



Levegő Munkacsoport

Annual Report of Clean Air Action Group (Hungary) for the year 2008

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Introduction

Clean Air Action Group is a National Environment Protection Federation uniting 131 member organizations. During the year 2008, Clean Air Action Group continued with its environment protection activities that it had started two decades ago, independent of party politics, to promote a solidary and democratic development which preserves the advantageous endowments and traditions of Hungary in the manner outlined below.

Awareness raising and assertion of interests: *We performed environment and nature protection awareness raising, and disseminated relevant information to the general public and also at national, municipal and professional events. We provided support to local residents and non-government organizations, endorsed various environmental initiatives and advocated public participation in decision-making. We maintained continuous relations with the media in order to ensure the efficient propagation of environmental information.*

Activities concerning specialized policies; enforcement of environmental considerations in decision-making: *We commented on a range of specialized policy programmes, drafts of laws, regulations and concepts. We initiated local and national actions and regulations to further the cause of environment protection. We elaborated position statements and recommendations for various programmes and statutes to promote the assertion of environment protection principles.*

Preparation of publications and working papers: *By drawing on the experience of Clean Air Action Group's Committee of Experts, as well as international and Hungarian organizations and scientific workshops, we prepared background studies for our environment protection position statements and initiatives. We published our magazine titled "Lélegzet" ("Breath"), our electronic monthly newsletter titled "Lélegzetnyi" ("Breathful") and numerous other publications aiming to popularize environment protection.*

Clean Air Action Group is twenty years old

In 2008 Clean Air Action Group became twenty years old. On this occasion, hereafter we will highlight some facts that can undoubtedly be ranked among the achievements of our two-decade-long efforts.

1) As a sign for the recognition of our continuing work for **making the Hungarian state budget and tax system more environmentally sound**, on our conference held in May 2008¹, the keynote speech² was delivered by László Kovács, EU Commissioner for Taxation and Customs Union. The high professional standard of our work was also appreciated by references in several EU research documents to our ground-breaking study "Environmentally Harmful Subsidies in the Hungarian Economy"³; what is more, even the OECD did base a number of its statements in its Environmental Performance Review about Hungary⁴ on this study of Clean Air Action Group. In our speech made on the meeting of the Hungarian Parliament's Budget Committee in December 2008⁵ we could already expound the joint position of several major national organizations – among them the Hungarian Medical Chamber (MOK), the National Association of Hungarian Trade Unions (MSZOSZ), the National Association of Workers' Councils, the National Association of Hungarian Large Families (NOE), the Democratic Trade Union of Teachers and

¹ http://www.levego.hu/letoltes/kapcsolodo_anyagok/adokonferencia_0806.pdf

² http://www.levego.hu/letoltes/kapcsolodo_anyagok/konfleiras-kovacs_0806.pdf

³ <http://www.levego.hu/letoltes/kiadvanyok/tiltandotamogatas.pdf>

⁴ http://www.oecd.org/document/21/0,3343,en_2649_34307_41408139_1_1_1_1,00.html

⁵ [http://www.levego.hu/#displayNews\(2024,0\)](http://www.levego.hu/#displayNews(2024,0))

the Forum for the Cooperation of Trade Unions (SZEF) – concerning the restrictions and curtailments that the Government was about to inflict upon Hungary’s public sector. It is a success of our international activities that András Lukács, President of Clean Air Action Group was elected to be a member of the Steering Committee of the **Green Budget Europe Project**⁶ initiated in 2008.

2) We played an important role in achieving a **reduction in the Rába River’s contamination**. Jointly with several local governments and non-government organizations, we took steps in order to improve environmental conditions in the affected region.

3) In the year 2008 – primarily within Pest County in Central Hungary – more than **500 hectares of arable lands were saved from destruction** thanks to our participation in procedures related to the opening of gravel-pits.

4) Our work aiming to protect **air quality** bore major successes in 2008. It was upon our initiative, and thereafter as a result of our **Stop Smog campaign**⁷ conducted together with numerous other NGOs (primarily with Greenpeace and the Hungarian Cyclists’ Club), that the Ministry of Environment and Water and the Ministry of Health imposed significantly **stricter smog alarm limit values**.⁸

On 1st January 2008, **valorization of the entry charge of trucks (unrealized for 10 years)** was introduced in Budapest, and the city area subject to entry charge payment was also enlarged. Besides that, the total length of bus lanes was also increased in the Hungarian capital. Our **Green Leaf Programme**⁹, conducted together with Lélegzet Foundation, contributed to the renovation and expansion of green areas and surfaces in Budapest’s inner districts. Under this programme, we elaborated a plan for **making greener Kossuth Lajos Street**¹⁰, which traverses the city centre. This plan has already won the support of city leaders.

5) In order to safeguard our built environment, Clean Air Action Group fought for **the protection and renovation of Budapest’s historic city quarters**. On several occasions, we called the attention to the fact that corruption also greatly contributes to the destruction of these unique values. It is a success, creating a stir in the press, too, that as a consequence of our criminal charge filed jointly with the other three organizations, **several persons have already been arrested in Budapest’s Erzsébetváros District**.¹¹ Hopefully this will prevent any further devastation.

6) Budapest won the **2008 European Mobility Week Award!** We are elated; this great success belongs to us all, since Clean Air Action Group was the first entity in Budapest to organize a manifestation on the European Carfree Day, calling the attention to this event; and then, from the very beginning, it has been participating in the Mobility Week’s programmes.

⁶ http://www.levego.hu/letoltes/kapcsolodo_anyagok/brusszel-konf_0810.pdf

⁷ [http://www.levego.hu/#showNews\(1956\)](http://www.levego.hu/#showNews(1956))

⁸ http://www.levego.hu/letoltes/kapcsolodo_anyagok/szmog-gyurcsany_0812.pdf

⁹ <http://www.levego.hu/zoldlevel/>

¹⁰ http://www.levego.hu/letoltes/kapcsolodo_anyagok/sajtohatter_080628.pdf

¹¹ <http://www.levego.hu/legzetnyi/0811.htm#Elozetesben>

DETAILED REPORT ON OUR ACTIVITIES

Keeping relations with our member organizations

Responsible leaders: Ágnes Hajtman, Zsuzsa Papp, Mária Schnier and Rita Varga

Our tasks include cooperation with our member organizations, supplying them with information on a continuous basis, and providing mutual assistance. Our member organizations, in addition to their rights granted to them by Clean Air Action Group's Statutes,

- receive free of charge our magazine "Lélegzet";
- regularly receive in electronic form our latest news and our newsletter "Lélegzetnyi", launched in 2006 (if requested, the latter is also sent to them in printed form);
- upon request, they can also obtain free of charge any other publications of ours;
- receive invitation to the events organized by Clean Air Action Group;
- with the assistance of staff members of Clean Air Action Group, they can gain more information and knowledge about the preservation and improvement of the environment and human health;
- when our member organizations participate in official procedures, we join forces to fight for the protection of the environment;
- thanks to our broad membership and extensive network of connections and contacts, they can establish relationship with other people who hold similar views and who work for finding solutions to similar problems, and so they can take joint and more effective steps to assert their environmental interests.

Public relations, relations with non-government organizations, celebration of Noted Days

Responsible leaders: Ágnes Hajtman and Rita Varga

We organized environment protection lectures and programmes, operated information stands at various events of Noted Days, and represented environmental protection principles and criteria at various meetings and vis-à-vis government and non-government organizations. We provided support for our member organizations and other environmental NGOs through information supply, office services and organization of joint programmes.

We participated in the College of Nationwide Organizations of the National Civil Fund and we also took part in the work of the Council.

We cultivated relations with non-government organizations in Transylvania, Romania.

We took part in the 18th National Meeting of Hungarian Environment and Nature Protection NGOs in Pécs.

We were organizers of several events of the European Mobility Week (16th–22nd September) in Budapest (Hunyadi Square event, Budapest Car-Free Day on Andrásy Avenue), and we also participated in festivities held in the country. We laid great emphasis on ensuring that this programme series becomes known, recognized and celebrated in as many Hungarian cities and towns as possible.

We disseminated and propagated environmental knowledge and information at summer youth festivals and in educational institutions.

Environmental Advisory Office (KÖT Office)

Head of Office: Péter Lenkei; associate: Zsuzsanna Papp

The primary mission of our Environmental Advisory Office is information dissemination and counselling, and remedying the environmental problems of citizens, as well as assisting, and easing the burden of environmental protection agencies and authorities. We often provide

information to official agencies and to the press, and we cooperate with other non-government organizations on a regular basis.

In specific issues or special fields, even additional experts of Clean Air Action Group assist the work of the Environmental Advisory Office.

The Advisory Office receives requests and queries in e-mails, postal letters and over the phone on weekdays from 9 a.m. to 5 p.m.

In 2007, competition grant funds were still available in the amount of HUF 1.5 million for financing our advisory activities; however, in 2008 there were no new funds available. Therefore, Clean Air Action Group was forced to use its own reserves or take away resources from other activities in order to carry on its counselling work.

This work was made even more difficult by the ever growing number and complexity of the issues handled, and also by the lack of counselling capacities. During 2008, our Advisory Office was contacted in 2182 cases. Around 30 per cent of all issues were related to air pollution, 20 per cent to transport, 10 per cent to damage caused to the environment of towns and villages, and 10 per cent to damage caused to the natural environment. In addition, large numbers of incidents and cases were reported in connection with waste matters, noise, water contamination and radiation. Finding a stable and long-lasting solution for the funding of Clean Air Action Group's counselling mission has become an acute problem.

Clean Air Action Group is member of the National Network of Environmental Advisory Offices (KÖTHÁLÓ). During the year, our advisors took part in further training sessions every other month.

Issues brought to law

Project leader: Dr. Gábor Bendik

Right from the beginning of its activities, Clean Air Action Group has been making use of the possibilities and remedies offered by law in order to achieve its goals. In the year 2008, there were a particularly large number of cases where we had to take legal action as well.

Our test case continued, in which a resident of Budapest who suffers from asthma and allergy, went to court with Clean Air Action Group's legal and professional assistance, and demanded that the Budapest Municipality pay her damages of around HUF 1 million for her disease caused by air pollution, and furthermore that the Budapest Municipality take appropriate measures to prevent any further harm due to the excessive air pollution. In the lawsuit we began proving that the Budapest Municipality failed to take the measures which belong to its scope of duties (the prevention of air pollution regularly exceeding the relevant limit values), and that thereby it caused health damage to the lady concerned.

The court case initiated with respect to the northern bridge of the motorway M0 was closed in 2008. Clean Air Action Group and four other NGOs had requested the court to oblige the project's developer to implement traffic calming measures. The civil organizations involved believe that the environmental hazards threatening Northern Budapest may be reduced through such measures. Furthermore, we requested the court to prohibit the project's developer from constructing the so-called "small bridge" (between the towns Szentendre and Szigetmonostor), as well as from constructing the ring road further to the west, because these would seriously endanger Budapest's drinking water base, as well as the natural and environmental values of the Buda Hills. The Budapest Metropolitan Court of Appeal's final judgement dismissed the case of the NGOs. However, the situation that evolved after opening for the traffic the northern bridge of motorway M0 has proved that our petition was justified.

In connection with the gigantic shopping mall planned to be built next to the Kőbánya-Kispest metro terminal, the National Chief Inspectorate for Environment, Nature and Water stated in its final ruling that "the project has no significant environmental impact". Clean Air Action Group and other organizations representing local citizens lodged a court action against this ruling. The

litigation bore success, as the Budapest Metropolitan Court of Appeal's judgement annulled the ruling, and obliged the environmental protection authority to conduct another procedure in the matter. The authority – without any changes made to the original plans – ignored both in the first and in the second instance the reasons given by the court, and once again decided that there was no need to carry out any detailed assessment of the environmental impacts because “the investment's impacts on the environment are not significant”. Therefore, at the end of 2008 the civil organizations involved once again went to the court, requesting a revision of the ruling.

A lawsuit is pending in connection with the preliminary building permit of the underground car park planned to be constructed under the Museum Garden in Budapest. Clean Air Action Group believes that the National Office of Cultural Heritage unlawfully issued the preliminary building permit for this utterly superfluous and harmful investment project (at least 14 huge and healthy trees would be cut down in the protected garden because of the construction work).

Clean Air Action Group, together with several other Hungarian environmental organizations, lodged an appeal against the nature protection rulings that gave permission for holding the races of the Central Europe Rally (“Hungarian Dakar”), for the organizer held the races in “Natura 2000” areas without waiting for the ruling to enter into legal effect. For that reason, the civil organizations initiated a penalization procedure with the environmental protection authority, and filed a report with the police for a suspected crime of damaging the natural environment (then, as the investigation was terminated by the police, they also lodged a complaint with the public prosecutor's office). Since after the races the environmental protection chief inspectorate – having knowledge of the damage caused (which amounted to hundreds of millions of forints) and being aware of the fact that the races were held without the ruling's entry into effect – upheld the rulings made in this nature protection case, the civil organizations requested a judicial review. The lawsuit is still pending.

With Clean Air Action Group's legal and professional support, the lawsuit commenced on account of the damage caused by heavy trucks using road No. 86 was continued in 2008. The residents affected claim damages from the public road management company because of the deterioration of their quality of life and the depreciation of their real properties.

In January 2008, in Piliscsaba, on the forest area of Kis-Széna Hill, unknown offenders cut down completely a forest area of some 2.5 hectares. According to the Budapest Agglomeration Act, the forest area damaged forms part of the ecological network, and it is the habitat of several protected animal and plant species. Based on the report of the incident, the Association for Piliscsaba and Clean Air Action Group filed a charge with the public prosecutor's office for the crime of damaging the environment; furthermore, they requested that by virtue of the Environmental Protection Act's provisions, the public prosecutor's office initiate a lawsuit on account of this act of damaging the environment.

After a long investigation procedure, in 2008 the public prosecutor's office presented indictment and requested pre-trial detention against several persons who can be suspected of taking part in the real property swindle of Budapest's Erzsébetváros District. The public prosecutor's procedure was initiated by Clean Air Action Group and three other organizations.

We brought to the public prosecutor's office and the relevant authorities our case against the privatization and building-up plans concerning the Alag horse-race course.

On the basis of our relentless work to present recommendations, the rules of the decree on air pollution limit values were modified in a manner that a smog alarm can now be declared (even in practice) in the event of high concentrations of flying dust.

We made several recommendations in order to renew the government decree on the protection of trees. Finally, at the end of 2008, the new regulation was adopted, and Clean Air Action Group's recommendations were partly incorporated into the decree.

For the Budapest Municipality, we prepared a proposal for the draft text of a congestion charge regulation that may be simply and quickly introduced.

We commented on numerous national and local draft statutes (Act on Priority National Economic Investment Projects; Act on Public Administration Procedures; Public Procurement Act; Product Charge Act; Budapest Municipality's Property Decree; etc.)

In Riga, we took part in the Third Meeting of the Parties to the Aarhus Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters, where, jointly with our foreign partner organizations, we made efforts to improve the international enforceability of civil participatory rights.

We went to the European Commission with the case of the environmental and economic problems of the ancillary construction projects (P+R car park, bus terminal, etc.) related to the Kelenföld terminal of metro line 4, which are planned to be built into the immediate vicinity of the Órmező Housing Estate, in the place of a sports field.

We registered ourselves as clients into several public administration procedures (M0 motorway's section between Roads No. 10 and 11; gravel-pit of Balatonrendes; logistical centre of Üllő; etc.).

In 2008, our work was also assisted by three law students; during their apprenticeship they became acquainted with the legal activities carried on by Clean Air Action Group.

In its final judgement, the Metropolitan Court approved the National Radio and Television Commission's resolution No. 565/2006 (III. 16.)¹², which obliged the show titled "Tények" ("Facts") of the national television channel TV2 to give an opportunity for Clean Air Action Group to expound its true position concerning the M0 motorway and Road No. 10. In its programme objected to, "Tények" had broadcast a compiled show that did not reflect the truth and that made it appear as if Clean Air Action Group opposed the construction of M0's eastern section and the road bypassing Pilisvörösvár. Quite the reverse; the fact is that Clean Air Action Group has been urging for several years¹³ the implementation of these construction projects. On 30th July, TV2 channel's show titled "Tények" broadcast a rectification¹⁴.

Media relations

Project leaders: András Lukács and Zsuzsanna Szép

We make efforts to secure the support of the media. We are readily available for the press at any time to give interviews, supply information and communicate our position. We regularly issue press releases, and through our spectacular press conferences we draw the attention of the media and the general public to environmental problems.

In connection with various issues and themes, Clean Air Action Group appeared in television news programmes of high audience rate and in popular internet news portals.

There were numerous occasions when news about the cases and actions of Clean Air Action Group appeared in every segment of the press. In 2008, more than a thousand news, articles, interviews and statements were printed and broadcast in which Clean Air Action Group was mentioned. (These media appearances are summarized on a monthly basis – without aiming to completeness – in our newsletter "Lélegzetnyi".) As a result of our awareness raising work, there are much more people now who can already see the interrelations between the economy, public administration, specialized policies and the state of our environment. As we have experienced, it is our fight for easing Budapest's air pollution that is best understood and supported by the general public.

On our website (www.levego.hu) we regularly publish the latest news about our activities to inform both the press and the general public.

Besides journalists, we send to an ever larger number of organizations and individuals our electronic monthly newsletter "Lélegzetnyi" ("Breathful"), providing information on our current activities. At the end of 2008, the newsletter was already sent to some 3000 addresses.

"Lélegzetnyi" primarily supplies information about Clean Air Action Group's own activities; in addition to that we also look at various other events related to environmental protection, and we regularly publish summaries and abstracts prepared from noteworthy foreign studies.

¹²http://www.levego.hu/m0-10-es/images/10ut_tv2.pdf

¹³<http://www.levego.hu/m0-10-es/10ut.htm>

¹⁴http://webcast.tv2.hu/index.php?m=video&video_id=379270

Together with three other NGOs, we maintain the blog “Zöldhullám” (“Green Wave”) on the site of FigyelőNet.

We have a permanent weekly programme on Civil Radio (on Wednesdays, between 4 p.m. and 5 p.m.; conversations are conducted by Ágnes Hajtman).

International relations

Project leader: András Lukács

Our aim is to ensure that from the international practice (and in particular from the European Union’s practice) Hungary takes over the more consistent environmental regulations which offer mutual advantages, while preserving the country’s natural and cultural endowments by moderating the market’s deforming effects. We work to promote that the New Hungary Development Programme and the subsidies granted from EU Funds comply with the requirements of sustainable development.

Clean Air Action Group is member of the European Environmental Bureau¹⁵ (EEB, the largest European environmental NGO), the European Federation for Transport and Environment¹⁶ (T&E), Climate Action Network Europe¹⁷ (CAN Europe), the World Car-Free Network¹⁸ (WCN), the International POPs Elimination Network¹⁹ (IPEN), Pesticides Action Network Europe²⁰ (PAN-Europe) and the European Environmental Citizens Organization for Standardization²¹ (ECOS). In 2005 András Lukács, President of Clean Air Action Group, was elected Vice-President of the European Section of the Institute for Transportation and Development Policy (ITDP)²², and he was re-elected in 2007.

In addition, we also maintain working relations with, among others, the Central and Eastern European Bankwatch Network²³ and with the international regional development work group TRANSFORUM.

We cultivate good relationships with several national NGOs as well, among others with the Danish Ecological Council, the Polish Institute of Sustainable Development, the Austrian Traffic Club, the German Traffic Club and with Green Budget Germany.

We also maintain connections with governmental and other official agencies: with the European Commission (especially with the Directorate-General for the Environment, the Directorate-General for Energy and Transport, the Directorate-General for Regional Policy and the Directorate-General for Taxation and the Customs Union), as well as with the European Parliament, the European Environmental Agency and others.

Our associate, Judit Madarassy assists our work in Brussels by facilitating our relations with the institutions and non-governmental organizations of the European Union.

Eco-social reform of the state budget

Project leaders: András Lukács, Lázár Pavics and dr. Károly Kiss

In line with the initiatives and recommendations of the European Union and the OECD, we advocate the establishment of a regulated eco-social market economy where the costs of activities using natural resources wastefully and posing danger to the environment are fully charged to those performing such activities. We urge that the financial resources saved this way should be spent on reducing the tax burden imposed on wages, on promoting innovation and creativity, on developing human resources and on improving the environment.

¹⁵ www.eeb.org

¹⁶ www.t-e.nu

¹⁷ www.climnet.org

¹⁸ www.worldcarfree.net

¹⁹ www.ipen.org

²⁰ www.pan-europe.info

²¹ www.ecostandard.org

²² www.itdp.org

²³ www.bankwatch.org

During 2008, Clean Air Action Group continued to participate in the campaign launched against the privatization of the Hungarian health insurance system. Following the successful referendum, we called the attention of the Government²⁴ to the fact that abundant resources would be available for the purpose of making up for the lost revenues from the so-called medical visit charges, the hospital per diem charges and the tuition fees.

„In the course of implementing the Convergence Programme, the Government applies certain neoliberal economic policy elements that may lead to dubious outcomes. It aims to establish a minimal state; it reduces the redistribution rate of the national product; it cuts down public services, intending to have a smaller and cheaper state. While during the change of regime the Hungarian economy’s liberalization had been effected virtually overnight (through the establishment of private ownership, the liberalization of prices and the admittance of foreign working capital into the country), the establishment of institutions, controlling and regulatory authorities is a lengthy process. And yet, what is being created without such institutions and authorities is not a free market but rather the scene of free robbery.” This was the conclusion of Clean Air Action Group’s study titled “Eco-Social Reform of the Hungarian State Budget”²⁵, published in 2008, which also offered a solution to these challenges²⁶.

Concurrently with that study, we published the latest volume of the series “Levegő Füzetek” (“Clean Air Booklets”) under the title “Green Budget Reform”²⁷, which expounds this subject in a concise and easily understandable manner, by using seven specific examples to illustrate the problem and Clean Air Action Group’s recommendations for a solution.

On two occasions in May²⁸, Clean Air Action Group’s recommendations urging the implementation of an eco-social state budget reform triggered intense attention in the Hungarian Parliament. On 9th May, Clean Air Action Group held a conference titled “Taxation for a sustainable development”²⁹ in the Hungarian Parliament’s Delegation Room, where a keynote speech was delivered by László Kovács³⁰, EU Commissioner for Taxation and Customs Union³¹. Then, on 28th May, the Hungarian Parliament’s Budget Committee set on its agenda the discussion of Clean Air Action Group’s study³².

We elaborated a recommendation for the modification of the bill on a major amendment of the Public Procurement Act³³, and we forwarded it to the Hungarian Parliament’s Environmental Protection Committee. The essence of our recommendation is that it should be compulsory to take into account the external costs of the products and services intended to be procured (i.e. the unpaid environmental and health damage). As a result, prices would reflect the true costs, and so a fair competition would prevail. At the same time, environmentally sound products and services would enjoy a competitive advantage as compared to environmentally harmful products and services.³⁴

For István Hiller, Minister of Education and Culture, we recommended that the system of cultural contributions should be transformed. Our recommendation’s³⁵ fundamental element is that the cultural contribution should be imposed upon a smaller number of products and services, but in the cases where it is imposed, it must have a real and meaningful impact on both the revenues so collected and on the behaviour of consumers.

We recommended to the Hungarian Parliament’s Economic Committee that the bill on business advertising should be supplemented.³⁶ The act should require that motorcar advertisements must include a warning about the expected substantial rise of fuel prices. This is necessary because fair business practices also mean that motorcar distributors should warn

²⁴ http://www.levego.hu/letoltes/kapcsolodo_anyagok/nepszavazas-Gyurcsany0803.pdf

²⁵ http://www.levego.hu/letoltes/kiadvanyok/zoldkolts_tan_2008.pdf

²⁶ http://www.levego.hu/letoltes/kiadvanyok/zoldkolts_tan_2008.pdf

²⁷ http://www.levego.hu/letoltes/kiadvanyok/zoldkolts_2008.pdf

²⁸ http://www.levego.hu/letoltes/kapcsolodo_anyagok/adokonferencia_0806.pdf

²⁹ http://www.levego.hu/letoltes/kapcsolodo_anyagok/adokonferencia_0806.pdf

³⁰ http://www.levego.hu/letoltes/kapcsolodo_anyagok/konfleiras-kovacs_0806.pdf

³¹ http://www.levego.hu/letoltes/kapcsolodo_anyagok/konfleiras-kovacs_0806.pdf

³² http://www.levego.hu/letoltes/kiadvanyok/zoldkolts_tan_2008.pdf

³³ http://www.levego.hu/letoltes/kapcsolodo_anyagok/kozbeszerzes_javaslat0805.pdf

³⁴ http://www.levego.hu/letoltes/kapcsolodo_anyagok/kozbeszerzes_javaslat0805.pdf

³⁵ http://www.levego.hu/letoltes/kapcsolodo_anyagok/kulturalisjarulek0805.pdf

³⁶ http://www.levego.hu/letoltes/kapcsolodo_anyagok/reklamtorv-mod0805.pdf

their potential customers that owing to the rapidly growing costs it is probable that they will only be able to use their newly purchased vehicles in an (increasingly) limited manner.

“Stop the unscrupulous sell-out of Hungary’s national wealth!” – this demand³⁷ was sent in May 2008 to the Government and to Magyar Nemzeti Vagyonkezelő Zrt. (National Property Management Co.) by thirty six renowned Hungarian public figures³⁸, among them András Lukács, President of Clean Air Action Group.

Still in May, we held a joint press conference³⁹ with the Hotel Association of Hungary, urging that domestic services (among them hotel and catering activities) should be subject to a lower VAT rate.

In June, we wrote a letter⁴⁰ to the President of FIDESZ – Hungarian Civic Union, stating that in our opinion the party’s initiative for cutting fuel taxes was a mistaken concept.

A European-level civil collaboration aiming to facilitate green budgets was formed in September 2008 in Brussels on the conference organized for this purpose⁴¹. The initiative was unanimously backed by all 150 participants – among them the representatives of several non-government organizations and numerous experts of international reputation. On the conference, the lecture delivered by András Lukács, President of Clean Air Action Group met with great success, and he was elected into the ten-member Steering Committee of the Green Budget Europe Project. On the conference that was held on the following day, EU Commissioners Stavros Dimas and László Kovács also stressed that market tools (among them the use of taxes and financial aids) are indispensable for solving severe environmental problems.

What should the state spend upon and what should it not spend upon in the light of the financial crisis? – This was the question discussed in November 2008 by István Hamecz, President of OTP Alapkezelő Zrt. (OTP Fund Management Co.); Zsolt Boda, associate university professor; András Lukács, President of Clean Air Action Group; and Lázár Pavics, retired specialized chief counsellor of the Ministry of Finance, on a forum⁴² at Budapest Corvinus University organized by Clean Air Action Group.

In November, we forwarded a position statement⁴³ titled “Schools are more important than car use” to the Government, the Hungarian Parliament, and to the interest representation bodies of employers and employees. We formulated specific recommendations, with the key message that it is primarily the wasteful consumption that must be cut back, and that market distorting subsidies granted to the business sector must be eliminated. Increased taxes must be imposed on environment-polluting activities that require large amounts of raw materials and energy, instead of placing even more tax burden on live labour.

We expressed our solidarity with workers of the Hungarian public sphere, and we joined their demonstration held on 29th November because the Government’s restrictive measures further aggravate the current situation, while there exists a solution that would boost the economy and ease the crisis. Clean Air Action Group is convinced that the workers of the public sphere also protest in order to enforce our rights set forth in the Hungarian Constitution for education, culture, the highest possible level of physical and mental health, as well as for public safety and security in law.

In December, on a meeting of the Hungarian Parliament’s Budget Committee we expounded our position⁴⁴, which was already supported by several major organizations – among them the Hungarian Medical Chamber (MOK), the National Association of Hungarian Trade Unions (MSZOSZ), the National Association of Workers’ Councils, the National Association of Hungarian Large Families (NOE), the Democratic Trade Union of Teachers and the Forum for the Cooperation of Trade Unions (SZEK). We proved by using statistical data⁴⁵ that the version of restriction that had been implemented in the previous few years in Hungary in fact facilitated a

³⁷ <http://www.gondola.hu/cikkek/59704>

³⁸ <http://www.gondola.hu/cikkek/59704>

³⁹ http://www.levego.hu/letoltes/kapcsolodo_anyagok/afamertek-lmcs_080530.pdf

⁴⁰ http://www.levego.hu/letoltes/kapcsolodo_anyagok/adok-Fidesz0807.pdf

⁴¹ http://www.levego.hu/letoltes/kapcsolodo_anyagok/brusszel-konf_0810.pdf

⁴² http://www.levego.hu/letoltes/kapcsolodo_anyagok/vitaforum_0811.pdf

⁴³ http://www.levego.hu/letoltes/kapcsolodo_anyagok/iskola-fontosabb_0811.pdf

⁴⁴ [http://www.levego.hu/#displayNews\(2024,0\)](http://www.levego.hu/#displayNews(2024,0))

⁴⁵ http://www.levego.hu/letoltes/kapcsolodo_anyagok/ogykoltsbiz-lmcs_0812.pdf

large-scale outflow into foreign countries of the incomes generated within Hungary! In the meeting, we emphasized that stopping this process would be of paramount importance, while the restrictions inflicted upon the Hungarian public sphere only further aggravate the current situation.

We protested against granting state subsidies to the Indian rubber factory planned to be located in Gyöngyös. We believed that it was unacceptable to subsidize from public funds a seriously environment-polluting and highly energy-intensive activity. We pointed out that if the funds appropriated for this project were granted to Hungarian small enterprises, much more jobs could be created. (Finally, the rubber factory was not constructed thanks to the joint efforts of local residents.)

We participate in the “Exiopol” European research programme on environmental externalities, supported by the European Union’s 6th R&D Framework Programme. The aim of this nearly three-year-long research programme is to form new environmental evaluation decision-making frameworks by using externality data and input-output tables. We conducted a focus group survey among the inhabitants in the region of Mezőföld in order to assess the social value of the enhancement of biodiversity. The results will be compared with the outcomes of similar investigations carried out by our Italian and British partners.

Transport

Project leaders: András Lukács and Mária Schnier. In this field, our activities were carried out in close cooperation with Hungarian Traffic Club

Our activities were aimed at reducing the detrimental environmental impacts of transport, establishing a more equitable system of bearing burdens in transport, securing that more support is granted to public transport and railway freight transportation, as well as to bicycle and pedestrian traffic, and that traffic calming measures are introduced to enhance the quality of urban life.

Our campaign “Freight: From trucks to rail!”⁴⁶ remained one of our most important activities in 2008, too. We disapproved the revocation of the tender announced for the implementation of a distance-based road charging system for trucks⁴⁷.

In January, Clean Air Action Group was requested by the organizers of an EU conference on freight transportation to deliver the opening lecture of the conference⁴⁸. Within the same project, we also took part in a conference⁴⁹ held in October in Brussels, where the participants agreed with the suggestion made by András Lukács, President of Clean Air Action Group, that we should initiate the introduction of pre-announced systems of regular fuel tax rises, which would enable freight transportation companies to gradually adapt to the requirements of climate protection and energy saving.

In May, we wrote a letter⁵⁰ to Finance Minister János Veres, and we pointed out that road carriers enjoy a more advantageous position than virtually any other economic sector in Hungary. In the last few years road freight transportation grew at a rate which is five times higher than the overall growth rate of Hungary’s national economy. Granting them any additional preferences would be unfair and unjustified because it would drain away resources from other economic activities and from other social groups.

We protested against easing up the restriction imposed on weekend truck traffic. In our letter⁵¹ written to László Puch, deputy secretary of state for transport, telecommunication and energy, we highlighted the fact that this measure would surely lead to the deterioration of the environment, since it was only thanks to the limitations, up until that time in force, that RoLa (i.e.

⁴⁶ <http://www.levego.hu/kamionstop/>

⁴⁷ http://www.levego.hu/kamionstop/kakosy_csahorszag_0801.pdf

⁴⁸ <http://www.ettar.eu/download/Lukacs.pdf>

⁴⁹ http://www.levego.hu/kamionstop/ettar_0810.pdf

⁵⁰ http://www.levego.hu/kamionstop/fuvarozok-veresnek_0805.pdf

⁵¹ http://www.levego.hu/kamionstop/hetvegi-kamionstop-puch_0807.pdf

the transportation of heavy trucks by rail) was still in operation in Hungary. What is more, the relaxation of truck traffic restrictions would favour foreign truck operators against Hungarian road carriers.

In September, we called the attention⁵² of the Finance Minister to the fact that road hauliers misled the Government and the general public in May when they repeatedly claimed that “their situation became hopeless”.

On a conference held jointly by the Pest County Chamber of Commerce and Industry (PMKIK) and the Budapest Chamber of Commerce and Industry (BKIK) on 10th April, we delivered a lecture⁵³ where we emphasized that both international experience and economic theory prove that competitiveness of the national economy improves if truck operators pay for the costs they cause.

We took part in three important conferences⁵⁴ and on several other events⁵⁵ in Brussels and in Vienna in connection with the revision of the Eurovignette Directive (the directive on the charging of heavy goods vehicles). Some years ago, road carrier pressure groups had managed to achieve through successful lobbying the enactment of an EU directive which – alone among all economic sectors and contrary to the Treaty on European Union – prohibits the member states from incorporating into the charges levied on heavy trucks the costs of the environmental and health damage they cause. The European Commission, however, presented a new draft directive in 2008, by virtue of which it would already be possible to impose such charges upon heavy trucks. On the above-mentioned events, the representative of Clean Air Action Group underlined that the introduction of road charges would not only do good to the environment but it would also promote the economy (by making it possible, among others, to reduce the tax burden on wages).

Clean Air Action Group joined the international campaign⁵⁶ that had been jointly launched by German and Austrian automobile clubs, as well as by Friends of the Earth and other organizations against the permission of giant trucks (gigaliners)⁵⁷. This became necessary because the European Union is now considering whether to give permission or not for the use of heavy freight vehicles that are significantly bigger than the ones used today. These giant trucks would be by 35 per cent longer and by 50 per cent heavier (60 tonnes instead of 40 tonnes) than the largest vehicles now permitted. Such monsters would drastically degrade the environment and weaken the safety of transport. Several billions of Euros should be spent from taxpayers' funds upon the strengthening of roads and bridges.

We evaluated and commented on⁵⁸ the Hungarian Logistical Strategy, and we concluded that in point of fact it foreshadows a catastrophe.

By joining forces with other organizations, we conducted a protest campaign against a planned 10 per cent cutback in the frequency of services of Budapest Public Transport Company (BKV). Our campaign was successful, and the reduction of services was not implemented; what is more, the Budapest Metropolitan Municipality accepted the recommendations of the Urban and Suburban Transit Association (VEKE) for a favourable transformation of the public transport network. We also stressed that Clean Air Action Group had been urging for many years that BKV-related squandering practices must be ended. The vehicles of Budapest Public Transport Company are spending much of their service time travelling at a snail's pace in traffic jams or standing in front of ill-set traffic lights. This means several billions of Forints of losses annually for Budapest Public Transport Company, and even more for the passengers.

Kossuth Lajos Street and Rákóczi Avenue, which traverse Budapest's inner city, are the disgrace of the Hungarian capital – although they could even be its pride. For many decades now, very intense car traffic has been prevailing here; strolling, looking around or talking is most

⁵² http://www.levego.hu/kamionstop/fuvarozok-veresnek_0809.pdf

⁵³ http://www.levego.hu/kamionstop/pmkik_0804.pdf

⁵⁴ http://www.levego.hu/kamionstop/kozl-extern_0804.pdf

⁵⁵ http://www.levego.hu/letoltes/kapcsolodo_anyagok/euomatrix_0811.pdf

⁵⁶ <http://www.nomegatrucks.eu/>

⁵⁷ <http://www.levegzet.hu/archivum/2007/03/3488.hpp>

⁵⁸ http://www.levego.hu/letoltes/kapcsolodo_anyagok/mls-opp_080215.pdf

unpleasant because of the polluted air, the noise, the vast tarmac surface, the often very narrow sidewalk and the lack of vegetation. Clean Air Action Group and Lélegzet Foundation, with support from the Sándor Demjén Charity Foundation, organized an unusual press conference⁵⁹ by closing down two traffic lanes, and presented visual plans about how we envisage Kossuth Lajos Street in the future. The road surface should be re-divided: one lane on each side should be taken away from motorized traffic, and they should be made available to pedestrians and cyclists, as well as to trees and bushes. Besides, Clean Air Action Group used relevant Hungarian and foreign technical documents to refute the popular misconception that narrowing down the road would cause even worse traffic jams.

We commented on the draft version⁶⁰ of Budapest's freight traffic strategy, and we concluded that the concept's fundamental trend is correct but a lot of additional work is needed in order to ensure that it considerably improves the current practice of senseless goods transportation back and forth within the Hungarian capital.

In connection with the opening of M0 motorway's northern bridge (Megyeri Bridge), lots of news appeared in the press concerning the so-called "small bridge" planned to be built between Szentendre and Szigetmonostor. Clean Air Action Group repeatedly called the attention⁶¹ to that the construction of this bridge is primarily motivated by real property speculation schemes, and that it severely endangers the water bases that supply good quality drinking water to 70 per cent of the inhabitants of Budapest and its vicinity.

In April and September, we were one of the organizers of the extremely successful Critical Mass cyclist demonstration in Budapest, attended by tens of thousands of participants.

We were one of the main organizers of the European Mobility Week's programmes in Budapest in September. On the occasion of this successful series of events, we published a special issue of our newsletter "Lélegzetnyi", focusing on transport-related themes⁶².

Complaints⁶³ have been received for many years now about the problems caused by tourist buses in the neighbourhood of tourist target areas. Many cities of Western Europe have already found a solution to this problem. Within Budapest, the situation is especially bad, for example, on Hunyadi János Road (which leads to the Buda Castle), where the unacceptable level of air pollution is coupled with intolerable noise and very high risk of accident because of the tourist buses that move along the road virtually as a convoy. In September, local residents closed the road for two hours with the assistance of Clean Air Action Group, and informed the press about their suggestions for improving the situation⁶⁴. They called the attention to the existing successful models of several foreign cities which prove that a reasonable limitation of the traffic of tourist buses does not only benefit local citizens but also promotes the tourist industry, since tourists are often just deterred by the heavy bus traffic!

We have already been urging for nearly two decades now that traffic calming should be introduced in Budapest's Districts V, VI and VII; and that the current improvised planning of underground car parks, without a comprehensive parking system, should be stopped. As an alternative, we recommended that the goals of the Budapest's Heart Programme should be extended over each of the three districts, with the implementation of underground car parks of not more than just two levels on Felvonulási Square and under Podmaniczky Street, coupled with the simultaneous calming of car traffic.

We urged that the track of Budapest's metro line 4 should be led on further towards the Budaörs Flower Market. Otherwise, despite the several hundreds of billions of Forints spent on the metro construction project, the traffic will continue to overwhelm Budaörsi Road and the Districts of Órmező and Kelenföld. Ten thousand residents of the Órmező Housing Estate fear now that their quality of life would deteriorate significantly as soon as the construction projects planned in the vicinity of the Kelenföld stop (or terminal?) of the new metro line are completed. A building complex comprising a shopping mall, offices, a bus terminal and a car park of 2000

⁵⁹ http://www.levego.hu/letoltes/kapcsolodo_anyagok/sajtohatter_080628.pdf

⁶⁰ http://www.levego.hu/kamionstop/teherstrategia_0807.pdf

⁶¹ http://www.levego.hu/letoltes/kapcsolodo_anyagok/kishid_0808.pdf

⁶² http://www.levego.hu/lelegzetnyi/0809_2.htm

⁶³ http://www.levego.hu/letoltes/kapcsolodo_anyagok/turistabusz_0809-2.pdf

⁶⁴ http://www.levego.hu/letoltes/kapcsolodo_anyagok/hunyadiut_0810.pdf

spaces would be constructed in the place of the former sports field and green areas. Therefore, upon the initiative of two of our member organizations based in Órmező, we organized a meeting⁶⁵ with the representatives of Futoreal Zrt., the real property developer of the office quarter planned to be built in the neighbourhood of the housing estate.

Any good initiatives can be spoiled; indeed, they are often spoiled by local governments that do not consult local citizens and civil organizations with respect to such initiatives. This happened when the plans were being prepared for the new tramway line of Szeged⁶⁶. This construction project (which is to be implemented with substantial EU support) would involve cutting down many trees and eliminating existing green areas; moreover, it would not bring about any easing of the car traffic either. Thus, contrary to the announced intentions of the Municipality of Szeged, the city's environment would not be improved, but it would rather be significantly degraded. Upon the request of local residents, Clean Air Action Group sent a letter⁶⁷ and a presentation illustrated with photos⁶⁸ to the Hungarian National Development Agency and to the European Commission, asking them not to support the investment project in its currently planned form. At the same time, we submitted recommendations for a more rational and more environmentally-friendly way to construct the new tramway line.

In 2008 we continued to demand that the state should stop granting subsidies to airports (and so it should put an end to squandering public funds) because airports must operate as viable business enterprises.

We started a new research programme on the costs of road and rail transport in Hungary together with Institute for Transport Sciences (KTI).

Air quality protection

Project leader: Gergely Simon

Our work focused on promoting the introduction of stricter air quality regulations and on facilitating the enforcement of statutes and regulations. Our awareness-raising press campaign about the high concentration of carcinogenic fine particles met with especially widespread public interest all over Hungary.

In cooperation with Greenpeace, the Hungarian Cyclists' Club and other organizations, we continued the STOP SMOG campaign in Budapest. In January, we held a spectacular press conference⁶⁹ in front of the Heim Pál Hospital. Then, in February we organized an impressive demonstration in the city centre, with some one thousand participants. On several occasions during the year, we issued press releases and wrote articles on the subject. We held discussions and reconciliations at the Budapest Municipality, at the Ministry of Environment and Water and elsewhere for a better regulation. For many years now, we have been fighting for ensuring that competent authorities inform citizens in due time about the degree and the period of health hazards posed by the particulate matter in the air, and that they order smog alarms when needed. As a result of our efforts, the applicable ministerial decree was amended in a manner that if the concentration of PM10 air pollutants exceeds the limit value of 75 micrograms per cubic metre for more than two days, then city-dwellers must be informed of this fact. In the event of surpassing the threshold of 100 micrograms, restrictions must be imposed in order to reduce emissions, i.e. a smog alarm must be ordered.

We actively participated in the European Environmental Bureau's Clean Air Working Group.

Protection of Hungary's arable lands, mineral resources and landscape features

Project leader: Mária Schnier

⁶⁵ http://www.levego.hu/letoltes/kapcsolodo_anyagok/ormezo-eml_0812.pdf

⁶⁶ http://www.levego.hu/letoltes/kapcsolodo_anyagok/szegedi-vill.pdf

⁶⁷ http://www.levego.hu/letoltes/kapcsolodo_anyagok/szeged-brusszel_0807.pdf

⁶⁸ http://www.levego.hu/letoltes/kapcsolodo_anyagok/szegedivill_080704.pdf

⁶⁹ [http://www.levego.hu/#showNews\(1956\)](http://www.levego.hu/#showNews(1956))

*Mining royalty rates are very low in Hungary. As a consequence, the building industry is not interested in **reusing and/or further using construction waste materials**. On the other hand, various international companies of the building material industry regard Hungary as a “gold mine”. The mining of gravel, sand, limestone and other mineral resources destroys arable lands, makes whole mountains disappear, and the road transportation of these raw materials damages the roads and the environment. Through our efforts we aim to curb this unfavourable process.*

As gravel-pit opening intentions have lately become especially intense and frequent in the southern part of Pest County, we kept on participating in the procedures related to **gravel-pit opening** applications published by the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management. Our activities are prompted by requests and information received from local non-government organizations and local residents. In order to support them and to safeguard their lands, we contact local municipalities, and we do our best to search for the possibilities of cooperation. We consider these efforts as vitally important, since gravel-pit opening is an investment project that destroys for good the arable land involved.

In 2008, we participated in 13 procedures, and in one case we lodged an appeal with the National Inspectorate for Environment, Nature and Water against a ruling.

Protection of the built environment and green areas in the Budapest Agglomeration

Project leader: Mária Schnier

We participated in conciliatory discussions, elaborated opinions and organized civil and professional forums in order to ensure that the conflicts emerging in the towns and villages are handled in an environmentally-oriented manner. Within this activity we put special focus on the protection of green areas and green surfaces.

Similarly to previous years, in 2008 we registered ourselves into all re-zoning procedures handled by the Budapest Metropolitan **Chief Architect’s Office**. In December we wrote a letter to the Office, informing them of our intention to effect the same registration for the year 2009 as well.

In 2008, we participated in 14 procedures with respect to this subject by submitting our written comments, and also by attending personally the related conciliatory discussions organized by competent specialized authorities.

We have been taking part since 2007 in the ongoing amendment work of the Budapest Urban Development and Building Framework Regulation, and in 2008 we supplemented our pertinent recommendations. We also made a suggestion for rendering more precise the definition of the term “District Regulatory Plan”; and, based on our experience gained over long years of work on the issue, we also gave the reason why that was necessary.

We commented on the draft version of Budapest Metropolitan Municipality’s decree on the maintenance of biological activity value levels, and we took part in the decree’s conciliatory discussions held with the district chief architects.

Upon receiving preliminary notification from the Chief Architect’s Office, we registered ourselves into four additional procedures, among them into the modification of the zoning plan sheet of the Metropolitan Regulatory Framework Plan.

We requested information from the Public Utilities Department of the **Budapest Mayor’s Office** concerning the problems of the Central Waste Water Treatment Plant now under construction; and we also asked the Communal Department about the controls of emissions from the already functioning Waste Utilization Plant.

We sent a letter to the Transport Department, requesting them to harmonize the traffic diversions introduced because of the construction works going on in the centre of District XI.

We informed the Environmental Protection Department about the status of our lawsuit instituted in connection with the plan of the Hungarian National Museum's Garden underground car park, as well as about the problems concerning the plan of the Gellért Hill Funicular.

Major local issues:

- Even in the second procedure, we initiated a judicial investigation in the case of **KÖKI Center** in District XIX, and as an intervening party we submitted our comments to the petition for revision lodged with the Supreme Court of Hungary concerning the court judgement in the lawsuit instituted by Zöldövezet Közhasznú Egyesület (Green Belt Public Benefit Society) in the theme of the Zugló Green Town residential park.
- In connection with the construction on the **Budai Skála plot**, we participated in the commenting procedure of the district regulatory plan and the impact assessment, and we provided information to the inhabitants.
- We sent a letter to the Supervisory Directorate of the National Office of Cultural Heritage and to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management (KDVKTVF), in which we stated our comments about the public hearing concerning the supplementation of the environmental impact assessment of the plan for the **Gellért Hill Funicular**. We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the ruling of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management by which it had granted environmental protection permit for the construction and operation of the Gellért Hill Funicular.
- At the Budapest Metropolitan Court, we brought an action against the ruling of the President of the National Office of Cultural Heritage, by which it had granted preliminary building permit for the **underground car park** planned to be constructed under the Bródy Sándor Street side of the **Garden of the National Museum**.

In the towns and villages of the Budapest Agglomeration, we commented on:

- the revision of the Local Building Code of **Budakeszi**; and we also sent our position statement for the conciliatory discussions;
- the modification of the regulatory plan of **Piliscsaba** Iosephinum;
- the settlement development concept of **Piliscsaba**;
- the building code of **Üröm**, as well as its regulatory plan applicable to the area situated to the north of Rókahegyi Street; and we also provided a position statement for the conciliatory discussions.

Other major issues:

- We submitted our position statement concerning the preliminary environmental study of a section of Road No. 10 (between 15+200 and 34+700 km).
- We provided our opinion about the preliminary assessment documentation of Phase I of the North-South regional high-speed railway line.
- **In nine cases we lodged appeals** with the National Inspectorate for Environment, Nature and Water against rulings of the first instance.

Urban environment, regional development

Project leader: Erzsébet Beliczay

We made contributed to curbing urban sprawl, to preventing that rural populations fall behind urban citizens, and we strived to find appropriate answers to global climate change as far as towns and villages are concerned. Our activities were primarily aimed at establishing the fiscal and legal environment needed for the implementation of the above-mentioned goals, as well as

at influencing decision-makers (local councils, chief architects, public administration institutions) and raising public awareness.

On account of its complexity, the task of improving the liveability of towns and villages is one of our most time-consuming activities. It is necessary to find a balance between the enhancement of economic development, employment and social cohesion on the one hand, and the protection and improvement of the environment on the other.

Most of the conflicts are caused by the fact that public administration is often unable to weigh different interests in an unbiased manner and to appropriately represent public interests.

Weaknesses of the Hungarian public administration primarily appear in the case of real estate development projects, the treatment of traffic problems and the use of natural resources.

Inadequate regulation of privatization issues gives rise to concerns that are at least as severe as the above problems. In numerous Hungarian settlements, local councillors regard the community's real estate as their own. As a consequence of the passivity of local residents and the weakness of civil society, this two-decade long detrimental process could not be halted.

Moreover, maintenance and operation issues have not seen any significant improvement either. Yet, unkempt conditions are not only evidence for our low levels of requirements, the lack of strength of social capital and poor cultural standards, but they also cause damage to our properties, and deteriorate our health and environment.

In 2007, Clean Air Action Group opposed the so-called "Government Quarter" Project (a new building complex for the whole government). We argued that the concept was immature and sketchy; it comprised a change of function for the Western Railway Station's large glass-roofed hall, which is a listed historic building; the completion deadlines were unrealistically short; and Hungary's economic situation was insecure. We concluded that all these factors contributed to refuting the project's viability – and the year 2008 proved that we were right.

Jointly with Védegylet (Protect the Future), ÓVÁS! Association and other non-government organizations, Clean Air Action Group protested against ill-planned interventions in some of Budapest's inner areas that had been formed mostly at the end of the 19th century; in particular against the demolition of historic buildings in Inner Erzsébetváros District and against excessive building up in these areas. In 2008 the arrest of the mayor other persons involved in this mismanagement proved that our steps taken in the issue were justified.

We supported the civil protests held in Districts VI, VII and VIII, and the proactive proposals aiming to make these districts of Budapest more liveable (saving the market hall of Hunyadi Square, and tidying up the square; opposing the excessive construction projects in Barát Street and Nagydíófa Street; safeguarding and renovating the cultural building complex in Tavaszmező Street and in József Street, worthy of protection, etc.).

Here we list some of our most important recommendations for liveable cities and towns. For several years now, we have been working hard to try and convince the general public and the decision-makers of the benefits of some of these recommendations.

1. **Seven square metres of new playgrounds** (in the case of offices and commercial facilities: recreational parks) should be required by the building code⁷⁰ for any new flats, office premises, etc. to be constructed; the building code should not only care for and provide for car parks.
2. We suggested a more efficient **tree protection decree** in order to safeguard trees in the cities.
3. **Wind channel tests** should be made mandatory for major construction projects, and urban climate investigations should form part of the substantiating background studies of regulatory plans.
4. **No building-up bonuses whatsoever** (building-up percentage, floor area indicators) should be given in urban districts which are at a risk of becoming overly dense. Green

⁷⁰ <http://www.levego.hu/zoldlevel>

- roofs should not count towards the prescribed minimum green area. On the other hand, the creation of green walls and green roofs should be promoted by other means.
5. With a view to handling jointly the climate crisis and the financial crisis (protection of Hungarian jobs, easing of energy dependency and reduction of operating costs, etc.), a significant portion of EU financial resources and of the grants aiming to boost the economy should be used for the **renovation of public buildings and residential buildings in order to substantially improve their energy performance**.
 6. To lessen the ever more serious social tensions and to strengthen social cohesion, a **network of social tenements** should be created through the renovation of non-marketable blocks of flats constructed from prefabricated concrete panels.
 7. Prompt measures should be taken to make **district heating competitive**. It is necessary not only to renovate the buildings and heating installations, but also to review the current system of coupled energy generation, as well as the scheme of gas price subsidies and other subsidies, so that all stakeholders can be made appropriately interested.

Climate protection

Clean Air Action Group's activities were focused on the reduction of greenhouse gas emissions and the elaboration of an energy policy aiming to ease Hungary's energy dependency, primarily through the promotion of energy saving and energy efficiency enhancement. Both environmental and social aspects are involved in this issue. Our experience shows that energy efficiency has remained a low priority criterion within the approach of the government and local municipalities.
Project leaders: Erzsébet Beliczay and Zoltán Szabó

We attended meetings of the Energy Interest Representation Council, and participated in events of the National VAHAVA (Change–Impact–Answer) Climate Protection Programme and other professional events. In lectures, comments and articles, we advocated climate protection criteria, primarily in relation to emission rights trading, joint implementation and the National Allocation Plan.

We wrote a letter to the Hungarian Parliament concerning the energy policy concept⁷¹, and we submitted our detailed comments⁷² thereon.

We participated in the climate protection campaign of Climate Action Network Europe (CAN-E) titled "Time to Lead". As part of the campaign, we conducted reconciliatory discussions⁷³ with decision-makers and entities involved in decision preparation on the subject of the EU's energy and climate package.

In connection with the National Climate Change Programme and the trading of emission rights, we held conciliatory talks regarding the alternative Hungarian proposal for the emission rights trading period after 2012.

We prepared the Hungarian evaluation⁷⁴ of the Climate Protection Performance Indicator.

We commented on energy policy studies and project documents (power plant plans).

We closely followed the Hungarian transposition of Directive 2002/91/EC on the energy performance of buildings, with the object of improving the energetic characteristics of buildings (energy certificate, audits, financing).

We contributed to elaborating the Hungarian position statement concerning the directive on the energy use of boilers and other energetic appliances (Ecodesign).

Chemicals and pesticides

Project leaders: János Pál and Gergely Simon

⁷¹ http://www.levego.hu/letoltes/kapcsolodo_anyagok/ogy-enpol_0802.pdf

⁷² http://www.levego.hu/letoltes/kapcsolodo_anyagok/enpol-h4858_0804-velemen.pdf

⁷³ <http://www.levego.hu/legzetnyi/0812.htm#Es%C3%A9ly%20az%20esoerdoknek,%20es%C3%A9ly%20az%20embernek>

⁷⁴ <http://www.levego.hu/legzetnyi/0901.htm#THE%20kibocs%C3%A1t%C3%A1sok%20gyorsabban%20nonek,%20mint%20a%20tettek>

We published our monthly electronic Chemicals Newsletter, which we also made available on the Internet.

As part of our cooperation with the Health and Environment Alliance (HEAL), we translated and published an information booklet⁷⁵ about the public health impacts of the new EU chemicals regulation (REACH).

We participated in the conciliatory discussion organized by PAN Germany in Maribor on the draft provisions of the new EU pesticides regulation.

On the National Meeting of Hungarian Environment and Nature Protection NGOs, we presented this theme to those interested in a separate section meeting⁷⁶; besides that, we delivered several lectures and issued statements on the hazardous chemicals content of foods and products used in households^{77 78}. We joined the investigation programme conducted by PAN Europe in five countries of the European Union with the aim of analyzing the pesticides content of dessert grapes.

We actively contributed to forming the European Union's new regulation, directive and strategy governing the use of pesticides. In this matter, we also cooperated with several European environmental NGOs (e.g. PAN Europe, PAN Germany). On several occasions, we supplied information to Hungarian decision-makers about the recommendations of environmental organizations.

As a delegate of environment protection non-government organizations, we participated in the meetings of the Pesticide Authorization Conciliatory Council, where we made efforts to have the criteria of environment and health protection better accepted.

We prepared an information leaflet⁷⁹ about the risks of pesticides-based plant protection, in which we showed why it was necessary to elaborate a national action plan with a view to ensuring the sustainable use of pesticides.

“Green Leaf” Programme

Responsible leader: Erzsébet Beliczay

Clean Air Action Group and Lélegzet Foundation continued to work together on the “Green Leaf” Urban Greening Programme⁸⁰, which was made possible by a donation from the Sándor Demján Charity Foundation. Under the programme, which had been started in the autumn of 2007 and was ended in the summer of 2008, altogether 293 trees and 13,147 shrubs were planted in Budapest's inner districts. The tree planters undertook a guarantee of three years for nursing and, if necessary, replacing each and every newly planted tree.

Tree and shrub planting implemented up until 30th November 2008:

- Tree planting in public areas: 138 trees
- Tree planting within public institutions: 95 trees
- Solitaire shrubs within public institutions: 246 shrubs
- Planting of hedge shrubs and soil covering shrubs in public areas and within public institutions in total: 12 899 shrubs (calculating with 5 shrubs per square metre, this means a surface of 2,580 m²). In addition to tree and shrub planting, the scope of this project also comprised professional background work and information dissemination as other key activities. We prepared several publications dealing with the subject of city greening.

⁷⁵ http://www.levago.hu/letoltes/kapcsolodo_anyagok/CHM_REACH_0801.pdf

⁷⁶ http://www.levago.hu/letoltes/kapcsolodo_anyagok/OT-vegyszerloadas.pdf

⁷⁷ [http://www.levago.hu/#showNewsUp\(2021\)](http://www.levago.hu/#showNewsUp(2021))

[http://www.levago.hu/#showNewsUp\(2013\)](http://www.levago.hu/#showNewsUp(2013))

[http://www.levago.hu/#showNewsUp\(2008\)](http://www.levago.hu/#showNewsUp(2008))

[http://www.levago.hu/#showNewsUp\(2005\)](http://www.levago.hu/#showNewsUp(2005))

[http://www.levago.hu/#showNewsUp\(1970\)](http://www.levago.hu/#showNewsUp(1970))

⁷⁸ [http://www.levago.hu/#showArchive2\(KapcsAnyag,10,0\)](http://www.levago.hu/#showArchive2(KapcsAnyag,10,0))

⁷⁹ <http://www.levago.hu/letoltes/kiadvanyok/vegyszer2008.pdf>

⁸⁰ www.levago.hu/zoldlevel

- In our completed study⁸¹ the first part provides an overview, based on the relevant technical literature, about the interrelation of mental health and nature, i.e. about how the natural environment and green areas affect people's well-being, health and balanced tranquillity. The second part of our study deals with the research programme conducted in Budapest's Terézváros District, where we assessed the value of urban nature for local residents through a focus group survey.
- In the course of the programme implementation, we laid special emphasis on improving the living conditions of social groups most in need, since the proximity of nature also plays an essential part in preserving people's mental health. We held a press conference⁸² about the importance of "healing gardens".
- We participate in the Exiopol European research programme supported by the European Union's 6th R&D Framework Programme. The nearly three-year-long research programme aims to establish new decision-making frameworks by using externality data and input-output tables. We carried out a focus group survey among the population of Hungary's Mezőföld Region in order to assess the social value of biodiversity enhancement. Our results will be compared with the outcomes of similar investigations conducted by our Italian and British partners.
- As part of the Green Leaf Programme, we edited a publication⁸³ about the possibilities of city greening, by making use of the studies prepared by students with Sámuel Tessedik scholarship of the Saint Stephen University of Gödöllő.
- Within the framework of the Green Leaf Programme, the Kék Forrás (Blue Spring) Foundation prepared a description of the green areas to be found in the inner courts of residential buildings in Central Erzsébetváros District.

Rába River Campaign

Contamination and foaming of the water in the Rába River has been a problem for several decades. While Austria is trying to appear as a champion of environment protection (and indeed, within its own territory it can boast with some excellent results), it displays a different when its neighbouring countries are concerned. In order to change this attitude, an exemplary international cooperation has evolved.

Responsible leaders: Rita Varga and Péter Lenkei

Clean Air Action Group, with support from the Sándor Demján Charity Foundation, joined the fight against the contamination of the Rába (Raab) River in June 2007. At that time, the Rába River had already been foaming for six years, and it seemed hopeless that the situation would be remedied within a short period of time. Since the river's contamination, the quantity of fish caught from the Rába has fallen to just one fifth part of the former quantity, and the problem has severely endangered the tourism plans of Szentgotthárd town and its vicinity. The pollutant materials reach the river in Austria.

The geothermal power plant of Fürstenfeld, Austria gives rise to similarly serious concerns. This power plant, which uses thermal water to generate hot water for the heating of flats in the winter, lets the water used and cooled down into the Lapincs (Lafnitz) River, causing thereby 70 tonnes of salt contamination per day.

The third hazard endangering the air quality of Szentgotthárd is the construction project of Begas Company, a monumental waste incineration facility, which is intended to be built in the vicinity of three national parks (Raab Naturpark in Austria, Goricko in Slovenia and the Órség National Park in Hungary), at a distance of only 100 metres from the town, on Austrian territory. Being aware of all the foregoing, our work was launched in Vas County's areas along the border. Clean Air Action Group, in close cooperation with the NGO Pro Natura St. Gotthard (PRONAS)

⁸¹ http://www.levego.hu/letoltes/kiadvanyok/varosi_termeszeti_ertekelese.pdf

⁸² http://www.levego.hu/letoltes/kapcsolodo_anyagok/healinglandscape-hu.pdf

⁸³ http://www.levego.hu/letoltes/kiadvanyok/zi_tanulmanyok.pdf

and with Reflex Környezetvédő Egyesület (Reflex Environment Protection Association) carried out field measurements, examined the measured water quality data of the Rába, as well as the investigation results concerning the foaming in Vas County (Hungarian river section). Based on earlier measurements, it was known that in addition to the thermal power plant, it was two leather factories based in the Austrian province of Styria and one leather factory based in the Austrian province of Burgenland that were causing the contamination.

In order to ensure unhindered interest enforcement activities and administration for the local civil movement, it became necessary to formally found the organization. Thus, with the assistance of Clean Air Action Group and Reflex, the Statutes as well as the Organizational and Operational Rules of PRONAS Society were prepared, and having completed all necessary official procedures, the organization was registered with the Court of Vas County.

Simultaneously with the non-government organizations, Gábor Fodor, Minister for the Environment also started diplomatic negotiations for the benefit of the river. By virtue of the agreement concluded on 26th June 2007 with Josef Pröll, Austrian federal minister, the Rába Action Group was formed with the aim of elaborating specific legal and technical solutions until 30th September 2007 in order to put an end to the contamination of the Rába River. Then, in January 2008, once again strong foaming was observed on the river, and the minister convened the Austro-Hungarian Border Waters Committee for 20th February in order to obtain explanation for the new foaming, and requested urgent official information from the Austrian environment minister.

On 31st January 2008, Clean Air Action Group organized a round-table discussion in Macadam Club, Budapest, with the participation of Gábor Fodor, Minister for the Environment, Tibor Faragó, Head of Department of the Hungarian Ministry of Environment and Water, Csaba Mezei, Director of Greenpeace, Zoltán Woki, President of PRONAS, József Lajtmann, President of Reflex Environment Protection Association and Péter Lenkei, Head of Clean Air Action Group's Environmental Advisory Office on the subject of the Rába foaming and the related international diplomatic issues. Gábor Fodor underlined that it was thanks to the vigilant collaboration of civil organizations that the general public received prompt information about the January foaming of the Rába. The minister believed that a similar cooperation could greatly help when taking steps against the planned waste incinerator. In response to questions from the audience, the minister said that the agreement concluded with the Austrian party promised the complete elimination of contamination on the Rába River for 2009; until that time, however, it is important to be continuously present along the river and to keep up the pressure on the leather factories causing the contamination. The minister declared that he kept counting on the vigilant collaboration of NGOs to facilitate prompt reactions in the issue.

In February, NGOs dealing with water habitats held a workshop in connection with the Water Framework Directive and the Regional Watershed Management Planning. In the workshop, Clean Air Action Group was represented by Reflex Environment Protection Association, which was the delegate of the National Meeting of Hungarian Environment and Nature Protection NGOs into the competent Regional Council of Regional Watershed Management Planning (responsible for the watershed area of the Rába River).

Upon the initiative of Reflex, four environmental NGOs of the region affected by the Rába River – Pro Natura St. Gotthard Civil Initiative Association (Szentgotthárd), Kerekerdő Foundation (Szombathely), For the Rába Dam and its Vicinity Association (Répcelak) and Reflex Environment Protection Association (Győr) – set up a professional task force in order to evaluate and comment on the consultative documents compiled by water authorities.

On 4th March, the civil organizations held a conciliatory discussion on the "Rába Summit" organized in Gleisdorf, Styria. Specialists, green activists, civil organizations, as well as the representatives of industries, municipalities and various competent authorities were invited to the meeting, and finally fifteen persons attended the discussion. On the forum, the director of the Wollsdorf leather factory proved by exact calculations that the leather factory only contributed with approximately 2 per cent to the quantity of naphthalene sulphonate, which increased to three times its former quantity as measured at Szentgotthárd. The representative of Boxmark leather

factory said that the construction of the new additional filter system progressed in accordance with the agreements, and that the new filter system would be commissioned in their factory in Feldbach before the end of the year.

On its extraordinary meeting of 20th February 2008, the Hungarian-Austrian Water Committee adopted a resolution about conducting the “Rába Survey”, a longitudinal-profile water quality investigation of the Rába River. It was decided that specialists from the two countries will take samples right from the river-head down to the point where the Rába meets the Danube River, altogether in 25 spots (in 15 Austrian and 10 Hungarian river sections). Furthermore, they are going to test the contaminant emission of all sewage emitting facilities, industrial plants and communal sewage treatment plants along the Rába River. Concentration values of 64 different types of contaminant components will be determined from the sewage samples. In addition to the contaminant components tested up until now, special contaminant concentrations – e.g. the so-called non-ionic and amphoteric detergents, naphthalene sulphonate forms, fatty acids and foaming potential – will also be determined by the specialists.

In the efforts for improving the water quality of the Rába River, it can be considered as an important achievement that the high salt content thermal water inflow from the Fürstenfeld geothermal power plant was stopped, which would result in significantly better water quality in the Rába River. The final solution, however, can only be expected after building in and commissioning the filters that ensure enhanced sewage treatment in the leather factories, i.e. at the end of 2009. Until that time, it is necessary to gain more knowledge about the phenomenon, and to explore the causes of the foaming, as well as the main factors triggering water quality alteration. The sewage treatment plant is rather expensive; following its enlargement in July costing two million Euros, Boxmark Company introduced new requirements for the treatment of waste water from the tannery. The new factory’s two key elements enabling the achievement of these requirements are: the technique of precipitation in flotation form, and Austria’s largest activated coal filter. The situation is somewhat different in the case of the Boxmark factory operating in Jennersdorf. As the factory’s current level of operation is quite low, the company is planning to postpone the enlargement. At present, the emissions of all harmful substances remain under the limit values. Moreover, Wollsdorf-Leder will also take the Rába problem seriously from now on. An agreement was reached, under which the company will invest EUR 400,000 into the technical development of the already existing waste water treatment system up until the summer of 2009.

Economic and Social Council

In 2006, the National Meeting of Hungarian Environment and Nature Protection NGOs elected András Lukács, President of Clean Air Action Group, into the Economic and Social Council of the Republic of Hungary as the representative of Hungarian environment and nature protection NGOs; then, in 2008 he was re-elected. András Lukács took part in each and every meeting of the Economic and Social Council, and contributed to the discussion with his comments and opinions (in some meetings, he did so more than just once). This must be appreciated in view of the fact that the meetings of the Economic and Social Council usually last only for 2 to 3 hours, and that the Council has more than 40 members. Furthermore, the President of Clean Air Action Group actively participated in the meetings of the Economic and Social Council’s Civil Side as well. In 2008, his activities within the Economic and Social Council mainly focussed on the following tasks:

- In April 2008, he took part in the Prime Minister’s public hearing, for which forum he compiled a separate document.⁸⁴
- He contributed to the preparation of the resolution on civil society.⁸⁵

⁸⁴ http://www.levego.hu/letoltes/kapcsolodo_anyagok/minelnok-kozmeghallgatas-0804.pdf

⁸⁵ http://www.mgszt.hu/index.php?option=com_content&task=view&id=119&Itemid=5

- He was member of the task force which elaborated a position statement about Hungary's National Reform Programme for the years 2008–2010. Several of his comments have been incorporated into the position statement⁸⁶.
- Upon his initiative, a position statement⁸⁷ was formulated about the situation of education, which was finally adopted by the Economic and Social Council unanimously.
- As a member and on behalf of the Economic and Social Council, he participated in the work of the Economic Competitiveness Round-Table. Further details about these activities can be found with the Google search: "Lukács András site:<http://versenykepesseg.magyarorszagholnap.hu/>".
- He delivered a successful lecture⁸⁸ on the conference⁸⁹ organized by the Economic Competitiveness Round-Table about the theme of corruption.

National Environment Protection Council

On the National Meeting of Hungarian Environment and Nature Protection NGOs, Zoltán Szabó was once again delegated to be one of the civil members of the National Environment Protection Council. Their task is to comment on the government documents that are submitted to the Council, and to elaborate various position statements. In 2008, the main subjects were as follows: water management; amendment of the Act on the General Rules of Administrative Proceedings and Services; Forest Act; waste matter product charge; National Climate Change Programme; National Environment Protection Programme; energy policy.

New Hungary Development Plan

Project leaders: Erzsébet Beliczay, András Lukács and Zoltán Szabó

Based on the social and environmental criteria of sustainability, we have been continuously commenting on the programmes now under preparation for the period 2007–2013.

The National Meeting and the Conciliatory Forum of Hungarian Environment and Nature Protection NGOs delegated two associates of Clean Air Action Group into various work committees of the New Hungary Development Plan:

- *Erzsébet Beliczay – Implementation Operational Programme (2007-2013 New Hungary Development Plan), Environmental Protection and Infrastructure Operational Programme (2004-2008)*
- *Ágnes Hajtman – EQUAL (equality of chances)*

Environmental protection criteria of EU standardization

Responsible leader: Erzsébet Beliczay

As from December 2005, Clean Air Action Group is a member of the European Environmental Citizens Organization for Standardization (ECOS). The Brussels-based international umbrella organization's activities aim at promoting a standardization which takes into consideration the criteria of environmental protection. At present, this process is advancing rather sluggishly even in the European Union because of the counter-interested pressure groups and the general lack of information. This field of activity in itself would give enough tasks for an entire work group in Hungary as well. We use our limited capacities for obtaining relevant information.

⁸⁶ http://www.mgszt.hu/index.php?option=com_docman&task=doc_download&gid=16&Itemid=17

⁸⁷ http://www.mgszt.hu/index.php?option=com_content&task=view&id=117&Itemid=5

⁸⁸ http://www.levego.hu/letoltes/kapcsolodo_anyagok/korruptcio_0812.pdf

⁸⁹ <http://versenykepesseg.magyarorszagholnap.hu/images/LukacsAndras1119.pdf>

Studies and other publications

Studies

- Beliczay, Erzsébet (ed.): **Transformation of Cinderella into Queen: Clean Air Action Group's opinion on the future of district heating**⁹⁰
- Pál, János (ed.): **The possibilities of city greening**⁹¹ (comprising studies prepared by students with Sámuel Tessedik scholarship of the Saint Stephen University of Gödöllő)
- Szabó, Zoltán: **Evaluation of urban nature in Budapest's Terézváros District**⁹²
- Lukács, András – Pavics, Lázár – Kiss, Károly: **Eco-social reform of the 2008 Hungarian state budget**⁹³.
- Lukács, András: **Eco-social state budget reform: the way out from the crisis**⁹⁴ (Nemzeti Érdek /National Interest/, issue of winter 2008)

Other publications

- **Green state budget reform**⁹⁵ (information booklet)
- **A tiny garden among the buildings. Shade-tolerant plants**⁹⁶ (folded leaflet)
- **Greening urban building facades**⁹⁷ (brief information brochure)
- **Sustainable pesticides spraying?**⁹⁸ (information booklet)
- **From trucks to rail – 13 successful transitions**⁹⁹ (translation of a publication of Allianz pro Schiene)
- **With local products against climate change**¹⁰⁰ (an information booklet prepared jointly by the Association of Conscious Consumers, the National Society of Hungarian Conservationists and Clean Air Action Group)

Electronic newsletters

- **Lélegzetnyi**¹⁰¹ (edited by András Lukács and Zsuzsa Szép), published monthly
- **Chemicals newsletter** (edited by János Pál), published monthly
- **Green Budget News**¹⁰², quarterly European newsletter about green budget issues, published by Green Budget Germany. Clean Air Action Group also participates in the editing of the newsletter

Lélegzet magazine¹⁰³

Editor-in-chief: Réka Mán-Várhegyi

Three issues were published in 2008. (The last issue in 2009 was prepared for the National Meeting of Hungarian Environment and Nature Protection NGOs. For the time being, the publication of any further issues of Lélegzet is uncertain – owing to financing difficulties. The issues of our journal, published regularly for 17 years, will continue to be accessible on Clean Air Action Group's website.)

Film

⁹⁰ <http://www.levego.hu/letoltes/kiadvanyok/tavfutes.pdf>

⁹¹ http://www.levego.hu/letoltes/kiadvanyok/zi_tanulmanyok.pdf

⁹² http://www.levego.hu/letoltes/kiadvanyok/varosi_termeszertertekelese.pdf

⁹³ http://www.levego.hu/letoltes/kiadvanyok/zoldkolts_tan_2008.pdf

⁹⁴ http://www.levego.hu/letoltes/kapcsolodo_anyagok/nemzeti-erdek_0812.pdf

⁹⁵ http://www.levego.hu/letoltes/kiadvanyok/zoldkolts_2008.pdf

⁹⁶ http://www.levego.hu/letoltes/kapcsolodo_anyagok/arnyeknov.pdf

⁹⁷ http://www.levego.hu/letoltes/kapcsolodo_anyagok/kuszonov.pdf

⁹⁸ <http://www.levego.hu/letoltes/kiadvanyok/vegyszer2008.pdf>

⁹⁹ <http://www.levego.hu/letoltes/kiadvanyok/kamionrol-vasutra-13.pdf>

¹⁰⁰ <http://www.levego.hu/letoltes/kiadvanyok/helyiatermek.pdf>

¹⁰¹ <http://www.levego.hu/lelegzetnyi/>

¹⁰² <http://www.foes.de/en/GBN.html>

¹⁰³ www.lelegzet.hu

We prepared a short cartoon titled “Üresfutás” (“Empty run”)¹⁰⁴, which draws the attention to the economic advantages of imposing road charges upon heavy trucks.

Clean Air Action Group’s organizational structure in December 2008

GENERAL ASSEMBLY: 131 member organizations					
Committee of Experts: 110 persons	PRESIDIUM: President Vice Presidents (3 persons) Presidium Member (1 person)				Board of Supervision: 3 persons
Director					
Supporting members	Programme leaders: 8 persons (6 full-time employees, 1 person working on the basis of an assignment contract, and 1 contractor)	Press relations and communications assistant	Editorial staff of “Lélegzet”: 2 persons	Environmental Advisory Office: 2 persons	Finance group: 1 person
Subscribers to the newsletter Lélegzetnyi					
Volunteers	Civil relations: 1 person				Office management: 1 person

¹⁰⁴ <http://www.levago.hu/letoltes/video/uresfutas.htm>

Clean Air Action Group's petitions in 2008 aiming to protect green areas and the built environment

Clean Air Action Group's participation in environmental protection procedures related to urban construction projects, and other petitions filed with the Budapest Municipality in this theme

2008

- January We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management concerning the modification of the preliminary assessment documentation for the Shopping and Entertainment Centre and Residential Building to be constructed in Budapest, District XI, on the area bordered by Kőrösy J. Street – Váli Street – Bercsényi Street – Október 23-a Street.
- January We filed a request with the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management for the measurement of dust pollution, on account of the complaints we received from local citizens in connection with the construction work in progress in Budapest, District XI, on the area bordered by Kőrösy J. Street – Váli Street – Bercsényi Street – Október 23-a Street.
- February We filed our position statement with the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in connection with the Preliminary Environmental Study prepared as part of the preliminary assessment procedure of the (2nd) section (between 15+200 – 34+700 km) of the new road No. 10.
- February On the basis of complaints made by local residents, we sent a letter to the Budapest Historical Museum because of the dust pollution caused by heavy trucks carrying away earth in connection with the archaeological excavation work on the Budai Skála plot.
- February We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the environmental protection permit of the shopping mall (Árkád 2) planned to be built in Budapest, District X, at Örs vezér Square.
- March We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management concerning the preliminary assessment documentation of Phase I of the North-South regional high-speed railway line.
- March We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management concerning the preliminary assessment documentation of the logistical centre to be established in Mogyoród Road, District XV (topographical lot number 98109/56).

- March We wrote a letter to the management of ING Magyarország Ingatlanfejlesztő Kft., the real property development company implementing the construction project on the Budai Skála plot, requesting them to decrease the proportions of the planned shopping mall.
- April With the aim of humanizing the plans for the enlargement of Árkád Shopping Mall at Örs vezér Square and increasing the facility's green areas, we held discussions with the project investor.
- April We revoked our appeal lodged with the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management concerning the plans for the enlargement of Árkád Shopping Mall at Örs vezér Square because the project investor signed commitments for creating fairly large green areas.
- April We contacted the residents and the joint representative of the condominiums situated next to the Budai Skála plot, and we provided them with information about the current legal status of the case.
- April We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the resolution of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, which concluded that the implementation of the Shopping and Entertainment Centre and Residential Building to be constructed in Budapest, District XI, on the area bordered by Kőrösy J. Street – Váli Street – Bercsényi Street – Október 23-a Street had no significant environmental impact.
- April We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management concerning the preliminary environmental assessment for the enlargement of the existing EUROPARK Shopping Mall in Budapest, District XIX, on the area bordered by Üllői Road – Ady Endre Road – Mátyás király Road.
- April We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management with respect to the preliminary environmental assessment for the establishment of a bus terminal and a P+R car park in connection with the neighbourhood of the metro line 4 section, Kelenföld Railway Station (Kelenföld western exit, Órmező) and the joint approach section of motorways M1-M7 in Budapest, District XI.
- May We lodged an appeal with the Regional Public Administration Office of Central Hungary because the notary of District XI rejected our registration as clients into the building authority proceedings of the Újbuda District Centre.
- May We sent to the head of the local civil organization representing the affected inhabitants a copy of our appeal lodged within the environmental protection procedure of the underground car park planned to be constructed under Bocskai Road, as well as details from the plan's preliminary assessment documentation.
- May We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the resolution of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, which concluded that the implementation of the underground car park planned to be constructed under

József nádor Square in Budapest, District V, had no significant environmental impact.

- May We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the resolution of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, which concluded that the implementation of the planned development in Budapest, District III, on the area bordered by Harsánylejtő – Solymárvölgyi Road – Virágosnyereg Street – forest area of the topographical lot numbers 20655/4 and 20625/4 (Harsánylejtő) had no significant environmental impact.
- May We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the resolution of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, which concluded that the implementation of the P+R underground car park planned to be constructed next to the Bocskai Road stop of metro line 4 in Budapest, District XI, had no significant environmental impact.
- June We filed a petition with the Budapest Police Headquarters in order to stop the unlawful construction of KÖKI Center, which is going on without an environmental protection permit.
- June We sent a letter to the National Transport Authority on account of the ill-considered traffic consequences of the large volume building-up plans concerning the area bordered by Budafoki Road – Október 23-a Street – Bercsényi Street – Karinthy Frigyes Road, as well as the area bordered by Bercsényi Street – Váli Street – Kőrösy J. Street – Október 23-a Street in Budapest, District XI.
- June We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, as part of the preliminary assessment procedure conducted in the new proceedings concerning the Kőbánya-Kispest Shopping Mall in Budapest, District XIX.
- June In a letter we requested the director of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management to enforce the ruling of the Budapest Metropolitan Court, which had ordered the initiation of new environmental protection proceedings in the case of the Kőbánya-Kispest Shopping Mall in Budapest, District XIX; by virtue of the ruling, the construction project does not have an environmental protection permit at present, and so it is not entitled to use any land.
- June We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the order of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, which cancelled the new proceedings initiated on the basis of the ruling of the Budapest Metropolitan Court in the case of the condominium of Miskolci Road 157-159, Budapest, District XIV.
- July We filed intervening comments with the Supreme Court of the Republic of Hungary in support of a favourable judgement for the plaintiff Zöldövezet Közhasznú Egyesület (Green Belt Public Benefit Society) in connection with the lawsuit pending within the framework of the environmental protection procedure concerning the Zuglói Zöldváros (Zugló Green Town) project.

- July Accompanied by a letter of information, we sent to the representatives of the condominiums affected by the plans of the Újbuda Center project a copy of the ruling taken in the second instance within the related environmental protection procedure.
- July We submitted comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management concerning the preliminary assessment documentation of the "Álomsziget" ("Dream Island") project.
- July We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the resolution of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, which concluded that the implementation of the Kőbánya-Kispest (KÖKI) Shopping Mall in Budapest, District XIX had no significant environmental impact. (This was already the new environmental protection procedure initiated on the basis of the judgement of the Budapest Metropolitan Court.) The very same day, we also submitted a content supplementation to our appeal.
- August We sent a letter to the Traffic Control Main Department of Budapesti Közlekedési Zrt. (Budapest Transport Co.) in order to ensure the harmonization of traffic diversions necessitated by the construction of the Újbuda City Centre.
- September We revoked our appeal lodged with the Building Issues Department of the Regional Public Administration Office of Central Hungary in connection with the building permit of the Újbuda City Centre project, since the investor signed a declaration formulated by us, in which it made considerable financial commitments in favour of the residents living near the project's site.
- September We registered ourselves with the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management into the environmental impact assessment procedure concerning the implementation of a road network, a bus terminal and a P+R car park in connection with the 1st section of metro line 4, the neighbourhood of Kelenföld Railway Station (Kelenföld western exit, Órmező) and the joint approach section of motorways M1-M7 in Budapest, District XI, and we called the attention to the fact that the District Regulatory Plan is now under preparation for the neighbourhood of the Kelenföld Railway Station, and that it would be advisable to assess the plan of the bus terminal and the P+R car park together with the relevant District Regulatory Plan.
- September We filed our comments with the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the preliminary assessment procedure concerning the implementation of the Zugló District Centre building complex in Budapest, District XIV.
- September We filed our comments with the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the preliminary assessment procedure concerning the implementation of the P+R underground car park planned to be constructed next to the Bocskai Road stop of metro line 4 in Budapest, District XI.
- September We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the resolution of the Middle-Danube-Valley Inspectorate for

Environmental Protection, Nature Conservation and Water Management, which granted environmental protection permit for the construction and operation of the Gellért Hill Funicular.

Protection of green surfaces

2008

- February We enclosed to our letter submitted to the Budapest Metropolitan Chief Architect the comments made by local civil organizations, in which they requested to stop the progress of forest clearing plans in Budapest's District XII, specifying in detail the target areas spotted by the District Municipality.
- March We registered ourselves with the director of the Budapest Agglomeration Development Council's Work Organization into the work of the Zöldövezet (Green Belt) Programme.
- May We sent another letter to the director of the Budapest Agglomeration Development Council's Work Organization in connection with the work of the Zöldövezet (Green Belt) Programme.
- June We requested information from the notary of District III concerning the tree felling permits possibly issued for the area of the Óbudai Island. (Later on, at the District Building Department we had a look at the plan of cutting trees as required by the archaeological research trenches.)
- July We sent a letter to the Supervisory Directorate of the National Office of Cultural Heritage and to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, in which we stated our comments about the public hearing concerning the supplementation of the environmental impact assessment of the plan for the Gellért Hill Funicular.
- July In a letter, we requested information from the director general of Pilis Park Forest Co. regarding a forest downhill track, which is planned to be implemented in Budapest's District XII, as reported by local residents. Concerning this issue, we also sent a letter to the district mayor.
- August We submitted a preliminary opinion to the Chief Architect of District XIII about the District Regulatory Plan under preparation for the area of Margaret Island, and we registered ourselves into the plan's further reconciliation work.
- September We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the resolution of the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, which granted environmental protection permit for the construction and operation of the Gellért Hill Funicular.

Protection of arable lands (environmental protection procedures of gravel-pits)

2008

- January We filed our position statement with the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management for a conciliatory discussion held as part of the preliminary assessment procedure concerning the gravel-pit planned to be opened on the outskirts of Majosháza.
- February We lodged an appeal with the National Inspectorate for Environment, Nature and Water against the decision which ordered the suspension of the preliminary assessment procedure concerning the sand and gravel-pit planned to be opened on the area with the topographical lot number Majosháza 054.
- March We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management concerning the preliminary assessment documentation of the sand and gravel-pit planned to be opened on the real properties with the topographical lot number Alsónémedi 0243/6-250.
- March We filed our position statement with the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management for the public hearing held within the framework of the environmental impact assessment of the No. IV sand and gravel-pit planned to be opened on the outskirts of Dunaharaszti.
- June We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in connection with the preliminary environmental assessment of the pit designated as "Délegyháza XIX sand-gravel".
- July We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management concerning the correction of deficiencies in the environmental protection authorization procedure of the "Kiskunlacháza IX" sand and gravel-pit.
- August We sent a letter to the Budapest Mining Authority on account of the public administration official procedure related to an exploration technical operational plan submitted for the outskirts of Alsónémedi.
- August We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the preliminary assessment procedure of the pit designated as "Majosháza IV, gravel".
- August We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the

preliminary assessment procedure of the gravel-pit planned to be opened on the area with the topographical lot number Kiskunlacháza 439/120.

- November In reply to a question asked in a letter by the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management, we declared in our capacity of client that we do not give our consent to the suspension of the preliminary assessment procedure concerning the pit designated as "Délegyháza XIX, sand-gravel".
- November We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the preliminary environmental assessment of the sand and gravel-pit planned to be opened on the real properties with the topographical lot numbers 0201/3-25, 0201/54-57 on the outskirts of Dunaharaszti.
- November We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the preliminary assessment procedure of the gravel-pit planned to be opened on the area with the topographical lot number Kiskunlacháza 0441/89-111.
- December We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the environmental impact assessment procedure of the gravel-pit planned to be opened on the area with the topographical lot numbers Ócsa 490/18, 23-24, 27-28, 31-32, 35-53, 56-57, 60-61, 64-65, 68-69, 73-74, 77, 80-82.
- December We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the preliminary assessment procedure of the gravel-pit planned to be opened on the area with the topographical lot numbers Kiskunlacháza 0508/10-37.
- December We submitted our comments to the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management in the preliminary assessment procedure of the sand and gravel-pit planned to be opened on the real properties with the topographical lot numbers Délegyháza 0129/7, 9-22, 27, 28, 30, 32, 38, 39, 52-55, 111-116, 0133/13-20, 0134, 0135/3-12, 0136, 0137/35-39, 45, 0140/4.

Participation in re-zoning procedures (ad hoc modifications of the Budapest Metropolitan Regulatory Framework Plan), and other petitions to the Budapest Mayor's Office in 2008

2008

- February We submitted our preliminary opinion to the Budapest Metropolitan Chief Architect's Office concerning their intention of rezoning the area in District XI bordered by Kamaraerdei Road – District boundary – Budapest's city boundary, and we declared that we wished to participate in the upcoming stages of the conciliatory procedure as well.
- March We sent a letter to the Public Utilities Department of the Budapest Mayor's Office concerning the possibilities of disposing the sewage sludge accumulated in the Central Waste Water Treatment Plant.
- March We sent a letter to the Communal Department of the Budapest Mayor's Office regarding the controls of emissions from the Waste Utilization Plant.
- March We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the neighbourhood of the Ráckevei (Soroksári) Danube branch and the area of Gubacsi dűlő in District IX.
- April We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area "Északi Városkapu" ("Northern City Gate") in District III.
- April We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area bordered by Bécsi Road – Laborc Street – Laborc Alley – topographical lot number (16837/1) – Testvérhegy lejtő in District III.
- April In a letter, we supplemented the amendments suggested by us earlier for Budapest's Urban Development and Building Framework Regulation. (Right from the beginning, we have been taking part in the ongoing conciliatory procedure related to the modification of Budapest's Urban Development and Building Framework Regulation, organized by competent specialized authorities.)
- May We sent a letter to inform the Coordination Committee of the Budapest General Assembly, the Budapest Metropolitan Chief Architect and the Environmental Protection Department of the Budapest Mayor's Office about the status of our action brought against the ruling of the President of the National Office of Cultural Heritage, by which it had granted preliminary building permit for the underground car park planned to be constructed under the Bródy Sándor Street side of the Garden of the National Museum.

- May We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area bordered by Budaörsi Road – Kőérberki Road – Motorway M1-M7 in District XI.
- May We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area bordered by Motorway M1-M7– Balatoni Road exit – Balatoni Road in District XI.
- May Upon a written request from the Budapest Metropolitan Chief Architect, we submitted our preliminary opinion concerning the District Regulatory Plan now under preparation for the area of Köztársaság Square in District VIII, and we registered ourselves into the upcoming stages of the commenting procedure.
- June We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the real property with the topographical lot number 136943 situated along Rózsaszál Street – Tiszaörs Street and the real property with the topographical lot number 136809 situated along Rózsaszál Street – Fuváros Street, in District IX and District XVII.
- June We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area bordered by Kőérberki Road – Pöfeteg Street – Repülőtéri Road in District XI.
- June We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area bordered by Motorway M1-M7– Lapu Street – Jégcsap Street – Balatoni Road – Poprádi Road – Kőérberki Road in District XI.
- July We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area bordered by Kelenföld Railway Station and its neighbourhood in District XI.
- July We sent a letter to the Urban Development and Cityscape Protection Committee of the Budapest General Assembly, the Budapest Metropolitan Chief Architect and the Environmental Protection Department of the Budapest Mayor's Office concerning the experience we gained in the public hearing held in connection with the supplementation to the environmental impact assessment of the plan for the Gellért Hill Funicular.
- July Based on reports received from local residents, we sent a letter requesting assistance from the Environmental Protection Department of the Budapest Mayor's Office and the Budapest Metropolitan Chief Architect in order to halt the progress of the plans for designating a bobsleigh run in the environs of Normafa in Budapest's District XII.
- August We submitted our comments to the Budapest Metropolitan Chief Architect's Office about the conciliatory working paper for the study titled "Elaboration of a metropolitan regulation on the maintenance of biological activity value levels".
- August We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area with the topographical lot number 1236/17, situated to the south of the Airport in District XI.

- August We submitted our preliminary comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the plot with the topographical lot number Bóbita Street 20023/9 and its neighbourhood, situated on the site of the former Budai Nagy Antal Military Barracks in District III, and we registered ourselves into the upcoming stages of the commenting procedure.
- August We sent a letter to the Transport Department of the Budapest Mayor's Office, requesting them to coordinate the traffic diversions required during the reconstruction of Bercsényi Street in connection with the Újbuda City Centre project.
- September We submitted to the Budapest Mayor's Office our comments on the strategic plan of Margaret Island.
- November We sent a letter to the Budapest Metropolitan Chief Architect about the problems concerning the definition of the term "District Regulatory Plan" and its practical application.
- November We submitted our comments to the Budapest Metropolitan Chief Architect's Office concerning the re-zoning impact assessment for the area situated in the neighbourhood of Remetehegyi Road and Bécsi Road in District III.
- November In our letter sent to the Public Utilities Department of the Budapest Mayor's Office we requested information about the Central Sewage Treatment Plant of Csepel District.
- December At the Budapest Metropolitan Chief Architect's Office, we announced our intention to keep participating in the future, too, in the conciliatory procedures to be organized by the Office.

Participation in the conciliatory procedures of district regulatory plans, organized by Budapest's district municipalities; letters sent regarding this subject in 2008

District I

- June We sent a request to the district mayor concerning the building-up plan of the plot situated at 29, Naphegy Street.
- August We submitted our comments to the Chief Architect regarding some specific items included in the amendment of the Building Code of District I planned for the year 2008.

District II

- January We issued a position statement for the reconciliatory discussion related to the regulatory plan of the area bordered by Kossuth L. Street – Rákóczi Street – Zrínyi Street – Petőfi Street.
- May We provided our preliminary opinion concerning the district regulatory plan of Pesthidegkút Ófalu, currently under preparation.
- July We provided our preliminary opinion concerning the district regulatory plan of the Buda-side head of Margaret Bridge.
- August We commented on the district regulatory plan applicable to the block bordered by Fekete Sas Street – Bem József Square – Bem József Street – Tölgyfa Street.
- August We commented on the district regulatory plan applicable to the so-called Apácaföldek area situated at the end of Szépvölgyi Road; then, we also provided our position statement in writing for the reconciliatory discussion.
- September We commented on the district regulatory plan, currently under preparation, for Pesthidegkút's Ófalu area.

District III

- May We provided our preliminary opinion for the district regulatory plan applicable to the „Északi Városkapu” (“Northern City Gate”) area.

District VII

- August We commented on the draft version of the Rehabilitation Regulatory Plan of Inner Erzsébetváros District.

District VIII

May We sent information to the district mayor about the current status of our lawsuit pending in connection with the underground car park planned to be constructed under the Garden of the National Museum.

District XI

January We commented on the amendment of the district regulatory plan applicable to Albertfalva City Centre.

January We requested the district notary to order dust contamination measurements because of the transportation activities related to the construction project on the Skála plot.

February We commented on the district regulatory plan of the area bordered by Hunyadi János Road – Dr. Papp Elemér Street – Danube River.

March We commented on the district regulatory plan of the area bordered by Budafoki Road – Október 23-a Street – Bercsényi Street – Karinthy Road.

March We filed a petition to the district chief architect, the competent deputy mayor and the chairman of the Town Management Committee, requesting a reduction of the building-up parameters applicable to the area bordered by Október 23-a Street – Fehérvári Road – Váli Street – Bercsényi Street.

March We commented on the district regulatory plan of the area bordered by Rodostó Street – Nagyszében Street – Beregszász Road – Névtelen Street.

April We commented on the district regulatory plan of the area bordered by Szerémi Road – Dombóvári Road – Nádorliget Street – Prielle Kornélia Street.

April We commented on the district regulatory plan of the area bordered by Péterhegyi Road – Bódog Street – Balatoni Road – tramway track.

May We commented on the district regulatory plan of the area bordered by Bartók Béla Road – Csóka Street – railway track.

June We filed a petition to the district mayor, to the faction heads of the municipal council and to the deputy mayors, requesting a reduction of the building-up parameters applicable to the area bordered by Október 23-a Street – Fehérvári Road – Váli Street – Bercsényi Street.

July We commented on the district regulatory plan of the area bordered by Fehérvári Road – Zsombor Street – Albert Street – Csurgói Road.

October We commented on the district regulatory plan of the area bordered by Fehérvári Road – Zsombor Street – Albert Street – Csurgói Road.

October We repeatedly submitted to the deputy mayor responsible for environmental protection matters our position statement issued in 2003 about the land use concept plan of the “Nyugati Városrész” (“Western Quarter”) area.

District XII

February We enclosed to our letter submitted to the Budapest Metropolitan Chief Architect the comments made by local civil organizations, in which they requested to stop the progress of forest clearing plans in Budapest's District XII, specifying in detail the target areas spotted by the District Municipality.

October We commented on the modification of the regulatory plans and the building code applicable to District XII, and we also participated in the related conciliatory discussions organized by competent specialized authorities.

District XIII

January We commented on the district regulatory plan of the area bordered by Frangepán Street – Úteg Street – Petneházy Street – Hajdu Street.

January We commented on the district regulatory plan of the area bordered by Kámfor Street – Béke Street – Rákospalotai Road – Nővér Street.

February We commented on the district regulatory plan of the area bordered by Madarász Viktor Street – Szekszárdi Street – Tomori Street – Berettyó Street.

May We commented on the district regulatory plan of the area bordered by Reitter Ferenc Street – Frangepán Street – Szent László Street – Petneházy Street, and we also provided our position statement for the reconciliatory discussion.

July We submitted our preliminary comments on the district regulatory plan of the area bordered by Pozsonyi Road – Ipoly Street – Kárpát Street – Victor Hugo Street, and we registered ourselves into the upcoming stages of the conciliatory procedure.

July We commented on the district regulatory plan of the area bordered by Váci Road – Apály Street – Angyalföldi Road – Dunyov Street.

July We commented on the district regulatory plan of the area bordered by the Danube River – Vizafogó Street – Népfürdő Street – Árpád Bridge northern exit.

August We commented on the district regulatory plan of the area bordered by Esztergomi Road – Dagály Street – Esztergomi Road – Róbert Károly Boulevard.

October We commented on the district regulatory plan of the area bordered by Váci Road – Árbóc Street – Esztergomi Road – Róbert Károly Boulevard, and we also provided our relevant comments to the district mayor.

November We commented on the district regulatory plan of the area bordered by Pozsonyi Road – Ipoly Street – Kárpát Street – Victor Hugo Street.

District XIV

January We sent a letter to the district mayor, the chief architect and the notary in connection with the district regulatory plan of the area bordered by Mexikói Road – Erzsébet királyné Road – Columbus Street – approach section of Motorway M3.

District XV

- February We sent a letter to the district mayor because as a result of the closure of some nursery schools, the children affected would be redirected into a nursery school situated next to Motorway M3, and thereby they would be exposed to much more air pollution.
- March We commented on the district regulatory plan, now under preparation, for the area bordered by Újpalota-Park Town, Szentmihályi Road – Rákospalota Boundary Road – public area with the topographical lot number (9115) – Hűtő Street – Késmárk Street – forest area.
- April We submitted our preliminary comments on the district regulatory plan, now under preparation, for the area bordered by Károlyi Sándor Street – Anyácska Street – Pisztráng Street – Énekes Street – Csobogós Street – Közvágóhíd Street, and we registered ourselves into the upcoming stages of the procedure.
- August We submitted our preliminary comments on the modification of the Town Development and Building Code of Rákospalota, Pestújhely and Újpalota Districts in terms of É4/XV coded garden-city-type residential zones, as approved by municipal decree No. 11/2008 (V. 15.) Ök.R., and we registered ourselves into the upcoming stages of the procedure; then, we also provided our position statement for the reconciliatory discussion.
- August We commented on the district regulatory plan, now under preparation, for the area bordered by M0 ring road – existing track of the Rákospalota Boundary Road – Szentmihályi Road – ETG zone.
- September We commented on the district regulatory plan, now under preparation, for the area bordered by Wesselényi Street – Vasutastelep Street – Széchenyi Road – M3 highway – Kazán Street – Rákos Road.
- October We submitted our preliminary comments on the Long-Term District Development Concept applicable to the district's entire administrative area; and we registered ourselves into the upcoming stages of the procedure.

District XVI

- January Prompted by complaints of local residents, we requested information from the district mayor about the new residential parks constructed or planned to be constructed in the district.

District XVIII

October, November, December:

Since the Public Administration Office appointed District XVIII to act as the competent building authority dealing with the plans of KÖKI Center in Kispest District, we exchanged letters with the district notary about the violations of laws and statutes observed in the course of the construction work.

District XXI

- October We commented on the regulatory plan of Csepel District's Cemetery and its neighbourhood.

December We submitted our preliminary comments on the district regulatory plan, now under preparation, for the area bordered by Ráckevei (Soroksári) Danube branch – Gubacsi Bridge – Duna Street – Ady Endre Road – Suburban railway (HÉV) embankment – area with the topographical lot numbers (209947m, 209973, 209997/2) in North(-East) Csepel, and we registered ourselves into the upcoming stages of the procedure.

December We submitted our preliminary comments on the district regulatory plan, now under preparation, for the area bordered by Szent István Road – Béke Square – Völgy Street – Erdőalja Road, and we registered ourselves into the upcoming stages of the procedure.

Our participation in settlement development procedures of municipalities in the country, and our related correspondence:

We provided our comments concerning the Long-Term Urban Development Concept of **Szeged**. (January)

We commented on the revision of the Local Building Code of **Budakeszi**, and we sent our position statement for the reconciliatory discussion. (January)

We commented on the amendment of **Piliscsaba** Iosephinum's regulatory plan. (April)

We commented on the Municipal Development Concept of **Piliscsaba**. (July)

We commented on the building code of **Üröm**, and on the regulatory plan of the area situated to the north of Rókahegyi Street (August); and we also provided our position statement for the reconciliatory discussion. (August)

Our achievements in safeguarding Hungary's arable lands are manifested in the decisions of the environmental protection authorities, which contain references to the relevant opinions of Clean Air Action Group. It is not by accident that our stance in these matters always coincides with the intention of the affected local governments and inhabitants. For example:

- An enlargement by 47 hectares of the gravel-pit "Délegyháza XVI" was rejected by the Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management. We participated in the commenting procedure.
- The Middle-Danube-Valley Inspectorate for Environmental Protection, Nature Conservation and Water Management requested Clean Air Action Group – as a client participating in the procedure – to declare whether it consents or not to the suspension, upon the request of the mining enterprise, of the environmental protection procedure of a 126-hectare gravel-pit designated as "Délegyháza XIX". Such suspension of the procedures is usually requested with the aim of changing the opinion of municipalities and land registry offices through "persuasion". (We did not give our consent to it.)
- 240 hectares of arable lands were saved on the plots with the topographical lot numbers Áporka 023/5-7, 023/9-29, 023/31-37, 023/39-42, and Kiskunlacháza 0439/12-34, 0439/44, 0439/48-73. Clean Air Action Group also participated in the commenting procedure of the relevant gravel-pit opening application. The application was rejected by the environmental protection authorities both in the first and in the second instance.
- We joined forces with the experts of the Kiskunság National Park and the Hungarian Ornithological Society against the gravel-pit opening application for a 82-hectare gravel-pit designated as "Kiskunlacháza IX". We managed to save 23.5 hectares of land by virtue of the environmental protection authority's decision in the first instance.
- When rejecting the gravel-pit opening application for a 24-hectare gravel-pit designated as "Majosháza IV", the environmental protection authority also referred to the opinion of Clean Air Action Group in the justification provided for its rejection decision.
- Similarly, the opinion of Clean Air Action Group was also mentioned in the justification provided for the refusal of the pit opening application which targeted a 28-hectare site with the topographical lot number 0501, situated near the Landscape Protection District of Ócsa.
- It was Clean Air Action Group that called the attention of local civil organizations to the gravel-pit opening plan aiming to acquire 50 hectares of land on the outskirts of Sződliget and Csörög. In addition to the opinion of municipalities affected by the plan, Clean Air Action Group and Tiszta Forrás Szövetség (Clear Spring Association) were also referred to in the justification provided for the environmental protection authority's resolution.

Summing up the foregoing: in the year 2008, more than 500 hectares of arable lands were saved from destruction through our contribution.

With respect to settlement development plans, we have recently experienced a favourable shift towards environmental protection in the approach of planning institutions and chief architect's offices in those districts of Budapest where we have been regularly participating in various procedures. Nevertheless, this change for the better is still not enough to fight the maximalism of building investors.

- In our case (dragging on for more than 3 years) concerning the "KÖKI Center", planned to be constructed near the Kőbánya-Kispest metro terminal with a floor area of 180 thousand square metres, we won a lawsuit against the plans in the environmental protection procedure. The Budapest Metropolitan Court ordered the environmental protection authority to conduct a new procedure. We were assisted by extremely active support from local residents.
- As regards the monster called "Újbuda City Centre", planned to be constructed in the area bordered by Bercsényi Street – Váli Street – Kőrösy József Street – Október 23-a Street in District XI, we managed to narrow down the project's outline by 5 metres already in the procedure conducted in 2002, creating thereby more space between the new building and the existing row of residential buildings on the other side of the bordering streets. Having lodged an appeal against the environmental protection permit, in 2008 we were able to force the building investors to make further concessions and commitments in favour of local inhabitants.
- Through our participation in the environmental protection procedure concerning the "Árkád 2" Shopping Mall in Kőbánya District, we managed to oblige the building investors to make significant commitments for creating more green surfaces.
- It was thanks to Clean Air Action Group's participation in the relevant environmental protection procedure that the Municipality of Zugló District gained a favourable position vis-à-vis the building investor, and so it was able to demand more green surfaces in the building plans of the city centre and to force the investor to render the plans less shopping mall centred and more acceptable in terms of landscape protection.
- Based on the appeal lodged by Clean Air Action Group, the National Inspectorate for Environment, Nature and Water ordered a new procedure in the environmental impact assessment of the Gellért Hill Funicular. Thanks to this intervention, the plan was supplemented by several new assessment aspects, with increased focus on wildlife protection and landscape protection.
- In the re-zoning procedure conducted by the Budapest Metropolitan Chief Architect's Office, we managed to achieve that the plan of the "Északi Városkapu" ("Northern City Gate") area in District III specify a lower floor area indicator for most of the project's institutional zone.
- As a result of our appeal and our arguments put forward in the related conciliatory discussions organized by competent specialized authorities, the environmental protection authority decided that it was not enough to carry out a preliminary environmental assessment for evaluating and judging the feasibility of the underground car park of Bocskai Road, but an environmental impact assessment was also required.
- In connection with the plan for an underground car park in József nádor Square, upon our appeal the environmental protection authority ordered a new procedure. In the course of this procedure, the anticipated conditions and circumstances will be more thoroughly considered from a professional viewpoint.
- We are also participating in the environmental protection procedure of the planned "Álomsziget" ("Dream Island") project, envisaging a huge building complex on Óbuda

Island. In the discussion organized by competent specialized authorities, we demanded that the project's possible impacts be assessed in a more detailed and comprehensive manner. The environmental protection authority ordered an environmental impact assessment, which would also clarify the rheological effects, in view of the Danube River's role as a ventilation channel.

- In the course of commenting on the local building code of District VIII, we managed to achieve that the Budapest Metropolitan Assembly adopt a separate and appropriate regulation for the area of the Museum Garden.

Annual Financial Report of Clean Air Action Group about the Year 2008

BALANCE SHEET

ASSETS		data in thousand HUF	
Denomination	Previous year	Year under review	
A. Fixed assets	387	711	
I. Intangible assets	0	144	
II. Tangible assets	387	567	
III. Investments	0	0	
B. Current assets	13 075	25 374	
I. Stocks	0	0	
II. Receivables	3 953	5 574	
III. Securities	0	0	
IV. Liquid assets	9 122	19 800	
C. Prepaid expenses and accrued income	4 820	713	
Total assets	18 282	26 798	

LIABILITIES		data in thousand HUF	
Denomination	Previous year	Year under review	
D. Equity	13 162	8 408	
I. Initial capital / Subscribed capital	0		
II. Changes in capital / Earnings	25 134	13 162	
III. Earmarked reserve	0		
IV. Valuation reserve	0		
V. Earnings from public benefit activities in the year under review	-11 972	-4 754	
VI. Profits on business activities in the year under review	0	0	
E. Provisions			
F. Liabilities	563	3 852	
I. Subordinated liabilities	0		
II. Long-term liabilities	0		
III. Short-term liabilities	563	3 852	
G. Accrued expenses and deferred income	4 557	14 538	
Total liabilities	18 282	26 798	

PROFIT AND LOSS STATEMENT

data in thousand HUF

Denomination	Previous year	Year under review
A. Total revenues from public benefit activities	59 254	65 168
1. Subsidies received for public benefit operation	4 121	2 593
a) from founder	0	
b) from the state budget	4 121	2 593
c) from local governments	0	
d) other		
2. Subsidies won through competitions	24 553	22 049
3. Revenues from public benefit activities	25 247	39 170
4. Revenues from membership fees	4 272	193
5. Other revenues	1 061	1 163
B. Revenues from business activities	0	0
C. Total revenues (A+B)	59 254	65 168
D. Expenditures on public benefit activities	71 226	69 922
Material-type expenditures	27 314	25 199
Payments to personnel	32 442	38 068
Depreciation	2 493	485
Other expenditures	3 763	6 170
Expenditures on financial transactions	0	0
Extraordinary expenditures	5 214	0
E. Expenditures on business activities	0	0
Material-type expenditures	0	0
Payments to personnel	0	0
Depreciation	0	0
Other expenditures	0	0
Expenditures on financial transactions	0	0
Extraordinary expenditures	0	0
F. Total expenditures (D+E)	71 226	69 922
G. Profit on business activities before taxation (B-E)	0	0
H. Tax payable	0	0
I. Profit on business activities in the year under review (G-H)	0	0
J. Earnings from public benefit activities in the year under review (A-D)	-11 972	-4 754

data in thousand HUF

Information data	Previous year	Year under review
A. Payments to personnel	32 442	38 068
1. Payroll	20 637	24 781
out of that: - fees for commissioned work	0	0
- honorariums	0	0
2. Other payments to personnel	4 863	5 044
3. Social security and other charges on wages	6 942	8 243
B. Subsidies granted by the organization	3 524	6 100
Partner participating in the PHARE programme	1 324	0
Subsidies to other specialized programmes	2 200	6 100

Statement of the amount and use of budgetary subsidies in 2008

data in thousand HUF

Entity granting the subsidy	Amount of subsidy brought forward from 2007	Amount of subsidy in the year under review	Amount of subsidy carried forward to 2009	Target	Amount used in the year under review	Used in 2007	Carried forward to 2009
State budget							
Environment Protection Fund		1 428	923	STOP SMOG! – Cooperation for cleaner air in Budapest. K 36-08-00036A	505		923
Environment Protection Fund		1 572	695	Interests of a breathing city in the urban development procedures. Safeguarding biologically active green areas of cityscape and environmental protection importance in Budapest and its agglomeration. K 36-0-00087A	877		695
Environment Protection Fund		1 722	862	Assertion of environmental protection criteria in individual and community decisions. K 36-08-00135A	860		862
National Development Agency EEA Norwegian Fund		6 126	6 126	"Green budget reform for the environment". F-66-07-00047	0		6 126
National Civil Fund	186			Subsidy for operation. NCA-ORSZ-07-P-1148	186		
National Civil Fund	40			Cooperation with European environmental protection organizations. NCA-NK-07-A-P-0316	40		
National Civil Fund	500			Environmental protection in Hungarian. NCA-NK-07-C-P-0427	500		

National Civil Fund	150			Facilitating civil participation in EU decision-making processes concerning environmental protection. NCA-NK-07-D-P-0218	150		
National Civil Fund	890			Supporting the conditions of a participatory democracy and the system of democratic institutions. NCA-ÖNSZ-07-B-P-0046	890		
National Civil Fund	300			Facilitating the dissemination and transposition of international experience in Hungary; supporting environmental protection knowledge and training to assist international activities. NCA-NK-07-B-P-0219	300		
National Civil Fund	430			Facilitating the interest enforcement of towns and villages in the Hungarian Plain region. NCA-CIV--07-B-P-0056	430		
National Civil Fund	230			Presence. NCA-NK-07-E-0137	230		
National Civil Fund	617			Supporting the creation and development of journals and periodicals. NCA-CIV-07-F-P-0249	617		
National Civil Fund		6 300	1 361	Subsidy for operation. NCA-ORSZ-08-0385	4 939		1 361
National Civil Fund		2 363	2 019	Publishing the journal titled "Lélegzet", and substantially expanding its readership. NCA-CIV-08-E-P0130	344		2 019
National Civil Fund		800	0	Cooperation with European environmental protection organizations. NCA-NK-08-A-P-0337	800		0

National Civil Fund		980	60	Incorporating the Aarhus Convention's requirements into the practice and operation of civil organizations. NCA-NK-08-B-P-0273	920		60
National Civil Fund		240	240	Active participation as members in international organizations. NCA-NK-08-E-P-0101	0		240
National Civil Fund		2 269	0	Let us protect the remaining green areas in Budapest and its agglomeration. NCA-ÖNSZ-08-A-P-0009	2 269		0
National Civil Fund		1 272	0	Interest enforcement of agricultural producer plot-owners in the environmental impact assessment procedures of gravel-pit opening applications. NCA-CIV-08-B-P-0067	1 272		0
National Civil Fund		600	0	Stricter EU regulation concerning the distance-based road charge of heavy trucks. NCA-NK-08-D-P-0129	600		0
Ministry of Social Affairs and Labour		939		Operation of the consumer protection advisory office. FV-II-07-C-0014	939		0
State budget in total	3 343	26 611	12 286		17 668	0	12 286

Itemization of revenues and subsidies received in 2008

Source of revenue	Target	thousand HUF
State budget	Itemization in the table describing budgetary subsidies	17 668
Pesticide Action Network Germany	Drawing the general public's attention to pesticide residues	1 032
Exiopol		2 310
Nadace Partnerstvi		1 040
Grants from legal entities		32 673
Grants from private persons		305
1% of personal income tax	In accordance with Act CXXVI of 1996	2 316
Membership fees		193
Studies, publications		5 200
Expert work, counselling		903
T-shirt		13
Refund by the Labour Centre		277
Refund of travel costs		1 038
Interests received		87
Other revenues		114
Total revenues		65 169

Statement of the use of assets in 2008

data in thousand HUF

Denomination	Previous year	Year under review
I. Initial capital / Subscribed capital	0	0
II. Changes in capital / Earnings	25 134	13 162
III. Earmarked reserve	0	0
IV. Valuation reserve	0	0
V. Earnings from public benefit activities in the year under review	-11 972	-4 754
VI. Profit on business activities in the year under review	0	0
Equity	13 162	8 408

data in thousand HUF

Denomination	Previous year	Year under review
Intangible assets	0	144
Tangible assets	1 845	567
Fixed assets	1 845	711

Statement of benefits granted to leading officers in 2008

data in thousand HUF

Denomination	Wage, fees for commissioned work	Other benefits	Total
President	2400	267	2667
Vice-Presidents	2012	229	2241
Presidium member	1155	219	1374
Total	5567	715	6282

Statement of earmarked grants in 2008

data in thousand HUF

Amount of re-transferred subsidies:

6 100

Work Plan of Clean Air Action Group (Hungary) for the Year 2009

I. General

1. We will work continuously for the implementation of the goals set by the National Meetings of Hungarian Environment and Nature Protection NGOs. From among these goals, we believe that the ones accepted unanimously by the 15th National Meeting of Hungarian Environment and Nature Protection NGOs (held in March 2005 in Zalaegerszeg) and formulated in the position statement titled „Expectations of Non-Governmental Organizations from the Government of the Republic of Hungary between 2006 and 2010 to Ensure Sustainable Development” (see: <http://www.levego.hu/kormany/elvarasok2010.pdf>) are particularly important.
2. We will enhance our educational activities towards the general public, the media and the decision-makers. Within this field it is a priority task to ensure that our monthly electronic newsletter "Lélegzetnyi" ("Breathful") assists readers in finding orientation in current environmental issues. We will significantly expand the readership of our newsletter. Main target groups of the newsletter are the media, students of higher education institutions, politicians, middle-level business managers, experts specialized in environmental issues and non-governmental organizations.
3. On Tuesdays between 4 p.m. and 6 p.m. we will offer an opportunity for representatives of our member organizations and our Board of Experts to meet and exchange experience in our Office. If arranged in advance, such meetings may also be held at other times.
4. We will monthly or bimonthly publish Clean Air Action Group's Circular for member organizations and members of the Board of Experts.
5. We will significantly increase the number of our member organizations.
6. In subject matters related to our scope of activities, we will take part in legislation procedures.
7. We will keep regular contacts with relevant EU institutions.
8. We will maintain continuous relations with officials of the competent ministries and other authorities.
9. We will pay special attention to questions of public health and environmental sanitation, as well as to the environmental quality of Hungarian towns and villages.
10. We will address environmental problems related to sports.
11. We will maintain and operate our Environmental Advisory Office.
12. In order to encourage the exchange of opinions and information, we will organize professional and other events.
13. Directly and through our member organizations, we will keep monitoring the environment protection programmes of local governments, as well as the planning and implementation thereof.
14. At least once a year we will convene the meeting of Clean Air Action Group's Board of Experts.
15. We will provide professional assistance for the implementation of environmental educational and school programmes.
16. In our Circular, we will give an account of each of our official visits abroad.
17. We will lay great emphasis on organizational development questions.
18. We will update our website on a continuous basis, and we will keep posting there our materials of public interest.

II. State budget and taxation system

1. We will continue our professional and educational work in order to make the Hungarian state budget and taxation system more environment-friendly.
2. We will elaborate our alternative state budget proposals for the year 2010.
3. We will continue our work aiming at the preparation of a register, as accurate as possible, listing state subsidies granted to activities causing serious environment pollution and damage to human health. We will participate in the related professional and educational work.
4. We will continuously monitor the use of funds under the scope of authority of the Ministry of Environment and Water, and we will make recommendations if necessary.
5. We will closely cooperate with Hungarian and foreign organizations and individuals who work for the implementation of the green budget reform. Within this field of activity, we will continue to participate actively in the campaign of the European Environmental Bureau (EEB) for an environmental fiscal reform. We will also contribute effectively to the implementation of the European Green Budget Project.
6. Within the framework of Exiopol, a priority research programme of the EU, we will take part in the assessment of environmental externalities. (This pioneering research programme attempts to elaborate a methodology at micro, sectoral and macro levels for the determination of the value of environmental damage, because at present the economic decision-making system is not yet capable of handling such environmental externalities.)
7. We will take part in the editing and distribution of the *Green Budget News* electronic newsletter published by Green Budget Germany (FÖS).

III. Transport

1. We will organize a campaign aiming to improve and make more environmentally-friendly the transport of Budapest.
2. We will urge a lasting solution to the funding problems of public transport, and we will elaborate proposals to that end.
3. We will urge that the Budapest Transport Association should be established as soon as possible in a true and fully-fledged manner.
4. We will take steps to ensure that the facilities connected to Budapest's planned 4th metro line are constructed in the most favourable manner possible from environmental protection, economic and transport aspects alike.
5. We will keep on working for a more efficient application of truck drive-in fees in Budapest, for the soonest possible introduction of the congestion charge, as well as for the transformation of the Hungarian capital's car parking system.
6. We will continue our drive to improve railway transport.
7. We will continue our campaign titled "Rails will endure more!" with a view to diverting an increasing part of freight transportation from roads to railways, and we will advocate the wider use of combined freight transportation.
8. When invited, we will participate in forums organized by the Hungarian State Railways Co., and we will speak up for the environmentally-friendly modes of transport.
9. We will continue our educational activities to make the external costs of transport known, and we will urge that these costs should gradually be built into the prices, with special regard to heavy trucks.
10. We will monitor the activities of the Hungarian Parliament, the Government, local governments and regional development councils in the field of transport; we will

express our views and will work out recommendations in questions involving environment protection.

11. We will assist in strengthening public participation in decisions related to transport. Within that, we will participate in interest reconciliation discussions held with the Ministry of Economy and Transport, and we will urge that the work of the Budapest Transport Forum should be restarted.
12. We will pay greater attention to the protection of green areas, with special regard to flora damage caused by motorized road vehicles and to land occupation by transport.
13. We will continue our activities to facilitate urban traffic calming, and within that especially to promote the introduction of 30 km/h speed limit zones, as well as to improve in general the conditions for pedestrian traffic. We will perform educational work aiming to cut back on the use of cars.
14. We will enhance our cooperation with cycling organizations to ensure better conditions for bicycle traffic.
15. Cooperating internationally, we will make efforts to attain that the development of railways is given preference instead of constructing new motorways in Hungary, and that the funds earmarked for huge road construction projects are rather spent on the efficient operation, maintenance and renovation of the existing transport networks.
16. Also by attracting public attention and through awareness raising, we will strive to restrict the fragmenting and landscape destroying effects of road construction projects, with special regard to road No. 10 and motorway M0. We will monitor plans related to motorway constructions by taking into consideration the environment and health protection viewpoints of the affected population and area. We will initiate and support legal proceedings, if necessary.
17. We will monitor the regional development policies of the Government and local governments, with special attention to the development of transport. We will evaluate the results on a continuous basis, and will forward our comments and suggestions to those concerned.
18. We will advocate the elaboration of transport and environment protection Technical Directives for the planning of shopping malls, petrol stations, underground car parks and other facilities attracting a lot of traffic.
19. In both Budapest and other Hungarian cities, we will actively participate in the organization and arrangement of events and programmes of the European Mobility Week and the European Car-Free Day.
20. We will urge immediate revision of the concept on the development of regional airports and full abolition of all state support for such purposes.
21. We will work for a substantial reduction of road salting and for the application of other methods to prevent slippery road conditions in the winter.
22. We will expand and intensify our international relations, especially with the European Federation for Transport and Environment (T&E) and its member organizations, as well as with the Institute for Transport and Development Policy (ITDP).

IV. Regional development; housing and construction

1. We will advocate the reform of Hungarian regional planning procedures and building procedures with a view to ensuring a better enforcement of public interests and sustainable development.
2. We will promote the elaboration of a system of economic incentives and regulations contributing to sustainable regional development. We will endorse and propagate the activities of local governments which have put into practice the principles of

sustainability. We will assist them in their efforts to raise the funds necessary for such work.

3. We will continue to comment on development plans and other development projects of local governments. We will keep registering our intention to take part in commenting procedures related to the impact assessments of major investment projects.
4. We will pursue our programme aiming for the renewal of deteriorated parts of towns and villages, and for the revitalization of cities. We will facilitate cooperation between local governments, businesses and local residents. We will urge that the required state funds should be allocated for the revitalization.
5. We will promote the protection of trees and green areas in and around settlements. We will encourage the creation of new green areas. We will urge that regulations and requirements applicable to the protection of trees are made even stricter.
6. We will make efforts to enforce environmental protection considerations in housing policies. We will support the promotion of energy-saving building renovations.
7. We will urge that a medium-term (5 to 10 years) programme should be elaborated in order to make district heating competitive, and that the programme should be implemented as soon as possible.
8. We will continue our awareness-raising activities concerning the improvement of urban micro-climates. We will initiate that urban climate assessments are made compulsory in order to ensure better environmental conditions for urbanized areas.
9. We will assist local NGOs and groups of residents in their efforts for a better environment and for aesthetic public places.
10. We will make efforts to enhance the standard of landscape protection and visual culture.
11. We will contribute to improving the sustaining capability of rural areas and to strengthening the second pillar of the agrarian sector.
12. We will take steps to protect drinking water bases at the national level, and particularly in the area of the Budapest Agglomeration.
13. We will promote the preservation of watersides for the general public, and we will strive to improve the environmental condition of live waters and their watersides.
14. Vis-à-vis competent ministries, we will use expert arguments to substantiate the importance of protecting Hungary's arable lands and mineral resources. With a view to putting an end to the wasteful management of such resources, we will urge that the rate of mining taxes should be substantially increased and the secondary utilization of construction materials obtained from demolition should be supported.

V. Climate protection and energy policy

1. We will monitor key climate policy developments in the European Union, with special regard to energy taxes and greenhouse gas emission rights trading.
2. We will continue our professional and educational activities, with a focus on energy saving and the enhancement of energy efficiency. Our main objective is to ensure that energy efficiency improvement be jointly motivated by energy prices and various forms of subsidies.
3. We will endorse the implementation of competitive and environmentally sound heating systems, with special regard to district heating.
4. We will advocate stronger public participation in decisions concerning energy policy. Within that, we will keep playing an active role in the Energy Interest Representation Council.
5. We will encourage the wider use of cogeneration (CHP), the establishment of decentralized energy supply systems and the utilization of renewable energy sources in

a manner which contributes to expanding employment and which fits in well with the natural endowments of Hungary.

6. We will participate in the European Climate Foundation's Central and Eastern European programme.

VI. Air quality protection

1. We will take steps in order to cut down industrial air pollution sources, including power plants and waste incineration works.
2. We will keep highlighting the problem of transport-induced air pollution.
3. We will monitor the European Union's legislation process related to air quality (CAFE), and we will make Hungarian NGOs and decision-makers acquainted with it.
4. We will further develop the www.tiszta.levego.hu website.
5. We will advocate solving the problems related to allergenic substances, with special focus on prevention.

VII. Chemical safety – chemicals policy

1. In cooperation with Hungarian (e.g. the National Society of Hungarian Conservationists) and international (e.g. EEB, IPEN) non-government organizations, we will actively participate in the international campaign related to the European Union's new regulations on chemicals.
2. We will participate in the joint campaign of PAN Europe and EEB for a better pesticide regulation.
3. We will cooperate with PAN Germany concerning the problem of pesticide residues in foods.
4. We will work to raise public awareness of the need to employ environmentally sound technologies instead of using building materials that pose hazard to both the environment and human health.
5. We will continue with the analysis of the environmental and health impacts of the Hungarian pesticide use and authorization practice.
6. We will participate in the work of the Hungarian Pesticide Authorization Conciliatory Council.
7. We will organize trainings about the sustainable use of pesticides, with special attention to environmental and healthcare considerations.
8. Each month we will publish our chemicals newsletter to supply information to Hungarian citizens.
9. In cooperation with the National Society of Hungarian Conservationists, we will maintain our website dealing with the hazards of chemicals (www.vegyszerakcio.hu).

VIII. National Development Plan

1. We will actively participate in the preparatory work of the New Hungary Development Plan, and we will comment on various documents pertaining to the Plan.
2. We will continue with our awareness-raising activities so that Hungary can meet as efficiently as possible the Lisbon Objectives (competitiveness and job creation) and the Göteborg Objectives (sustainable development): we will recommend that in the period between 2007 and 2013 the largest possible portion of the projects should serve education, research and development, as well as the revalorization of Hungary's existing values (biodiversity, arable lands, cultural heritage, social cohesion and mobility).

IX. Civil cooperation

1. We will improve our cooperation with other Hungarian environment and nature protection organizations, and with other NGOs.
2. We will enhance our cooperation with foreign environment and nature protection NGOs, especially with movements working in the European Union.
3. We will provide support and assistance to our member organizations in their fund-raising efforts and their participation in grant competitions.
4. We will take part in the work of the National Civil Fund.
5. We will play an active role in the 20th National Meeting of Hungarian Environment and Nature Protection NGOs. We will take part in the programmes and the organization of several Noted Day events, with particular focus on the European Mobility Week.

Comparison of expenditures in 2008 and planned expenditures for 2009

data in thousand HUF

Costs and expenditures	Minimum plan for 2008	Actual amount of 2008	Planned amount for 2009
Energy	272	259	290
Food	0	15	60
Detergents	16	8	15
Office supplies	600	545	650
Toiletries	0	7	7
Office materials	0	4	0
Materials used up within a year	600	195	1 539
Transport and loading/unloading	210	107	260
Rental charges	4 350	4 006	4 000
Maintenance	195	93	100
Advertisement	650	396	400
Education	160	144	175
Travel expenses and allowances	3 250	3 100	3 100
Newspapers, books	752	471	471
Postage	525	637	500
Telephone	1 463	1 604	1 700
Internet	904	712	700
Photocopying	60	20	80
Office management services	0	1 155	1 440
Printing	3 260	2 636	4 440
Graphic design and work	328	175	260
Editing	1 966	1 585	350
Website development	400	90	1 400
Events and functions	420	0	6 900
Newspaper articles	250	451	300
Experts' activities	1 710	1 873	2 200
Photos, illustrations	60	1	0
Counselling	600	0	0
Measurements	0	0	6 050
Computer-related services	1 540	72	300
Other used services	1 930	483	300
Fees and dues to authorities, expenses of litigation	1 945	166	50
Lawyers' honorariums	0	1 650	4 000
Expert counselling, technical translation, copy editing	0	1 641	350
Insurance premiums	38	77	24
Banking costs	435	360	410
Membership fees	230	269	300
Various other costs	480	192	100
Wages	24 228	24 781	26 800
Other payments to personnel	5 160	5 044	4 700
Social security and other charges on wages	8 058	8 243	9 200
Depreciation	980	484	752
Re-transferred subsidies (Lélegzet Foundation)	0	6 100	12 000
Other expenditures	240	72	200
Total costs and expenditures	68 265	69 923	96 873
Accrual of costs, 2009	0	0	15 500

Accumulation (purchased tangible assets)	0	0	389
Total expenses	68 265	69 923	112 762

Revenues of the planned 2009 budget

data in thousand HUF

Opening sum of funds on 1st January 2009 (bank and cash)	19 800
Denomination of revenue source	Revenue plan
Accruals from 2008	14 538
Ministry of Environment and Water, "Small Norwegian Fund" 2008	6 126
Norwegian Civil Fund 2009	3 490
Environment and Water Fund, Green budget reform	3 654
Environment and Water Fund, For a liveable city	2 115
Environment and Water Fund, Safe plant protection	2 473
Environment and Energy Operational Programme, Chemicalized world	9 130
Ministry of Environment and Water, Minister's appropriation for supporting the National Meeting of Hungarian Environment and Nature Protection NGOs	1 750
National Civil Fund, support for the National Meeting of Hungarian Environment and Nature Protection NGOs	1 498
National Civil Fund, National Meeting of Hungarian Environment and Nature Protection NGOs – community participation in actual practice	1 999
National Civil Fund, Green budget reform	1 300
National Civil Fund, Dissemination of EU experience	1 073
National Civil Fund, Grants for operation	5 500
National Civil Fund, Road charge of heavy trucks	1 000
National Civil Fund, International membership fee	300
National Civil Fund, More green – less traffic	2 375
National Civil Fund, "Lélegzetnyi" e-newsletter	1 482
National Civil Fund, New era strategic planning	3 000
Subsidy from local governments	100
Membership fees	150
European Climate Foundation, EUR 1000 / month	3 480
European Commission, Exiopol	2 150
PAN Germany, for chemicals campaign	1 450
PAN Germany, for PEN general meeting	1 856
ITDP, USD 25,000 for 3 studies	5 250
Institute for Transport Sciences (KTI) study on the social balance of transport	6 100
Hungarian State Railways Co. (MÁV) grant	2 000
National Meeting of Hungarian Environment and Nature Protection NGOs, grants of legal entities	2 650
National Meeting of Hungarian Environment and Nature Protection NGOs, revenues (registration fee, accommodation, meals)	5 461
GKI Energiakutató (GKI Energy Research and Consulting Ltd.) study	1 000
Fővárosi Távhőszolgáltató Zrt. (Budapest Metropolitan District Heat Supply Co.) 2008-2009/1	2 500
Other study	2 500
Environmental Advisory Office field work and assignments	1 000
Grants from private persons	400
1% of personal income tax	2 200

Central Hungary Operational Programme	3 000
Refund of travel costs	900
Interests received	250
Other revenues	300
Total	<i>107 500</i>
<i>Estimated sum of expenditures as per the expenditure plan:</i>	<i>112 762</i>
Estimated closing sum of funds on 31st December 2009	<i>14 538</i>

The Annual Report about the Year 2008, as well as the Work Plan and Planned Budget for 2009 were unanimously accepted by Clean Air Action Group's General Meeting held on 27th May 2009.