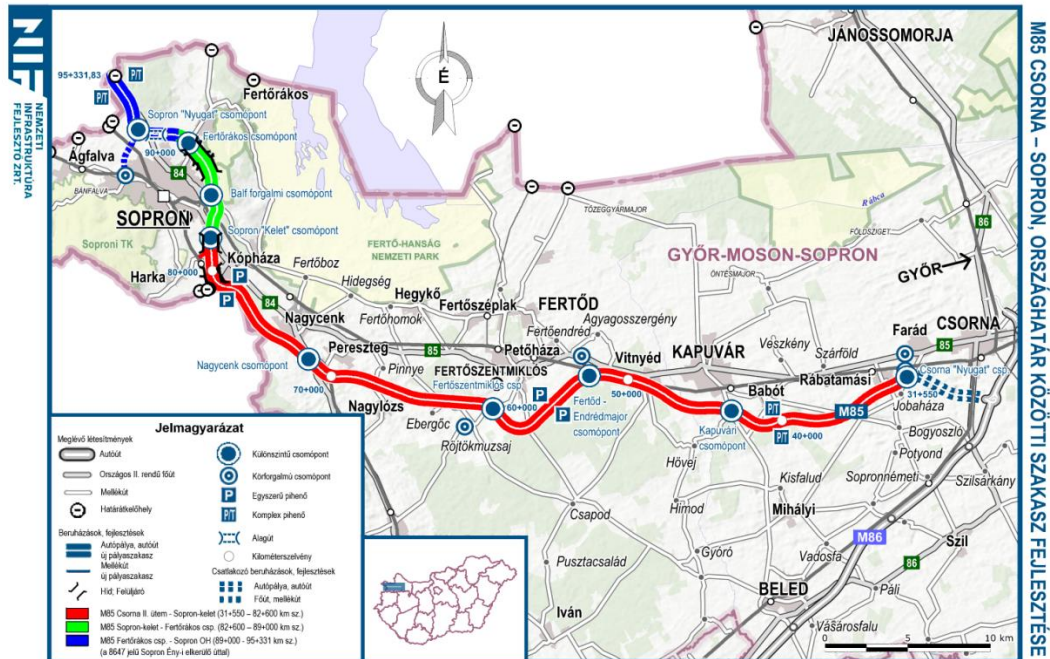


## Construction of Csorna bypass section, motor road M86-M85

### General information

This project regards the **construction of the second stage of the Csorna bypass**, which is part of the development project of road M85. The road M85 Győr-Csorna-Nagyecenk is the East-West axis of the Győr-Moson-Sopron County and crosses the road M86 Rédcis-Szombathely-Rajka in the town of Csorna (see Figure 4-1).

Figure 4-1: Localisation of the Csorna bypass



Source: Ministry of National Development (2017)

The objectives of this project are presented in general terms. It is expected that, once completed, the Csorna bypass could generate benefits in terms of: time savings, safety levels, environmental impact and vehicle operating costs. The project could improve the accessibility of the region enhancing the mobility of both passengers and freight.

As regards its **relevance**, the project is in line with the EU transport policy, the National Transport Development Strategy of Hungary and with the National Land Use Framework Plan.

The **project promoter** is the National Infrastructure Developing Private Company Limited (i.e., NIF), the rail and road infrastructure manager of Hungary.

### Technical description

The second stage of the Csorna bypass is 5,9 km long. It joins two adjacent sections. The first section is 4,4 km long with two lanes per carriageway. The second section is 1,5 km long with one lane per carriageway. The project includes 4 civil structures, but it is not specified the typology.

The **total estimated investment cost** is equal to € 47,6 million. The cost breakdown by category is shown in Table 4-1. The expected expenditure schedule is shown in Table 4-2. Information has not been provided concerning estimated operating and maintenance costs.

**Table 4-1: Estimated investment cost breakdown by category of the Csorna bypass**

Cost category	Estimated cost [€], net of VAT
Engineering and supervision	359.561
Land acquisition	-
Civil works (Building work)	44.647.916
Equipment	-
Miscellaneous	2.625.113
Technical contingencies	-
Price contingencies [% escalation p.a.], if applicable	-
Interest repayment	-
<b>Total</b>	<b>47.632.590</b>

Source: Ministry for National Economy of Hungary (2017)

**Table 4-2: Expected expenditure schedule of the Csorna bypass**

Year	2016	2017	2018	Total
Scheduled expenditure	26.333.302	19.299.358	1.999.930	<b>47.632.590</b>

Source: Ministry for National Economy of Hungary (2017)

## Project implementation

The construction of the first stage of the project was started in summer 2013 and finished in 2015. The second stage of the Csorna bypass is under construction. The implementation schedule covers the period from 04/2016 to 04/2018. All necessary permits are available and the necessary procurement process is completed.

## Transport demand

There is not a detailed information concerning the transport demand of this section. General statements provide with limited quantitative insights.

The main direction of road freight flows is on the East-West direction along the existing expressway network. The North-South industrial axis in the region generates heavy road freight traffic of which a significant part originates outside of the region, therefore a part of the heavy road traffic is only in transit. Due to the poor competitiveness of the rail mode on short distance, a significant amount of agricultural products is moved by road to the destinations of Burgenland.

In particular, the **traffic of the roads M85 and M86 has an international component and is gradually increasing**. According to the information provided by the consulted stakeholder, the number of heavy vehicles on the M86 has more than doubled after Hungary's accession to the EU. Figures of the urban section of Csorna, indicate that the number of trucks observed on the M85 and M86 has grown from 2.780 to 6.256 vehicles/day (i.e., +125%). The reported share of heavy goods vehicles is remarkably above the Hungarian average (i.e., about 30-33% and on some sections 38%).

## Financial analysis

There is no information available concerning neither the profitability nor the sustainability analysis. According to the consulted stakeholders, a decision has not been taken yet by the Government, but the bypass is expected to be a tolled section.

The financial plan foresees the request of a **loan by the EIB** covering the entire estimated investment cost (i.e., € 47,6 million). Concerning the funding mechanism, other sources of financing are not foreseen (i.e., national budget or other EU funds).

The operating and maintenance costs will be covered with resources from the national budget (as per Government Decree n. 1978/2015). The operation and maintenance of the Csorna bypass will be the

responsibility of Hungarian Public Road No-profit Private Limited Company (i.e., MK NZrt.) (as per Decree n. 6/1998 (III. 11) of the Ministry of Transport).

### **Economic analysis**

The economic analysis of the Csorna bypass alone is not available. According to the consulted stakeholder the economic analysis was completed for the whole project of the M85. Limited information provided indicates that the economic life span of the project assumed a 30-year period.

### **Environmental analysis**

According to the documents made available to the Consultant, the project will not have significant effects on the environment. Affected areas are agricultural lands. Only one nature conservation point is located nearby, which is not affected by acquisition. No effect on the built and residential areas. Noise emission and air pollution are below the limit. Natura 2000 sites or water resources hydrogeological protection zones are not concerned.

### **Safety levels**

There is no specific information on safety issues and black spots, before and after project implementation.