of the National Transport Authority, whereas national and local roads are under the jurisdiction of the Csongrád County Transport Authority. These two authorities shall grant separate permits.
On the basis of statements submitted by special authorities and operators we conclude that all parties – those who so far made a statement - approved the granting of the construction permit. We held a site inspection to special authorities in the morning of 25 March.
The planned motorway is involved in areas administered by three settlements: Szeged-Kiskundorozsma, Domaszék and Röszke. Today we invited every property owner in Dorozsma who is involved in the motorway construction or in land appropriation related to the construction of adjacent roads and all property owners who's land is adjacent to land involved future road construction.

I wish to emphasize that the aim of this site inspection is to provide sufficient information to You about the level and method of involvement of your land in the planned road construction. Transfer of land, either by sales or appropriation, and determining sale prices are outside the scope of this meeting, because they are outside the jurisdiction of transport authorities. In the matter of specific land transfers representatives of the investor already personally contacted You, or will do so very soon. Representative of the office engaged in land appropriation by the investor is also participating in this meeting, after describing the construction plan he will provide detailed information about land purchase procedures.
Construction permits issued by relevant authorities do not grant right of land occupation to the investor. Construction works may commence only in the possession of ownership rights of all land required for the works, either by land sales or by appropriation and these rights must enter into force, or when the owner of the land to be occupied grants written approval to the investor.
Road construction must not create inaccessible land. After completing land purchases, the investor must provide access (road) to every property with independent lot number. Please inform us if you find any situation when planned roads do not provide access to any remaining land.

Today the authorities open the site inspection and a memorandum will record all matters discussed, written statements either delivered now or mailed within 8 days will be attached. Following this, the memorandum will be closed and we will request, with Your approval, the representative of the Csongrád County Transport Authority, the National Transport Authority and UVATERV Rt. to certify this document. After closing, we will mail the memorandum to all participants and it will be attached to all construction permits to be mailed."

3. Representative of the **Csongrád County Transport Authority, Dr. Péterné Henz** listed all national and local roads involved in the construction permit procedure at the area of Domaszék, administered by the Csongrád County Transport Authority.

Reconstruction of national roads:

- route correction of Road No. 55, Szeged-Baja-Bátaszék,
- route modification of Road No. 5431, Szeged-Ruzsa-Öttömös
- construction of 3 junctions at Road No.55.

Reconstruction of local roads:
- 2 crossing and 21 parallel service roads to provide access to properties

4. Representing **UVATERV RT., György Balázs** Head Designer described the construction plan. According to his information, no land will remain without public road access as the result of motorway construction. In order to limit noise, they plan noise protection walls and a protective zone with vegetation. They will provide mechanical stabilization to all unpaved roads in order to make them suitable in all seasons.
5. According to information given by - **Dr.Dezső Dobay** solicitor, the representative of the agency acting on behalf of National Motorway Rt., - in the first, civil phase of the land appropriation procedure we will offer a price for purchasing land, on the basis of expert property appraisal. On our maps borders of private and state properties are clearly marked. We will send a notice for signing sale agreements, we will list documents required for the procedure (i.e. ownership papers). The price level has been stabilized, higher price can be offered in the first phase. If we can not reach an agreement in the first phase, in the second (official) phase - which is the appropriation procedure conducted by the administration office – prices will be determined on the basis of sale agreements registered at the office of stamp duties.
   Detailed maps will be attached to each sale agreement, which will clearly indicate their property, the motorway and lot numbers, which will be changed as the result of the appropriation procedure. In general, we used to give 45 or 60 days for settlement. Payments will be carried out by the Commercial and Credit Bank. We can transfer payments to individual bank accounts too, if you require this method, please bring your account number with you.
   In case of vineyards and forests we will order the appraisal of an agricultural advisor. In these procedures we will not establish damages to land – plants sowed in autumn will be possible to harvest in springtime – unless the property in question is subjected to archeological survey before commencing construction works. National Motorway Rt. will take possession of all purchased land, they will not be made available for utilization to the former owners, although plant will be available for harvest. All purchased land will be mowed twice a year.

After the introduction, participants asked questions:

- György Barna: Starting and finishing date of the motorway construction?

Andrea Málnás responded as representative of the **National Motorway Rt.:** according to the relevant government resolution, all preparation of the construction must be completed by the year 2006 – all construction permits, construction plans, land appropriation and archeological survey must be completed. Actual construction work will commence from the spring of 2006. It will last for two seasons.

- Ferenc Makó: Requests relocation of bus stop at the correction of Road No.55., because the parking lot of his shop was rendered useless.

He submitted his request together with Antal Németh (Domaszék T.224) in writing at the meeting.

The authority requested the designer to investigate the possibility of relocating bus stops.

- Irén Máté née Bálint: Her farmlet is under building restriction, what to do?

The Notary of Domaszék informed the applicant that the restriction on her farmlet was not related to the motorway and the restriction was removed not long ago.

Following the questions, participants had the opportunity to inspect plans and to check their property, how it was involved in the construction.

At the end of the discussion representative of the National Transport Authority thanked participants for their attendance. The memorandum will be mailed to every invited person.

Since no notice was received within 8 days from the date of the site inspection, I closed the memorandum on 7 April 2003.

……..	…….
National Transport Authority	National Motorway Rt.
……..	…….
Csongrád County Transport Authority	UVATERV Rt.

Statement

Made at the site visit of the Szeged - State Border of the M5 Motorway. Undersigned request the revision of relocation of two bus stops at sections … - 8+773 km of the correction of Road 55. If possible, please execute the relocation.

Domaszék, 27.03.2003.

Antal Németh
owner of AFR Bt
Domaszék T224

Makó Ferenc

Appendix II.

Memorandum

Prepared: at site inspection held before granting construction permit, on 27 march 2003, at Röszke, for property owners involved in the project.

Subject: construction permit procedure of section 159+200 – 173+895 km of the M5 Motorway.

In attendance: as per attendance sheet (Appendix No.1.)

Klára Németh née Kovács, chairperson of the site inspection, chief engineer, head of department of the National Transport Authority, her colleague, Tamás Apaticzky and Dr. Péterné Henz, representing the Csongrád County Transport Authority – in the name of authorities organizing this site inspection – greeted all participants.

She described the subject of the procedure:

- permits of M5 Motorway between Szeged North Junction and the State Border (section 159+200 – 173+895 km) and its facilities,
- junctions:
    - M5 motorway between Szeged North Junction and the state border (159+200 – 173+895 km) and related facilities;
    - Junctions:,
      Szeged South junction (Motorway M43 bypassing Szeged at north and its M9 junction)
      No.55. junction at Domaszék (Szeged West)
      South Szeged junction, planned with rest area before the border post at Röszke,
    - and national and local roads crossing the M5 Motorway construction, reconstruction of private roads available to the general public and parallel local roads, including their facilities.

National Motorway Rt. submitted construction permit application Prig-912/2003.

The section in question is located at County Csongrád. This site inspection is held jointly by the National Transport Authority and Csongrád County Transport Authority, who are authorized for granting construction permits for roads and road facilities.

This section is covered with an environmental protection permit currently in force, issued by the Lower-Tisza Region Environmental Protection Authority (No. 49894-53/1999.). This environmental permit defined the exact route of the future motor way.

The construction permit is granted pursuant to regulations listed in amended KöViM Decree 15/2000.(XI.16.) on construction, commencing to traffic and terminating roads.

This permit procedure is based on UVATERV Rt.'s construction permit plan No. 50 630, which has been displayed for public scrutiny at locations listed in the invitation.

Two authorities are authorized for granting permits for facilities subject of this permit procedure. Pursuant to Paragraph 3(2) of amended KöViM Decree 15/2000.(XI.16.) on granting permits to construct, commence to traffic and terminate roads, granting construction permit for motorways, their facilities and 11 bridges with a span exceeding 30 m is under the jurisdiction of the National Transport Authority, whereas national and local roads are under the jurisdiction of the Csongrád County Transport Authority, including crossing and parallel service roads providing access to properties.

These two authorities shall grant separate permits for constructions within their jurisdiction.

The construction subject of this procedure is located at the area of Szeged, Domaszék and Röszke. Every property owner at Röszke who's property is involved in the M5 Motorway or in the construction of related roads have been invited, including those who's property is adjacent to roads involved in the project.

The aim of this site inspection is to provide sufficient information to involved property owners about the level and method of involvement of your land in the planned road construction. Transfer of land, either by sales or appropriation, and determining sale prices are outside the scope of this meeting, because they are outside the jurisdiction of transport authorities.

Construction permits issued by relevant authorities do not grant right of land occupation to the investor. Construction works may commence only in the possession of ownership rights of all land required for the works, either by land sales or by appropriation and these rights must enter into force, or when the owner of the land to be occupied grants written approval to the investor. Road construction must not create inaccessible land. After completing land purchases, the investor must provide access (road) to every property with independent lot number.

We held a site inspection for the interested authorities and the managers of public roads and utilities: no objection was raised against the construction subject of this project and they consented to it.

She added that a memorandum will be compiled about the meeting which will be mailed to all invited parties. She circulated the attendance sheet and asked to sign it.

In the following she proposed the following agenda:

- presentation of the representative of the Csongrád County Transport Authority,
- description of the plan by the designer,
- information about land appropriations,
- questions, replies, opinions,
- issuing statements.

Representative of the Csongrád County Transport Authority, Dr. Péterné Henz listed all roads and facilities involved in the construction of M5 Motorway at the area of Röszke:

Reconstruction of national roads:
- route correction of Main Road No. 5,
- Road No. 4301, between Szeged-Röszke,
- Road No.5512, between Röszke-Mórahalom,
- Road No. 55125, road to Röszke,
- construction of 4 junctions, one of them roundabout.

Reconstruction of local roads**:**
- 2 crossings and 9 parallel service roads for providing access to properties.

The chairperson asked the designers to describe the plan.

György Balázs, representative of UVATERV Rt. described the construction plan. He added that they mailed the construction permit plan to all involved parties (authorities and operators) and requested written approvals. Preliminary statements of authorities and operators all approved the construction.

Dr. Dezső Dobay, representative of solicitors authorized to organize land appropriations ordered by the investor, informed the meeting about details of the land appropriation procedure.

Following this, the chairperson of the procedure and representatives of the designer company answered questions raised by the participants. Most of the questions related to the date and charges of the motorway and to the involvement of specific properties. As far as the date of the motorway construction in question was concerned, Andrea Málnás, representative of the investor NA Rt., told that, pursuant to Government Resolution No. 2004/2003.(III.14.) all preparations (discussions, permit procedure, preparation of permit plans, land appropriation and archeological surveys) must be completed before 2006. Construction works will commence after this period and this section of the motorway is expected to be toll free.

The involved property owners – with the help of the designers – learned about details of their land from site plans and appropriation maps.

All questions were answered by the end of the meeting.

National Transport Authority, jointly with the Csongrád County Transport Authority, on the basis of statements made at the meeting, will compile the memorandum, will certify with UVATERV Rt. and will mail to all participants. Statement received within 8 days form the end of site inspection will also be attached to the memorandum.

After allowing opinions and statements, the chairperson thanked for the participation and closed the site inspection.

Date of closing the memorandum: 4 April 2003.

Signed by

……..	…….
National Transport Authority	National Motorway Rt.
……..	…….
Csongrád County Transport Authority	UVATERV Rt.

ANNEX 5A
MEMO_130105

Minutes of Meeting
Update Environmental Review Meeting
M5 Motorway – Phase III.

13th January 2005, 17:00 - Town Hall of Szeged

1. Presentation of Uvaterv by Tibor Kovács (Environmental designer)

2. Presentation of Scott Wilson by Rachael Bailey (Environmental Consultant) and Edda Ivan-Smith (Head of Social Development Team)

   There was no representative of the public present.

3. Questions & Answers
   Session chaired by László Vidacs (Deputy Project Manager of the Independent Engineer for Phase II, M5 Motorway)

Csaba Szalontai (Móra Ferenc Museum, Szeged)
As he read the Update Environmental Impact Assessment of Phase II prepared by Scott Wilson he found several incorrect phrases. He pointed out that Scott Wilson should have paid more attention to their report, as it was available for the public. There are so many mistakes in it, that some part of the report was unintelligible. He mentioned some of the Hungarian expressions, eg. Material ditch instead of borrow pit, etc.

Gábor Hidvégi (AKA Rt.)
He thanked for the comment and admitted that the translation of the Scott Wilson report was arranged by AKA Rt. He added that due to the short deadline given for the translation, the first version went onto the website of AKA Rt without any proofreading. He also admitted that AKA Rt. was mistaken not having the translation reviewed in a later stage. He said that AKA would improve in this field in the future.

László Vidacs (Independent Engineer)
Were there any more questions? As there were no further question thanked the participation for everybody.

Gábor Hidvégi (AKA)
Closing words. Thanked the participation and called the attention of the attendees to put the questionnaires into the boxes located at the exit before leaving.

ANNEX 5B
STAKEHOLDER PROFILE

5A Stakeholder Profile and List of Invitees

All those who attended the Halcrow Scoping Meeting were invited to the Environmental Update Meeting. In addition to this particular efforts were made to contact the following groups:

- Local and National Environmental Inspectorates;
- Local Mayors;
- National Park Authority;
- Local religious groups;
- Farmer and local co-operative groups;
- Business groups (e.g local chamber of commerce);
- Schools;
- Youth groups/ forums;
- The museum of Szergat and Bacs Kisung; and
- Intertoll.

The list of invitees is provided in Table E2.1 below.

No.	Company	Name	City	Street	Postal code	Country	email
1	EBRD	Robin Earle	London	One Exchange Square	EC2A 2JN	England	earler@ebrd.com
2	Scott Wilson Kirkpatrick & Co Ltd	Tracey Ryan	London	Greencoat House, 15 Francis Street	SW1P 1DH	England	tracey.ryan@scottwilson.com
3	Scott Wilson Kirkpatrick & Co Ltd	Rachael Bailey	London	Greencoat House, 15 Francis Street	SW1P 1DH	England	rachael.bailey@scottwilson.com
4	Bouygues S.A.	Marc Adler	St-Quentin-Yvelines, Cedex	1 ave Eugene Freyssinet - Challanger	78061	France	
5	A-WAY GmbH	Wolfgang Zechmeister	Wien	Strabag Haus - Donau City Str. 9.	1220	Austria	wolfgang.zechmeister@bauholding.at
6	Gazdasági és Közlekedési Minisztérium	Dr. Biró Fruzsina	Budapest	Honvéd u. 13-15.	1055		birof@gkm.hu
7	Környezetvédelmi és Vízügyi Minisztérium	Rakics Róbert	Budapest	Fő u. 44-50.	1011		
8	Országos Környezet- és Vízügyi Főfelügyelőség	Dr. Filótás Ildikó	Budapest	Mészáros u. 58/a	1016		ughy@mail.kvvm.hu
9	Országos Környezet- és Vízügyi Főfelügyelőség	Dr. Varga Pál	Budapest	Mészáros u. 58/a	1016		ughy@mail.kvvm.hu
10	Országos Környezet- és Vízügyi Főfelügyelőség	Dr. Takács Margit	Budapest	Mészáros u. 58/a	1016		ughy@mail.kvvm.hu
11	UKIG / Autópálya Fejlesztési Főosztály	Berg Tamás	Budapest	Fényes E. u. 7-13.	1024		
12	Csongrád m. Közgyűlés	Dr. Frank József	Szeged	Rákóczi tér	6741		
13	Alsó-Tisza-vidéki Környezetvédelmi Felügyelőség	Szilléry Lászlóné	Szeged	Felső-Tisza part 17.	6721		
14	Alsó-Tisza-vidéki Környezetvédelmi Felügyelőség	Nagyné Korek Katalin	Szeged	Felső-Tisza part 17.	6721		
15	Alsó-Tisza-vidéki Vízügyi Igazgatóság	Kardos Sándor	Szeged	Stefánia 4.	6720		
16	Kiskunsági Nemzeti Park Igazgatósága	Szilágyi Gábor	Kecskemét	Liszt F. u. 19.	6000		mail@knp.hu
17	Móra Ferenc Múzeum, Csongrád m. Önkormányzat M	Dr. Vörös Gabriella	Szeged	Roosevelt tér 1-3.	6720		
18	Móra Ferenc Múzeum, Csongrád m. Önkormányzat M	Szalontai Csaba	Szeged	Roosevelt tér 1-3.	6720		
19	ÁNTSZ Csongrád m. Intézete	Dr. Nagy Zsuzsanna	Szeged	Derkovits fasor 7-11	6726		
20	Csongrád m. Vadászszövetség	Döbrőssy Iván	Szeged	Római krt. 18/b 1/2	6723		
21	Szolnoki Bányakapitányság	Sásdi Vilmos	Szolnok 1.	Pf. 164	5001		
22	Csongrád m. Földhivatal	Micsik Zoltán	Szeged	Horváth Mihály u. 1/b	6720		
23	Állami Erdészeti Szolgálat KKM Igazgatósága	Spiegel János	Kecel	Császártöltési u. 4.	6237		
24	Domaszék Polgármesteri Hivatal	Börcsök Lajos	Domaszék	Köztársaság tér 1.	6781		
25	Röszke Polgármesteri Hivatal	Magyari László	Röszke	Felszabadulás u. 84.	6758		
26	Szeged Polgármesteri Hivatal	Dr. Botka László	Szeged	Széchenyi tér 10.	6745		
27	Központi Közlekedési Felügyelet	Leveleki László	Budapest	Teréz krt. 63.	1066		
28	Csongrád megyei Közlekedési Felügyelet	Balló Zoltán	Szeged	Kereskedő köz 3-5.	6728		
29	Csongrád m. Állami Közútkezelő KHT	Basa Zoltán	Szeged	Juhász Gy. u. 9.	6721		
30	Uvaterv Rt	Kovácsházy Frigyes	Budapest	Dombóvári út 17-19.	1117		500@uvaterv.datanet.hu
31	Uvaterv Rt	Kovács Tibor	Budapest	Dombóvári út 17-19.	1117		
32	Frama Környezetvédelmi Kft	dr. Buna Béla	Budapest	Dolgos u. 7-9. B/3/5	1126		FRAMA01dBH@mail.datanet.hu
33	Ökotárs Alapítvány	Foltányi Zsuzsa	Budapest	Szerb u. 17-19.	1056		
34	Levegő Munkacsoport	Lukács András	Budapest	Károly krt. 3/a	1075		
35	Csongrád m. Természetvédelmi Egyesület	Dr. Gaskó Béla	Szeged	Arany J. u. 1.	6720		
36	Csominvest Kft	Kokovay János	Szeged	Tímár u. 7.	6721		
37	Transman Kft	Monigl János	Budapest	Hercegprímás u. 10. III/4	1051		transman@euroweb.hu
38	Természet Ébredése Társulat	Orosz László	Orosháza	Vörösmarty u. 4.	5900		
39	Energia Klub	Ámon Ada	Budapest	Szerb u. 17-19.	1056		
40	Életfa Környezetvédő Szövetség	Rittenbacher Ödön	Eger	Bajcsy-Zsilinszky u. 9.	3300		
41	E-misszió Egyesület	Priksz Gábor	Nyíregyháza	Malom u. 18/a	4400		
42	Magyar Közlekedési Klub	Joó Ferenc	Budapest	Ulászló u. 15.	1114		
43	Göncöl Alapítvány	Kiszel Vilmos	Vác	Ilona u. 3.	2600		
44	Ökoszolgálat Alapítvány	Dr. Mészáros Péter	Budapest	Vadász u. 29.	1054		
45	Reflex Környezetvédő Egyesület	Lajtmann József	Győr	Bartók Béla út 7.	9024		

No.	Company	Name	City	Street	Postal code	Country	email
46	Állami Autópálya Kezelő Rt	Nagy Attila	Budapest	Lajos u. 74-76.	1036		
47	Nemzeti Autópálya Rt	Murányi Miklós	Budapest	Lajos u. 80.	1036		
48	Ove Arup & Partners Int. Ltd in cooperation with Uti	David Holman	Budapest	Csóka u. 7-13.	1115		
49	Utiber Kft	Vidacs László	Budapest	Csóka u. 7-13.	1115		
50	M5 CG	Dr. Harmath László	Kiskunfélegyháza	Pf.: 9	6101		
51	Magyar Intertoll Rt.	Kapots Zoltán	Újhartyán	Újlengyeli út 3.	2367		
52	M5 CG	Bernard Senouci	Kiskunfélegyháza	Pf.: 9	6101		
53	M5 CG	Oliver Kleebach	Kiskunfélegyháza	Pf.: 9	6101		
54	Euroút	Elefánty Zoltán	Budapest	Zászlós u. 18.	1143		
55	Dorozsma Domaszéki Vadász Társaság	Petrov András	Szeged	Széchenyi u. 14.	6791		
56	Szegedi Széchenyi Vadász Társaság	Domsik Mihály	Szeged	Pf. 903.	6701		
57	Röszkei Földtulajdonosok Egyesülete Vadász Társas	Csonka Imre	Röszke	Felszabadulás útja 139.	6758		
58	Szegedi Felszabdulás Vadász Társaság	Sáringer Sándor	Szeged	Gáspár Z. u. 9/a	6723		
59	FVM Csongrád Megyei FM Hivatal, Vadászati és Ha	Fél István	Szeged	Deák F. u. 17.	6721		
60	Nemzeti Autópálya Rt	Málnás Andrea	Budapest	Lajos u. 80.	1036		
61	Nemzeti Autópálya Rt	Nagy-Ferenc Richárd	Budapest	Lajos u. 80.	1036		
62	Dr. Dobay Dezső		Szeged	Gogol u. 6.	6722		

Settlement	Mayor	City	Street	Postal code
Mayor's Office of Domaszék	Lajos Börcsök	Domaszék	1 Köztársaság square	6781
Mayor's Office of Röszke	László Magyari	Röszke	84 Felszabadulás street	6758
Mayor's Office of Szeged	Dr. László Botka	Szeged	10 Széchenyi square	6745

ANNEX 5C
LIST OF ATTENDEES AT THE PUBLIC CONSULTATION

M5 Autópálya – III. szakasz

Környezetvédelmi Áttekintő Értekezlet

2005. január 13. 17:00 óra

Polgármesteri Hivatal Szeged

M5 Motorway – Phase III.
Update Environmental Review Meeting

13th January 2005 at 17:00

City Hall of Szeged

Jelenléti ív / Attendance Sheet

Név / Name	Szervezet / Organization	Aláírás / Signature
DENES BULKAI	**EBRD**	
THOMAS HÖFNER	**AKA**	
LÁSZLÓ VIDACS	**INDEPENDENT ENGINEER**	
BÉLA BUNA	**FRAMA 01dBH**	
GÁBOR HIDVÉGI	**AKA**	
TIBOR KOVÁCS	**UVATERV RT**	
ZSUZSA HARGITAI	**EBRD**	
ILDIKÓ VASS	**UVATERV RT**	
ENDRE NÁNÁSZ	**LAND REGISTRY OFFICE OF CSONGRÁD COUNTY**	
ISTVÁN SZÉL	**AGRICULTURAL OFFICE OF CSONGRÁD COUNTY**	
ZOLTÁN BASA	**CSONGRÁD COUNTY STATE ROAD MANAGING KHT.**	
Dr. MIHÁLY RIGÓ	**CSONGRÁD COUNTY STATE ROAD MANAGING KHT.**	
DANKÓ JÁNOS	**UVATERV RT**	
Dr. PÉTERNÉ HENCZ	**TRAFFIC INSPECTORATE OF CSONGRÁD COUNTY**	
GÁBOR SZEMETI	**AKA**	

M5 Autópálya – III. szakasz

Környezetvédelmi Áttekintő Értekezlet

2005. január 13. 17:00 óra

Polgármesteri Hivatal Szeged

M5 Motorway – Phase III.
Update Environmental
Review Meeting

13th January 2005 at 17:00

City Hall of Szeged

Jelenléti ív / Attendance Sheet

Név / Name	Szervezet / Organization	Aláírás / Signature
ISTVÁN ÖRDÖG	**3D-TRUCK KFT**	
ZOLTÁN GÁL	**AWAIKING OF THE NATURE ASSOCIATION**	
FRIGYES KOVÁCSHÁZY	**UVATERV RT**	
CSABA BALOGH	**M5 CG**	
LÁSZLÓ NÉMETH	**STATE SERVICE OF PUBLIC HEALTH AND HEALTH OFFICERS OF CSONGRÁD COUNTY FIRST ENGINEER**	
CSABA SZALONTAI	**MÓRA FERENC MUSEUM**	
LÁSZLÓ MAGYARI	**MUNICIPAL OF RÖSZKE**	
GÁBOR RIKZSIV		

M5 Autópálya – III. szakasz

Környezetvédelmi Áttekintő Értekezlet

2005. január 13. 17:00 óra

Polgármesteri Hivatal Szeged

M5 Motorway – Phase III.
Update Environmental
Review Meeting

13th January 2005 at 17:00

City Hall of Szeged

Jelenléti ív / Attendance Sheet

Név / Name	Szervezet / Organization	Aláírás / Signature
Dr. DEZSŐ DOBAY	**LAWYER**	
JENŐ NYÁKI	**DOMASZÉK**	

ANNEX 5D
NEWSPAPER ADVERTISEMENT FOR CONSULTATION

Környezetvédelmi áttekintõ értekezlet, M5 autópálya, III. fázis Szeged északi csomóponttól az országhatárig

2005. január 13-án, csütörtökön 17.00 órakor a Szegedi Városházán,

az Európai Újjáépítési és Fejlesztési Bank követelményeivel összhangban.

Ezen összejövetel célja, hogy bemutassuk az M5 autópálya III. fázisával kapcsolatban készített környezeti és társadalmi hatástanulmány frissített tervezetét, hogy visszajelzést, információt, véleményeket és javaslatokat gyûjtsünk be minden érdekelt féltõl, hogy segítsen a környezeti és társadalmi problémák azonosításában.

Ezen összejövetelt követõen minden észrevétel és javaslat rögzítésre kerül a Scott Wilson által jelenleg készített végsõ Frissített Környezeti Jelentésben.

Szeretettel várjuk Önt ezen az összejövetelen, vegyen részt aktívan és fejtse ki véleményét, javaslatait és problémáit bármely tárgyra vonatkozó üggyel kapcsolatban.

További információért és magyarázatért, forduljon bizalommal az AKA Rt-hez az alábbi címen:

AKA Alföld Koncessziós Autópálya Részvénytársaság
H-1023 Budapest, Lajos u. 26.
Fax: 1/326-0545
E-mail: akart@aka.hu
www.aka.hu

Kapcsolattartó személy:

Szemeti Gábor (Tel: 1/326-0555)

ANNEX 5E
PUBLIC MEETING AGENDA PHASE III

M5 Motorway Project Phase III
Public Meeting Agenda

• Coffee & Tea	5.00
• Welcome by AKA o Project Status o Introduction to Scott Wilson and Uvaterv	5.15
• Uvaterv o Design overview	5.30
• Scott Wilson presentation o Environmental information and proposed mitigation and monitoring	6.00
• Questions & Answers	6.45
• Thank you	7.15

ANNEX 5F
PUBLIC INFORMATION DOCUMENT PHASE III V2

M5 Motorway Phase III - Public Information Document

Introduction

Phase III is an extension of the M5 Motorway leading from the Szeged North Interchange to the State Boarder. This document provides a brief history of the M5 Motorway project and sets out how the information collected for the development of the third phase of the M5 Motorway will be made available to the public. We welcome advice and suggestions on how this progress can be improved so the information can be made more easily accessible.

Please add comments/ suggestions to the questionnaire provided.

Project History

The following gives a brief project history of the M5 Motorway Phase III.

- In 1998, UVATERV, the M5 Motorway design team to the Ministry of Transport, prepared an environmental impact assessment (EIA) for the Phase III section of the M5 Motorway. This assessment formed part of the original EIA work undertaken by UVATERV for Phase II and the report was in compliance with Hungarian environmental legislation in effect at the time.

- In December 2004, Scott Wilson was commissioned by the project lenders to perform an environmental due diligence review of the projects compliance with the project lenders requirements which include:
  - The EBRD's Environmental Policy
  - Current Hungarian Legislation
  - European Union (EU) Legislation
  - The Equator Principles
  - Applicable IFC Safeguard Policies

- Hungary's environmental law has changed substantially since 1999, to bring it into harmony with EU Legislation. Furthermore, the EBRD has adopted both a new environmental policy and a new public information policy (2003).

- In addition, some of the Project Lenders are signatories to the Equator Principles[1]. Therefore, and in light of the future syndication process, the project must be executed and operated in accordance with these Principles. The environmental and social risk of the project has been classified by the Project Lenders in accordance with their internal guidelines based upon the screening criteria of the International Finance Corporation (IFC) as a Category 'B' project, i.e. medium risk

- As well as adhering to the Principles, for projects located in low to middle income countries, the Environmental Assessment should take into account applicable IFC Safeguard Policies. Hungary is classified by the World Bank data statistics as an upper middle income country.

[1] A voluntary set of guidelines developed by a group of roughly 27 banks (as of Nov 2004) for managing social and environmental issues related to the financing of development projects. Equator principles are based on the policies and guidelines of the World Bank and International Finance Corporation (IFC).

- It is now intended that the UVATERV EIA produced in 1998, and the other relevant environmental documentation, will be updated to comply with the project lenders requirements.

- This Public Scoping Meeting has been held to comply with the EBRD Procedures and the requirements of the EU Directive on EIA.

Details of Scoping Meeting

Phase III - M5 Motorway
Update Environmental Review Meeting
Thursday, 13 January 2005 at 17:00
Szeged, City Hall, State Room

Questionnaire
A questionnaire has been made available to complete. If you need more time to complete it, please return it by the 31st January to the address provided at the top of the questionnaire.

Feedback from the public meeting of 13th January 2005
The Environmental Impact Assessment update report together with the report setting out how your comments have been considered within the study will be made available at the following locations:

- The majors offices listed in Appendix A:
- AKA's website: www.aka.hu
- EBRD's website: www.ebrd.com

These documents will be provided in the above locations, from the 21st February, they will be available for a period of 8 weeks.

You are welcome to write to AKA at any time with any concerns or suggestions or may have.

AKA's address:

AKA,
Lajos, U. 26
Budapest, 1023
Hungary

ANNEX 5G
PUBLIC QUESTIONNAIRE
PHASE III V1

M5 Motorway Project Phase III January 2005

Questionnaire

Scott Wilson need the following information to help us improve our communication with you and to improve the project. Your information will be used revise the project and help reduce the affects the project may have on you.

Name: Organisation

Address E-mail

Tel:

1. Are you familiar with the proposed plan for the M5 Motorway project?

Yes: ☐ No: ☐

2. What community or village is nearest to your home?

Have you read the environmental information on the project?

Yes: ☐ No: ☐

3. Is there other information that would be helpful for you to understand the issues on the project? (such as a summary of the traffic study, predicted noise levels, information on the nearby flora and fauna)

4. What is the best way for you to get information on this project?
   - o Newspaper article or advert - Yes/No

   [Name newspaper_____ e.g. Delmagyarcrszag, Petofinepe

   - o Radio or television - Yes/No

   [Name local radio station or TV channel _____]

   - o Quarterly newsletter during planning and construction - Yes/No
   - o E-mail - Yes/No [Email address_____]
   - o Local meetings - Yes/No

   [Name best location _____]

   1. Day of week (circle) Mon, Tues, Wed, Thurs, Fri, Sat or Sun
   2. Time of day (circle) Morning, Afternoon or Evening

5. Do you have any particular concerns, relating to the building of the M5 Motorway Phase III, such as:
    - impacts on your crops and animals;
    - impacts on water used for irrigation;
    - traffic safety;
    - disturbance due to noise;
    - access to markets, schools, church, other;
    - disturbance to fauna;
    - loss of natural habitats;
    - loss of flora;
    - preservation of archaeology and cultural heritage

Please specify:

6. Do you see any particular benefits of the M5 Motorway (such as lower traffic on local roads, reduced air pollution, less traffic noise)? Please specify:

7. Are there any particular groups that may be affected by the M5 Motorway Phase III? (such as elderly, farmers, children, disabled)

8. Are there any particularly sensitive areas that may be affected? (such as wetlands, parks, recreation areas, etc.)

11. Will your journeys to school, church, markets take longer, shorter or be the same?

Longer: ☐ Shorter: ☐ Same: ☐

Please give details:

12. Is the building of the motorway likely to have a beneficial or adverse effect on your current employment?

Beneficial: ☐ Adverse: ☐

What will these impacts to be?

14. Is the building of the motorway likely to have a positive or negative impact on any vulnerable groups, such as the elderly, disabled and children?

Positive: ☐ Negative: ☐

What will these impacts to be?

Signature:

Please can you post this questionnaire to Scott Wilson at the following address:

Scott Wilson
Rachael Bailey

Greencoat House
15 Francis Street
London SW1P 1DH
UK