


Notification to an affected Party of a proposed activity under article 3 of the Convention

1. INFORMATION ON THE PROPOSED ACTIVITY	
(i) Information on the nature of the proposed activity	
Type of activity proposed	Construction of an expressway (2×2 lines) and new border crossing and complex rest area.
Is the proposed activity listed in appendix I to the Convention?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Scope of proposed activity (e.g. main activity and any/all peripheral activities requiring assessment)	Southern connection of the M9 expressway between Tompa and the national border and establishment of a new complex rest area and border crossing.
Scale of proposed activity (e.g. size, production capacity)	The length of the design phase is 6.057 km, the subject of the study is the Tompa-border section of the M9 expressway and the establishment of a new joint Hungarian-Serbian border crossing point. Area of the new border crossing with a complex rest area is: approx. 90 hectares only in Hungarian territory.
Description of proposed activity (e.g. technology used)	<p>Motorway technical parameters:</p> <p>Total length (km): 6,057</p> <p>Design speed: 110 km/h</p> <p>Number of traffic lanes: 2 x 2 lanes</p> <p>Traffic lane width: 3.5 m,</p> <p>Enclosure width: 2 x 8 m</p> <p>Shoulder width: 1.5 m</p> <p>Crown width: 20 m</p> <p>Border crossing:</p> <p>The complex rest area will be established combined with border crossing point. In addition to passenger traffic, the border crossing must be suitable for unrestricted freight traffic, ADR and live animal transports. With regard to road connections, passenger and freight traffic handling areas will be established at the border crossing point in a well-separated manner, as well as parking spaces for cars, buses, trucks and vehicles transporting dangerous goods within the complex rest area. In the buildings of the passenger traffic areas offices, service rooms, social rooms, a police building, inspection buildings and halls, warehouses, toilets will be completed. Parts of the buildings will provide for the accommodation of persons subject to official procedures to adapt to the function of the border crossing point.</p>
Description of purpose of proposed activity	<p>The aim of the Project is to expand the capacity of the existing border crossing points on the border section with Serbia for freight and passenger traffic, furthermore:</p> <ul style="list-style-type: none"> ● create an alternative freight route to relieve the load on existing connections, ● save freight travel time and mileage,

	<ul style="list-style-type: none"> ● improve the economic potential of the region, ● create a direct expressway connection from Serbia between the M6 and the national border.
Rationale for proposed activity (e.g. socio-economic basis, physical geographic basis)	<p>The planned intervention is located in Bács-Kiskun County, in the administrative area of the city of Tompa, and does not affect the outskirts of any other settlement.</p> <p>The new border crossing and expressway will bypass the populated areas of Tompa and Kelebija.</p> <p>The existing border crossing is outdated and cannot be developed due to the existing environmental conditions.</p> <p>The existing border crossing cannot be directly connected to the M9 expressway due to the impact on the populated area (south part of Tompa).</p> <p>Ensuring the quick and safe flow of transit traffic between the Balkans and Western Europe.</p>
Additional information/comments	
(ii) Information on the spatial and temporal boundaries of the proposed activity	
Location	Tompa, Hungary
Description of the location (e.g. physical-geographic characteristics, socio-economic characteristics)	<p>The examined route touches the south-western administrative area of the city of Tompa in Bács-Kiskun County, Hungary. On the Serbian side, the route will affect the outskirts of Subotica and Kelebija.</p> <p>The planned expressway and border crossing will be built 99% on large-scale farmland. The project does not affect any nature conservation area, Natura 2000 area, ecological network, or surface water.</p> <p>The population of Tompa is decreasing slightly, in 2011 the city had 1,955 inhabitants, and in 2024 it had 1,943 inhabitants. The age composition is also changing: the proportion of people over 65 is increasing, while the number of people under 15 and those aged 16-65 who are actively working is decreasing. The town of Tompa is one of the most critical areas of the region and county in terms of employment. The proportion of locally employed people (1604 people) is the highest in the settlement, and a relatively large proportion of these are employed people living and working locally (971 people). Employees commute to Szeged and Kiskunhalas (as district center) from Tompa.</p>
Rationale for location of proposed activity (e.g. socio-economic basis, physical-geographic basis)	There are operating border crossings in Tompa (HUN side) and Kelebija (SRB side), but their capacity is no longer adequate and their infrastructure is also outdated. The new border crossing and expressway will bypass the populated areas of Tompa and Kelebija.
Time frame for proposed activity (e.g. start and duration of construction and operation)	Based on the Client's data provision in February 2025, the expected start date of installation (construction) is the first quarter of 2032 and construction is expected to take approximately 2 years, with an expected completion date in the first quarter of 2034. Based on the Design Data Provision, the expected start date of operation is in the second half of 2034.

Maps and other pictorial documents connected with the information on the proposed activity																																					
Additional information/comments	Maps are available in the Espoo Convention documentation and Non-Technical Summary.																																				
(iii) Information on expected environmental impacts and proposed mitigation measures																																					
Scope of assessment (e.g. consideration of: cumulative impacts, evaluation of alternatives, sustainable development issues, impact of peripheral activities)	<p>The assessment of the impacts of the road alignment, based on the data provided by the Client, the Designer and the relevant authorities, as well as on-site visit- and measurement results, can be summarised as shown in the table below. The assessment takes into account the most unfavourable case. Given that a possible decommissioning at the termination of the built infrastructure will have very similar effects to the construction, this phase is not included in the summary separately.</p> <p>Summary of the estimated impacts of the M9 Tompa road section and the new complex rest area/border crossing point in the period of installation (construction) and implementation (operation)</p> <table><tr><th>Speciality</th><th>Installation (construction)</th><th>Implementation (operation)</th></tr><tr><td>Landscape</td><td>Bearable</td><td>Bearable</td></tr><tr><td>Wildlife</td><td>Terminating</td><td>Bearable</td></tr><tr><td>Geological medium</td><td>Terminating</td><td>Neutral</td></tr><tr><td>Groundwater</td><td>Bearable</td><td>Neutral</td></tr><tr><td>Surface water</td><td>Neutral</td><td>Neutral</td></tr><tr><td>Air quality</td><td>Bearable</td><td>Remedial</td></tr><tr><td>Noise and vibration</td><td>Bearable</td><td>Neutral</td></tr><tr><td>Climate</td><td>Bearable</td><td>Bearable</td></tr><tr><td>Built environment</td><td>Bearable</td><td>Remedial</td></tr><tr><td>Socio-economic</td><td>Remedial</td><td>Remedial</td></tr><tr><td>Environmental health situation</td><td>Bearable</td><td>Remedial</td></tr></table>	Speciality	Installation (construction)	Implementation (operation)	Landscape	Bearable	Bearable	Wildlife	Terminating	Bearable	Geological medium	Terminating	Neutral	Groundwater	Bearable	Neutral	Surface water	Neutral	Neutral	Air quality	Bearable	Remedial	Noise and vibration	Bearable	Neutral	Climate	Bearable	Bearable	Built environment	Bearable	Remedial	Socio-economic	Remedial	Remedial	Environmental health situation	Bearable	Remedial
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Expected environmental impacts of proposed activity (e.g. types, locations, magnitudes)	<p>Landscape protection and townscape protection</p> <p>From the point of view of landscape protection, the planning area is almost entirely made up of large-scale agricultural areas, which fundamentally determine the land use, land cover, structure, function and landscape character/character of the planning area. On the south-directed section of the planned route and in the vicinity of the border crossing point, the landscape characteristics are determined by the area of the Tanács Forest and the Bátor Pasture. Close-to-nature areas or larger green areas can only be found in these areas: mainly dry sand steppe grasslands (pasture with reeds or trees) and oak and ash forests areas surrounded by domestic and non-native poplar forest plantations. All in all, it can be said that the trail leads through a landscape that has been significantly influenced and transformed by man.</p> <p>The construction of the examined trail will have a tolerable impact on the current landscape ecological relationships, the road section and the border crossing point will not affect semi-natural habitats at all, and will not touch grasslands, shrubs or rows of trees</p>																																				

that would be valuable from a landscape ecological point of view. In connection with the construction (installation) of the investment, the change in the green network can be expected more.

The operation will have a stressful effect on sensitive landscape elements, primarily on the area of the Tanács Forest and the Báró Pasture between 74+000 and 76+870 km, while between the chainage 70+813 and 74+000 km, it will have a tolerable impact on the landscape. In case of the Tanács Forest and the Báró Pasture, the load can be reduced to a tolerable level with the proposed impact reduction measures.

Wildlife protection

From the point of view of wildlife conservation, the planned investment does not affect protected areas, it avoids them far away. 99% of the examined area is provided by large-scale arable land (Á-NÉR codes: T1 and T2, TDO:1) and only 1% is provided by habitats with Á-NÉR codes U11, S6 and S7 with a naturalness index of 1-2. The investment will also avoid the areas with the best naturalness of the area, the area of the Báró Pasture and the Tanács Forest in Tompa, and no land occupation is expected in these areas.

The animal species of greater value from the point of view of nature conservation, whose breeding pairs, colonies, habitats and breeding sites may be affected by the construction of the planned road, are listed in the table below.

Km Mileage	Species/taxon affected	Expected impacts
76+060 – 76+430	Black Stork (<i>Ciconia nigra</i>)	There is an active nesting in the vicinity of the planned route at a distance of about 785 m to the east of the axis line. The fence of the planned complex resting place and border crossing point will be about 420 m from the black stork's nest. Due to the long distance, no disturbance of the species is expected either during construction or operation. In order to protect the habitat of the Tanács Forest in general, we propose afforestation in the narrow area of about 20 m width between the current forest area and the planned border crossing point.
76+060 – 76+430	Thorn-prickly shrike (<i>Lanius collurio</i>)	The investment indirectly affects the nesting of 1 pair in the forest edge of the Tanács Forest. During construction, the edge of the forest will not be affected by the occupation of the area, however, due to the disturbance of the construction area 20 m away at the time of construction, it can be expected that the birds will temporarily leave the area. At the time of operation, due to the sparse traffic on the U-turn lane it is expected to no longer disturb the breeding of the species.
76+870	Bee-eater (<i>Merops apiaster</i>)	There are 3 active nests at a distance of 100 m from chainage 76+870 km. The planned complex resting place and border crossing point and the 2×2 lane road will not directly affect the nesting site of bee-eaters, but during the construction, the area of the nesting site must be protected within the habitat.

Our investigations have established that the planting (construction) will have a terminating effect of habitat patches, while the operation is considered bearable, as the planned road development does not affect areas delimited for nature conservation, nor does it use habitats of more than medium value (TDO:3-5). In addition, generalist species of agricultural areas are present in the studied area that tolerate large-scale arable cultivation well. The planned investment will not result in a significant decrease of populations, only changes of local abundance are expected.

Geological Medium, Groundwater Protection

The entire investment area and impact area on the Lower Tisza right bank subunit (AIQ533) belongs to the catchment area subunit.

The entire area of the study is covered by chernozem soils formed on Tertiary and Quaternary sediments, which belong to the soils of medium fertility. Soils with excellent or good site conditions are not affected by the road development. The groundwater level is located along the trail under the terrain between 2-8 m.

	<p>From the point of view of the status of groundwater, the affected settlement is classified as sensitive. There are no demarcated or designated aquifer protection areas on the alignment and its 1000-meter-wide buffer zone.</p> <p>The planned route does not affect any operating mining areas.</p> <p>The impact of the construction is negligible from the point of view of the geological medium, and the construction's effects on groundwater is bearable.</p> <p>The effect of operation on the soil and groundwater is neutral.</p> <p>Protection of surface waters</p> <p>Based on our investigations, the development does not affect natural or artificial lakes, watercourses, bathing areas or springs in the area of impact of the development. The entire investment area and impact area belongs to the catchment area subunit of the Lower Tisza right bank (AIQ533).</p> <p>There is no on-site technological water-use for the installation. The water demand of the construction workers are met by water delivered to the site, and the generated social wastewater is collected and transported in the installed mobile toilets. The rainwater falling on the construction area and ditches dries up.</p> <p>The operation of the expressway is not expected to have a significant impact on surface waters. Rainwater falling on the road and on the paved surfaces of the border station ends up in the ditches along the roads, from where it dries up. Surface waters are not affected by pollution during normal operation. Properly designed and constructed, regularly maintained culverts and structures, as well as the rainwater drainage system, have a neutral effect on surface waters.</p> <p>The investment will not result in a deterioration of the classification of the affected water bodies according to the Water Framework Directive.</p> <p>The impact of the construction and operation on surface waters is neutral, as the planned development does not affect surface waters.</p> <p>Air quality protection</p> <p>The impact of the expressway on air quality is bearable in the installation phase, and during operation it is neutral and improving in the indirect area of influence, as traffic is partially diverted from main road 53, so an improvement in air quality is expected on that road</p> <p>Noise and vibration protection</p> <p>Currently, the dominant source of noise in the investment area is main road 53. To assess the noise situation, on-site noise measurement was carried out at 3 measuring points, based on the results of which the noise pollution near or above the limit value could be measured in the vicinity of road 53 during the night, i.e. the critical period. The noise conditions and immission of the area were modelled with the help of the Wölfel IMMI modelling program for the current state and for the 15-year prospective year for the cases with and without the project. Based on the test results, with the realization of the M9 alignment, a decrease is expected at the facades to be protected along and the closest to road No. 53 . The facades to be protected closest to the alignment and the border crossing station are located at a distance of more than 500 meters. During construction, it is necessary to avoid residential areas or minimize their use, but noise reduction measures are not necessary during operation.</p> <p>Due to the long distance between the buildings to be protected, the impact of the construction will be bearable (if construction traffic is carried out at least partly on road No. 53) and the impact of operation will be neutral – on the other side of the border, the impact of both phases will be neutral.</p> <p>Climate protection</p> <p>From a climate perspective, construction will be bearable: during construction, the use of high-performance machines with combustion engines will result in greenhouse gas (GHG) emissions, and carbon sinks will disappear due to the loss of arable land and the felling of trees. This is partly compensated by the planned plantings (afforestation) and the fact that most of the materials from the demolition (asphalt, concrete, earth) will be used on site (e.g. for embankment construction). Regardless of the project, the traffic on</p>
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the road emits GHG, so it contributes to climate change, even if not significantly, thus the impact of the implementation can be considered bearable.

No climate risk that can be considered "extreme" is expected in connection with the investment. High-risk events are the slow increase in average surface temperature and the frequency of heat shock and intense precipitation due to the increase in the number of heatwave days. Damage to the roadway due to the increasing average temperature, possible increased maintenance costs, as well as areas without drainage and inadequate drainage of the road base after intensive precipitation, harmful wetting, further washouts and damage to stability are associated with a high risk of vulnerability. The technical infrastructure and the service must be properly prepared for these during the design process. The planned intervention in the investment area will not have a significant impact on the region's climate adaptation capacity.

Protection of the built environment and cultural heritage

From the point of view of the built environment and cultural heritage, the construction of the examined section of M9 and the new border crossing point with its related infrastructure and other facilities will cause a change in the structure of the outskirts of the settlement. In the case of the implementation demolition of the infrastructure is not planned. Buildings or building complexes assigned with monument protection are not affected by the planned development. Due to the increase in freight traffic caused by construction transport, the vibration load on buildings and structures in the immediate vicinity of the route is expected to temporarily increase however, to a tolerable extent. In case of archaeological areas along the planned route and the complex rest area and border crossing point, preventive excavations must be carried out before construction and, if necessary, by the rescue of finds the risk of significant impact shall be reduced. Special attention must be paid to the involvement of public utilities and their appropriate replacement and protection during construction in order to mitigate the impacts. From the point of view of the built environment and cultural heritage, the impact of the construction of the Project is bearable.

Overall, the impact of the examined section of the M9 expressway and the operation of the complex rest area/border crossing point can be considered to be improving from the point of view of the built environment and cultural heritage, taking into account the fact that along the current route of main road 53, the traffic load and its impact on the structure will be significantly reduced on the residential section. With the implementation of the new expressway and complex rest area/border crossing point, the risk of road accidents will be reduced here as well as certain industrial areas may become more valuable due to their better accessibility, or in the case of residential properties, as a result of the decrease in adjacent road traffic.

Economic and social and public health impacts

The economic and social effects of the installation are favourable for those employed by the construction. An increase is expected in employment and among suppliers, but the extent of this cannot be determined at present.

The economic and social impact of the construction is also positive, the new complex rest area and border crossing point will create new jobs, providing a livelihood for a total of more than 1000 new workers from the residents of both countries. At the time of operation, the border control of the two countries will take place combined, instead of the current separate Serbian and Hungarian border controls, so border crossing will be more modern and faster. This will have an economic stimulus effect, and economic relations between the two countries may become closer. Overall, the investment will have an improving effect from an economic point of view.

From public health point of view, the impact of the construction is bearable. The construction of the expressway and complex rest area/border crossing point and the implementation of the related facilities will temporarily result in additional noise and vibration during construction, and the emission of air pollutants into the air is also expected to increase locally due to transport and the operation of machinery. However, this will only occur in the case of a few residential buildings next to main road 53 near the current border crossing point, as currently the town of Tompa is bypassed by main road 53.

	<p>The impact of the examined section of the M9 expressway and the operation of the new complex rest area/border crossing point is improving: in the long run, this route can bring a solution to the currently existing public health problems caused by traffic, as traffic is shifted outside the city's residential areas.</p>
<p>Inputs (e.g. raw material, power sources)</p>	<p>For the planned complex resting place and border crossing the following is also required:</p> <ul style="list-style-type: none"> • Water supply approx. 3200 m • Wastewater disposal approx. 4900 m • Power supply approx. 3000 m <p>pipeline construction.</p> <p>Total water demand of the border crossing: approx. 169 m³/h</p> <p>Total electricity demand of the border crossing without mechanical equipment: approx. 1014 kW</p> <p>In terms of buildings, according to the energy concept plan, a total of 5500 m² of solar panels will be installed, which can cover about 55% of the annual electricity demand.</p>
<p>Outputs (e.g. amounts and types of: emissions into the atmosphere, discharges into the water system, solid waste)</p>	<p>Emissions are primarily determined by traffic. Traffic modelling was performed for the environmental impact study for the following time periods: 2024 (present), 2034 (year of proposed launch) and 2039 (present + 15 year).</p> <p>Surface- and groundwater extraction are not planned.</p> <p>The production of wastewater is expected to reach 84,660 l/day. This is in addition to the wastewater from passengers passing through the border crossing, as separate passenger toilets will be installed on both the Hungarian and Serbian sides. The wastewater will be sent to the Tompa city wastewater treatment plant. Next design phase (construction plan documentation) will examine the expansion of the wastewater treatment plant's capacity.</p> <p>GHG footprints</p> <p>Based on the calculations performed, the GHG footprint of the project, the 6.057 km long section of the M9 expressway Tompai junction, is 53,673 tons of CO₂e.</p> <p>Considering the examined route, based on the 30-year considered lifespan of the road, approximately 1,789 tons of CO₂e are expected to be emitted annually for the entire road section, with an annual emission surplus of approximately 293 tons of CO₂e per km of road. Note: the GHG calculation was prepared for a worst-case scenario and did not take into account the rise of electric cars.</p> <p>Noise and vibration impact areas</p> <p>The construction impact area is 65 metres from the boundary road axes of the border crossing point (isoline of reduction to 65 dB) and expressway alignment.</p> <p>The operational impact area also includes the operational area of the border crossing, which can be estimated at 100 meters from the bordering road sections - however, in terms of sound pressure level, they are at least 1 order of magnitude (10 dB) lower.</p> <p>Air quality</p> <p>Due to the dust removal during construction and the emission of machinery, the area of influence of the expressway is estimated to be 100 meters. At the border crossing point, this distance was set at 200 m, considering that taller buildings and structures are also being built. An impact area of 50 m will be defined around the axis of the newly established dirt roads.</p> <p>The effects of the operation within the immediate area of influence (this is the expropriation limit in practice) increase due to transport-related emissions, but the increase is almost undetectable for those living next to the road (at a distance of more than 50 m from the road) (<5%).</p> <p>The effect of the operation on the public road network surrounding the project, which is considered to be the indirect area of impact of the expressway, will be improving, as a significant part of the increase in traffic and expected traffic (not counting the insert version) will be transferred to the expressway during operation, so we expect a significant drop in emissions there.</p> <p>There will be no emissions from the planned facilities, as heating and cooling will be provided by solar panels and electricity by a heat pump.</p> <p>Installation and operation of a gas boiler is not planned.</p>

<p>Transboundary impacts (e.g. types, locations, magnitudes)</p>	<p>From the point of view of landscape protection, the greatest impact will be the appearance of a new complex resting place and border crossing point in the landscape. Based on the visibility studies carried out in the EIA, it can be stated that due to the intersections at different levels, the complex rest area/border crossing point and expressway change the landscape to the northern direction. Since there is no element of significant landscape value on the Serbian side, and there are no settlements several kilometers away from which the view may be disturbing the impact on landscape will not be significant. On the Serbian side, the continuation and operation of the planned road is expected to change the existing land uses, land cover, landscape ecological relationships and territorial functions in a similar way as on the Hungarian side, but a significant additional area occupation by the joint Hungarian-Serbian border crossing point is no longer expected.</p> <p>From the point of view of wildlife conservation, we established that according to the available information, there is no area protected for nature conservation between the national border and the Subotica bypass. On the Serbian side, the alignment also touches similar large-scale arable land as on the Hungarian side. From the point of view of wildlife protection, similar effects can be expected in Serbia as in Hungary during both construction and operation, with the exception that there are no close-to-nature forest areas in the vicinity, and there will be no additional complex area occupation on the other side of the border.</p> <p>From the point of view of geological medium, a terminating effect is expected in the parts affected by earthworks. The effect of extraction and compaction will be bearable during construction. The operation is neutral from the point of view of the soil medium, and under normal operating conditions, no pollution or damage to the geological medium has to be taken into account.</p> <p>From the point of view of air quality protection, the air quality effects in Serbia during the construction phase are similar to those on the Hungarian side. During the establishment of the complex resting place, under unfavourable meteorological conditions, the dusting can reach up to 100-200 meters across the border. For the other components (NO_x, CO, NO₂), if the machines work directly near the border, a cross-border effect of a some 10 m can be expected. However, these effects will be bearable, as there are no sensitive receptors (e.g. residential area, recreation area, etc.) on the Serbian side in the 1 km vicinity of the construction site. The impacts of operation increase within the immediate area of influence (this is the expropriation limit in practice) due to emissions from traffic, but at a distance of more than 50 m from the road, the increase is almost undetectable (<5%). This effect will be bearable on the other side of the border, same as on the Hungarian side.</p> <p>From the point of view of noise protection, the cross-border construction noise impact can only be heard at a distance of some 10 metres, but the requirements for the impact area may change, so the contours of the impact areas only extend to the national border. On the Serbian side, there are no facilities to be protected (e.g. residential areas, recreation areas, etc.) in the 1 km vicinity of the construction site, so the impact of the construction remains bearable on the Serbian side as well as on the Hungarian side. The noise effects of the operation will be neutral on the other side of the border as well, on the one hand due to the long distance of the buildings to be protected, and on the other hand, on the other side of the border, the noise impact of the section of the Serbian expressway will be decisive.</p>
<p>Proposed mitigation measures (e.g. if known, mitigation measures to prevent, eliminate, minimize, compensate for environmental effects)</p>	<p>Landscape and settlement protection</p> <ul style="list-style-type: none"> On the entire section of the planned route, the destroyed surfaces remaining during the construction must be rehabilitated. Rehabilitation is to be carried out outside the area of the roadway and ditches, within the expropriation limit, or in other work areas used during construction, by ensuring the basic conditions of land use and ecological conditions prior to construction. In the affected areas, any public utility replacements that may become necessary must be carried out before rehabilitation. During rehabilitation works, increased attention is required near the utility lines so that the lines are not damaged.

- Within the expropriated areas, the planting work can be carried out after the rehabilitation of the abandoned dirt roads and ditches. The rehabilitated area outside the farm areas shall be returned to cultivation according to the cultivation branch of the neighbouring area.
- The rehabilitation of the destroyed surfaces remaining as a result of the construction of the facilities necessary for the implementation of other activities related to the investment (e.g. other structures related to water management) must also be ensured in the same way.
- The construction routes must be planned in such a way that sensitive natural and landscape values as well as areas sensitive from the point of view of landscape protection are not permanently and irreversibly damaged. The Tanács Forest and the Báró Pasture must be avoided entirely;
- The location and design of the construction routes in the vicinity of natural areas must be coordinated with the Kiskunság National Park Directorate before construction.
- In order to ensure the protection of slopes against erosion, the use of engineering biological methods – primarily grassland and shrub planting – is recommended along the entire length of the planned route. When planting plant species, it is worth choosing low-growing species that tolerate unfavourable site conditions, but are locally enlarged if possible.
- In the case of the expropriation of areas of a size that may not be suitable for cultivation, it is recommended to plant a row of trees, shrubs or forest strips on the following sections:

Proposed landscape protection measures

Km Mileage	Expected impact	Proposed action
70+960- 71+460	Abandonment of cultivation on the eastern side of the road	Afforestation of the abandoned narrow arable land, in connection with the Tompa 76/A forest plot located parallel to the
72+900- 73+000	Abandonment of cultivation on the western side of the road	Afforestation of the abandoned narrow arable land, planting of trees on both sides of the access road correction leading to the MgTsz site
73+980- 74+000	Abandonment of cultivation with the correction of the planned road 5501 j.	Installation of a row of trees on both sides of road 5501
76+060- 76+430	Abandonment of cultivation in a narrow width of about 20 m between the planned complex resting place/border crossing point and the forest area of the Tanács Forest.	Afforestation of the abandoned narrow area and its attachment to the Tompa 63/A forest plot

- The above km chainage shall be specified/elaborated in the planting plans to be prepared in the following planning phases, depending on the final expropriation plans.

Wildlife protection

General protective measures:

- On the entire section, tree felling must be carried out outside the growing season (between 1 October and 1 March). If the earthworks and the removal of trees and shrubs cannot be carried out within the prescribed deadline, the contractor in cooperation with the Kiskunság National Park Directorate jointly surveys the location of the work before the works with a wildlife protection expert and a representative of the National Park Directorate, officially records the extent, nature and location of the planned interventions, performs any necessary wildlife protection measures, nature conservation under professional supervision – if it is determined during the consultation that no damage to nature conservation is expected – the work may be permitted. If damage to nature conservation is expected, the restriction cannot be lifted.

- Landfills, material borrow sites may not be established in natural areas (grasslands, forest patches, groups of trees).
- A 2.4 m high protective fence is planned to be built on both sides of the planned expressway along the entire length of the planned section due to the presence of red deer. The lower 1 m high part of the protective fence must be provided with a denser 5×5 cm metal mesh between 70+813 and 73+000 km due to the risk of hitting the extremely large number of small mammals (hares, foxes, badgers).

Special protective measures:

- To ensure the movement of big game, an underpass game crossing is recommended in the 73+990 km chainage. The planned game crossing shall have the following parameters in accordance with the eUT 03.07.53:2019/M1:2021 standard:
 - Minimum height: 4.0 m (sized for red deer);
 - Minimum width of lane: 10 m;
 - Outdoor index: 1.5 or greater;
 - The lane running parallel to road 5501 must be separated from the road with little traffic by a guardrail;
 - The traffic lane cannot be provided with a solid pavement.
- Before starting the construction, the habitat of the protected common corncockle and the highly protected bee-eater must be surveyed. If the populations of the protected plant species and the nesting site of the highly protected bee-eater can still be found in the area, they must be demarcated and avoided by construction activities in accordance with the following point.
- The construction site must be clearly demarcated (taped, periodic protective fence) so that the forest area of the Tanács Forest in the vicinity of the construction site, as well as the habitat of the protected plant species and the breeding site of the highly protected bird species are not damaged.

Parameters of the temporary demarcation of the construction site (taping, temporary protective fence)

Km Mileage	Page	Justification
72+735	left	In order to protect the stands of <i>the protected corncockles (Agrostemma githago)</i> located on the edge of the dirt road
76+060-76+430	left	Forest edge of the Tanács Forest on the edge of a complex resting place/border crossing point in order to protect the forest habitat
76+870	left	The bee-eater (<i>Merops apiaster</i>) is suitable for nesting in order to protect a nesting site with a 1-1.5 high sand wall

Operational recommendations

- The wildlife passage and the protective fence must be continuously maintained.
- On the surfaces affected by the construction, weed growth and primarily the spread of alien and invasive plants must be prevented, which requires continuous follow-up care (mowing, chemical weed control if necessary).
- The following is necessary to protect against the spread of invasive alien plants:
 - white acacia (*Robinia pseudoacacia*) – Its spread can be prevented by chemical control.
 - ailanthus tree (*Ailanthus altissima*) – During earth movements, the topsoil infected with root fragments cannot be reused. Its spread can be prevented by chemical weed control.
 - common hackberry (*Celtis occidentalis*) – Cutting back the specimens that appear, preventing seed production, and if necessary, chemical extermination.
 - false indigo bush (*Amorpha fruticosa*): the topsoil infected with root fragments cannot be reused during earthmoving. Mechanical eradication of seedlings must be carried out.
 - giant goldenrod (*Solidago gigantea*) – During earthmoving, the topsoil infected with root fragments cannot be reused. Its spread can be prevented by mowing, if necessary, by chemical weed control.

	<ul style="list-style-type: none"> – common milkweed (<i>Asclepias syriaca</i>): the soil layer infected with its howitzer roots cannot be used. Its spread can be prevented by chemical weed control. – ragweed (<i>Ambrosia artemisiifolia</i>) – It can be controlled by grassing open soil surfaces as soon as possible and by mowing. <ul style="list-style-type: none"> ● It is recommended to carry out the planned planting along the main road and the afforestation and shrubs planned in the area of the border crossing point with fast-growing native tree species characteristic of the landscape (monocotyledon, common spindle, blackthorn, domestic poplars, birch, etc.). The final planting plans and the list of tree and shrub species to be planted must be agreed with the Kiskunság National Park Directorate in the next planning phases. ● When planning the lighting that may become necessary during operation, the provisions of Section 35 (1) d) of Act LIII of 1996 on Nature Protection and Section 54 (2) d) of Government Decree 253/1997 (XII.20.) on National Urban Planning and Building Requirements shall be taken into account. ● For the lighting of the sections to be illuminated and the border crossing point, it is recommended to use light sources with the least harmful effect on wildlife and colour temperature: The light sources may emit up to 25% of their total power in the wavelength range below 550 nm. Light sources with a colour temperature of up to 2500 K can be used. The light must be directed exclusively at the area to be illuminated (road, parking lots). In the case of luminaires, the ULOR value of 0 or very close to it must be ensured: no light should enter the space above the plane of the horizon <p>Protection of geological medium and groundwater</p> <ul style="list-style-type: none"> ● During construction, only machines in perfect technical condition may be used. During construction, no pollutants may enter groundwater or soil. ● The temporary storage facilities for the waste generated during construction, the fuel storage facility and the location of the assembly area must be designated in an area that is less susceptible to contamination and not affected by high groundwater levels. ● Any pollutants that may spill on the work site must be immediately absorbed, collected and collected as hazardous waste in a collection container suitable for the purpose until removal. ● In the event of extraordinary pollution, it must be immediately eliminated, and it must be reported to the competent environmental authority with the measures taken to eliminate it. ● The removed (humussy) upper fertile layer must be deposited separately and used in subsequent landscaping (humus rescue). To do this, a soil protection plan must be developed in advance and approved by the authority. ● The excavated earth should be used as close as possible, in the construction of embankments (where the excavated material is geotechnically suitable). ● It is recommended to close the work area as soon as possible, which includes plant planting. <p>Protection of surface waters</p> <ul style="list-style-type: none"> ● Structures, pavements and drains must be dimensioned to drain large amounts of rainwater that can be predicted to occur as a result of less frequent but intense precipitation activity (showers, thunderstorms) due to climate change. ● During the construction, only machines in perfect technical condition may be used, no pollutants may enter surface waters. ● In the event of extraordinary pollution, it must be immediately eliminated and it must be reported to the competent environmental authority with the measures taken to eliminate it. <p>Air quality protection</p> <ul style="list-style-type: none"> ● In dry, windy weather, watering should be used to reduce the amount of dusting. ● It is recommended to cover the material transported on the trucks. ● During construction works, it is necessary to use a wheel wash and/or to clean the mud applied to the paved road (by mechanical or manual force) for transport vehicles entering the main road from the unpaved construction site (in a justified meteorological situation) in order to minimise dust build-up.
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	<ul style="list-style-type: none"> • It is recommended to use the nearest possible material borrow sites or asphalt mixing plants. • During construction works, machines in appropriate technical condition shall be used, which comply with the provisions of Decree 6/1990 (IV.12.) KÖHÉM Decree. <p>Noise and vibration protection</p> <p>Construction</p> <ul style="list-style-type: none"> • Minimizing the resulting noise performance level by using and maintaining modern machinery. • When planning construction transport routes, preference should be given to roads with more traffic, avoiding sections in the inner area, and in the case of an inner area section, preference should be given to sections with fewer facades to be protected and/or better road quality. <p>Operation</p> <p>Regular maintenance of the road and border crossing point in order to prevent a large increase in emissions due to road defects.</p> <p>Protection of the built environment and cultural heritage</p> <ul style="list-style-type: none"> • In the case of public utilities in an uncertain situation, a preliminary manual excavation is recommended. • In the case of buildings and structures located next to the alignment and in its immediate vicinity, a preventive condition survey (static condition survey) is recommended before the start of construction works and after commissioning. • Preventive archaeological excavations must be carried out in the part of the archaeological site affected by earthworks using the method recommended in the ERD. Archaeological observation is necessary during the entire period of construction, the cost of which must be calculated by the contractor. <p>Climate protection</p> <ul style="list-style-type: none"> • During construction, it is recommended to maintain traffic on the roads affected by the correction (avoiding congestion and slow driving, thus avoiding a significantly higher fuel consumption at low speeds). • Structures, pavements and drains must be dimensioned to drain large amounts of rainwater that can be predicted to occur as a result of less frequent but intense precipitation activity (showers, thunderstorms) due to climate change. • It is recommended to use the excavated soil and asphalt material from demolition as much as possible on site (e.g. for embankment construction, embankment). • Limiting the work areas necessary for construction to as much as possible, protecting the vegetation there, reintroducing and replacing the absolutely necessary felled trees and vegetation as soon as possible, with professional and native species. • The use of modern, and impeccable machinery and transport equipment is required. • If available, the use of electrically powered construction machinery should be preferred to machines with internal combustion engines at the start of construction. • During construction, the health of the workers must be emphatically protected (e.g. provision of protective drinks on warmer days)
Additional information/comments	
(iv) Proponent/developer	
Name, address, telephone and fax numbers	Name: Ministry of Construction and Transport Address: 1054 Budapest, Alkotmány u. 5. Tel: +36 (1) 795 3300 E mail: info@ekm.gov.hu

(v) EIA documentation	
Is the EIA documentation (e.g. EIA report or EIS) included in the notification?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Partially <input type="checkbox"/>
If the answer to the above is no or partially, description of additional documentation to be forwarded and (approximate) date(s) when documentation will be available	
Additional information/comments	<p>List of documents available for the procedure and included in the notification:</p> <ul style="list-style-type: none"> - Non-technical summary of the EIA Report; 41 pages; in English, Hungarian and Serbian languages - chapter on the transboundary effects of the EIA Report; 41 pages; in English, Hungarian and Serbian languages - Notification Form with detailed information on the project; 15 pages; in English and Serbian <p>The Environmental Impact Assessment study was prepared for the project in Hungarian. A full EIA Report and all its annexes are also available on the official website of the competent (https://www.pvkh.hu/) (Announcement <i>Környezetvédelmi közlemény - M9 gyorsforgalmi út Tompa - országhatár közötti szakasz - Közzététel ideje: 2025.06.04.</i>) among Documents)</p>

2. POINTS OF CONTACT	
(i) Points of contact for the possible affected Party or Parties	
Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix) - Name, address, telephone and fax numbers	<p>Mr. Slobodan SREMCEVIC Independent Advisor Ministry of Environmental Protection 1 Omladinskih Brigada Str. 11070 BELGRADE Telephone: +381 11 313 25 72 E-mail: slobodan.sremcevic@ekologija.gov.rs</p>
List of affected Parties to which notification is being sent	Serbia
(ii) Points of contact for the Party of origin	
Authority responsible for coordinating activities relating to the EIA (refer to decision I/3, appendix)	<p>Dr. Zsuzsanna POCSAI National Point of Contact of the Espoo Convention and its (SEA) Protocol Department of Environmental Protection</p>

- Name, address, telephone and fax numbers	Ministry of Energy Address: Október huszonharmadika utca 18. 1117 Budapest, Hungary PO Box: Pf. 1. Budapest, H-1440 Telephone: +36 1 795 2447 E-mail: zsuzsanna.pocsai@em.gov.hu cc. espoo@em.gov.hu
Decision-making authority if different than authority responsible for coordinating activities relating to the EIA - Name, address, telephone and fax numbers	

3. INFORMATION ON THE EIA PROCESS IN THE COUNTRY WHERE THE PROPOSED ACTIVITY IS LOCATED

(i) Information on the EIA process that will be applied to the proposed activity

Time schedule	The environmental protection procedure was launched on April 10, 2025. Planned issue of environmental permit: September 2025. Expected start date of installation (construction) is the first quarter of 2032 and expected completion date of the first quarter of 2034.
Opportunities for the affected Party or Parties to be involved in the EIA process	The Government Office shall hold a public hearing/consultation during the procedure, as regulated in Section 9 of <i>Government Decree 314/2005. (XII. 25.) on the environmental impact assessment and uniform environmental use licensing procedure</i> .
Opportunities for the affected Party or Parties to review and comment on the notification and the EIA documentation	The electronically published application and attachments can be accessed at: By selecting the Announcements menu item on the https://www.pvkh.hu link For further information on domestic procedure in Hungarian, please visit the official website of the competent authority (https://www.pvkh.hu/) and find announcement „Környezetvédelmi közlemény - M9 gyorsforgalmi út Tompa - országhatár közötti szakasz - Közzététel ideje: 2025.06.04.) among Documents.
Nature and timing of the possible decision	Planned issue of environmental permit: September 2025.
Process for approval of the proposed activity	Environmental permit will be issued with the approval of the relevant authorities after the public consultation and response of Serbia.
Additional information/comments	

4. INFORMATION ON THE PUBLIC PARTICIPATION PROCESS IN THE COUNTRY OF ORIGIN

Public participation procedures	The public consultation will take place without in-person attendance of the stakeholders, but will be published on the website (https://www.pvkh.hu link). The affected municipality (Tompá) and Serbia were contacted.
Expected start and duration of public consultation	17.08.2025. Comments can be submitted in writing to the proceeding authority until the date of the public hearing/consultation.
Additional information/comments	

5. DEADLINE FOR RESPONSE

Date	By 14 July 2025 – Information whether or not Serbia intends to participate in the transboundary EIA procedure If Serbia decides to take part in the EIA procedure as an Affected Party, comments on the available documentation must be submitted by 20 August 2025, at the latest.
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