

(English version)

**Question for written answer E-004925/25
to the Commission
Thomas Waitz (Verts/ALE)
(12 December 2025)**

Subject: Environmental, security and debt-risk concerns relating to the Budapest Airport rail link, road expansion and concession package

Hungary is preparing a multi-billion euro concession for the Budapest Airport rail link, a new airport terminal and an associated high-speed road connection. Civil society organisations report that both the rail and road components are being fast-tracked under ‘national economic importance’, with the tender for the new road connection already published, while no updated environmental impact assessment has been carried out despite the annulment of the airport’s previous permit by the Hungarian Supreme Court. It is concerning that such high-impact infrastructure projects are progressing without assessing cumulative environmental effects, alternatives or compatibility with the Environmental Impact Assessment and Habitats Directives.

The opaque concession model also raises fiscal, governance and security concerns. Reports indicate that potential non-EU contractors or lenders may become involved in the Budapest Airport development package, which could undermine EU efforts to safeguard critical infrastructure from foreign influence.

In the light of these reports:

1. Is the Commission assessing the environmental compliance of the full airport development package, including the rail and road links and their cumulative climate impacts?
2. Has it evaluated the concession’s fiscal, corruption-related and foreign-influence risks?
3. Will it request detailed information from Hungary or launch a preliminary assessment to ensure full compliance with EU environmental, procurement and security obligations?

Submitted: 12.12.2025

**Answer given by Ms Roswall on behalf of the European Commission
(19 February 2026)**

The Commission is aware of the project to establish railway and expand road links leading to the Budapest Airport, including the publication of certain tenders ⁽¹⁾.

As of January 2026, Hungary has not presented any project proposal concerning rail or road connections to the Budapest airport for EU funding.

Therefore, the Commission services have not been involved in the project but the national authorities remain bound to ensure the full respect of EU law, including the Environmental Impact Assessment Directive (EIAD) ⁽²⁾ and the Habitats Directive ⁽³⁾.

The Commission focuses its enforcement action on systemic failures and has opened infringements against Hungary for its transposition of the EIAD ⁽⁴⁾ and on access to justice ⁽⁵⁾. In response, Hungary adopted several legislative amendments in 2025.

As regards corruption risks, the Commission monitors and reports on developments related to the rule of law in Hungary, including the effectiveness of the anti-corruption framework, in the context of the annual rule of law reports.

The sixth EU rule of law report ⁽⁶⁾ was adopted on 8 July 2025 and examines public procurement as one of sectors most exposed to corruption risks.

The Commission will continue to monitor developments in the fight against corruption in view of the preparation of the next rule of law report.

⁽¹⁾ Notice 7167-2026 in Tenders Electronic Daily, concerning a concession for railway construction works: <https://ted.europa.eu/en/notice/-/detail/7167-2026>, and notice 856330-2025, concerning a public contract for building demolition and wrecking work and earthmoving work relating to the improvement of accessibility of the Budapest Airport: <https://ted.europa.eu/en/notice/-/detail/856330-2025>.

⁽²⁾ Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment, OJ L 26, 28.1.2012, pp. 1.

⁽³⁾ Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, OJ L 206, 22.7.1992, pp. 7.

⁽⁴⁾ https://ec.europa.eu/commission/presscorner/detail/en/inf_25_982.

⁽⁵⁾ https://ec.europa.eu/commission/presscorner/detail/en/inf_24_2422.

The procedure was opened against Hungary on 23 May 2024 for failing to fully implement access to justice requirements of the Aarhus Convention in the policy areas of nature protection, water management, air quality, waste management, industrial emissions, and noise protection.

⁽⁶⁾ https://ec.europa.eu/commission/presscorner/api/files/document/print/en/ip_25_1742/IP_25_1742_EN.pdf.

In view of the high value of the project in question, the obligations under the Public Procurement Directive ⁽⁷⁾, the directive on Concessions ⁽⁸⁾, and the regulation on distortive foreign subsidies ⁽⁹⁾ would apply to both the tender and the award of the public contracts and concessions concerned.

The Commission will closely monitor the procurement process notably in light of such EU rules so as to ensure full compliance with EU law.

⁽⁷⁾ Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC, OJ L 94, 28.3.2014, pp. 65-242.

⁽⁸⁾ Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts, OJ L 94, 28.3.2014, pp. 1-64.

⁽⁹⁾ Regulation (EU) 2022/2560 of the European Parliament and of the Council of 14 December 2022 on foreign subsidies distorting the internal market, OJ L 330, 23.12.2022, pp. 1-45.