



NORTH TRANSDANUBIA ENVIRONMENT PROTECTION AND NATURE CONSERVATION INSPECTORATE

9021 Győr, Árpád u. 28-32. Mail address: 9002 Győr, Pf. 471.
Telephone: Central number: 96/524-000, Customer service: 96/524-001 Fax: 96/524-024
web: <http://edktvf.zoldhatosag.hu> e-mail: eszakdunantuli@zoldhatosag.hu
Business hours: Monday: 8.30-12 Wednesday: 8.30-12,13-16 Friday: 8.30-12
Please refer in your submission to our case document number.

This decision will be final on: year: month: day: KÜJ: 100365768 KTJ: 102508188
Registration No: 10387-32/2014. Ref. No: - Subject:
Presenter: dr. Király Bernadett Enclosure: - Nemzeti Infrastruktúra Fejlesztő Zrt.
Zsófia/ Environmental Impact Assessment
Tarjányi István of new road bridge on the Danube
between Komárom-Révkomárom (Komárno) and
connected facilities (0+000.00-1+545km segment)

DECISION

I.

The North Transdanubia Environment Protection and Nature Conservation Inspectorate

issues an environmental permit

to **Nemzeti Infrastruktúra Fejlesztő Zrt.** (1134 Budapest, Váci u. 45.; Trade Register Number: 01-10-044180) for the construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+545km segment), based on the environmental impact assessment documentation prepared by Coaching TEAM Kft., as follows:

II.

Details of the activity:

1. Definition of the activity:

Construction and operation of a road bridge with 2 traffic lanes that interconnect Main Road 1 and Main Road 63 in Slovakia over the river Danube that crosses the frontier and construction of connection to the existing road network.

2. Location of the facility:

The design area is located in Komárom-Esztergom County, in built-up and non-built-up areas on the northwest edge of Komárom, North of Main Road 1. The planned new road bridge between Komárom and Komárno will be located 200m upstream of the existing railway bridge (to the West when looking upstream), 2.8km upstream of the Erzsébet road bridge in downtown, in the 1770 riverkm segment of the Danube.

The planned road will be connected to the Main Road 131 section that bypasses Komárom on the South and will be constructed by its completion (after the construction of the bridge it is expected to be named Main Road 13). In Slovakia the planned road will run on the southwest part of Komárno and connect to Main Road 63.

3. Purpose of the development:

The purpose of the planned project is to offer additional possibilities of border-crossing in the region and to direct border-crossing traffic to non-built-up areas of Komárom and Révkomárom (Komárno). Successful implementation of the project for construction of the new road bridge will bring positive changes in cross-border cooperation, support to further development of the economic potential of regions along the border and improvement of the quality of environment in Komárom and Révkomárom. With the construction of the new bridge transit traffic will significantly decrease in the built-up areas of the cities thereby improving the situation and quality of life of people living in the cities concerned.

4. Basic details of the facility:

Location

The design area is located in Komárom-Esztergom County, in built-up and non-built-up areas on the northwest edge of Komárom, North of Main Road 1. According to plans the planned new road bridge between Komárom and Komárno will be located 200m upstream of the existing railway bridge (to the West when looking upstream), 2.8km upstream of the Erzsébet road bridge in downtown, in the 1770 riverkm segment of the Danube. The planned road will be connected to the Main Road 131 section that bypasses Komárom on the South.

In Slovakia the planned road will run on the southwest part of Komárno in non-built-up area and connect to Main Road 63.

Construction of connecting roads

The 0+000km segment on the Hungarian side is the crossing point of Main Roads 13 and 131.

The design section of the road on the Hungarian side that leads to the bridge: 0+000-1+315km

segment. The design section of the road on the Slovak side that leads to the bridge: 1+915-

2+590km segment. The border is located in the 1+545km segment. Number of traffic lanes: 2x1

Bridge structure

The bridge will have five spans, three over the riverbed, two over the flood plain on the Slovak side. The main spans in the middle will be supported with a single pylon with cables to which one span each will be connected on the riverbank side as horizontal beams. The main (shipping) span will have a width of 252m, the back side is divided into two parts with an intermediate anchoring pylon.

The pylon will have an asymmetric structure, it will be a steel pylon located on the upstream side of the bridge, transversely bending over the bridge. Its height between the road level and the upper cable connection point will be 91m. The pylon will be made of steel with concrete in the bottom part. Total width of the bridge: 20m.

5. Construction schedule:

The planned project is expected to start in 2016 and be completed in 2018. The estimated bridge construction period is about 25 months considering the work processes that can simultaneously be carried out.

III.

Environmental regulations:

1. Air purity protection regulations

- 1.1. In the case of strong wind work processes resulting in intensive generation of dust must be stopped, in dry periods the work site must be sprinkled to prevent the generation of dust.
- 1.2. When unpaved road surface is used the speed of the transport vehicles must be reduced.
- 1.3. The wheels of trucks leaving the construction site must be cleaned by washing, when necessary.
- 1.4. When materials subject to dusting are transported the deck of the vehicle must be covered with tilt.
- 1.5. Earth deposited during the construction must be compacted, when necessary covered, or dusting must be prevented through sprinkling.
- 1.6. When earth is excavated that will not be restored, it must be transported to the depot by trucks having a deck covered with tilt.
- 1.7. The technical condition of machinery and transport vehicles must meet the requirements laid down in Decree 5/1990. (IV. 12.) KÖHÉM on the inspection of the technical condition of road vehicles and Decree 6/1990. (IV. 12.) KÖHÉM on the technical conditions of commissioning and operation of road vehicles.
- 1.8. The measures taken to prevent air pollution and the existing meteorological parameters must be put down in the operation log.
- 1.9. Extraordinary air pollution must be reported to the environmental authority immediately after its occurrence, works must immediately be stopped and the cause of the pollution must be eliminated.
- 1.10. In the second period of six months following the construction 24-hour measurements must be conducted to control compliance with limits applicable to flying dust (PM₁₀), hydrocarbons, nitrogen oxides, carbon-monoxide, sulphur dioxide immission.
The measurement report must within 15 days be submitted to the Inspectorate.
- 1.11. The authority must be notified of the date of the planned measurement 30 days before the start of the measurement. The time and location of the measurement must be designated jointly with the authority.
- 1.12. In the case of air pollution regularly and permanently caused by the line source the authority will request the transport authority to order traffic restriction or other technical measures to prevent or reduce air pollution.

2. Noise and vibration protection regulations

- 2.1. During the procedure of obtaining construction permit before the construction works the noise protection chapter of the construction design must be prepared.

- 2.2. A schedule must be prepared for the construction permit that sets forth the works carried out in each section in chronological order.
- 2.3. When during the performance of a given work phase it is expected that the noise generated by the construction works will exceed the limit applicable to areas to be protected from environmental noise, the contractor must act in accordance with Section 13 of Government Decree 284/2007. (X. 29.) on the rules of protection against noise and vibration.
- 2.4. First six months after the commissioning of the bridge and the connecting roads, then 1 year later noise measurement and simultaneously traffic counting must be conducted with the method defined in Annex 3 to Decree 25/2004. (XII. 20.) KvVM at the following measurement points as reference locations (at a distance of 2m in front of the facade to be protected of the residential building to be protected and in the area to be protected):
 - Komárom - Koppánymonostor, at residential building with land lot number 1963/2
 - Komárom - Koppánymonostor, at residential building in Déryné utca with land lot number 5924
 - Komárom - Koppánymonostor, on the non-built-up residential lot in Déryné utca with land lot number 5919The result of the measurements and the traffic counting figures must be documented in a report and submitted to the Inspectorate.

3. Waste management regulations

- 3.1. During construction and demolition wastes are generated that must be collected in a way that excludes environment pollution, their treatment by a licensed waste treatment organisation within one year of generation must be ensured. It is prohibited to pile up and depose wastes on the premises of the contractors performing the construction or demolition works and on the areas next to the road and the bridge.
- 3.2. Pursuant to Section 10 (1) of Joint Decree 45/2004. (VII.26.) BM-KvVM after the completion of the construction activity the constructor must prepare the construction waste registration sheet with the breakdown defined in Annex 1 with the details of the wastes generated during the construction activity and send it to the environmental authority by the commissioning procedure.
- 3.3. Collection and further treatment of hazardous and non-hazardous wastes generated during the performance of the activity (construction, operation, abandoning, emergency) must comply with the regulations set forth in Act CLXXXV of 2012 on waste. Wastes must be separately collected, when it is feasible in technical, environmental and economic terms. Separately collected wastes may not be mixed with other waste or other materials with different parameters.
- 3.4. It is prohibited to mix wastes with other wastes or materials or to dilute wastes without the permission of the environmental authority.
- 3.5. The organisation required to hold a permit must deliver the waste generated during its activity to a licensed waste treatment company. The permit holder must before the delivery of the waste to another entity, with the exception of delivery for waste treatment as public service, ascertain that the receiver holds a permit for transport, mediation, trading or treatment of the given waste, or that it has been registered for performance of the given waste treatment activity. Waste transport and treatment may be carried out only by organisations licensed thereto.
- 3.6. The permit holder must keep a register with the code numbers defined in the ministerial decree on waste registers.
- 3.7. The permit holder must supply data to the environmental authority in accordance with the Government Decree on record-keeping and data supply obligations related to wastes, and upon request of the authority must make such register accessible to the authority.
- 3.8. The provisions of Government Decree No. 164/2003 (X.18.) on record-keeping and data supply obligations related to waste must be applied.
- 3.9. Any environment pollution that may occur during the performance of the activity must be reported to the competent environmental authority with simultaneous start of damage prevention. The waste generated during abandoning of the activity or collected at the premises must be delivered to a waste treatment company holding a waste treatment licence.

4. Landscape protection and nature conservation regulations

- 4.1. Construction work on the bridge that affect the river Danube may be carried out outside the period of fish reproduction and wintering, that means between 30 June and 1 November.
- 4.2. It is prohibited to excavate shelves during bridge construction works.
- 4.3. The number of individuals and exact location of protected species living in the area affected by road construction must be surveyed before the construction, in April and May (in particular in the area of sand steppe meadows).

- 4.4. The individuals of protected species of plant affected by the construction works must be relocated. Relocation must be carried out before the start of construction works. A permit issued by the nature conservation authority must be obtained for the relocation.
- 4.5. Borrow pits and waste piles must be located outside protected and Natura 2000 areas.
- 4.6. In order to protect birds breeding in the area logging works may be carried out only outside the reproduction period, that means between 1 August and 15 March.
- 4.7. Bird scaring equipment (e.g. silhouette of a bird of prey) must be installed on the rails running along the road to prevent hitting.
- 4.8. The major reason of birds hitting structures is incorrectly installed lighting. Bridge and road lighting must be installed with lamp fittings directed downwards, lighting only the road surface, but not laterally, on the water and upwards.
- 4.9. It is prohibited to lead escaped water flowing from the bridge directly to the Danube without purification.
- 4.10. After abandoning the works recultivation of the area must be carried out.

IV.

The following position statements were made by the authorities that participated in the procedure:

Komárom-Esztergom County Government Office, Public Health Administration Institute issued the following position statement under No. KER/067/00621- 2/2014.:

“The Komárom-Esztergom County Government Office, Public Health Administration Institute (hereinafter referred to as: Institute) gives its consent in terms of public health to the Environmental Impact Assessment of construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+315.06km segment) by Nemzeti Infrastruktúra Fejlesztő Zrt.

Independent appeal against the position statement may not be lodged, it can be contested only with an appeal against the decision or the order that terminated the procedure.”

The Komárom-Esztergom County Government Office, Tatabánya District Office, Construction and Heritage Protection Office issued the following position statement under No. KE-06D/EP/963-2/2014.:

“The authority procedure launched upon a request of the North Transdanubia Environment Protection and Nature Conservation Inspectorate (9021 Győr, Árpád u. 28-32.) received on 12 May 2014 concerning the case »Komárom, NIF Zrt. Environmental Impact Assessment of construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+315.06km segment)« is hereby terminated.

I remind you that the planned project qualifies according to Section 7, Point 31 of the several times amended Act LXIV of 2001 on the protection of cultural heritage (hereinafter referred to as: Kötv.) as major project. Pursuant to Section 20/A. (1) of Kötv. in the case of major projects defined in other legislation preliminary archeological documentation must be prepared. The preliminary archeological documentation may be prepared by the National Museum of Hungary, Heritage Protection Centre (1113 Budapest, Daróci u. 1-3.) in cooperation with the locally competent Klapka György Museum (2900 Komárom, Kelemen László u.22.).

Independent appeal against this order may not be filed. This order may be contested with an appeal against the decision, or when such decision is not adopted, then against the order on terminating the procedure.

The Komárom-Esztergom County Government Office, Plant and Soil Protection Directorate issued the following position statement under No. KEF/20.2/1201- 2/2014.:

“Based on the request of the North Transdanubia Environment Protection and Nature Conservation Inspectorate (hereinafter referred to as: Inspectorate) with the above No. and what is set forth in the documentation with design number 113745 titled »Environmental Impact Assessment of construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+315.06km segment)« (prepared by Coaching TEAM Kft. 1118 Budapest, Bozókvár utca 12.; hereinafter referred to as: EIA) the first instance soil protection authority issues the following position statement:

Based on what is set forth in the EIA, we give our consent in terms of soil protection to issuance of a permit for the mentioned activity. Appeal against this position statement may be lodged with an appeal filed against the first instance decision of the authority or its order terminating the procedure.

During our participation in the procedure as authority no procedural costs were incurred in addition to the soil protection authority service fee.”

The Komárom-Esztergom County Government Office, Komárom District Office, District Land Office, Geodesy and Land Department adopted the following order under No. 10048/2/2014.:

“In order to enable issuing an authority position statement the North Transdanubia Environment Protection and Nature Conservation Inspectorate (9021 Győr, Árpád u. 28-32.) contacted our Office in the case Komárom, NIF Zrt. Environmental Impact Assessment of construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+315.06km segment).

I establish that I have no competence in the procedure: it is not required to conduct a land protection procedure for the area affected by the Environmental Impact Assessment, therefore I terminate the authority procedure. I order that that authority procedure fee paid be repaid to the customer. No appeal may be filed against this order.”

The Pest County Government Office, Forestry Directorate issued the following position statement under No. XIV-G-033/7514-4/2014.:

“I have adopted the following authority position statement in the above procedure.

Upon a request of the North Transdanubia Environment Protection and Nature Conservation Inspectorate with the above No. and subject I give a consent of the authority for issuance of the environmental permit needed for construction of a new bridge on the Danube between Komárom and Révkomárom.

Independent appeal against this decision may not be lodged, this decision may be contested with an appeal against the decision adopted on the subject of the case, or when such decision is not adopted, then against the order on terminating the procedure.”

The Fejér County Government Office, Construction and Heritage Protection Office, State Chief Architect’s Office issued the following authority position statement under No. FED/01/362-2/2014.:

“Upon request of Nemzeti Infrastruktúra Fejlesztő Zrt. (NIF Zrt.) I give a consent to construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+315.06km segment) in the Environmental Impact Assessment procedure without restrictions concerning harmony with zoning plans.

Independent appeal against this position statement may not be lodged, it can be contested only with an appeal against the decision or the order that terminated the procedure.”

The City Manager of Komárom issued the following authority position statement under No. 17544-2/2014.:“Upon a request of the North Transdanubia Environment Protection and Nature Conservation

Inspectorate (9021 Győr, Árpád u. 28-32.) I give a consent of the local environment and nature conservation authority for the construction of new road bridge on the Danube between Komárom and Révkomárom and construction of road connecting to the bridge on the Hungarian side and other structures, road construction on the designated trace, with the following restrictions. During the works the area of Monostor Fortress (including the minors’ camp), that is located the nearest and is directly adjacent in a short section, a nature conservation area under local protection, is exposed to major load (dust, noise, waste pollution). In this area special care must be applied during the works and the following guidelines must be observed. Guidelines for treatment of the nature conservation area of local importance (treatment plan): »Nature conservation strategies:

- a) Aggressively propagating invasive plants must be driven back, forests alien to the region must continuously be replaced with domestic tree species native in the region (oak, ash etc.).
- b) Natural and close-to-natural forests must be regenerated with natural or close-to-natural methods.
- c) Protection of the population of particularly rare plant and animal species under protection or enhanced protection must be ensured.
- d) Any pollution or damage to geological values, priority karst areas must be prevented.«

Increased use of land in the area of the Monostor Fortress should be avoided, when possible.

No appeal against this decision may be lodged. This order may be contested only with an appeal against the decision adopted on the subject of the case, or when such decision is not adopted, then against the order on terminating the procedure.

The Győr-Moson-Sopron County Disaster Management Directorate issued the following authority position statement under No. 52-2/2014./VH:

“The Győr-Moson-Sopron County Disaster Management Directorate gives its consent to issuance of an environmental permit in the procedure launched upon request of Coaching Team Kft. (1118 Budapest, Bozókvár utca 12.) upon assignment by Nemzeti Infrastruktúra Fejlesztő Zrt. (1134 Budapest, Váci u. 45.), with the following conditions:

1. Performance of water works needed and planned in connection with bridge construction and road construction, collection, conveyance and placement of rainwaters, replacement of water public utilities (drinking water, waste water, rainwater), construction of water facilities is allowed only with a final water rights construction permit.
2. An owner’s/manager’s consent issued by the owner/manager of the watercourse affected, and when a public utility is affected a statement (consent) by the manager (operator) of the public utility must be attached.
3. Regulations for crossing and approximating waters and water facilities with other fixed-line structures must be observed.
4. It is prohibited during the construction works and the operation to endanger the quality of the geological medium and subsurface waters.
5. The high water bed of the river Danube must be treated as a natural area in such a way that priority be given to downflow of flood and ice.

6. The planned bridge may not cause deterioration of the downflowing capability of the river bed, may not result in adverse increase of speed and damming and adverse increase of water level.
7. Accessibility to the river bed, the protecting facilities and a 10m wide zone on the bank of Danube and performance of water management tasks (protection, maintenance, measurement) thereon must be ensured for the manager.
8. Regulated conveyance of rainwaters downflowing from the bridge and the connecting roads without any damage must be ensured. Waste water may not be conveyed to the rainwater conveyance system.

Independent appeal against this position statement may not be lodged, it may be contested only with an appeal against the decision adopted on the subject of the case, or when such decision is not adopted, then against the order on terminating the procedure.”

V.

The environmental permit granted with this decision is valid until 31 December 2019.

Before the expiry of the permit the permit holder must initiate submission of complete environmental review documentation. Submission of the request of permit will not extend the period of validity of the permit.

VI.

Nemzeti Infrastruktúra Fejlesztő Zrt. has paid the HUF 2,250,000 administration service fee payable for awarding a decision on the request. Other procedural costs have not been incurred in the case.

VII.

This decision may be executed without prejudice to any appeal.

VIII.

Appeal against this decision may be filed within 15 days of its delivery in two copies submitted to the first instance authority, addressed to the National Environment and Nature Conservation Authority. Appeal is subject to payment of HUF 1,125,000, or in the case of natural persons and social organisations HUF 22,500 administration service fee to the budget expenditure account No. MÁK 10033001-01711899-00000000 of the North Transdanubia Environment Protection and Nature Conservation Inspectorate. The authority position statements of the authorities involved in the procedure may be contested with an appeal against this decision.

Reasons

Nemzeti Infrastruktúra Fejlesztő Zrt. (1134 Budapest, Váci út 45., hereinafter referred to as: client) submitted a request of environmental permit to the North Transdanubia Environment Protection and Nature Conservation Inspectorate (hereinafter referred to as: authority) for the construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+545km segment) After examining the request the authority established that the activity is regulated by Point 87 of Annex 3 to Government Decree 314/2005. on the procedure of environmental impact assessment and single environmental operating licence granting (hereinafter referred to as Decree) (“public road, private roads not closed to public traffic, bicycle roads; a) construction of national public road (when not regulated by Annex 1) and c) national public road not regulated by the previous points, local public road, private road not closed to public traffic and bicycle road on protected area, Natura 2000 area, in the protection zone of cave without any restriction on size”), additionally replacement of 22kV aerial cables on the Hungarian side is regulated by Point 76 of Annex 3 to the Decree (“electricity line when it is not regulated by Annex 1, aerial cables exceeding 20kV”), i.e. an activity subject to environmental impact assessment depending on the decision of the inspectorate adopted in the preliminary assessment procedure. The client requested pursuant to Section 1 (5) of the Decree that an environmental impact assessment procedure be conducted without preliminary assessment procedure.

It was also established that the above project qualifies as a project of increased importance for the national economy pursuant to Section 1.69 of Annex 1 to Government Decree 345/2012. (XII. 6.) on qualification of public administration authority cases connected with certain environment development projects as cases of increased importance for the national economy and designation of the acting authority.

Upon a call by the authority the client has paid according to Section 2 (1) and Annex 1, Sections 8 and 12 of Decree 33/2005. (XII. 27.) KvVM on the administration service fees of environmental, nature conservation and water authority procedures HUF 2,250,000 administration service fee. The authority has established that the environmental impact assessment fails to meet the requirements for content set forth in Annexes 6 and 7 to the Decree, therefore called on the client to submit missing waste management, air purity protection, noise and vibration protection, nature conservation and landscape protection and water protection documents, which request the client fulfilled.

Pursuant to Section 29 (4) to (6) of Act CXL of 2004 on the general rules of public administration authority procedures and services (hereinafter referred to as: Ket.) and Section 8 of the Decree the authority published on its website and in its customer service office a communication on the launch of the procedure and sent it for putting up to the municipality where the facilities will be constructed, and notified the social organisations. Pursuant to Section 90 of Act LIII of 1995 on the general rules of environment protection the authority published the request also electronically. Pursuant to Section 9 (1) of the Decree the authority ordered that a public hearing be held where none of the population participated.

According to Section 14 (2) of the Decree the authority delivered the information defined in Sections 8 (1) and 9 (6) of the Decree to the Ministry of Agriculture to enable taking the actions required in the international procedure. The Ministry of Agriculture, Environment Preservation Division notified the authority in document No. KmF/381-3/2014. that the Slovak party “does not intend to participate in the international environmental impact assessment, as defined in the Convention of Espoo, of the Hungarian section of the planned project for construction of new bridge on the Danube between Komárom and Révkomárom”.

The authority contacted the authorities listed in Annex 5 to Government Decree No. 481/2013. (XII. 17.) on the designation of bodies responsible for environmental, nature conservation and water authority and administration tasks.

The reasons given for the position statement No. KER/067/00621- 2/2014. issued by the Komárom-Esztergom County Government Office, Public Health Administration Institute include the following:

“The North Transdanubia Environment Protection and Nature Conservation Inspectorate contacted the Institute with its request with the above No. and subject for making an authority position statement.

The Institute examined the documentation in terms of environment and settlement health, surveying health damaging risks and potential impacts, giving opinion on protecting distances from built-up areas, application of public health requirements connected with the soil, waste waters and hazardous wastes, protection of surface waters suitable for human use and hygienic requirements for the air.

According to what it described in the documentation uploaded to the website (<http://edktvf.zoldhatosag.hu/közérdekű/2014/melleklet/0387-1.zip>) the purpose of the planned infrastructure development is to offer additional possibilities of border-crossing in the region and to direct border-crossing traffic to non-built-up areas of Komárom and Révkomárom (Komárno).

Successful implementation of the project for construction of the new road bridge will bring positive changes in cross-border cooperation, support to further development of the economic potential of regions along the border and improvement of the quality of environment in Komárom and Révkomárom. With the construction of the new bridge transit traffic will significantly decrease in the built-up areas of the cities thereby improving the situation and quality of life of people living in the cities concerned.

»Construction of Main Road 13 between Komárom and Komárno (Révkomárom) (bridge on the Danube)« qualifies as a project of increased importance for the national economy pursuant to Section 1.69 of Annex 1 to Government Decree 345/2012. (XII. 6.) on qualification of public administration authority cases connected with certain environment development projects as cases of increased importance for the national economy and designation of the acting authorities. After having studied the documentation it was found that on the basis of what is contained in your request no reason that would exclude the consent for public health reasons exists, the Institute decided as set forth in the operative part.

Pursuant to Article 44 (9) of Act CXL of 2004 on the general rules of public administration authority procedures and services the Institute excluded the possibility of appeal and provided information about the possibility of appeal. The Institute developed its position statement by acting with its powers granted in Section 33 (1) of Government Decree No. 481/2013. (XII. 17.) on the designation of bodies responsible for environmental, nature conservation and water authority and administration tasks, by considering the provisions of Government Decree 123/1997. (VII. 18.) on the protection of water resources, potential future water resources and water facilities used for drinking water supply, Government Decree 219/2004. (VII. 21.) on the protection of subsurface waters, Act CLXXXV of 2012 on waste, Joint Decree 27 /2008. (XII. 3.) KvVM-EüM on certain rules of protection against environmental noise and vibration and Government Decree 306/2010. (XII. 23.) on the protection of air.

The competence of the Institute is defined in Section 4 (2) of Government Decree 323/2010. (XII.27.) on the National Public Health and Medical Officer Service, the performance of public health administration tasks and the designation of the pharmaceutical state administration body and Sections 1 (1) and 2 (3) of Government Decree 288/2010. (XII. 21.) on the Budapest and county government offices.”

The reasons given for the position statement No. KE-06D/EP/963-2/2014. of the Komárom-Esztergom County Government Office, Tatabánya District Office, Construction and Heritage Protection Office include the following:

“Upon a request of the North Transdanubia Environment Protection and Nature Conservation Inspectorate received on 12 May 2014 concerning the case »Komárom, NIF Zrt. Environmental Impact Assessment of construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+315.06km segment)« the Office launched an authority procedure.

After having examined the request and its annexes it was established that identified archeological site does not exist on the construction area. For this reason, according to data currently available to the authority the above project does not affect cultural heritage elements, therefore with regard to Section 2 (3) of Government Decree

393/2012. (XII. 20.) on the rules applicable to the protection of archeological heritage and monument values (hereinafter referred to as: Government Decree), I have no powers for issuing an authority position statement. For the above reasons I decided according to Section 45/A (3) of Act CXL of 2004 on the general rules of public administration authority procedures and services (hereinafter referred to as: Ket.) to terminate the authority procedure.

The Authority's powers are defined in Section 2 (1) of Government Decree 393/2012. (XII. 20.) on the rules applicable to the protection of archeological heritage and monument values and Section 33 (1) and Annex 5 to 481/2013. (XII. 17.) on the designation of bodies responsible for environmental, nature conservation and water authority and administration tasks, while its competence is defined in Section 2 (3) and Annex 1 to the Government Decree.

The possibility of appeal is regulated by Section 98 (2) of Ket."

The reasons given for the position statement No. KEF/20.2/1201- 2/2014. of the Komárom-Esztergom County Government Office, Plant and Soil Protection Directorate include the following:

"Nemzeti Infrastruktúra Fejlesztő Zrt. (1134 Budapest, Váci út 45., - hereinafter referred to as: Client) filed a request with the Inspectorate in which it requested that an environmental permit granting procedure be conducted in connection with the project with the above subject. The EIA prepared by Coaching TEAM Kft. was attached to its request. The Inspectorate contacted the Directorate, as first instance soil protection authority, in its letter No. 10387-3/2014. dated 8 May 2014 and requested to issue an authority position statement on the above subject in accordance with Section 33 and Annex 5 to Government Decree No. 481/2013. (XII. 17.) on the designation of bodies responsible for environmental, nature conservation and water authority and administration tasks.

We have established that with the solution presented in the EIA implementation and operation of the project will not endanger in terms of soil protection the area concerned and the surrounding areas of agricultural cultivation and will not deteriorate the conditions of farming.

The consent given by the authority is based, in addition to the above mentioned legislative regulations, on Sections 44 (1) and (6) and 72 (1) of Act CXL of 2004 on the general rules of public administration authority procedures and services (Ket.).

The procedure of the soil protection authority was launched on 12 May 2014, the authority's position statement was issued within the available period of 15 days, the applicable time limit was not exceeded. The amount of the fee payable for the contribution of the soil protection authority is regulated by Point 12.9.5 of Annex 1 to Decree 63/2012. (VII. 3.) VM (hereinafter referred to as: Decree); it has been paid by the Client.

The possibility and conditions of exercising the right of appeal is regulated by Section 98 (1) to (4) of Ket. The Directorate acted according to Section 17 (1) of Government Decree 328/2010. (XII. 27.) on the designation of agricultural administration bodies of Budapest and county government offices."

The reasons given for the position statement No. 10048/2/2014. of the Komárom-Esztergom County Government Office, Komárom District Office, District Land Office, Geodesy and Land Department include the following:

"In order to enable issuing an authority position statement the North Transdanubia Environment Protection and Nature Conservation Inspectorate (9021 Győr, Árpád u. 28-32.) contacted our Office in the case Komárom, NIF Zrt. Environmental Impact Assessment of construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-1+315.06km segment).

In this procedure it was established on the basis of the layouts attached to the environmental impact assessment prepared by Pont Terv Mérnöki Tervező és Tanácsadó Zrt. (1119 Budapest, Thán K. u. 3-5.) with plan No. 113745 that it is not necessary to conduct a soil protection procedure in connection with the project for the following reasons: pursuant to Section 1 (3) of Act CXXIX of 2007 on the protection of agricultural land the provisions of the Act related to agricultural land shall be applied - with the exception of rules laid down in the Act for land protection and secondary use — also to built-up areas under agricultural and silvicultural cultivation. The project will affect a property with land lot number 1951 and cultivation as grazing land located in built-up area, for which according to the above regulation it is not required to conduct a soil protection procedure.

The term land located in built-up area with agricultural and silvicultural cultivation is defined in Section 2, Points 19 and 12 of Act CXXIX of 2007 on the protection of agricultural land.

Based on the above, the procedure of the authority is hereby terminated pursuant to Sections 30 b) and 31 (1) a) of Act CXL of 2004 on the general rules of public administration authority procedures and services (Ket.). The possibility of appeal is excluded by Section 98 (2) of Ket. The period available for administration of the case is regulated by Section 33 (8) of Ket. The procedure was launched on 12 May 2014.

The powers of the land authority concerning land protection is defined by Section 7 of Act CXXIX of 2007 on the protection of agricultural land, its competence is defined by Annex 1, Point 12.2 of Decree 149/2012. (XII. 28.) VM on the designation of the competence areas of district land offices."

The reasons given for the position statement No. XIV-G-033/7514-4/2014. of the Pest County Government Office, Forestry Directorate includes the following:

"The North Transdanubia Environment Protection and Nature Conservation Inspectorate contacted with its case document with the above reference number the Pest County Government Office, Forestry Directorate and requested issuance of an authority position statement for the environmental impact assessment of the new bridge on the Danube between Komárom-Révkomárom and the connected facilities.

I have examined the plan documentation available to the forestry authority and established that the planned activity will not require the use of forests, it is not expected that it would have significant impact on adjacent forests, therefore I decided as set forth above.

I have developed the position statement of the authority by acting with the powers granted by Section 33 (1) of Government Decree 481/2013. (XII. 17.) on the designation of agricultural administration bodies of Budapest and county government offices, according to Annex 5 of the Decree, by considering Sections 44 and 45 of Act CXL of 2004 on the general rules of public administration authority procedures and services (Ket.) and Section 17 of Government Decree 314/2005. (XII. 25.) on the environmental impact assessment and single environmental operating licence granting procedure.”

The reasons given for the position statement No. FED/01/362-2/2014. of the Fejér County Government Office, Construction and Heritage Protection Office, State Chief Architect’s Office includes the following:

“Upon request of NIF Zrt. the Inspectorate conducts an environmental impact assessment procedure concerning the construction of new road bridge on the Danube between Komárom-Révkomárom (Komárno) and connected facilities (0+000.00-315.06km segment) under No. 10387-3/2014. The Inspectorate contacted with its letter received on 12 May 2014 my authority, as the competent authority identified in Section 31 (1) and Annex 5, Point 12 of Government Decree No. 481/2013. (XII. 17.) on the designation of bodies responsible for environmental, nature conservation and water authority and administration tasks (Government Decree). The Inspectorate did not identify in the contact letter the legislative provisions pursuant to which it conducts the environmental impact assessment procedure.

The Inspectorate informed us in its contact letter that the environmental impact assessment documentation prepared by Coaching- TEAM Kft. and submitted as an attachment to the request can electronically be downloaded from the storage pool <http://edktvf.zoldhatosag.hu/kozerdeku/2014/melleklet/10387-1.zip>.

Examination of compliance with the zoning plan aims at establishing inclusion of the new road bridge on the Danube between Komárom-Révkomárom and the connected facilities in the Komárom-Esztergom Country part of the approved national zoning plan and matching between them. I have established about harmony of the implementation of the above infrastructure with the zoning plan the following:

- The new road bridge on the Danube between Komárom-Révkomárom (Komárno) and the connected facilities qualify according to Annex 7, Chapter II/A, Point 1.3 of Government Decree 218/2009. (X. 6.) on the requirements for content of the area development concept, area development programme and zoning plan and the detailed rules for their harmonisation, elaboration, coordination, approval and publication as technical-infrastructure network element of national importance.
- Annex 1/2 of Act XXVI of 2003 on the National Zoning Plan (OTrT) - »High-speed and main road network, main roads determining the spatial structure of Budapest and large bridges on the railway core network on the Danube and the Tisza«, »1. Bridges on the Danube 1.1. Road bridges 2. Komárom - (Slovakia) Main Road 13« - sets forth (textually), while its structural design sheet contains (with drawing elements) the above facilities.
- Pursuant to Section 10 (2) of OTrT the national technical infrastructure network elements and individual structures shall be constructed with the involvement of the administrative area of the settlements listed therein - while in the case of regions the administrative area of the identified settlement or the 10km wide zone around it -, by considering the national structural plan, with the corrections needed due to sectoral aspects and requirements arising during the procedure of granting permits. Section 31/A (2) of OTrT provides that Annexes 1/1-11 to this Act defined by Act CCXXIX of 2013 on amendment of certain acts concerning zoning shall be applied to state administration cases launched after its entry into force.
- »Construction of Main Road 13 between Komárom and Komárno (Révkomárom) (bridge on the Danube)« qualifies as a project of increased importance pursuant to Section 1.69 of Annex 1 to Government Decree 345/2012. (XII. 6.) on qualification of public administration authority cases connected with certain environment development projects as cases of increased importance for the national economy and designation of the acting authorities.

Based on the above declarations, I have decided as set forth in the operative part because the facilities meet the requirements of OTrT.

Legal basis of the authority position statement: the above referenced legislation.

I have excluded the possibility of independent appeal pursuant to Section 44 (9) of Act CXL of 2004 on the general rules of public administration authority procedures and services and provided information about the possibility of appeal with reference to this legislation.

The powers of the authority in the environmental impact assessment procedure is defined by Section 31 (1) and Annex 5, Point 12 of the Government Decree, while its competence is defined by Annex 2, Point 4 of Government Decree 190/2009. (IX. 15.) on the Chief Architect’s activity.

Procedural costs were not incurred in connection with the procedural acts, therefore I did not provide for its calculation and bearing.”

The reasons given for the position statement No. 17544-2/2014. of the City Manager of Komárom includes the following:

“The North Transdanubia Environment Protection and Nature Conservation Inspectorate (9021 Győr, Árpád u. 28-32.) contacted the Office of the City Manager of Komárom in the case of construction of new road bridge on the

Danube between Komárom and Révkomárom and construction of road connecting to the bridge on the Hungarian side and other structures, road construction on the designated trace, being a case for which the local environment and nature conservation authority is responsible. I have established on the basis of the request of permit that the planned facility will not endanger any nature conservation area in the administrative area of the city of Komárom. According to Municipality Decree No. 1992/3 nature conservation area or major natural value does not exist on the areas concerned. According to the documentation the construction works will not endanger natural or environmental values. With regard to the above I give my consent to the project.

The authority's position statement was issued according to Section 44 b) of Act CXL of 2004 on the general rules of public administration authority procedures and services (Ket.).

My powers are defined in Annex 5 to Government Decree No. 481/2013. (XII. 17.) on the designation of bodies responsible for environmental, nature conservation and water authority and administration tasks.

The reasons given for the position statement No. 52-2/2014./VH of the Győr-Moson-Sopron County Disaster Management Directorate include the following:

“The North Transdanubia Environment Protection and Nature Conservation Inspectorate contacted with letter No. 10387-30/2014. the Győr-Moson-Sopron County Disaster Management Directorate and requested an authority position statement needed for granting an environmental permit for the project Komárom, NIF Zrt., construction of new road bridge on the Danube between Komárom-Révkörmárom (Komárno) and connected facilities (0+000.00-1+315.06km segment). The environmental impact assessment prepared by Coaching Team Kft. (1118 Budapest, Bozókvar utca 12.) under No. 004/2013. was attached to the request.

The Authority has established, by acting as competent authority in the given procedure, having reviewed the licensing documentation sent as attachment in terms of water authority aspects within its powers in the technical fields specified therein that removal of rainwater from the paved surfaces of the planned bridge and road to a newly constructed desiccating reservoir is planned with the construction of closed rainwater conveyance channel, open dewatering ditch, sediment catcher structure.

It can be established that the bridge planned to be constructed at the 1770km segment of the Danube will be constructed in the high water bed of the Danube with five spans. Bridge construction can have an impact on the downflow of flood, ice and float debris on the Danube. The water supply backbone pipelines, waste water backbone channels that will be replaced, removed, reconstructed in connection with the road construction works are subject to water rights construction permit. The Water Authority reminds the applicant of the following:

- Pursuant to Section 28 and the interpreting provisions of Act LVII of 1995 on water management and Government Decree 72/1996. (V. 22.) on the exercise of water management authority rights rainwater removal, replacement of water public utilities are activities subject to water rights permit. The request of the water rights permit with the content and number of copies determined in Decree 18/1996. (VI 13.) KHVM on the application of water rights permit and its annexes must be submitted to the competent local Water Authority.
- Desiccation in gutters of rainwaters falling exclusively on road surface is not subject to water rights permit, the rainwaters of the planned road can be conveyed into and desiccated in the desiccating gutter within the hydraulic capacity of the given gutter.
- Government Decree 83/2014. (III. 14.) on the use and utilisation of the high water river bed, waterside zone, flood areas and areas endangered by seeping water and in the case of rivers on the rules of preparation and the content of high water river bed management plan regulates the use and utilisation of high water river beds and waterside zones.

Then the authority decided to issue a position statement.

Pursuant to Section 10 (1), Point 1 of Government Decree 223/2014. (IX. 4.) on the designation of bodies responsible for water administration, water management and water protection authority tasks (hereinafter referred to as: Government Decree) that entered into force on 10 September 2014 the Győr-Moson-Sopron County Disaster Management Directorate acts as local water authority. According to Article 18 (2) a) of the Government Decree the Győr-Moson-Sopron County Disaster Management Directorate is the legal successor of the North Transdanubia Water Authority. The authority's above position statement was issued according to Section 44 (1) of Act CXL of 2004 on the general rules of public administration authority procedures and services (hereinafter referred to as: Ket.). The right of appeal against this position statement is excluded by Section 44 (9) of Ket., the authority informed the client of the possibility of appeal according to Section 72 (1) da).

The powers of the Győr-Moson-Sopron County Disaster Management Directorate are defined in Section 10 (2) and Annex 2, Point 1 of Government Decree 223/2014. (IX. 14.) on the designation of bodies responsible for water administration, water management and water protection authority tasks.

The period 8 to 12 September 2014 qualifies as breakdown period pursuant to Section 33 (3) g) of Act CXL of 2004 on the general rules of public administration authority procedures and services. The authority informs the client that according to the above this period will not be included in the period of administration. The authority's above position statement was issued within the period of administration granted in Section 33 (8) of Act CXL of 2004 on the general rules of public administration authority procedures and services.”

The Inspectorate established on the basis of the environmental impact assessment documentation in respect of the environmental impacts of the planned activity the following:

Nemzeti Infrastruktúra Fejlesztő Zrt. plans to construct a new road bridge on the Danube between Komárom and Komárno at the Danube segment 1770,6km, with 2x1 traffic lanes, with single-side walkway and single-side bicycle road. The road leading to the bridge starts from the node of Main Road 131 and Main Road 1, the bridge connects to the road segment 1+315.06km and continues until the segment 1+915.06km, on the Slovak side the connecting road continues until the segment 2+590km, where it connects to Main Road 63, denominated in the international road network as E 575, on the route Pozsony-Révkomárom-Párkány. The border is located in the 1+545km segment.

Essential environmental parameters of the activity (environment usage and emission figures):

1. Air purity protection:

The direct and indirect impacts of the project on air purity protection concern access and transport routes, the planned traceline, nodes, structures.

According to Annexes 1 and 2 of Decree 4/2002. (X. 7.) KvVM on the designation of air pollution areas and zones the planned facility near the city of Komárom is classified in air pollution zone 3 Komárom-Tatabánya-Esztergom.

Construction

Air polluting point and diffuse sources subject to notification will not be constructed.

During the period of construction the construction works and associated transports will result in emission of air pollutant substances. During the construction works we have to reckon with dust pollution and emission of exhaust gases by machinery. Land occupation, landscaping, foundation works produce on a temporary basis dust-off. Removal of the humus layer will be performed in several phases, harmonised with the bridge and road construction schedule. Sand and gravel will be loaded and transported in wet condition without depositing. In the course of earthworks embankment reconstruction and hydraulic bridge-head and road foundation works are performed. During the 22kV aerial cable replacement similarly we have to reckon with dust pollution and emission of exhaust gases by machinery.

During the construction works major emission causing air pollution have to be reckoned with during heavy earthworks. Diesel machines used for earthworks: bulldozers, loading machines, graders, baggers. The power of machinery ranges between 50–250kW, they will be operated about 6 to 8 hours per day. It is estimated that during the period of construction on one work site about 5 heavy machines and about 10 to 30 trucks/h will move.

During bridge and road construction earthwork machines, sand loading machines, baggers, road rollers, road graders, watering cars, pile-drivers, cranes, concrete and cement injecting machines, etc. will be used. Air pollution caused by bridge and road construction (construction of the embankment and various layers of the road structure) is always temporary, a given section is polluted always for a short period, pollution is spread in terms of both space and time. Air polluting substance emission was calculated by using the worst case approach and propagation calculation was also carried out to determine the impact area. The daily construction area - according to estimations 200 m³ work area - was considered as surface source with 2m effective height and a receptor point at ground level. On the plain area covered by vegetation the turbulent diffusion coefficients were calculated according to the Pasquill stability indicator D. The calculation was made with the most critical weather conditions, i.e. for rain-free period, with different wind speeds. The determining impact area for flying dust can be designated at a distance of 2x40m from the centre-line of the road.

The PM₁₀ maximum immision is at a distance of 1m from the centre-line of the road on the constructed road section (200 µg/m³). The average figure on the impact area is 57.39 µg/m³.

Operation

During the operation, the environmental air is first of all loaded by the exhaust gases of the petrol- and diesel oil powered vehicle engines (solid particles /soot/, hydrocarbons, nitrogen oxides, carbon monoxide, sulphur dioxide). By using the daily traffic data of 2028 to be resulted in in case of implementation of the planned investment, as well as the specific emission values (HBEFA) calculated from the expected development of vehicles, propagation calculation was conducted in order to identify the impact area.

Based on the impact area calculations relating to the entire investment, the dominant impact area can be identified in a distance of 2x40m from the axis of the roadway in the case of nitrogen oxide.

The maximum immision value of the nitrogen oxide develops in a distance of 1m from the axis of roadway of the examined road-section (28.59 µg/m³). The average value on the impact area is 12.07 µg/m³.

Since the impact area of construction and of the operation are practically the same, the tables below contain the real estates affected by the impact area for both periods.

Komárom:

Komárom-Koppánymonostor:

Land lot number (hrs.)	Land lot number (hrs.)	Category pursuant to the regulation plan	Actual use	
1943/14	1954/6	Lf (rural residence area)	New road	
	1954/5	Lf (rural residence area)	New road	
1943/2	1954/10	Lf (rural residence area)	New road	
	1954/8	Lf (rural residence area)	Residence building, new road	
1943/12	1954/9	Lf (rural residence area)	New road	
	1943/11	1954/4	Lf (rural residence area)	
1943/32	1954/3	Lf (rural residence area)	New road	
	1954/14	Lf (rural residence area)	Residence building, new road	
7107	1954/13	Lf (rural residence area)	Residence building, new road	
	7104	1954/7	Lf (rural residence area)	
7126/10	1954/12	Lf (rural residence area)	Residence building, new road	
	7103/1	1962/5	Lf (rural residence area)	
7103/2	1962/4	Lf (rural residence area)	Residence building	
	1962/3	Lf (rural residence area)	Residence building	
	5801	Evö, public road	New road	
	5804	Evö	New road	
	5805	Evö	New road	
	5806	Evö	Agricultural production	
	5807	Evö	New road	
	5808	Evö	New road	
	5809	Evö	New road	
	5810	Evö	New road	
	5811	Evö	New road	
	5812	Evö	New road	
	5813	Evö	New road	
	5814	Evö	New road	
	5815	Evö	New road	

Abandoning

The air protection-related impacts of abandoning depend on the extent of the intervention (whether it is carried out in a part of or in the entire facility). The extent of impacts is similar to that of the construction).

Pursuant to Section 4 of Government Decree No. 306/2010.(XII.23.) Korm. on the protection of the air it is forbidden to contaminate the air, load the air with stink disturbing the population, and load the air to an extent that causes contamination of the air.

The public health-related and designing limits of the air pollutants are regulated in item 1.1.3.1 of Annex 1 and in Annex 2 to Decree No. 4/2011.(I.14.) VM (Ministry of Rural Development) on limit values of air load level and emission limit values of air pollution of fixed point sources.

The impact area is defined in Section 2, item 14 of Government Decree No. 306/2010.(XII.23.) Korm. on the protection of the air. The rules relating to line sources are set forth in Section 29 of Government Decree No. 306/2010.(XII.23.) Korm.

5816	Evö	New road
5817	Evö	New road
5818	Evö	New road
5819	Evö	New road
5820	Lf (rural residence area)	Agricultural production
5821	Lf (rural residence area)	New road
5822	Lf (rural residence area)	New road
5823	Lf (rural residence area)	New road
5824	Lf (rural residence area)	Agricultural production
5825	Lf (rural residence area)	Agricultural production
5826	Lf (rural residence area)	New road
5827	Lf (rural residence area)	New road
5828	Lf (rural residence area)	Agricultural production
5829	Lf (rural residence area)	Agricultural production
5842	Lf (rural residence area)	Public road
5844	Mk (garden-like agricultural area)	small garden
5845	Mk (garden-like agricultural area)	small garden
5846	Mk (garden-like agricultural area)	small garden
5847	Mk (garden-like agricultural area)	small garden
5848	Mk (garden-like agricultural area) "1	small garden
5849	Mk (garden-like agricultural area)	small garden
5850	Mk (garden-like agricultural area)	small garden
5851	Mk (garden-like agricultural area)	small garden
5852	Mk (garden-like agricultural area)	small garden
5853	Mk (garden-like agricultural area)	small garden
5854	Mk (garden-like agricultural area)	small garden
5855	Mk (garden-like agricultural area)	small garden
5856	Mk (garden-like agricultural area)	small garden
5857	Mk (garden-like agricultural area)	small garden
'''''' 5892	Road	Public road, new road
5893	Lf (rural residence area)	New road
5894	Lf (rural residence area)	New road
5895	Lf (rural residence area)	New road
5896	Lf (rural residence area)	New road
5897	Lf (rural residence area)	New road
^h 5898	Lf (rural residence area)	Agricultural production
5899	Lf (rural residence area)	Agricultural production
5900	Lf (rural residence area)	Agricultural production
5901	Lf (rural residence area)	Agricultural production

2. From noise protection point of view:

The impact analysis documentation presents the current noise condition of the design area, the impact area of noise arising from construction works, the expected noise protection impact area of the facility constructed in conformity with the target condition, the noise load of the affected areas relating to the future condition in a time span of 15 years, as well as the affected real estates on the impact area.

The expected noise protection impact area has been identified based on calculations pursuant to Section 5(6) of Government Decree No. 284/2007(X.29) Korm. on certain rules of protection against environmental noise and vibration in compliance with the zone classification of the urban development plans of the affected settlements.

Construction

The phases important from noise protection point of view of the investment are: the preparations for the working area (felling of trees, etc.), humus removal, earthworks, construction of the substructure, construction of the road structure, bridge-building, constructive works, construction of the drainage system, final landscaping.

The noise protection impact area of the road construction affects Komárom and a part of settlement part Komárom-Koppánymonostor. The construction noise is temporary and is always limited to the actual variable locations of carrying out work. The duration of the construction is foreseeably 2 years. Over the duration of the construction works the noise load level limits pursuant to Annex 2 to Joint Decree No. 27/2008.(XII.3.) KvVM-EüM are foreseeably fulfilled in the case of the nearest buildings to be protected against noise. The operative part of the permit includes a noise protection regulations relating to the period of construction.

Operation

The classification of the road leading to the bridge is a national main road. In the area to be protected against noise in its vicinity the following noise load level limits pursuant to Annex 3 to the Joint Decree No. 27/2008.(XII.3.) KvVM-EüM (Ministry for Environment and Water–Ministry of Health) on establishment of noise and vibration load limits are to be met: L_{TH} daytime = 65 dB, L_{TH} at night = 55 dB In the vicinity of the road no leisure area or health care area protected by stricter noise load level limits can be found.

The environmental noise load level caused by the planned bridge and the connected facilities both at the beginning and in the 15th year of the operation both daytime and at night expectedly meets the noise load level limits set forth in the related Joint Decree No. 27/2008.(XII.3.) KvVM-EüM (Ministry for Environment and Water–Ministry of Health).

A part of residence area of town part Komárom-Koppánymonostor being in the vicinity of the road falls within the noise protection impact area. Real estates falling within the noise protection impact area:

Komárom: Land lot numbers: 1941/2, 1941/3, 1942, 1943/29, 1943/31, 1943/32, 1943/11, 1943/12, 1943/13, 1943/2, 1943/14, 1943/15, 1943/16, 1943/17, 1943/18, 1943/19.

Komárom-Koppánymonostor: Land lot numbers: 1953/1, 1953/2, 1954/3, 1954/4, 1954/5, 1954/6, 1954/7, 1954/8, 1954/9, 1954/10, 1954/11, 1954/12, 1954/13, 1954/14, 1955, 1956, 1962/1, 1962/2, 1962/3, 1962/4, 1962/5, 1963, 1964, 5892, 5801, 5801, 5802, 5803, 5804, 5805, 5806, 5807, 5808, 5809, 5810, 5811, 5812, 5813, 5814, 5815, 5816, 5817, 5818, 5819, 5820, 5821, 5822, 5823, 5824, 5825, 5826, 5827, 5828, 5829, 5830, 5831, 5832, 5833, 5834, 5841, 5842, 5844, 5845, 5846, 5847, 5848, 5849, 5850, 5851, 5852, 5853, 5854, 5855, 5856, 5857, 5858, 5859, 5893, 5894, 5895, 5896, 5897, 5898, 5899, 5900, 5901, 5902, 5903, 5904, 5905, 5906, 5907, 5908, 5909, 5910, 5911, 5912, 5913, 5914, 5919, 5920, 5921, 5922, 5923, 5924, 7126/10, 7101, 7102, 7104, 7105, 7106, 7107, 7103/1, 7103/2.

A part of the real estates – both built in and unbuilt – in the implementation strip of the road and in its vicinity will be expropriated and so the areas situated in unfavourable position from the viewpoint of noise protection lose their "to be protected" function, and so the noise load limits should not be met there thereafter. In the urban development plan of the town, the modifications required because of the bridge and the road have been made.

In the case of most of the traceline, the road construction activity is conducted in a considerable distance from the residential buildings so no vibration load in excess of the environmental limits shall be reckon with in the areas to be protected. In the period of the normal operation, no considerable environmental vibration load can be rendered probable taking into consideration the planned road and the areas (buildings) to be protected.

Inside the noise protection impact area of the facility, noise measurement points have been designed in order to record changes in noise condition of the area and to compare them with the previous condition. The relevant regulations can be found in the operative part of the permit.

Abandoning

In the course of a possible abandoning of the activity, a noise emission arising from the demolition carried out with similar technology than the construction work and from the transportation shall be reckoned with.

3. From waste management point of view:

Construction

In the course of construction, dangerous and non-dangerous wastes are formed as a result of earthwork, construction/demolition/mounting works.

A part of the earth excavated in the course of construction is used for construction of embankment on the spot while the earth that cannot be utilised on spot (3490 m³ expectedly) is moved to the waste management facility.

About collection and removal – proper from environmental point of view – of wastes formed in the course of installation, as well as about their control the investor stipulates rules in the contracts to be concluded with the contractors. In the documentation submitted as a completion, also the volume of wastes to be formed in the course of the construction expectedly, the possible features of danger, the expected method of collection and handling have been specified. The wastes expected to be formed in the course of installation have been classified pursuant to the rules of law in force – currently pursuant to Decree No. 72/2013.(VHL.27.) VM (Ministry of Rural Development) on the waste register.

Details of major (higher volume) wastes to be formed in the course of construction:

Data of demolition wastes (vicinity of road no. 131 and the bridge):

EWC code	Item	Expected volume (tons)
17 01 01	concrete	2380
17 03 02	bitumen mixture that differs from 17 03 01	963
17 09 04	mixed construction & demolition waste that differs from 17 09 01, 17 09 02, and 17 09 03	10927.5
17 01 07	concrete, brick, shatter, and ceramics and the mixture thereof that differs from 17 01 06	21967.5

Data of the construction waste (the vicinity of road no.131 and the bridge construction):

EWC code	Item	Expected volume (tons)
17 05 04	earth and stones that differ from 17 05 03	32651.1
17 01 01	concrete	48.1
17 03 02	bitumen mixture that differs from 17 03 01	132.1
17 09 04	mixed construction & demolition waste that differs from 17 09 01, 17 09 02, and 17 09 03	1861.4

Operation

In the course of the normal operation there is no regular waste formation. In the course of maintenance of the road and of the bridge dangerous and non-dangerous waste shall be reckoned with. The denomination and EWC codes of wastes expected to be formed in the course of operation and maintenance were specified based on the rules of law in force – currently based on the Decree No. 72/2013.(VHL.27.) VM (Ministry of Rural Development) on the list of waste.

Data of wastes being formed in the course of the operation:

EWC code	Item	Expected volume (tons)
20 03 01	other municipal waste, also including the mixed municipal waste	~ 1 tons/year. (collection: twice a year)
20 02 01	biodegradable waste	~ 2 tons/year. (mowing: 5 to 6 times a year)
20 02 03	other non-biodegradable waste	~ 2 tons/year.
15 01 10*	packaging waste containing hazardous materials as residues or contaminated with them	~ 0.5 tons (bridge painting: once in every 5-year period)
15 02 02*	absorbents, filtration materials contaminated with hazardous substances (including the oil filters n.o.s.), wipe clothes, protective clothing	~ 0.5 tons (bridge painting: once in every 5-year period)

Abandoning

In the case of abandoning, the long-lasting impacts on the condition of the facility and of its vicinity shall be examined. At abandoning, demolition waste formation shall be reckoned with. Such waste shall be handed over to an authorised waste collector. The vouchers and documents relating to detrimental and hazardous substances and to their placement shall be retained.

Waste arising from accidents and damage-type events

The type and form of appearance, as well as the physical and chemical properties of the waste being formed in the course of events of such types cannot be foreseen. Pursuant to the experience, preparations for spilling accidents shall be made in such cases. The waste being formed first of all arises from the activities aiming at averting the loss. The vast majority of the waste formed can be classified as hazardous waste, its handling and transportation take place pursuant to provisions set forth in special rules of law. In such cases the loss averting activities are identified in the damage prevention plan.

In the phase of construction, operation, and abandoning, damage may occur in the case of failure of equipment, the fuel and the lubricant of construction vehicles, passenger cars, trucks may drain away and as a consequence formation of hazardous waste can be expected.

The occurrence of a possible environmental pollution or damage shall be reported to the competent environmental protection authority and at the same time the loss prevention shall be started, the hazardous waste shall be collected with exclusion of the environmental pollution and it shall be handed over to an authorised waste collector.

The waste management rules are based on Sections 12(1), 31(1) and (5), 56(1), 61(1) and (3), 65(5) of the Act CLXXXV of 2012 on waste (hereinafter: Ht), Sections 6 and 50(1) of Act LIII of 1995 on general rules of environmental protection, Government Decree No. 440/2012.(XII.29.) Korm., Annex 5 to Government Decree No. 191/2009.(IX.15.) Korm. on implementation activities in the construction industry, Decree No. 72/2013.(Vm.27.) VM (Ministry of Rural Development) on the waste register, and Section 10(4) bd) of Government Decree No. 314/2005.(XII.25.) Korm.

4. From landscape protection and nature conservation point of view

Implementation

The real estates affected by the investment are not part of the protected natural area of national importance, of the Natura 2000 network, and of the National Ecological Network, except for the real estate with land lot number 02 in Komárom that is part of the natural conservation area of key importance called "The Danube and its flood plain" code no. HUDI20034 established by Government Decree No. 275/2004.(X.8.) Korm. on the nature conservation areas with European Community-level importance, as well as of the National Ecological Network ecological corridor zone established by the Act No. XXVI of 2003 on the National Zoning Plan and in the sense of the Decree No. 14/2010.(V.11.) KvVM (Ministry of Environmental Protection and Water Management) on parcels of land interested by nature conservation areas of European Community-level importance.

Based on the documentation it can be ascertained that the bridge column construction phase may be tolerable or possibly disturbing to a small extent for the marking fish species. Consequently the investment project will not have any significant detrimental impact on the Natura 2000 marking fish species provided that the implementation works are not carried out in the reproduction and hibernation period of the fishes and the pebble and sand bank will not be dredged in the course of the implementation.

The documentation includes and it has also been ascertained in the course of the site tour that the investment project does not affect any marking species or habitat in the riverside section of the concerned Natura 2000 area. In the vicinity of the bridge-head a 5 to 20 metre wide riverside strip is characteristic depending on the water level where the population forming tree species are the robinia (*Robinia pseudoacacia*), the English walnut (*Juglans regia*) and several black poplars (*Populus nigra*). The undergrowth of the row of trees are first of all constituted by disturbance-resistant and invasive species. About the row of trees along the riverside in the design area it can clearly be stated that it is not a Natura 2000 marking association.

As planned, the road leading to the bridge will cross an arenicolous steppe meadow in a medium deteriorated natural condition that is no subject to any natural conservation regulation. The species composition of the grass is meagre, however, it includes entities of protected plant species: green-winged orchid (*Orchis morio*) 20 to 30 stocks, Caryophyllaceae (*Gypsophila fastigiata subsp. arenaria*) 5 to 10 stocks, sand feather grass (*Stipa borysthénica*) 10 to 15 stocks. The individuals of protected species of plant affected by the construction works must be relocated. Relocation must be carried out before the start of construction works. Note: A permit issued by the nature conservation authority must be obtained for the relocation. The number of entities of the protected species and their precise location shall be surveyed in April-May prior to the implementation. The details of relocation shall be coordinated with the Danube-Ipoly National Park Directorate. The new bridge will be built in a distance of about 150m to the west from the existing railway bridge. As planned, the new bridge will have 2x1 lanes, and will be a one pylon cable-suspension bridge. Taking into consideration the place of construction and its appearance, it will presumably not have a significant detrimental impact on the affected landscape part, although it will be a marked, dominant landscape forming element.

Pursuant to Section 8(1) of the Act No. LIII of 1996 on nature conservation, the symbiosis of the organisms living in the wild, moreover that of their populations shall be preserved along with the protection of their habitats.

Pursuant to Section 17(1) and in compliance with the provisions of Section 8(1), all activities shall be carried out so that the natural values and areas are saved in order to preserve the habitats of the organisms living in the wild and their biological diversity. Pursuant to Section 6(2) the natural or semi-natural state of the landscapes shall be preserved in the course of utilisation of the landscape and use of the natural values, moreover care shall be taken to save the natural values, natural systems, and individual landscape values determining the aesthetical features and nature of the landscapes. Pursuant to Section 7(2), in order to save the nature of the landscape, the natural values, the individual landscape values, and aesthetical features, care shall be taken to insert the buildings, structures, trace-type structures and equipment into the landscape in outer areas so that the natural values be harmonised with the functional and aesthetical features of the artificial environment.

Pursuant to Section 18(4) of the Act No. XXVI of 2003 on the National Zoning Plan, the track of the transport infrastructure elements shall be placed in the ecological corridor zone so that the survival of natural habitats of the ecological corridor and of the adjacent core area be ensured, the operation of the ecological relations between them be not hindered by the technical solutions used. Pursuant to Section 8(2) of the Government Decree 275/2004.(X.8.) Korm. on nature conservation areas of European Community-level importance, it is prohibited in the Natura 2000 area not classified as protected nature conservation area to carry out such activity without permit or in a way differing from that allowed in the permit or implement such an investment project which hinder the accomplishment of the area protection goals subject to Section 4(1).

The nature conservation goal of the Natura 2000 area is to save, maintain, and restore the favourable natural conservation position of the species and habitats of Community-level importance being in the area and serving as a basis of designation, as well as to ensure the conditions of the natural state serving as a basis for separation of the Natura 2000 areas and of the maintaining management. Save the river water nature of the Danube, moreover save the pebbled, high flow rate habitats in the main branch, as well as the pebble and sand banks in the interest of the zingel (*Aspro zingel*), Danube streber (*Zingel streber*), striped ruffe (*Gymnocephalus schraetser*), white-finned gudgeon (*Romanogobio albipinnatus*), and golden spined loach (*Sabanejewia aurata*). Save the condition of watering, eating, and wintering places of animal species that can be found in the area and can be bound to water at least partly in their life cycle.

The activity does not threaten any natural value protected by the conditions above and will not have any significant detrimental impact on the nature conservation goals of the Natura 2000 area and of the ecological corridor, it will not have, due to its location, any considerable impact on the landscape usage features of the affected landscape part, and the activity – with the conditions detailed above – does not hurt any natural or landscape interest.

Operation

The major reason of birds hitting structures is incorrectly installed lighting. Bridge and road lighting must be installed with lamp fittings directed downwards, lighting only the road surface, but not laterally, on the water and upwards.

Pursuant to Section 43(1) of the Act LIII of 1996 on nature conservation, it is prohibited to disturb the individuals of the protected animal species, as well as to harm, torture or kill them, to threaten their reproduction and other life activities, to demolish or damage their station, habitat, eating place, breeding site, rest area or lair.

Abandoning

After ceasing the bridge and the roadway in the future, the original condition of the area shall be restored.

On the basis of all these, the authority granted an environmental protection permit to the environment user with the conditions specified in the operative part in compliance with Sections 66(1) a) and 71(1) b) of the Act No. LIII of 1995 on general rules of environmental protection.

The decision is based on the rules of law referred to above.

The competence of experts preparing particular parts of the impact assessment was examined by the authority pursuant to R.7(3).

The period of validity of the permit was specified by the authority taking into consideration R.11(1). Chapter VII of operative part of the decision is based on Section 5(1) of the Government Decree No. 345/2012.(XII.6.) Korm. on declaring particular public administration authority matters associated with traffic development projects to be matters of key importance from national economic point of view, as well as on designation of the acting authorities. The cost of procedure was stipulated by the authority pursuant to Section 72(1) dc) and dd) of Ket. The right of appeal against the decision is granted by Sections 98(1) and 99(1) of Ket. and the extent of the fee for appeal is specified in Section 2(4) and (5) of Decree 33/2005.(XII.27.) KvVM (Ministry of Environmental Protection and Water Management) on the extent of the fee for appeal. The legal remedy against the resolution passed by the specialised authorities is based on Section 44(9) of Ket.

The powers and competence of the authority is specified in Section 8(2) of and in item IV/1/A of Annex 1 to Government Decree 481/2013.(XH.17.) Korm.

Done in Győr on 15th September 2014

**(signed) Dr. Zsolt Buday,
Director**

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(Illegible stamp caption)