

Title of the process

Hungary: Route 10

Type of procedure

- | | |
|--|--|
| <input type="checkbox"/> Mediation procedure | <input checked="" type="checkbox"/> Procedure including mediation elements |
| <input type="checkbox"/> Other procedure | |

Topic area

- | | |
|---|---|
| <input checked="" type="checkbox"/> Urban and land use planning | <input type="checkbox"/> Water management/supply and distribution |
| <input type="checkbox"/> Waste management | <input checked="" type="checkbox"/> Industry, trade, and enterprises |
| <input type="checkbox"/> Power industry | <input type="checkbox"/> Telecommunications |
| <input checked="" type="checkbox"/> Traffic, transportation | <input type="checkbox"/> General environmental policies (genetic engineering, nuclear policy, etc.) |
| <input type="checkbox"/> Nature conservation | <input checked="" type="checkbox"/> Neighbourhood conflict |
| <input type="checkbox"/> Tourism | <input type="checkbox"/> Other: |
-

Initiator(s)

The Clean Air Action Group (a national federation of Hungarian environmental NGOs) and the Society for Piliscsaba (local NGO)

Short description of the case

The environmental protection permit for the construction of the first section of a new national road (Route 10) was issued at the end of 2004. The Clean Air Action Group and the Society for Piliscsaba turned to the court to ask for an annulment of the permit.

Building the 5.5-kilometer road would cost Hungarian taxpayers HUF 13 billion. The four lane (2x2) section of the road would run no more than 100 metres (and for a long section, at a distance of only 20 metres) from the existing Route 10. At one end it would lead into the 2x1 lane Becsi Road in Budapest, and at the other end into the main street of Pilisvorosvar, a similarly 2x1 lane road, causing even bigger congestion than what exists today.¹

A huge shopping mall is being built at the site of the planned road. Although the mall is not related directly to the road construction project, environmental NGOs find it quite strange that among the many road building plans, the one that has priority leads to a huge new shopping mall and does not solve any real traffic problems.

Several mayors in the region spoke up with one voice for the construction of the road section, which they qualified as a "bypass road relieving the region's towns and villages from the enormous traffic." The Clean Air Action Group (CAAG) opposes the project because it would only aggravate the transport and environmental problems of the region. CAAG's view is supported by the environmental NGOs in the region. A number of

¹ Maps of the project can be found at <http://www.levago.hu/media/10-es/10ut.htm>

meetings and conciliatory discussions have been organised by various stakeholders (mayors, citizens' groups, road authorities, and the minister of environment). These meetings were either forums for direct negotiations between the parties or facilitated negotiations. In one case the minister of environment facilitated the discussion, in another case a mayor (of Budapest's 3rd District) perceived as impartial, and in another case a local NGO, again perceived by the parties as impartial. However, none of these meetings led to any change in the viewpoint of the stakeholders.

Parties and other participants (number of individuals, names of participating public authorities, institutions, interest groups, etc.)

The main players:

- the project developer: the road construction company, and the Ministry of Transport
- a coalition of NGOs and some municipalities acting against the project
- municipalities supporting the project
- Auchan, intending to build a shopping centre
- the local inhabitants affected by the project effects (at least 150,000 people, but if one considers also the population of Budapest, then nearly 2 million people)

Client/financial sponsor

The funding for the public forums organised by the Clean Air Action Group came from the National Civic Fund, and the Ministry of Environment through its Environmental Fund, in which NGOs have a decisive voice in decisions.

Procedural guidance by (e.g. professional mediators, etc)

The negotiations were facilitated by the Ministry of Environment, a local NGO and one municipality. EMLA lawyers initiated legal actions on behalf of the Clean Air Action Group against the environmental permit. There were no lawyers acting as facilitators at these meetings.

Geographic dimension

- | | | |
|--|--|-------------------------------------|
| <input type="checkbox"/> local | <input checked="" type="checkbox"/> regional | <input type="checkbox"/> state-wide |
| <input type="checkbox"/> international | <input type="checkbox"/> EU-wide | |

Status of process

- | | |
|------------------------------------|--|
| <input type="checkbox"/> concluded | <input checked="" type="checkbox"/> in execution |
|------------------------------------|--|

Start, end, duration of the process (if still in execution: estimated end)

The process started about than 15 years ago, but it gained momentum in 2004 and continues to date.