Table D4.1.4 (1) Result of Flue Gas Measurement

| No. | Name of enterprise | Source <br> No. | Furnace name | Concentration of the exhaust gas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\left[\begin{array}{l}\text { Veloa } \\ \text { ity } \\ \mathrm{m} / \mathrm{s}\end{array}\right.$ | $\begin{array}{\|c\|} \hline \text { Gas } \\ \text { temp } \\ 0 \\ c \end{array}$ | Dry exhaust |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | S02. pmm | $\frac{\mathrm{NOX} \times \mathrm{ppm}}{\text { N0x mg/m3 }}$ | ${ }_{\text {C0 }}^{\text {co ppm }}$ com | $\begin{aligned} & \text { Nox } \\ & \text { (02 } 48 \end{aligned}$ | $\begin{aligned} & \frac{5 u m t}{\text { Dust }} \\ & \mathrm{g} / \mathrm{m} \end{aligned}$ | $\begin{gathered} 02 \\ * \end{gathered}$ | $\begin{gathered} \mathrm{CO2} \\ 8 \end{gathered}$ | ${ }_{\text {ppph }}^{\text {HC }}$ | ${ }_{\text {S0/ }}^{502}$ | ${ }_{\text {Nox }}^{\text {Nox }}$ | Co/h |  | S02 | Nox | ${ }^{60} \mathrm{~kg} / \mathrm{hr}$ | Dust |  |  |  | ${ }_{\text {Natural }}^{\text {Nat }}$ | Consunpt | Brown | Others |
| 03/0 | EMO. TEGLA ES CSEREPIPARI vallalat putnoki teglagyar | P002 | No. 2 furnace | -345 | 44 | 7771 | 440 | 0.012 | 19.3 | 2.3 | 1,365 | 38.1 | 3.50 | $\underline{37.3}$ | 0.46 | 500 | 200 | $\frac{10.000}{}$ | 160 | 12.0 | 70 | E 38.700 | gas | oil |  |  |
|  |  | 9014 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | P014 | No. 1 furnace | $\begin{array}{r} 50 \\ -143 \\ \hline \end{array}$ | $\begin{array}{r} 10 \\ -211 \\ \hline \end{array}$ | $\begin{array}{r} 720 \\ -\quad 900 \\ \hline \end{array}$ | 106 | 0.025 | 19.4 | 1.1 | - | 3.90 | 0.561 | 24.6 | 0.68 | 0.75 | 70 | 3.500 | 56 | 14.7 | 80 | 27.300 | - | - |  | - |
| 04/1 | BORSOOCHEX RT. | P062 |  | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | $\frac{-308}{633}$ |  | 4.028 | 0.0023 | 19.7 | 0.9 | 75 | NO | 4.60 | 0.055 | 0.01 | 200 | ${ }^{400}$ | ${ }^{100}$ | ${ }^{30}$ | 6.7 | 177 | 7.280 |  |  | - | Maste solvent |
| $05 / 0$ | BORSODI ENERGETIKAT KFT.(BORSODI HOEROMU) | P001-1 | No. 1 Hater tube | - 2,016 | 126 | 0 | 286 | 0.50 | 13.5 | 5.6 | - | 1.400 | 62.9 | 7.59 | 120 | 800 | $\frac{\mathrm{mg} / \text { / } \mathrm{m} 3 \mathrm{3}}{240}$ | $\frac{\mathrm{mg} / \mathrm{Am} 3}{12,000}$ |  | 17.8 | 159 | 243,000 |  | - |  |  |
|  |  |  | boiler $100 \mathrm{t} / \mathrm{h}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | m3/h |  | t/h |  |
|  |  |  | No. 3 Mater tube boiler $100 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 2.745 \\ -1843 \end{array}$ | 203 -417 -4 | 15 $-\quad 19$ | 308 | - | 9.8 | 8.6 |  | 1. 180 | 62.9 | 2.83 | - | 800 | 240 | 12.000 | 160 | 11.9 | 168 | 151.000 | 1.200 | - | *33.95 | - |
|  |  | ¢оо̄т-3 | No. 3 Fater tub̄ boiler $100 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 2,240 \\ \frac{2,240}{6,400} \end{array}$ | $-\frac{41}{182}-147$ | --- $\begin{array}{r}30 \\ \hline 8\end{array}$ | 329 | 0.21 | 11.6 | 7.6 | ND | 1.090 | 63.9 | 6.41 | 40 | 800 | 240 | 12.000 | 160 | 14.1 | 173 | 171.000 | 1.500 | --- | * 35.9 th |  |
|  |  | P002-1 | No. 4 Mater tube boiler $100 \mathrm{t} / \mathrm{h}$ | $\begin{aligned} & \frac{1.582}{1.520} \\ & 4.520 \end{aligned}$ | $\begin{array}{r} 160 \\ 329 \end{array}$ | $\begin{array}{r} 60 \\ -75 \end{array}$ | 324 | 0.14 | 12.6 | 6.2 |  | 868 | 63.1 | 14.4 | 27 | 800 | 240 | 12,000 | 160 | 16.0 | 205 | 192.000 | 1.300 | - | ${ }^{* 33} 78$ | - |
| 07/0 | PAINONGLAS TPART RT;SAJOSZENTPETERI UVEGGYAR | P015 | No. 1 glass melting tank oven | $\mathrm{NO}$ | $\begin{array}{r} 2031 \\ \hline 2031 \\ 417 \end{array}$ | $\frac{\mathrm{NO}}{\mathrm{NO}-1}$ | 437 | 0.045 | 13.1 | 4.6 | ND |  | 9.38 |  | 1.0 |  | 67 | 3,333 | 40 | 11.5 | 388 | 22.500 | ${ }^{\mathrm{m} 3 / \mathrm{h}} \mathrm{M}$ | - | t/h | - |
|  |  | P019 | No. 2 glass melting tank oven |  | $\begin{array}{r} 421 \\ \hline \quad 220 \\ \hline 452 \end{array}$ | $\begin{array}{r} 85 \\ -806 \\ \hline 106 \end{array}$ | 430 | 0.010 | 12.3 | 5.3 | N0 | 0.475 | 9.40 | 2.21 | 0.21 | - | 67 | 3,333 | 40 | 10.2 | 378 | 20.800 | m $3 / \mathrm{h}$ 930 | - | - | - |
| 08/0 | BORSODI ERCELOKESZITO MUZSGORITO KFT. | P001-1 | No. 1 Sintering furnace | $\begin{array}{r} 94 \\ \hline 969 \\ 269 \end{array}$ | $\frac{144}{296}$ | $\begin{array}{r} 8.831 \\ \hline 11,0441 \end{array}$ | 699 | 0.34 | 17.5 | 3.6 | 395 | 100 | 111 | 4. 130 | 130 | 300 | 300 | 10.000 | 160 | 16.0 | 106 | 374.000 | m3/h | - | - | - |
| 09/2 | SAGROCHEM KFT. | P001 | HLG Smoke tube boiler $20 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 5571 \\ -1.591 \end{array}$ | $\begin{array}{r} 192 \\ \hline \end{array}$ | $\frac{10 \mathrm{~N}}{\mathrm{NO}}$ | 261 | 0.0629 | 8.5 | 9.3 | No | 26.4 | 6.55 | N0 | 1.0 | 87.5 | 35 | 1,750 |  | 9.7 | 223 | 16,600 | - | ${ }^{0.83}$ | - | - |
|  |  | P001 | HLG Smoke tube boiler $20 \mathrm{t} / \mathrm{h}$ |  | $\begin{array}{r}185 \\ \hline 80 \\ \hline\end{array}$ | - ${ }_{\text {N0 }}$ | 235 | 0.055 | 7.6 | 10.5 | N0 | N0 | 7. 48 | No | 1.1 | 87.5 | 35 | 1.750 |  | 10.4 | 194 | 19.700 | - | *0.97 | - |  |
|  |  | P055 | Incinerator (Waste solvent \& solid) | $\frac{N D}{N D}$ | $\begin{array}{r} 500 \\ \hline 196 \\ \hline 403 \end{array}$ | $\begin{array}{r} 75 \\ \hline 94 \\ \hline \end{array}$ | 813 | 0.040 | 16.9 | 2.6 | ND | ND | 0.962 | 0.224 | 0.096 | $\begin{array}{r} 200 \\ 1 \mathrm{~m} 3 \end{array}$ | - ${ }^{400}$ | $\begin{array}{r} 100 \\ \mathrm{mg} / \mathrm{Nm}^{10} \end{array}$ |  | 6.8 | 35 | 2.390 |  |  | - | asto solvent |
| 10/0 | DECEMBER 4. DROTMUVEK | P033-2 | No. 2 smoke tube boiler $4 \mathrm{t} / \mathrm{h}$ | $\begin{aligned} & \mathrm{ND} \\ & \mathrm{ND} \end{aligned}$ | ${ }^{65}$ | $\begin{aligned} & \frac{10}{1021} \\ & \hline 10 \end{aligned}$ | 65 |  | 4.0 | 9.6 | NO | Tid | 0.295 | NO |  | , | 1.44 | - 72 | -29mi | - | 223 | 2,210 | ${ }^{215}$ | - | - |  |
| 13/0 | dlosgyorl papiggyar | P002 | No. 1 Sroke tube boiler $5 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} \mathrm{ND} \\ \hline \mathrm{NO} \end{array}$ | 111 | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | 55 | 0.0010 | 4.3 | 9.7 | ND | N0 | 0.291 | ND | 0.0026 | - | 2.7 | 90 | - |  | 209 | 2,620 | 237 | - | - | - |
| 15/1 | HAMOR RT. | P006-2 | No. 5 Heating furnace | $\frac{\mathrm{NO}}{\mathrm{ND}}$ | 15 | - 10 | 65 | 0.0013 | 17.1 | 2.2 | ND | ND | 0.631 | N0 | 0.027 |  | 1.8 | 60 |  |  | 385 | 20.500 |  | - |  | - |
|  |  | P009 | No. 3 Forge furnace | ND NO NO | 147 | $\begin{aligned} & \frac{\mathrm{ND}}{\mathrm{ND}} \\ & \hline \end{aligned}$ | 735 | 0.0014 | 17.6 | 1.8 | N0 | ND | 3.35 | ND | 0.016 | - | 0.31 | 10 | - | 9.0 | 103 | 11. 100 | 2 213 |  | - |  |
| 15/2 | OIOSGYORI AGEL ES VASONTO | P014-1 | 1-A Heating furnace (Car type kiln) | $\begin{aligned} & \mathrm{ND} \\ & \hline \mathrm{ND} \\ & \hline \end{aligned}$ | $\begin{array}{r} 22 \\ \hline \end{array}$ | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | 68 | 0.0043 | 15.5 | 2.9 | N0 | NO | 0.423 | NO | 0.040 | - | 0.31 | 11 |  | 6.4 | 415 | 9.370 | *314 | - | - |  |
| 15/4 | ONM DIOSGYORT NEMESACEL MUVEK FA. | $\begin{aligned} & \mathrm{P002-2} \\ & { }_{-3} \end{aligned}$ | Forge furnace | $\frac{N 0}{N 0}$ | $\frac{42}{25}$ | $\begin{array}{r} \frac{10}{\mathrm{~N}} \\ \mathrm{NO} \end{array}$ | 101 | 0.0009 | 17.3 | 1.8 | NO | - | 0.244 |  | 0.0049 | - | 6 | 200 | - | 4.6 | ${ }^{215}$ | 5,410 | m3/ | - | - |  |
|  |  | P046 | No. 2 pit furnace | $\stackrel{\text { ND }}{\text { NO }}$ | $\begin{array}{r} 86 \\ 177 \end{array}$ | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | 340 | 0.0036 | 16.7 | 2.0 | ND |  | 3.09 | - | 0.063 | - | 6 | 200 | - | 5.0 | 287 | 17.500 | - | - | - | - |
|  |  | P095-1 | HoK Snoke tube boiler $12 \mathrm{t} / \mathrm{h}$ | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | $\begin{array}{r} 69 \\ 142 \\ \hline \end{array}$ | $\frac{\mathrm{ND}}{\mathrm{NO}}$ | 104 | 0.0029 | 9.7 | 12.0 | NO | N0 | 1.67 | ND | 0.03 | - | 42 | 1.400 | - | 4.7 | 177 | 11.800 | ${ }^{* 480}$ | - | - | - |
|  |  | P097-2 | No. 5 Water tube boiler $24 \mathrm{t} / \mathrm{h}$ | $-\mathrm{ND}$ | ${ }^{6} 12$ | ${ }_{1}^{90} 1$ | 10 | 0.0009 | 11.2 | 11.2 | N0 | - | 0.594 | 5.42 | 0.043 | - | 60 | 2.000 | - | - | 188 | 48,200 | $\begin{gathered} 430 \\ \mathrm{~m} \end{gathered}$ | - | Blast | furnace gas $13000 \mathrm{~m} 3 /$ |
| 17/1 | TEJOCSABAI CEHENT- ES MESZIPARI RT. | P010 | $\begin{aligned} & \text { SP Cement kiln } \\ & 83 \mathrm{t} / \mathrm{h} \end{aligned}$ | $\begin{array}{r} \mathrm{NO} \\ \mathrm{ND} \end{array}$ | $\begin{array}{r} 127 \\ 533 \\ 1.095 \end{array}$ | $\begin{array}{r} 105 \\ \hline 131 \\ \hline 105 \end{array}$ | 1.394 | 0.033 | 14.5 | 10.9 | ND | ND | 325 | 39.0 | 9.8 | - | 120 | 4.000 | 40 | 26.7 | 107 | 297,000 | $\frac{\mathrm{m} 3 / \mathrm{h}}{7.970}$ | 300 1/7h |  | $13,000 \mathrm{~m} 3 / \mathrm{h}$ |
|  |  | P031 | Shaft kiln for limestone $19 \mathrm{t} / \mathrm{h}$ |  | $\begin{array}{r} 16 \\ -33 \\ \hline \end{array}$ | $\begin{aligned} & \mathrm{ND} \\ & \mathrm{ND} \\ & \hline \end{aligned}$ | 21 | 0.0048 | 8.3 | 22.0 | 5 | 0.490 | 1.13 | ND | 0.16 | 40 | 40 | 1.333 | 20 | 12.2 | 95 | 34,300 |  | asto | - | - |
| 18/0 | StRAbAG Hungaria Epito kft | P001 | $\begin{aligned} & \text { Oryer for ageregate } \\ & 60 \mathrm{th} \end{aligned}$ | $\begin{array}{r} 23 \\ -\quad 66 \\ \hline \end{array}$ | $\begin{array}{r} 36 \\ -\quad 74 \\ \hline \end{array}$ | $\begin{array}{r} 32 \\ \hline \end{array}$ | 185 | 0.19 | 17.7 | 1.7 | 21 | 1.75 | 1.97 | 1.07 | 5.1 | 18 |  | 360 | 5.4 | 20.1 | 126 | 26.700 | $* 450$ m m/h | - | - | - |
| 21/0 | EmO. TEGLA ES CSEREPIPARI vallalat halyI teglagyara | P001 | $\begin{aligned} & \text { No } 18 \text { \& No. } 2 \\ & \text { furnace } \end{aligned}$ | $\begin{array}{r} \frac{15}{43} \\ \hline \end{array}$ | $\begin{array}{r} 565 \\ 1651 \\ \hline \end{array}$ | $\frac{15}{19}$ | 501 | 0.0013 | 19.1 | 1.5 | 16 | 1.45 | 3.89 | 0.63 | 0.044 | 150 | 150 | 5.000 | 80 | 4.6 | 189 | 33.800 | ($* 144$ <br> $\mathrm{~m} / \mathrm{h}$ | - | - |  |
| 22/0 | MI SKOLCT UTEPITO KFT NYEK ASZFAL KKYERO | P001 | $\begin{aligned} & \text { Dryer for agerogate } \\ & 70 \mathrm{t} / \mathrm{h} \\ & \hline \end{aligned}$ | $\begin{array}{r} 401 \\ \hline 9801 \\ \hline 2801 \end{array}$ | $\begin{array}{r} 19 \\ \hline \quad 18 \\ \hline \quad 18 \end{array}$ | $\begin{aligned} & 400 \\ & \hline 500 \\ & \hline \end{aligned}$ | 61 | 0.052 | 18.5 | 1.2 | - | 9.44 | 0.623 | 16.9 | 1.8 | 9.45 | 9.45 | 315 | 5.4 | 12.7 | 87 | 33.700 | $\begin{array}{r} \mathrm{m} 3 / \mathrm{h} \mid \\ \hline 480 \\ \mathrm{~m} 3 / \mathrm{h} \\ \hline \end{array}$ | - | - | - |

Table D4.1.4 (2) Result of Flue Gas Measurement

| No. | Name of enterprise | SourceNo. | Furnace name | Concentration of the exhaust gas |  |  |  |  |  |  |  | Emission |  |  |  | Emission standard |  |  |  | $\left[\begin{array}{l} \text { Veloc } \\ \text { ity } \\ \text { m/s } \end{array}\right.$ | $\begin{array}{\|c\|} \hline \text { Gas } \\ \text { temp. } \\ { }_{c} \mathrm{c} \end{array}$ | Ory exhaust gas m3N/l | Fuel consumption |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | $\begin{aligned} & \mathrm{SO2} \mathrm{pmfi} \\ & \mathrm{~S} 02 \mathrm{mg} / \mathrm{m} 3 \end{aligned}$ | W0x ppm Nox mp/m | $\frac{60 \mathrm{ppn}}{60 \mathrm{ma}}$ | $\begin{aligned} & \text { Nox ppran } \\ & (0248 \% \end{aligned}$ | Dust <br> \& $/$ m | $8$ | $\begin{gathered} 602 \\ 8 \end{gathered}$ | $]_{\text {ppm }}^{\mathrm{HG}}$ | $\begin{aligned} & \mathrm{SO2} \\ & \mathrm{~kg} / \mathrm{hr} \end{aligned}$ |  | ${ }_{\text {co }}^{\text {co }}$ | $\begin{aligned} & \text { Dust } \\ & \mathrm{ke} / \mathrm{hr} \end{aligned}$ | $\begin{aligned} & 502 \\ & \mathrm{k}_{\mathrm{B}} / \mathrm{hr} \end{aligned}$ | $\left\|\begin{array}{l\|} \mathrm{NOx} \\ \mathrm{~kg} / \mathrm{hr} \end{array}\right\|$ | $\mathrm{co}$ | $\begin{aligned} & \text { Dust } \\ & \mathrm{kg} / \mathrm{hr} \end{aligned}$ |  |  |  | $\begin{aligned} & \text { Natural } \\ & \text { gas } \end{aligned}$ gas | Heavy oi | $\begin{aligned} & \text { Brown } \\ & \text { cool } \end{aligned}$ | 0thers |
| 23/1 | TISZAI VEGYT KOMelnat rr. | P003-1 | Nitric acid | N0 | 1.606 | N0. | 1.696 |  | 4.9 | ND | ND | NO | 210 | ND |  |  | 400 |  |  | 9.5 | 141 | 63.700 | - |  | - |  |
|  |  | $-3$ | manufactur ing plant | No | 3. 298 | No |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | P021-1 | $\begin{aligned} & \text { Incinerator } \\ & 1-610 \text { (Solid) } \end{aligned}$ | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | $\begin{array}{r} 26 \\ 53 \\ \hline \end{array}$ | $\begin{array}{r} 15 \\ -\quad 19 \\ \hline \end{array}$ | 147 | 0.021 | 18.0 | 2.0 | 24 | No | 0.673 | 0.236 | 0.26 | $\begin{array}{r} 200 \\ \mathrm{mg} / \mathrm{Nm} 3 \end{array}$ | $\begin{array}{r} 400 \\ \mathrm{mg} / \mathrm{mm} \end{array}$ | $\begin{array}{r} 100 \\ \mathrm{~m} / \mathrm{m} 3 \mathrm{~m} \end{array}$ | $\mathrm{mg} / \mathrm{mm} 3$ | 8.6 | 107 | 12.600 | - | - | - | Waste solid $300 \mathrm{~kg} / \mathrm{h}$ |
|  |  | P021-2 | Incinerator 1-620 (Solvent) | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | $\begin{array}{r} 20 \\ 41 \end{array}$ | $\begin{gathered} \mathrm{NO} \\ \mathrm{ND} \end{gathered}$ | 81 | 0.013 | 16.8 | 2.5 | 12 | ND | 0.377 | ND | 0.12 | 250 | 100 | 5.000 | 60 | 22.2 | 257 | 9. 190 | - | - | - | $\begin{array}{\|} \text { Wasto solvent } \\ \quad 100 \mathrm{~kg} / \mathrm{h} \\ \hline \end{array}$ |
|  |  | P021-3 | Incinerator 1-600 (Solvent) | $\begin{aligned} & \mathrm{ND} \\ & \hline \mathrm{NO} \end{aligned}$ | 18 37 | $\begin{array}{r} \mathrm{NO} \\ \begin{array}{c} \mathrm{ND} \\ \mathrm{ND} \\ \hline \end{array} \end{array}$ | 87 | 0.0001 | 17.5 | 2.0 | 14 | ND | 0.481 | ND | 0.0013 | 250 | 100 | 5.000 | 60 | 24.8 | 231 | 13.000 | - | - | - | Maste solvent $100 \mathrm{~kg} / \mathrm{h}$ |
|  |  | P025-2 | No. 2 Hater tube biler $25 \mathrm{t} / \mathrm{h}$ | $\frac{\mathrm{NO}}{\mathrm{NO}}$ | $\begin{array}{r} 72 \\ \hline 148 \\ \hline \end{array}$ | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | 122 | 0.0036 | 11.0 | 5.7 | NO | ND | 3.62 | ND | 0.088 | 500 | 100 | 5.000 | - | 9.6 | 134 | 24.500 | $\begin{array}{r} \quad 1.450 \\ \text { m } 3 / \mathrm{h} \\ \hline \end{array}$ | - | - |  |
| 24/0 | H0L RT. | P004 | F102 Heat madium boilar | $\frac{-\frac{1}{N D}}{N 0}$ | $\begin{array}{r} 59 \\ 121 \end{array}$ | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | 68 |  | 6.2 | 8.3 | - | N0 | 0.473 | N0 |  | 500 | 200 | 10.000 |  | - | 60 | 3.900 | 2800 |  |  |  |
| $25 / 1$ | TISZAT EROMU RT. 1. Hoerom | P001-1 | No. 1 Mater tube boiler $125 \mathrm{t} / \mathrm{h}$ | $\frac{2,468}{7051}$ | $-\frac{236}{485}$ | $\frac{60}{75}$ | 337 | 0.18 | 9.1 | 9.0 | ND | 1,100 | 75.6 | 11.7 | 28 | 375 | 150 | 7.50 | 90 | 13.1 | 189 | 156,000 | $\begin{gathered} 700 \\ \mathrm{~m} / \mathrm{h} \end{gathered}$ | - | $\begin{gathered} 33.29 \\ \mathrm{t} / \mathrm{h} \end{gathered}$ |  |
|  |  | P001-2 | No. 2 Water tube boilar $125 \mathrm{t} / \mathrm{h}$ | $\begin{array}{\|r\|} \hline \\ \hline \end{array}$ | $\begin{array}{r} 278 \\ -271 \\ \hline \end{array}$ | $\begin{array}{r} 99 \\ 913 \end{array}$ | 422 | 0.094 | 9.8 | 9.0 | 5 | 1.270 | 101 | 19.9 | 17 | 375 | 150 | 7,500 | 90 | 13.9 | 175 | 177.000 | $\begin{gathered} 900 \\ \mathrm{~m} 3 / \mathrm{h} \end{gathered}$ | - | $\begin{array}{\|c\|c\|c\|} \hline 32.85 \\ t / h \end{array}$ | ${ }^{-}$ |
|  |  | P002-1 | No. 3 Water tube boilar $125 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 2.686 \\ \hline 7.674 \end{array}$ | $\frac{194}{398}$ | $-\frac{350}{438}$ | 330 | 0.51 | 11.0 | 7.4 | ND | 1.350 | 70.1 | 77.0 | 90 | 375 | 150 | 7.500 | 90 | 14.9 | 190 | 176.000 | $\begin{aligned} & 70 \\ & \mathrm{~m} 3 \mathrm{~h} \end{aligned}$ | - | *39.46 | - |
|  |  | P002-2 | No. 4 Matar tube boiler $125 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 1.549 \\ \hline-2.599 \\ \hline 7.409 \end{array}$ | $\begin{array}{r}196 \\ \hline 403 \\ \hline\end{array}$ | 630 788 | 292 | 0.82 | 9.6 | 8.3 | ND | 1. 190 | 64.8 | 127 | 130 | 375 | 150 | 7.500 | 90 | 12.8 | 180 | 161,000 | $\begin{gathered} 700 \\ \mathrm{~m} / \mathrm{h} \end{gathered}$ | - | *48.69 ${ }_{\text {//h }}$ |  |
|  |  | P003-1 | No. 5 Water tube boiler $125 \mathrm{t} / \mathrm{h}$ | $\left.-\frac{1,409}{-2,049} \right\rvert\,$ | - 264 | - 40 | 488 | 0.12 | 11.8 | 7.1 | 11 | 995 | 92.2 | 8.5 | 20 | 375 | 150 | 7.500 | 90 | 12.5 | 163 | 170.000 | $70$ | - | $\xrightarrow{* 30.11}$ t/h | - - |
| 25/2 | TISZAT II HoEromit | P001 | No. 1 water tube boiler $670 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 914 \\ 2.611 \end{array}$ | 325 |  | 333 | 0.25 | 4.4 | 12.8 | ND | 2.300 | 587 | 8.80 | 220 | 1.875 | 750 | 37,500 |  | 34.2 | 135 | 880,000 | m3/h | 40.0 $t / h$ | - | $\begin{array}{c\|} \hline \text { Thert gas } \\ 19,300 \mathrm{~m} 3 / \mathrm{h} \\ \hline \end{array}$ |
|  |  | P003 | No. 3 Hater tube boiler $670 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 700 \\ 2.000 \end{array}$ | $\begin{array}{r} 230 \\ \frac{472}{} \\ \hline \end{array}$ | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | 279 | 0.16 | 7.0 | 11.5 | ND | 1.810 | 428 | N0 | 140 | 1.875 | 750 | 37.500 | - | 34.6 | 131 | 906,000 | $\overline{\mathrm{m} 3 / \mathrm{h}}$ | 38.7 $t$ | - | Inert gas $36.700 \mathrm{~m} 3 / \mathrm{h}$ |
| - | 020 gomorkus kazauk | P001 | Stnoke tube boiler (Marine boiler) | $\begin{array}{r} 182 \\ \hline \\ \hline 220 \\ \hline \end{array}$ | 52 107 | $\begin{array}{r} 1,385 \\ 1,731 \\ \hline \end{array}$ | 184 | 0.0579 | 16.2 | 4.5 | - | 1.87 | 0.384 | 6.23 | 0.208 | 0.2 | $\overline{0.27}$ |  | 0.12 | 2.4 | 125 | 3, 600 |  |  | $\begin{aligned} & 0.13 \\ & t / \mathrm{h} \\ & \hline \end{aligned}$ | $\begin{gathered} \frac{0.102(10 / 2}{0.093} \\ t / \mathrm{h} \text { (wood) } \end{gathered}$ |
|  | BEFAG LADI FATELEP | P001 | Sinoke tube boiler (Locomotive boiler) | $\frac{\mathrm{ND}}{\mathrm{ND}}$ | $\begin{aligned} & 76 \\ & \hline 156 \\ & \hline 150 \end{aligned}$ | $\begin{array}{r} 5.669 \\ 7.0866 \end{array}$ | 137 | 0.543 | 11.6 | 9.2 | - | N0 | 0.749 | 34 | 2.61 | - | 42 | 1.40 | 21 | 7.2 | 232 | 4.800 |  |  |  | $\begin{array}{r} 0.5 \\ t / \mathrm{h} \text { (wood) } \end{array}$ |
| - | B0RSOOI SORGYAR RT. BOCS | P001 | No. 5 Smoke tube boiler $20 \mathrm{t} / \mathrm{h}$ | $\frac{N}{N D}$ | $\begin{array}{r} 991 \\ 2031 \end{array}$ | $\begin{array}{r} 5 \\ \hline \end{array}$ | 89 |  | 2.1 | 1.2 | - | ND | 3.0 | 0.094 | ${ }^{-}$ | - | 70 | 3.500 | - | - | 200 | 15.000 | $\begin{aligned} & 1.422 \\ & \text { m } 3 / \mathrm{h} \\ & \hline \end{aligned}$ |  |  |  |
| 02/1 | OZOT KOHASRATI UZEMEK | P036 | No. 10 Kater tube boiler $20 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 24 \\ 69 \end{array}$ | 3.2 | $-\quad \frac{262}{328}$ | 26 | 7.89 | 18.9 | 4.0 | - | 11.0 | 1.06 | 52.7 | 1,270 | 8.2 | 6.0 | 428.6 | 2.9 | - | ${ }^{90}$ | 161.000 | $\begin{gathered} 380 \\ \mathrm{~m} / \mathrm{h} \end{gathered}$ |  | $\pm / h^{2}$ |  |
| 12/0 | EAEV. MUNKASSZALL0 | P001 | Cast iron boiler |  | $\begin{array}{r} 12 \\ 6 \end{array}$ | $\left\lvert\, \begin{array}{r} 267 \\ \hline \end{array}\right.$ |  | 0.0047 | 21.0 | 0.6 | - | 0.037 | 0.08 | 2.20 | 0.031 | 5.4 | 5.4 | 180 | 2.7 | 3.5 | 50 | 6,500 |  |  | 0.056 |  |
| 14/1 | DIGEP II TELEP | P002 | hater tube boiler | $\frac{\mathrm{NO}}{\mathrm{NO}}$ | $\begin{array}{r} 577 \\ 117 \end{array}$ | $\begin{aligned} & \mathrm{ND} \\ & \mathrm{ND} \\ & \hline \end{aligned}$ | 156 | - | 14.8 | 3.6 | - | N0 | 16.74 | ND |  |  | 21 | 700 | - | - | 157 | 143,000 | $\begin{gathered} 4.200 \\ \mathrm{~m} 3 / \mathrm{h} \end{gathered}$ |  |  |  |
| 17/2 | HEJOCSABAA CEMENT-ES MESZIPARI RT. KOBANY UZEM | P030 | Cast iron boilor | $\begin{array}{r} 92 \\ 263 \\ \hline \end{array}$ | $\begin{array}{r} 68 \\ 140 \end{array}$ | $\begin{array}{r} 13 \\ 16 \\ \hline 16 \\ \hline \end{array}$ | 68 | - | 3.9 | 13.5 | - | 0.034 | 0.018 | 0.002 | - | 0.18 | 0.18 |  | 0.02 |  | 199 | 130 |  |  |  | $\begin{array}{r} 0.015 \\ \text { t/h(Lightoil) } \end{array}$ |
| 26/0 | MISKOLCI HOSZOLGALTATO v. KILIAUI KAZANHAZA | P001 | No. 2 Smoker tube boiler (hot water) | $\begin{gathered} \mathrm{NO} \\ \mathrm{NO} \end{gathered}$ | $\begin{array}{r} 65 \\ 133 \end{array}$ | $\begin{array}{\|} 690 \\ 863 \\ \hline \end{array}$ | 63 | - | 3.5 | 9.8 | - | N0 | 0.32 | 2.07 |  | - | 2. | ${ }^{90}$ | - | - |  | 2.400 | $\begin{aligned} & 207.5 \\ & \text { m3/4. } \end{aligned}$ |  |  |  |
| 26/3 | hISKOLCI hoszolgaltaio $y$ kOROSI CS. UTI KAZANHAZ | P001 | Cast iron boiler (hot water) |  | $\begin{array}{r} 33 \\ 68 \\ \hline \end{array}$ | $\begin{array}{r} 663 \\ \hline 829 \end{array}$ | 128 | 0.182 | 16.6 | 3.2 | - | 0.073 | 0.346 | 4.23 | 0.928 | 21 | 21 | 700 | 10.5 | 4.2 | 121 | 5,100 |  |  | $\begin{gathered} 0.208 \\ t / h \end{gathered}$ | $\begin{aligned} & \text { Czecho. Poland } \\ & \text { - } \mathrm{lral} / \text { coal } \end{aligned}$ -Ural/coal |
| $26 / 4$ | HISKOLCI HOSZOLGALTATO v. futouti kazanhaz | P001 | Smoke tube boiler | $\begin{aligned} & \mathrm{ND} \\ & \mathrm{ND} \\ & \hline \end{aligned}$ | $\begin{aligned} & 481 \\ & \hline 49 \\ & 99 \end{aligned}$ | $\begin{array}{r} 681 \\ \hline 85 \\ \hline \end{array}$ | 61 | ${ }^{-}$ | 7.7 | 7.9 | - | NO | 0.187 | 0.162 | - | - | 2.7 | ${ }^{90}$ | - | - | 190 | 1,900 | \% ${ }_{\text {m }}$ |  |  |  |
| 26/6 | WISKOLGI HOSZOL GALTATO | P001 | No. 1 Hater tube | $\frac{10}{N 0}$ | $-\frac{35}{72}$ | $\frac{\mathrm{NO}}{\mathrm{ND}}$ | 52 | 0.0575 | 9.5 | 6.4 | - | N0 | 0.553 | ND | 0.443 | - | 5.4 | 180 | - | 3.9 | 121 | 7.700 | 3300 |  |  |  |
| 27/0 | MISKOLCI FUTOMU KT | P002 | FK4 water tube boiler (hot water) | $\begin{array}{r} 390 \\ 1.114 \end{array}$ | $\begin{array}{r} 139 \\ \hline 285 \\ \hline \end{array}$ | \|l| | 134 | - | 3.3 | 13.1 | - | 43.5 | 11.1 | ND | - | 1.800 | 1,800 | 60.000 | - | - | 178 | 39.000 | $\begin{aligned} & \hline 1.000 \\ & \mathrm{~m} 3 / \mathrm{h} \end{aligned}$ | t/h |  |  |
|  |  | P002 | FK3 water tube boiler (hot water) | $\begin{gathered} 21 \\ 60 \\ \hline \end{gathered}$ | $\begin{gathered} 97 \\ \hline 199 \end{gathered}$ | $\begin{gathered} \mathrm{ND} \\ \frac{\mathrm{ND}}{} \\ \hline \end{gathered}$ | 85 |  | 1.5 | 11.3 | - | 3.54 | 11.8 | ND | ${ }^{-1}$ | 1.800 | 1.800 | 60.000 | - | - | 190 | 59,000 | $\begin{aligned} & 5.700 \\ & \mathrm{~m} / \mathrm{h} \end{aligned}$ |  |  |  |
| $31 / 0$ | HISKOLC EGYETEM FUTOMO | P001 | $\text { No } 1 \text { moke tube }$ $\text { boiler } 7 \mathrm{t} / \mathrm{h}$ | $\begin{array}{r} 996 \\ 2846 \\ \hline \end{array}$ | $\begin{array}{r} 287 \\ \hline 589 \\ \hline \end{array}$ |  | 287 | 0.0977 | 4.0 | 13.7 | - | 15.4 | 3.18 | 0.007 | 0.528 | 120 | 120 | 4,000 | 60 | 5.8 | 218 | 5.400 |  | $(\mathrm{F} 60 / 130)$ |  |  |

Table D4.1.5 (1) Flue Gas Measurement Results


Outine of facility and of measurements

## Facility

A Hoffman-type ring kiln is used for burning bricks. The right and left sides of the ring-shaped furnace were cut away and rebuilt into two tunnel furnaces so that trucks could be used. Among the raw materials, the brown coal and sawdust undergo self-sustained combustion and burning. At the ceiling of the burning chamber of the kiln there is a portal for loading pulverized coal, and coal is loaded as required while this portal is monitored by naked eye observation.

In order to conserve energy, the facility uses exhaust gas in the brick drying process.

## Location of measurement

A measurement site installed on the lateral flue attached to the induced draft fan and the smokestack was used.

## Problems and Countermeasures

As a measure against exhaust gases, imported coal of low sulfur was introduced on an experimental basis to replace brown coal, but its use was abolished because many defective items came as a result of its calorific value and ash melting point. Moreover, since the natural gas piping was laid out close to the plant, the plant side is studying the possibilities for changing fuels.

Since flourine is contained in the raw material clay, there is the problem that it decomposes during burning and is discharged into the exhaust gases. In addition, exhaust gas leaks into the building, and the flouride dust is dangerous to the human body. Consequently, strict regulations on exhausts are required to protect working environments.

Estimated effects of countermeasures

Table D4.1.5 (2) Flue Gas Measurement Results

| No 03 / 0 | Source No.P 014 |  |  | Product Building bricks |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company EMO TEGLA ES CSEREPIPARI VALLALAT PUTNOKI TEGLAGYAR | EMO TEGLA ES CSEREPIPARI VALLALAT PUTNOKI TEGLAGYAR |  |  |  |  |  |  |  |  |  |
| Name of combustion facility No. 1 tunnel kiln |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Brown coal and sawdust |  |  |  |  | Fuel Consumption |  |  |  |  |
| Rated load of furnace 2250 units/h | 2250 units/h |  |  |  |  | Load at time of measurement 1600 units/h |  |  |  |  |
| Burner type and rating - |  |  |  |  |  | Number. of bumers |  |  |  |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Hem |  | SO2 | NOx | CO | DUST | O 2 | CO2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Mcasurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | 50 | 10 | 720 | 25 | 19.4 | 1.1 | 80 | 27,300 | - |
| O2 $18 \%$ conversion value | ppm | 94 | 19 | 1350 | - $\quad$ - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | 269 | 54 | 3857 | 47 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 3.9 | 0.561 | 24.6 | 0.68 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 0.75 | 70 | 3500 | 56 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility |  |  |  |  |  |  |  |  |  |  |
| This facility uses a tunnel kiln developed with Italian technology. Raw materiais and procedures are the same as for the No. 2 furnace. <br> The height of the smokestack when this furnace was completed was 20 meters. Complaints about it were raised by local inhabitants. As a countermeasure, a duct was used to connect the smokestack to a 54 -meter smokestack which had been abolished. |  |  |  |  |  |  |  |  |  |  |

## Location of measurement

A measurment site installed on the lateral flue in front of the smokestack was used.

## Problems and Countermeasures

The SO 2 content exceeds the standard value and corrective measures must be taken.
Conversion to natural gas has already been accomplished at the MALYI plant of the EMO Company. What is more, such conversion is easy because piping has been laid out close to the plant, so total fuel conversion to natural gas should be made.

Estimated cffects of countermeasures
Significant reductions in SO 2 and dust will be made possible.

Table D4.1.5 (3) Flue Gas Measurement Results


## Location of measurement

A measuring site installed at the center of the smokestack was used.

## Problems and Countermeasures

The volume of NOx exceeds the standard value by a wide margin. At O 2 of $4 \%$ conversion, the reading is 4028 ppm , and it is suspected that nitrogen is contained in the products of incineration. To counter this situation, a twostage combustion burner must be introduced. In such a system, reduction combustion takes place at a primary air ratio of about 0.7 , and full combustion occurs with secondary air.

## Estimated effects of countermeasures

With two-stage combustion, the reading at O 2 of $4 \%$ conversion can be reduced to anywhere from 150 to 200 ppm.

Table D4.1.5 (4) Flue Gas Measurement Results


Location of measurement
The measurement site installed at the rear of the electric dust collector was used. Since air gets into the exhaust gas from the air preheater and from the dust collector, the oxygen concentration was high. Problems and Countermeasures

Since sulfur is contained in the fuel, the SO 2 content far exceeds the standard value.
If the current fuel continues to be used henceforth, desulfurization will become necessary.
Details are presented separately.

## Estimated effects of countermeasures

[^0]Table D4.1.5 (5) Flue Gas Measurement Results


[^1]Table D4.1.5 (6) Flue Gas Measurement Results


[^2]Table D4.1.5 (7) Flue Gas Measurement Results


Outline of facility and of measurements

## Facility

A tank type glass melting tank oven rated at $100 \mathrm{t} / \mathrm{h}$ is used. At a melting temperature of $1500^{\circ} \mathrm{C}$ (by
pyrometer), a regenerator of 1380 to $1430^{\circ} \mathrm{C}$ is installed for energy conservation so heat collection takes place. Switchover time is 20 minutes.

The natural gas burner was developed by the company. It comes in sets of two burners each, and six sets are installed.

A German-made computer is used to control the oven.

## Location of measurement

The smokestack intake behind the regenerator was used. Residual oxygen concentration at the measuring point is high because a regenerator is used.
Problems and Countermeasures
Dust, SO 2 , NOx, and CO all fall below the exhaust standard, but the NOx concentration at $8 \% 02$ is high at 334 ppm . An oxygen burner is recommended because the conventional low-NOx burner is not effective for adding heat to $1500^{\circ} \mathrm{C}$. Air pressurized to about $3 \mathrm{~kg} / \mathrm{cm} 2 \mathrm{~g}$ is separated into N 2 and O 2 by zeolite; O 2 alone is collected and burnt by an oxygen burner.

Estimated effects of countermeasures
Thanks to oxygen-enriched combustion, NOx will not exceed 10 ppm .

Table D4.1.5 (8) Flue Gas Measurement Results


Table D4.1.5 (9) Flue Gas Measurement Results

| No 08/0 | Source No.P 001-1 |  |  |  | Sintered ore for steel making |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company | BORSODI ERCELOKESZITO MUZSGORITO KFT. |  |  |  |  |  |  |  |  |  |
| Name of combustion facility D.L. lype sintering furnace |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Coal, coke, natural gas |  |  |  |  | Fuel Consumption |  |  | $\begin{aligned} & \text { Coal + coke } 5.9 \mathrm{th} \\ & \text { Natural gas } 493 \mathrm{~m} 3 / \mathrm{h} \end{aligned}$ |  |
| Rated load of furna | 88 th |  |  |  |  | Load at time of measurement |  |  | 88 th |  |
| Burner type and rating Natural gas burner for ignition |  |  |  |  |  | Number. of burners |  |  | 1 |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O 2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | Nm3/h | \% |
|  |  | 94 | 144 | 8833 | 340 | 17.5 | 3.6 | 106 | 374,000 | - |
| O2 $6 \%$ conversion value | ppm | 403 | 617 | 37860 | :- |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | 1151 | 1267 | 30400 | 1460 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 100 | 111 | 4130 | 130 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 300 | 300 | 10000 | 160 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Four sintering furnace systems are available, but only one system is currently in operation. And this one system operates for three consecutive days, then is shut down for one day. A natural gas burner is used for firing the raw material. After firing, the coal and coke in the raw material undergoes self-sustained combustion while traveling over a belt and turns into the product. Equipment at the facility has undergone aging and deterioration. Plans call for introduction of a Japanese-made firing oven, but it is suspected that this process will be abolished because the government resolved in January 1994 to abolish the DNM blast furnace sometime in 1994. Consequently, studies are being made to determine how to reapply the system for other purposes such as melting and treatment of scrap iron, or pretreatment. |  |  |  |  |  |  |  |  |  |  |

## Location of measurement

Measurement sites installed on the lateral flue at the outlet of the multicyclone were used.

## Problems and Countermeasures

A multicyclone has been introduced as an environmental countermcasure, but it is poor in efficiency and produces $1.46 \mathrm{~g} / \mathrm{m} 3$ of dust. Items such as an electric dust collector must be introduced for the treatment of scrap.

## Estimated effects of countermeasures

Dust will be reduced to about 0.05 to $2 \mathrm{~g} / \mathrm{Nm} 3$.

Table D4.1.5 (10) Flue Gas Measurement Results


Outline of facility and of measurements

## Facility

This facility has one $20 \mathrm{t} / \mathrm{h}$ boiler and three $30 \mathrm{t} / \mathrm{h}$ boilers used to produce steam for precessing. The unit measured was the $20 \mathrm{t} / \mathrm{h}$ boiter. This is a smoke tube boiler made by the LANG Company. It has two flues, each of which is equipped with a rotary burner rated at $800 \mathrm{~kg} / \mathrm{h}$ and made by the SAACKE Company of Germany. This boiler has a triple-pass structure, and a super heater is attached at the outlet of the second pass. The fuel is heated by an oil heater to $100^{\circ} \mathrm{C}$ and burnt at 6000 rpm . Air preheating takes place by having the air pass over the boiler side wall, but there is no recuperator.

Both imports and domestically-produced heavy oil is used, at market prices. At the time of the survey, the oil used was produced in Slovakia at $2.06 \%$ sulfur content and $39.5 \mathrm{MJ} / \mathrm{kg}$. In the past, desulfurized oil at a sulfur content of $1.01 \%$ was used, but it is not used now because of 1000 Ft , which is high.

## Location of measurement

Directly behind boiler outlet.

## Problems and Countermeasures

1. Reduction of oxygen concentration so that smoke is not produced (3 to 4\%).
2. Conversion of fuel to low-sulfur heavy oil or gas oil.

Estimated effects of countermeasures
About $4 \%$ savings in energy by having the concentration of residual O 2 in the exhaust gas at $4 \%$.

Table D4.1.5 (11) Flue Gas Measurement Results

| No 09 / 2 S | Source No.P 055 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company SAGROCHEM KFT. |  |  |  |  |  |  |  |  |  |
| Name of combustion facility Incinerator for wastes |  |  |  |  |  |  |  |  |  |
| Types of incinerated items Solids and waste solvents |  |  |  |  |  |  |  |  |  |
| Rated load of fumace | Solids $60 \mathrm{~kg} / \mathrm{h}$, Liquids $100 \mathrm{~kg} / \mathrm{h}$ |  |  |  | Load at time of measurementSolids $60 \mathrm{~kg} / \mathrm{h}$, <br> Liquids $100 \mathrm{~kg} / \mathrm{h}$ |  |  |  |  |
| Burner type and rating | Company-made liquid treatment burner |  |  |  | Number. of burners |  |  |  |  |
| Measurement data |  |  |  |  |  |  |  |  |  |
| Item | SO2 | NOx | CO | DUST | O2 | CO2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  | ND | 196 | 75 | 40 | 16.9 | 2.6 | 35 | 2,390 | - |
| conversion value $\mathrm{mg} / \mathrm{m} 3$ | ND | 403 | 94 | 40 |  |  |  |  |  |
| Emission $\mathrm{kg} / \mathrm{h}$ <br> Emission standard $\mathrm{kg} / \mathrm{h}$ | ND | 0.962 | 0.224 | 0.096 |  |  |  |  |  |
|  | 200 | 400 | 100 | 30 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |
| Facility |  |  |  |  |  |  |  |  |  |
| This is a company-made furnace made for incinerating liquid and solid wastes generated by processing. Solids are burnt by a liquid treatment burner. These solids are paper and urethane foam. The liquids are organic solvents and processing waste fluids. The exhaust gas undergoes water cleaning treatment and air dilution, then is released into the atmosphere. |  |  |  |  |  |  |  |  |  |

## Location of measurement

Measurements were taken at locations where water cleansing and air dilution had been completed. Hence the oxygen concentration was high at $16.9 \%$ and the exhaust gas temperature was low at $35^{\circ} \mathrm{C}$.

## Problems and Countermeasures

Black smoke and CO are produced when solid wastes undergo treatment. This is caused by incomplete combustion when massive lumps of solid waste are incinerated. Steps must be taken to reduce black smoke and CO by preparing solids in appropriate sizes for thorough incineration.

Converted at O 2 of $4 \%$, the NOx measures 813 ppm . NOx should be reduced by introducing a two-stage combustion burner since it is suspected that items containing nitrogen are included among incinerated items.

Estimated effects of countermeasures
It should be possible to reduce NOx to anywhere from 150 to 200 ppm at O 2 of $4 \%$.

Table D4.1.5 (12) Flue Gas Measurement Results


Location of measurement
Mcasurements were taken at the lateral flue by the boiler outlet.

## Problems and Countermcasures

Gauges are well provided for regulation of fuel combustion, so favorable combustion takes place, but O 2 should be further reduced to about $2 \%$.

[^3]Table D4.1.5 (13) Flue Gas Measurement Results


Table D4.1.5 (14) Flue Gas Measurement Results


[^4]Table D4.1.5 (15) Flue Gas Measurement Results
 oxygen burners.

## Estimated effects of countermeasures

NOx can be reduced by more than $90 \%$ by introducing oxygen burners.

[^5]Table D4.1.5 (16) Flue Gas Measurement Results


[^6]Table D4.1.5 (17) Flue Gas Measurement Results


## Location of measurement

The measurement site established at the base of the centralized smokestack for five furnaces was used. A large volume of air came from the furnaces not in use.

## Problems and Countermeasures

The furnace doors are deformed and should be repaired so that the volumes of air getting into the furnaces can be reduced.

## Estimated effects of countermeasures

Table D4.1.5 (18) Flue Gas Measurement Results


Location of measurement
Samples were taken from the measuring site established at the bottom of the smokestack. Since only three furnaces were in operation during measurements, it is suspected that considerable air came from the other nonoperating its.
Problems and Countermeasures
Lids are attached at the tops of the furnaces, but they have deteriorated so that flames blow out, and must be repaired.

NOx concentration is high because of air preheating, and low NOx burners should be introduced.

Estimated effects of countermeasures
NOx concentration could be lowered about $50 \%$ by introducing low-NOx burners.

[^7]Table D4.1.5 (19) Flue Gas Measurement Results


Location of measurement
The measuring site on the lateral flue directly in front of the smokestack was used.

## Problems and Countermeasures

It is suspected that there are problems with the air and fuel mixtures because the flame exhibited an orange color, and black smoke is produced with O 2 at 4 percent. The burners should be replaced and the concentration of residual oxygen reduced to about 2 percent.

## Estimated effects of countermeasures

Fuel could be reduced about 4 percent by lowering the air ratio from the current value of 1.86 to 1.16 .

* Estimated value

Table D4.1.5 (20) Flue Gas Measurement Results

| No 15 / 4 | Source No.P 097-2 |  |  |  | Product | Air for processing |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company DNM DIOSGYORI NEMESACEL MUVEK FA. |  |  |  |  |  |  |  |  |  |  |
| Name of combustion facility $\quad$ No. 2 water tube boil |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Natural gas; blast furnace gas |  |  |  |  | Fuel Consumption |  |  | natural gas $2400 \mathrm{~m} 3 / \mathrm{h}$ <br> blast furnace gas $13000 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace $24 \mathrm{t} / \mathrm{h} 32 \mathrm{bar} 420^{\circ} \mathrm{C}$ |  |  |  |  |  | Load at time of measurement $15 \mathrm{t/h} 32 \mathrm{bar}$ |  |  |  |  |
| Burner type and rating Undetermined |  |  |  |  |  | Number. of burners |  |  | 4 |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOX | CO | DUST | O 2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | ND | 6 | 90 | 0.9 | 11.2 | 11.2 | 188 | 48,200 | - |
| $\begin{aligned} & \mathrm{O} 23 \% \\ & \text { conversion value } \end{aligned}$ | ppm | ND | 11 | 174 | - - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | ND | 23 | 218 | 1.7 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | - | 0.594 | 5.42 | 0.043 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  |  | 60 | 2000 | - |  |  |  |  |  |
| Outine of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility |  |  |  |  |  |  |  |  |  |  |
| Steam for processing in steel-production plants is produced. <br> A water tube boiler made in 1953 is used. In the past, pulverized coal and blast furnace gas were consumed as fuel, but in 1990 these were replaced by a mixture of natural gas and blast furnace gas. The burner arrangement is tangential. In the past electric power was also generated, but it is not being produced at present. |  |  |  |  |  |  |  |  |  |  |

## Location of measurement

The measurement site established directly behind the suction fan was used. Since the facilities have deteriorated, a large volume of air enter, and it is suspected that the concentration of O 2 at the combustion chamber outlet varies considerably from the measured concentration.
Problems and Countermeasures
Nothing in particular.

[^8]Table D4.1.5 (21) Flue Gas Measurement Results

| No 17/1 | Source No.P 010 |  |  |  | Product Cement |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company HEJOCSABAI CEMENT-ES MENSZIPARI RT. |  |  |  |  |  |  |  |  |  |  |
| Name of combustion facility SP cement kiln (rotary kiln) |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Natural gas |  |  |  |  | Fuel Consumption $7970 \mathrm{~m} 3 / \mathrm{h}$ Liquid wastes $300 \mathrm{~kg} / \mathrm{h}$ |  |  |  |  |
| Rated load of furnace $83 \mathrm{t} / \mathrm{h}$ |  |  |  |  |  | Load at time of measurement $73.7 \mathrm{t} / \mathrm{h}$ |  |  |  |  |
| Burner type and rating Kiln burner $10000 \mathrm{~m} 3 / \mathrm{h}$Precalciner $\quad 2000 \mathrm{~m} 3 / \mathrm{h}$ |  |  |  |  |  | Number. of burners |  |  | 1 |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O 2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Mcasurement value |  | ppm | ppm | ppm | mg/m3 | \% | \% | ${ }^{\circ} \mathrm{C}$ | Nm3/h | \% |
|  |  | ND | 533 | 105 | 33 | 14.5 | 10.9 | 107 | 297,000 | - |
| $026 \%$ <br> conversion value | ppm | ND | 976 | 185 | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | ND | 2004 | 231 | 58 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | ND | 325 | 39 | 9.8 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | - | 120 | 4000 | 40 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility |  |  |  |  |  |  |  |  |  |  |
| This furnace is a rotary kiln for producing cement clinker. It has a suspension preheater and precalciner attached. The precalciner was installed in 1981. It did not result in increased output because it did not balance well with the processing capabilities of the mill and other peripheral equipment, but it did yield improved quality. Consequently, it is now being used for waste oil incineration. Approximately one-third of the cxhaust gas is used in the raw material drying furnace. The cooling air for clinker is also used as combustion air ( $200^{\circ} \mathrm{C}$ ). <br> The two kiln systems are rated at $1,500,000$ tons per year, but only one system is now in operation, at 500,000 tons per year. Everything is shut down during the winter when there is no demand. |  |  |  |  |  |  |  |  |  |  |

## Location of measurement

The measurement site behind the electric dust collector was used. Oxygen concentration is high because exhaust gas from the raw material drying furnace is included.

## Problems and Countermeasures

The NOx concentration is high because of combustion air preheating and because the cross sectional heat load in the furnace is high. To correct this situation, low-NOx burners should be introduced.

## Estimated effects of countermeasures

NOx could be reduced about 60 percent by introducing low-NOx burners.

Table D4.1.5 (22) Flue Gas Measurement Results


Location of measurement
The measurement site behind the bag filter was used.

## Problems and Countermeasures

The volumes of dust discharged from the smokestacks of both cement kilns and shaft kilns are low, but the volumes of finished and semi-finished products which have leaked and accumulated in the factory are large. Hence the problem of rescattering energes. Greenery has been planted around the factory compound and other measures have been taken to prevent scattering, but to prevent rescattering to surrounding areas, all areas in the factory compound should be cleaned.

Estimated effects of countermeasures

Table D4.1.5 (23) Flue Gas Measurement Results

| No 18/1 | Source No.P 001 |  |  |  | roduct | sphal | mix |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company |  |  | STRABAG HUNGARIA EPITO KFT. |  |  |  |  |  |  |  |
| Name of combustion facility |  |  | Rotary kiln for aggregate drying |  |  |  |  |  |  |  |
| Types of fuel used | Natural gas |  |  |  |  | Fuel Consumption |  |  | * $450 \mathrm{~mm} / \mathrm{h}$ |  |
| Rated load of furnace | $60 \mathrm{t} / \mathrm{h}$ |  |  |  |  | Load at time of measurement |  |  | 60 t h |  |
| Burner type and rating Natural gas burner 450 |  |  |  |  |  | Number. of burners |  |  | 1 |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | 23 | 36 | 32 | 190 | 17.7 | 1.7 | 126 | 26,700 | - |
| O2 18 \% conversion value | ppm | 21 | 33 | 29 | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | 60 | 74 | 40 | 172 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 1.75 | 1.97 | 1.07 | 5.1 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 18 | - | 360 | 5.4 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> Completed in 1993, this is a rotary kiln for aggregate drying. A bag filter is used to collect dust. |  |  |  |  |  |  |  |  |  |  |
| Location of measurement <br> The measurement site behind the bag filter was used. |  |  |  |  |  |  |  |  |  |  |
| Problems and Countermeasures Nothing in particular. |  |  |  |  |  |  |  |  |  |  |
| Estimated effects of countermeasures |  |  |  |  |  |  |  |  |  |  |

[^9]Table D4.1.5 (24) Flue Gas Measurement Results

| No $21 / 0$ | Source No.P 001 |  |  |  | Product Building bricks |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company EMO. TEGLA ES CSEREPIPARI VALLALAT MALYI TEGLAGYARA | EMO. TEGLA ES CSEREPIPARI VALLALAT MALYI TEGLAGYARA |  |  |  |  |  |  |  |  |  |
| Name of combustion facility $\quad$ No. $1 \&$ No. 2 ring kiln (Improved models of Hoffman kiln) |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Natural gas |  |  |  |  | Fuel Constumption $\quad 144 \mathrm{~m} 3 / \mathrm{h}$ |  |  |  |  |
| Rated load of furnace | 1970 bricks/h |  |  |  |  | Load at time of measurement 1970 bricks/h |  |  |  |  |
| Burner type and rating Natural gas burner $6 \mathrm{~m} 3 / \mathrm{h}$ |  |  |  |  |  | Number of burners |  |  | Four sets of 6 burners each |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O 2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | mg/m3 | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | 15 | 56 | 15 | 1.3 | 19.1 | 1.5 |  |  |  |
| $\begin{aligned} & \mathrm{O} 2 \quad 18 \% \\ & \text { conversion value } \end{aligned}$ | ppm | 24 | 88 | 24 | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | 69 | 181 | 30 | 2.0 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 1.45 | 3.89 | 0.63 | 0.044 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 150 | 150 | 5,000 | 80 |  |  |  |  |  |
| Outline of facility and of neasurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> This is an improved version of the Hoffman-type ring kiln. The curved portions to the right and left of the elliptical, doughnut-shaped ovens have been cut away, and the two ovens have been arranged in parallel. The unit was renovated so that a forklift can be used to load and unload material in the kiln. Four sets of six mobile-type natural gas burners have been arranged in series on the kiln ceiling. These burners move in accordance with the brick burning process. Under heating by natural gas, the raw material clay mixed with sawdust undergoes selfcombustion, and burning of brick interior progresses. Part of the exhaust gas is used in the product drying process. |  |  |  |  |  |  |  |  |  |  |

## Location of measurement

The measurement site attached to the underground flue from the kiln to the smokestack was used. The concentration of residual oxygen was high because exhaust gas from the cooling process was also included. Problems and Countermeasures

Nothing in particular since the shift to natural gas has already been completed.

Estimated effects of countermeasures
$\square$

[^10]Table D4.1.5 (25) Fluc Gas Measurement Results

| No 22 / 0 | Source No.P 001 |  |  |  | Product Asphalt mix |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company | MISKOLCI UTEPITO KFT NYEKI ASZFALTKEVERO |  |  |  |  |  |  |  |  |  |
| Name of combustion facility Rotary kiln for aggregate drying |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Natural gas |  |  |  |  | Fuel Consumption |  |  | $480 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace $70 \mathrm{t} / \mathrm{h}$ |  |  |  |  |  | Load at time of measurement $70 \mathrm{t} / \mathrm{h}$ |  |  |  |  |
| Burner type and rating $500 \mathrm{~m} 3 / \mathrm{h}$ |  |  |  |  |  | Number. of burners |  |  | 1 |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O 2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppin | mg/m3 | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | 98 | 9 | 400 | 52 | 18.5 | 1.2 | 87 | 33,700 | - |
| $02 \quad 18 \%$ conversion value | ppm | 118 | 11 | 480 | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | 337 | 23 | 600 | 62 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 9.44 | 0.623 | 16.9 | 1.8 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 9.45 | 9.45 | 315 | 5.4 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> This is an aggr dust. | gate dry | ing rot | ary kiln | used for | for makin |  | alt mi | It is equippe | with a bag fil | ter to collect |

## Location of measurement

The measurement site attached to the smokestack was used.
Problems and Countermeasures
Nothing in particular.

## Estimated effects of countermeasures

Table D4.1.5 (26) Flue Gas Measurement Results


## Location of measurement

The measurement site attached to the lateral flue directly in front of the smokestack was used. The exhaust gas from 9 furnaces is concentrated and directed to onc smokestack.

## Problems and Countermeasures

The NOx concentration in exhaust gas is $1,796 \mathrm{ppm}(\mathrm{O} 2 \cdot 3 \%)$ and countermeasures are required. The method of ammonia additive, which is currently being applied experimentally, is the normal method of denitration, but its efficiency is only about 70 percent. On the other hand, with the Pura Siv $N$ method in which an oxidation catalyst function has been added to a molecular sieve, NOx concentration can be reduced to around 10 ppm by adsorption of NO 2 .

## Estimated effects of countermeasures

Denitration of about $95 \%$ becomes possible.

Table D4.1.5 (27) Flue Gas Measurement Results


Table D4.1.5 (28) Flue Gas Measurement Results

| No 23/1 | Source No.P 021-2 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company TVK |  |  |  |  |  |  |  |  |  |
| Name of combustion facility Solvent waste incinerator 1-620 |  |  |  |  |  |  |  |  |  |
| Types of incinerated items Waste solvents |  |  |  |  |  |  |  |  |  |
| Rated load of furnace | $100 \mathrm{~kg} / \mathrm{h}$ |  |  |  | Load at time of measurement $100 \mathrm{~kg} / \mathrm{h}$ |  |  |  |  |
| Burner type and rating |  |  |  |  | Number. of burners |  |  | - |  |
| Measurement data |  |  |  |  |  |  |  |  |  |
| Item | SO2 | NOx | CO | DUST | 02 | CO2 | Exhaust gas | Exhaust gas | Combustion |
| Mcasurcment value | ppm | ppm | ppm | mg/m 3 | \% | \% | ${ }^{\circ} \mathrm{C}$ | Nm3/h |  |
|  | ND | 20 | ND | 13 | 168 | 25 |  |  |  |
| Conversion value $\mathrm{mg} / \mathrm{m} 3$ |  |  |  | 1 |  |  |  |  |  |
|  | ND | 0.377 | ND | 0.12 |  |  |  |  |  |
|  | h 250 | 100 | 5000 | 60 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |
| Facility <br> This unit is the 1-620 model, which is used to incinerate waste solvents from the process called TK466. A multicyclone has been installed to collect dust. |  |  |  |  |  |  |  |  |  |
| Location of measurement The measurement site attached to the lateral flue directly in front of the central smokestack was used. |  |  |  |  |  |  |  |  |  |
| Problems and Countermeasures Nothing in particular. |  |  |  |  |  |  |  |  |  |
| Estimated effects of countermeasures |  |  |  |  |  |  |  |  |  |

Table D4.1.5 (29) Flue Gas Measurement Results


Location of measurement
The measurement site attached to the lateral flue directly in front of the central smokestack was used.
Problems and Countermeasures
Nothing in particular.

Estimated effects of countermeasures

Table D4.1.5 (30) Flue Gas Measurement Results

| No 23 / 1 | Source No.P 025-2 |  |  |  | Product | Steam for processing |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company TVK |  |  |  |  |  |  |  |  |  |  |
| Name of combustion facility No |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used N |  | Natural gas; heavy oil |  |  |  | Fuel Consumption |  |  | Natural gas * $1450 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace $25 \mathrm{t} / \mathrm{h} 40 \mathrm{bar}$ |  |  |  |  |  | Load at time of measurement 21 th 38 bar |  |  |  |  |
| Burner type and rating Gas oil burner |  |  |  |  |  | Number. of burners |  |  | 2 |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | 02 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | ND | 72 | ND | 3.6 | 11.0 | 5.8 | 134 | 24,500 |  |
| $023 \%$ <br> conversion value | ppm | ND | 130 | ND | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | ND | 267 | ND | 6.5 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | ND | 3.62 | ND | 0.088 |  |  |  |  |  |
|  | Emission standard $\mathrm{kg} / \mathrm{h}$ | 500 | 100 | 5000 | - |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> Made in 1992, this is a water tube boiler located inside a petrochemical plant. It is equipped with two burners for natural gas and oil mixture. A superheater, economizer and air preheater are also attached. <br> Although mixed fuel burners are used, combustion of mixed fuel by the same burner does not take place. Use of gas and oil is divided up between two burners. At the time of measurement, only natural gas was being used. At a preheat temperature of $100^{\circ} \mathrm{C}$, oil is atomized with 11 bar of steam. <br> The oil burner is also used to burn waste oil generated from the process of manufacturing olefin. |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |

## Location of measurement

The measurement site attached to the lateral flue behind the air preheater was used. Oxygen concentration is high in the exhaust gas because air leaks from the air preheater.
Problems and Countermeasures
All the measured valucs satisfy exhaust standards, but the NOx at $3 \% \mathrm{O} 2$ conversion was 130 ppm , which is high for natural gas burning. An exhaust gas recirculator (E. G. R.) should be introduced as a countermeasure.

Estimated effects of countermeasures
In the case of natural gas combustion, NOx can be reduced to about 40 to 60 ppm by setting the exhaust gas recirculation volume at 10 to $14 \%$.

[^11]Table D4.1.5 (31) Flue Gas Measurement Results

| No 24/0 | Source No.P 004 |  |  |  | Product Heating medium oil |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company MOL RT. |  |  |  |  |  |  |  |  |  |  |
| Name of combustion facility F102 heat medium boiler |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Natural gas |  |  |  |  | Fuel Consumption $\quad 280 \mathrm{~m} 3 / \mathrm{h}$ |  |  |  |  |
| Rated load of furnace $3.65 \mathrm{Gcal} / \mathrm{h}$ | $3.65 \mathrm{Gcal} / \mathrm{h}$ |  |  |  |  | Load at time of measurement $277 \mathrm{Gcal} / \mathrm{h}$ |  |  |  |  |
| Burner type and rating Natural gas burner $450 \mathrm{~m} 3 / \mathrm{h}$ |  |  |  |  |  | Number. of burners |  |  |  |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O2 | CO2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | ND | 59 | ND | - | 6.2 | 8.3 | 60 | *3,900 | 86.3 |
| $023 \%$ conversion value | ppm | ND | 72 | ND | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | ND | 148 | ND | - |  |  |  |  |  |
| Emission | kg/h | ND | 0.473 | ND | - |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 500 | 200 | 1000 | - |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| This boiler is used for preheating of oil product storage tanks. It heats dowtherm oil to $120^{\circ} \mathrm{C}$ in order to keep the tank interior at $70^{\circ} \mathrm{C}$. <br> A natural gas burner of $450 \mathrm{~m} 3 / \mathrm{h}$ rating is installed at the ceiling of this upright boiler. It is structured so that oil in a spiral tube is heated. |  |  |  |  |  |  |  |  |  |  |

Location of measurement
The measurement site at the boiler outlet was used.
Problems and Countermeasures
Since the concentration of O 2 in the exhaust gas is high, it must be lowered to about 2 to 3 percent by adjusting the air volume.

Estimated effects of countermeasures

* Estimated value

Table D4.1.5 (32) Flue Gas Measurement Results

| No 25/1 | Source No.P 001-1 |  |  |  | Product Steam for power generation and processing |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company TISZAI EROMU RT. I. HOEROMU |  |  |  |  |  |  |  |  |  |  |
| Name of combustion facility No. 1 water tube boiler |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Brown coal; Natural gas |  |  |  |  | Fuel Consumption |  |  | Brown coal * $33.29 \mathrm{t} / \mathrm{h}$;Natural gas $700 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace $125 \mathrm{t} / \mathrm{h} 515^{\circ} \mathrm{C}$ |  |  |  |  |  | Load at time of measurement $97 \mathrm{t/h} 502^{\circ} \mathrm{C}$ |  |  |  |  |
| Burner type and rating Pulverized coal burner; <br> Natural gas burner |  |  |  |  |  | Number of burners |  |  | 4 pulverized coal burners; 2 natural gas burners |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | 02 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | $\%$ | \% | ${ }^{\circ} \mathrm{C}$ | Nm3/h | \% |
|  |  | 2468 | 236 | 60 | 180 | 9.1 | 9.0 | 189 | 156,000 | - |
| $026 \%$ conversion value | ppm | 3111 | 297 | 76 | - |  |  |  |  |  |
|  | mg/m3 | 8889 | 610 | 95 | 225 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 1100 | 75.6 | 11.7 | 28 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 375 | 112 | 7500 | 90 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| This power station has cight units of the same type of boiler. One smokestack is used with two boilers, and these stacks are designated from P001 to P004. <br> These boilers are water-tube type units rated at $125 \mathrm{t} / \mathrm{h}$. They are used to make steam for power generation and for processing. These boilers have four pulverized coal burners at the furnace top, and two natural gas burners on the side surface of the furnace. A superheater, cconomizer and air preheater have been installed to conserve energy, and an electric dust collector to remove dust. |  |  |  |  |  |  |  |  |  |  |

## Location of measurement

Gaseous substances were measured at the induced draft fan outlet behind the electric dust collector, and dust was measured at the electric dust collector outlet. The concentration of O 2 in the exhaust gas was high because of air entering from the air preheater and elsewhere.
Problems and Countermeasures
The volume of SO2 exhausts is about three times the standard value, and a desulfurization unit must be introduced.

Estimated effects of countermeasures
Desulfurization of 95 percent is possible.

* Estimated value

Table D4.1.5 (33) Flue Gas Measurement Results


* Estimated value

Table D4.1.5 (34) Flue Gas Measurement Results


* Estimated value

Table D4.1.5 (35) Flue Gas Measurement Results

| No 25/1 | Source No.P 002-2 Product Steam for power gencration and processing |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company TISZAI EROMU RT. I. HOEROMU |  |  |  |  |  |  |  |  |  |  |
| Name of combustion facility $\quad$ No. 4 water tube bo |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Brown coal; Natural gas |  |  |  |  | Fuel Consumption |  |  | Brown coal * $48.69 \mathrm{t} / \mathrm{h}$; <br> Natural gas $700 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace 12 |  | /h 51 |  |  |  | Load at time of measurement |  |  | $118 \mathrm{th} 504^{\circ} \mathrm{C}$ |  |
| Burner type and rating P |  | rized <br> ral gas | coal bu burne |  |  | Number. of burners |  |  | 4 pulverized coal burners; 2 natural gas burners |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | 02 | CO2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | mg/m 3 | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | 2593 | 196 | 630 | 820 | 9.6 | 8.3 | 180 | 161,000 | - |
| $\begin{aligned} & \mathrm{O} 26 \% \\ & \text { conversion value } \end{aligned}$ | ppm | 3412 | 258 | 829 | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | 9749 | 530 | 1036 | 1079 |  |  |  |  |  |
| Emission | kg/h | 1190 | 64.8 | 127 | 130 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 375 | 112 | 7500 | 90 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| FacilitySame as P001-1. |  |  |  |  |  |  |  |  |  |  |
| Location of measurement Same as P001-1. |  |  |  |  |  |  |  |  |  |  |
| Problems and Countermeasures Same as P001-1. |  |  |  |  |  |  |  |  |  |  |
| Estimated effects of countermeasures Same as P001-1. |  |  |  |  |  |  |  |  |  |  |

* Estimated value

Table D4.1.5 (36) Flue Gas Measurement Results


* Estimated value

Table D4.1.5 (37) Flue Gas Measurement Results


Outine of facility and of measurements

## Facility

At this power station there are four boilers of the same type. Three types of fucl are used: residual oil from the neighboring oil refining plant, natural gas obtained from the Ukraine and domestically-produced inert gas (43\% CO2). There are eight mixed gas and oil combustion burners, and four of them burn inert gas mixtures. The ratings are as follows: oil, $7.5 \mathrm{t} / \mathrm{h}$; natural gas, $8000 \mathrm{~m} 3 / \mathrm{h}$; inert gas, $11000 \mathrm{~m} 3 / \mathrm{h}$. These burners are arranged in two rows of four burners each at the bottom of the boiler. At the time of measurement, oil and inert gas were mixed together and burnt. A superheater, economizer and air preheater were attached for energy conservation, but there were no measures against exhaust gas.

## Location of measurement

Gas substance was measured from the lateral flue, and the measuring site installed near the top of the smokestack was used for measuring dust.

## Problems and Countermeasures

SO 2 and NOx exceed the standard values. With respect to NOx, given the arrangement of burners, combustion at variable concentration must be used, or a denitration unit must be attached. With respect to SO 2 , the sulfur component in heavy oil fuel must be further reduced or a desulfurization unit must be introduced.

Estimated effects of countermeasures
Desulfurization and denitration of 90 to 95 percent are possible with introduction of desulfurization and denitration devices.

Table D4.1.5 (38) Flue Gas Mcasurement Results


Table D4.1.5 (39) Flue Gas Measurement Results

| No - / | Source No.P 001 |  |  |  | Product Meat processing plants |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OZD GOMORHUS KAZAUK |  |  |  |  |  |  |  |  |  |  |
| Name of combustion facility Marine boiler |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Brown coal; Firewood |  |  |  |  | Fucl Consumption |  |  | Brown coal $0.13 \mathrm{t} / \mathrm{h}$ Firewood 0.093 th |  |
| Rated load of furnace 2 th 13.5 bar |  |  |  |  |  | Load at time of measurement $0.6 \mathrm{t} / \mathrm{h} 4.5$ bar |  |  |  |  |
| Burner type and rating Hand firing |  |  |  |  |  | Number. of burners |  |  | - |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O2 | CO2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | mg/m3 | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | 182 | 52 | 1385 | 57.9 | 16.2 | 4.5 | 125 | 3,600 | - |
| O2. 6 conversion value | ppm | 569 | 163 | 4328 | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | 1.626 | 335 | 5410 | 181 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 1.87 | 0.384 | 6.23 | 0.208 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 0.27 | 0.27 | 9 | 0.12 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> Made in 1959, this is a cargo vessel boiler used to produce steam for processing in meat processing plants. It was taken from a ship after the ship had been scrapped. There is another boiler of the same type, and the two are used alternately. Complaints have been received on numerous occasions from nearby residents, so the volume of brown coal used has been reduced and firewood is used as a supplement. Studies are being made to introduce natural gas. |  |  |  |  |  |  |  |  |  |  |

Location of measurement
The measuring site installed at the bottom of the stone smokestack was used. Residual oxygen concentration was high because of air entering from the soot door and from the boiler not in operation.

## Problems and Countermeasures

Since the smokestack is low at 16 meters, exhaust standards have been strictly set. Consequently, $\mathrm{SO} 2, \mathrm{NOx}$ and dust all exceeded the standards.

Since construction of natural gas piping has been completed, fuel conversion will be the best countermeasure.

## Estimated effects of countermeasures

SO2, CO and dust can be reduced to near zero and NOx can be lowered to about 100 ppm at $3 \%$ oxygen.

Table D4.1.5 (40) Flue Gas Measurement Results


## Location of measurement

The measurement site established at the boiler outlet was used.

## Problems and Countermeasures

By preserving the temperature of the outer surface, the fuel consumption per production can be reduced. And by processing surplus sawdust, etc., into bio-briquette for example, added value could be escalated and marketed.

Estimated effects of countermeasures

Table D4.1.5 (41) Flue Gas Measurement Results

| No / | Source No.P 001 |  |  |  | roduct | Steam | for pro | cessing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company |  |  | BORSODI SORGYAR RT, BOCS |  |  |  |  |  |  |  |
| Name of combustion facility |  |  | No. 5 flue and smoke tube boiler |  |  |  |  |  |  |  |
| Types of fuel used | Natural gas |  |  |  |  | Fuel Consumption |  |  | $1422 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace $20 \mathrm{t} / \mathrm{h} 12 \mathrm{bar}$ |  |  |  |  |  | Load at time of measurement $16 \mathrm{t} / \mathrm{h} 9.5 \mathrm{bar}$ |  |  |  |  |
| Burner type and rating Block type natural gas burner$1000 \mathrm{~m} 3 / \mathrm{h}$ |  |  |  |  |  | Number of burners |  |  | 2 |  |
| Measurement data |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST |  |  |  | O 2 | CO2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | ND | 99 | 5 | - | 2.1 | 1.2 | 200 | *15,000 | 81.7 |
| O2 $3 \%$ conversion valuc | ppm | ND | 94 | 5 | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | ND | 193 | 6 | - |  |  |  |  |  |
| Emission | kg/h | ND | 3.05 | 0.094 | - |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | - | 70 | 3500 | - |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> This is a processing boiler for producing beer and carbonated drinks. It is a triple-pass type, flue and smoke tube boiler with a superheater installed at the second pass. Burners are of the block type and portions of the flame are orange in color, perhaps because oxygen is restricted to 2.1 percent. Traces of CO are also detected. Air for combustion is preheated to $20^{\circ} \mathrm{C}$ by steam. Since the return water is $113^{\circ} \mathrm{C}$, an economizer has not been installed. |  |  |  |  |  |  |  |  |  |  |
| Location of measurement The boiler outlet. |  |  |  |  |  |  |  |  |  |  |
| Problems and Countermeasures Nothing in particular. |  |  |  |  |  |  |  |  |  |  |
| Estimated effects of countermeasures |  |  |  |  |  |  |  |  |  |  |

* Estimated value

Table D4.1.5 (42) Flue Gas Measurement Results

| No 02/0 | Source No.P 036 |  |  |  | roduct | Steam | he |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company OZDI KOHASRRTI VZEMEK |  |  |  |  |  |  |  |  |  |  |
| Name of combustion facility No. 10 water tube |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Coal and natural gas |  |  |  |  | Fuel Consumption |  |  | Coal $2 \mathrm{t} / \mathrm{h}$ <br> Natural gas $980 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace $20 \mathrm{t} / \mathrm{h} 28 \mathrm{bar}$ |  |  |  |  |  | Load at time of measurement |  |  | 16 th 15 bar |  |
| Burner type and rating See column below. |  |  |  |  |  | Number. of bumers |  |  | See column below. |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O2 | CO2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | Nm3/h | \% |
|  |  | 24 | 3.2 | 263 | 7890 | 18.9 | 4.0 | 90 | *161,00 |  |
| $026 \%$ conversion value | ppm | 171 | 23 | 1879 |  |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | 489 | 47 | 2349 | 56257 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 11.0 | 1.05 | 52.7 | 1270 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | 8.2 | 6.0 | 428.6 | 2.9 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> Located in the OZD steel plant, this is a boiler for regional heating made in 1950. When the blast furnace was in operation, blast furnace gas was used, but now natural gas is used. This boiler is equipped with four pulverized coal burners and with four pulverized coal and gas mixture burners. Because of deterioration, the boiler cannot operate at high loads. The coal and gas fuels are used at a heat volume ratio of 50 percent each. Ukrainian coal and coal of low sulfur content from Poland are used; at the time of measurement, the sulfur content was 0.58 percent. An air preheater, cconomizer and superheater have been added for energy conservation. A cyclone has been installed to collect dust. <br> Even if the No. 9 boiler of the same type is used, the heat volume is still inadequate for heating, so a used container-type gas boiler has been introduced as a supplement. |  |  |  |  |  |  |  |  |  |  |
| Location of measurement <br> The measuring site installed at the cyclone outlet was used. Residual oxygen concentration was high because of substantial leakage of air from throughout the unit. |  |  |  |  |  |  |  |  |  |  |
| Problems and Count <br> Dust and SO2 e | ermeas <br> xceed th | stand | ards. T | he ideal | al counter | rmeas | is $t$ | hif 100 per | to natural gas |  |

## Estimated effects of countermeasures

By introducing natural gas, NOx can be lowered to around 80 to 100 ppm ( $3 \%$ oxygen) and SO2 and dust could be reduced to zero.

[^12]Table D4.1.5 (43) Flue Gas Measurement Results

| No $12 / 0$ | Source No.P 001 |  |  | Product Steam for heating |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company |  |  | EAEV. MUNKASSZALLO |  |  |  |  |  |  |  |
| Name of combustion facility |  |  | Cast iron boiler |  |  |  |  |  |  |  |
| Types of fuel used. | Coal, Brown coal |  |  |  |  | Fuel Consumption |  |  | $0.056 \mathrm{t} / \mathrm{h}$ |  |
| Rated load of furna | e undetermined |  |  |  |  | Load at time of measurement |  |  | undetermined |  |
| Burner type and rat | $g$ Han | d firing |  |  |  | Number. of burners |  |  | - |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | 2 | 6 | 267 | 4.7 | *20.7 | 0.6 | 50 | 6,500 | - |
| $\begin{aligned} & \mathrm{O} 2-\% \\ & \text { conversion value } \end{aligned}$ | ppm | - | - | - | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | - | - | - | - |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | 0.037 | 0.08 | 2.20 | 0.031 |  |  |  |  |  |
| Emission standard | $\mathrm{kg} / \mathrm{h}$ | 5.4 | 5.4 | 180 | 2.7 |  |  |  |  |  |

Outline of facility and of measurements

## Facility

Manufactured in Poland, these are cast iron boilers for heating buildings. Of the seven boilers available, only three are in operation. Coal mined in Poland is used as fuel. These boilers are scheduled to be shut down on April $15,1994$.

## Location of measurement

The measuring site attached to the smokestack was used for measuring. Oxygen concentration of 20.7 percent was recorded because of large volumes of air entering from the boilers not in operation and elsewhere.
Problems and Countermeasures
Nothing in particular. (Scheduled for closure.)

Estimated effects of countermeasures

* Estimated value

Table D4.1.5 (44) Flue Gas Measurement Results


## Location of measurement

The measurement site attached to the smokestack was used. The concentration of residual oxygen was high because air leaks from the inoperative boiler and from sundry devices.
Problems and Countermeasures
Nothing in particular.

Estimated effects of countermeasures

[^13]Table D4.1.5 (45) Flue Gas Measurement Results


[^14]Table D4.1.5 (46) Flue Gas Measurement Results

| No 26/0 | Source No.P 001 |  |  |  | Product Hot water for heating |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company MISKOLCI HOSZOLGALTATO V KILIAUI KAZANHAZA | MISKOLCI HOSZOLGALTATO V Killaul kazanhaza |  |  |  |  |  |  |  |  |  |
| Name of combustion facility No. 2 water tube boiler |  |  |  |  |  |  |  |  |  |  |
| Types of fuel used | Natural gas |  |  |  |  | Fucl Consumption |  |  | $207.5 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace $180 \mathrm{t} / \mathrm{h}$ (hot water) | $180 \mathrm{t} / \mathrm{h}$ (hot water) |  |  |  |  | Load at time of measurement $180 \mathrm{t} / \mathrm{h}$ (hot water) |  |  |  |  |
| Burner type and rating Block-type burner $400 \mathrm{m3/h}$ |  |  |  |  |  | Number. of burners $\quad 1$ |  |  |  |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O 2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | $\mathrm{mg} / \mathrm{m} 3$ | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | ND | 65 | 690 | - | 3.5 | 9.8 | - | *2,400 | - |
| $023 \%$ conversion value | ppm | ND | 67 | 710 | - |  |  |  |  |  |
|  | mg/m3 | ND | 138 | 888 | - |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | ND | 0.32 | 2.07 | - |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | - | 2.7 | 90 | - |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> This is a hot w type with an air blo | ater boile wer buil | for re | gional re are | cating no air | which preheate | asse or 0 | led in er cqu | side a conta ipment for | The burne gy conservat | the block |

Location of measurement
Measurements were taken at the boiler outct.

## Problems and Countermeasures

Since the concentration of CO in the exhaust gas is high, the burner must be adjusted. In particular, the air register must be inspected.

Estimated effects of countermeasures

* Estimated value

Table D4.1.5 (47) Flue Gas Measurement Results


Location of measurement
The measurement site established on the smokestack was used.
Problems and Countermeasures
Conversion to natural gas is scheduled for the summer of 1994.

Estimated effects of countermeasures

Table D4.1.5 (48) Flue Gas Measurement Results


Location of measurement
Mcasurements were taken at the boiler outlet.
Problems and Countermeasures
Since the load at the time of measurement was low at 50 percent, it was inevitable that the concentration of oxygen in the exhaust gas under normal conditions would be high. With combustion of natural gas, even though the oxygen concentration in the exhaust gas was 7.7 percent, CO was also produced and this poses as a problem. The burner must be checked.

## Estimated effects of countermeasures

* Estimated value

Table D4.1.5 (49) Flue Gas Measurement Results

| No 26/6 | Source No.P 001 |  |  |  | Product Hot water for heating |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company |  |  | MISKOLCI HOSZOLGALTATO V. DIOSGYORI KAZANHAZA |  |  |  |  |  |  |  |
| Name of combustion facility |  |  | No. 1 flue and smoke tube boiler |  |  |  |  |  | $300 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Types of fuel used | Natural gas |  |  |  |  | Fuel Consumption |  |  |  |  |
| Rated load of furnace | $6 \mathrm{Gcal} / \mathrm{h}$ |  |  |  |  | Load at time of measurement |  |  | * $4.2 \mathrm{Gcal} / \mathrm{h}$ |  |
| Burner type and rating Block-type burner $700 \mathrm{~m} 3 / \mathrm{h}$ |  |  |  |  |  | Number. of burners |  |  | 1 |  |
| Measurement data |  |  |  |  |  |  |  |  |  |  |
| Item |  | SO2 | NOx | CO | DUST | O2 | CO2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value |  | ppm | ppm | ppm | mg/m3 | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  |  | ND | 35 | ND | 5.75 | 9.5 | 6.3 | 121 | 7,700 | - |
| $\mathrm{O} 23 \%$ <br> conversion value | ppm | ND | 55 | ND | - |  |  |  |  |  |
|  | $\mathrm{mg} / \mathrm{m} 3$ | ND | 113 | ND | 9.00 |  |  |  |  |  |
| Emission | $\mathrm{kg} / \mathrm{h}$ | ND | 0.187 | ND | 0.443 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ |  | - | 5.4 | 180 | - |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |  |
| Facility <br> This is a hot water boiler for regional heating. It is a triple-pass type, flue and smoke tube boiler. The facility has six boilers of the same type and four were in operation at the time of the survey. At a temperature of $75^{\circ} \mathrm{C}$, the hot water is circulated at $500 \mathrm{~m} 3 / \mathrm{h}$. |  |  |  |  |  |  |  |  |  |  |
| Location of measurement <br> The measurement site established on the underground lateral flue was used. |  |  |  |  |  |  |  |  |  |  |
| Problems and Countermeasures Nothing in particular. |  |  |  |  |  |  |  |  |  |  |
| Estimated effects of countermeasures |  |  |  |  |  |  |  |  |  |  |

[^15]Table D4.1.5 (50) Flue Gas Measurement Results


Location of measurement
Measurements were taken at the boiler outlet.

Problems and Countermeasures
Nothing in particular.

Estimated effects of countermeasures

Table D4.1.5(51) Flue Gas Measurement Results


Table D4.1.5 (52) Flue Gas Measurement Results

| No 31/0 | Source No.P 001 |  |  | Product Steam for heating |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Name of company MISKOLC EGYETEM FUTOMU |  |  |  |  |  |  |  |  |  |
| Name of combustion facility No. 1 flue and smoke tube boiler |  |  |  |  |  |  |  |  |  |
| Types of fuel used Heavy oil | Heavy oil |  |  |  | Fuel Consumption |  |  | $480 \mathrm{~m} 3 / \mathrm{h}$ |  |
| Rated load of furnace $7 \mathrm{t} / \mathrm{h} 12 \mathrm{bar}$ |  |  |  |  | Load at time of measurement $4.2 \mathrm{t} / \mathrm{h} 8 \mathrm{bar}$ |  |  |  |  |
| Burner type and rating Mechanical atomizer burner $600 \mathrm{~kg} / \mathrm{h}$ |  |  |  |  | Number. of burners |  |  |  |  |
| Measurement data |  |  |  |  |  |  |  |  |  |
| Item | SO2 | NOx | CO | DUST | O 2 | CO 2 | Exhaust gas temperature | Exhaust gas flow volume | Combustion efficiency |
| Measurement value | ppm | ppm | ppm | mg/m3 | \% | \% | ${ }^{\circ} \mathrm{C}$ | $\mathrm{Nm} 3 / \mathrm{h}$ | \% |
|  | 996 | 287 | 1 | 97.7 | 4.0 | 13.7 | 281 | 5,400 | 83.8 |
| O2 $3 \%$ conversion value | 1055 | 304 | 1 | - |  |  |  |  |  |
|  | 3014 | 624 | 1 | 104 |  |  |  |  |  |
| Emission $\quad \mathrm{kg} / \mathrm{h}$ | 15.4 | 3.18 | 0.007 | 0.528 |  |  |  |  |  |
| Emission standard $\mathrm{kg} / \mathrm{h}$ | 120 | 120 | 4000 | 60 |  |  |  |  |  |
| Outline of facility and of measurements |  |  |  |  |  |  |  |  |  |
| Facility <br> This is a triple pass flue and smoke tube boiler for heating at MISKOLC University. The heavy oil is heated to $130^{\circ} \mathrm{C}$ by steam and electricity and atomized at a hydraulic pressure of 32 bar. Since it is used for heating, the boiler is operated from October 15th to April 15th of the following year. |  |  |  |  |  |  |  |  |  |
| Location of measurement <br> Measurements were taken at the boiler outlet. |  |  |  |  |  |  |  |  |  |
| Problems and Countermeasures <br> All the measured values cleared the standard values, but SO 2 and $\mathrm{NO} x$ were high. <br> Huge reductions in NOx could be realized by shifting to natural gas, but if heavy oil continues to be used, a two-stage combustion burner should be introduced to lower NOx. |  |  |  |  |  |  |  |  |  |
| Estimated effects of countermeasures |  |  |  |  |  |  |  |  |  |

Table D4.1.6 Breakdown of Samples of Questiomaire on Home Heating

| Respondent | Tenant | Owner | School office | Total |
| :---: | :---: | :---: | :---: | :---: |
|  | 8 | 148 | 3 | 159 |


| Type of <br> building | Residence | School office | Home office | Workshop <br> residence | Shop and <br> residncece or <br> apartment | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 154 | 1 | 1 | 1 | 2 | 159 |


| Number of <br> stories | 1 | 2 | 3 | 4 or more | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 106 | 42 | 9 | 2 | 159 |


| Floor area <br> $\left(\mathrm{m}^{2}\right)$ | $50 \mathrm{~m}^{2}$ and less | $51 \sim 100 \mathrm{~m}^{2}$ | $101 \sim 150 \mathrm{~m}^{2}$ | $151 \sim 200 \mathrm{~m}^{2}$ | $201 \mathrm{~m}^{2}$ or <br> more | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 12 | 94 | 38 | 10 | 5 | 159 |


| Building <br> structure | Brick <br> Mortar | Silica brick <br> Mortar | Concrcte <br> Panel | Stone <br> Loam | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 102 | 47 | 2 | 8 | 159 |  |


| Number of <br> familics | 1 | $2 \sim 3$ | $4 \sim 6$ | 7 or more | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 136 | 22 | 0 | 1 | 159 |


| Number of <br> occupants | $1 \sim 2$ | $3 \sim 5$ | $6 \sim 10$ | 11 or more | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 40 | 101 | 16 | 2 | 159 |

Table D4.1. 7
Amount of Fuel Consumption by Heating Facilities and Fuel Type (From Nov. 1992 to Mar. 1993)

| Heating system | Type of heating facilities | Type of fuel | Amount of fuel consumption* |
| :---: | :---: | :---: | :---: |
| Indivisual heating (54) | Stove(26) | Diesel(1) | 1,4201 |
|  |  | Firewood(6) | 26,350kg |
|  |  | Firewood \& diesel (1) | 1,080kg, 6301 |
|  |  | Coal \& diesel(1) | 2,000kg, 2,0001 |
|  |  | Coal \& Firewood(17) | $75,820 \mathrm{~kg}, 36,860 \mathrm{~kg}$ |
|  | Small-sized hot-water heating(20) | Natural gas(20) | 28,536m3 |
|  | Electrical heating(3) | Electric power(3) | 29,232KWh |
|  | Tailed stove(1) | Natural gas(1) | 1,543m3 |
|  | Boiler(1) | Natural gas (1) | 1,600m3 |
|  | Stove \& Small-sized hot-water heating(1) | Coal, Firewood \& Natural gas(1) | 2,500kg, 1,000kg, 317m3 |
|  | Boiler \& Small-sized hot-water heating(2) | Coal \& Natural gas(1) | 1,000kg, 675 m 3 |
|  | Stove \& Electrical heating(1) | Coal \& Electric power(1) | $9,000 \mathrm{~kg}, 7,300 \mathrm{KWh}$ |
| Central heating | Boiler(104) | LPG gas (1) | 1,620프 |
| (104) |  | Diesel(1) | 2,0001 |
|  |  | Firewood(1) | $4,800 \mathrm{~kg}$ |
|  |  | Firewood \& Wood dust(1) | 2,600kg, 15,000kg |
|  |  | Coal(12) | $109,930 \mathrm{~kg}$ |
|  |  | Coal \& Firewood(29) | 233, $480 \mathrm{~kg}, 71,840 \mathrm{~kg}$ |
|  |  | Natural gas(57) | 136,787m3 |
|  |  | Coal \& Natural gas(2) | $6,500 \mathrm{~kg}$, $3,180 \mathrm{~m} 3$ |
| Both(1) | Boiler \& Stove(1) | Coal \& Firewood(1) | $90,000 \mathrm{~kg}, 35,000 \mathrm{~kg}$ |

Note) Numbers in parenthesis show the number of sample.

## Coding for Tables D4.1.8 through D4.1.10

The Tables include quality parameters of each type of fuels and their places of origin which are referred by codes as follows.
a) Physical condition: the first two digits

11-14 solid: 11 black coal
12 brown coal
13 lignite
14 coke
21-28 liquid: 21 industrial heating oil (diesel oil)
22 medium heavy heating oil
23 heavy heating oil
24 residue oil
25 diesel oil (in the summer) (gas oil)
26 communal heating oil (kerosine)
27 leaded petrol - No. 92 (gasoline)
28 leaded petrol - No. 98 (gasoline)
31-33 gas: $\quad 31$ gas pipe "Testveriseg"
32 gas pipe at Hajduszoboszlo
33 inner gas
b) Area of origin: the third, fourth and fifth digits

100-170 domestic: from 110: Sajo valley
from 120: South Borsod
from 130: Matra region
from 140: Nograd county
from 150: North Dunantul
from 160: Middle Dunantul
from 170: South Dunantul
from 180: Hajdu county
from 190: Szolnok county
200-250 imported: from 210: Czench Republic
from 220: Slovac Republic
from 230: Poland
from 240: Russia
from 250: Belorussia
from 260: Ukraine
c) Grain dimension: the sixth digit (in mm)

0: liquid - gas
1: +40
2: $40-80$
$3:+20$
4: 20-40
5: 15-20
6: 10-20
7: 0-40
8: 0-20
9: 0-10
d) Standard calorific value $\left[\mathrm{GJ} / \mathrm{t} ; \mathrm{GJ} / \mathrm{m}^{3}\right]$
e) Standard $\mathrm{SO} 2\left[\mathrm{~kg} / \mathrm{l} ; \mathrm{kg} / \mathrm{m}^{3}\right]$
Table D4.1.8 (1) Result of Fuel Analysis - Solid Fuels (1)

|  |  |  <br>  |
| :---: | :---: | :---: |
| (1) | $=$ |  <br>  |
|  | - |  <br>  <br>  |
|  |  |  <br>  <br>  <br>  |
|  |  |  <br>  <br>  |
|  |  |  |
| (1) |  |  |
| 复 |  |  |

Result of Fuel Analysis－Solid Fuels（2）

|  |  <br>  |
| :---: | :---: |
| \％ |  |
|  |  |
|  |  |
|  |  |
|  |  |
| （1） |  |
| 筫 |  |

Table D4.1.8 (3) Result of Fuel Analysis - Solid Fuels (3) (Mercury Concentration in Coal Samples)

| Number | a | de b | c | Location of Excavating or Selection | Mercury <br> $\mathrm{Hg}(\mathrm{ng} / \mathrm{g})$ | $\begin{gathered} \text { Average } \\ \mathrm{Hg}(\mathrm{ng} / \mathrm{g}) \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 12 | 110 | 1 | Berente | 93.3 |  |
| 2 | 12 | 110 | 4 | Berente | 97.1 |  |
| 3 | 12 | 110 | 4 | Berente | 110.0 |  |
| 4 | 12 | 110 | 4 | Berente | 100.0 | 99.8 |
| 5 | 12 | 110 | 4 | Berente | 106.0 |  |
| 6 | 12 | 110 | 8 | Berente | 100.0 |  |
| 7 | 12 | 110 | 8 | Berente | 85.7 |  |
| 8 | 12 | 110 | 9 | Berente | 106.0 |  |
| 9 | 12 | 110 | 1 | Feketevolgy | 69.6 | 69.6 |
| 10 | 12 | 110 | 3 | Rudolf | 100.0 | 96.8 |
| 11 | 12 | 110 | 1 | Rudolf | 93.5 |  |
| 12 | 12 | 110 | 7 | Edeleny | 113.0 | 113.0 |
| 13 | 12 | 110 | 8 | Vadna | 100.0 | 100.0 |
| 14 | 12 | 110 | 4 | Putnok | 92.5 |  |
| 15 | 12 | 110 | 7 | Putnok | 71.0 | 83.0 |
| 16 | 12 | 110 | 8 | Putnok | 96.4 |  |
| 17 | 12 | 110 | 9 | Putnok | 72.1 |  |
| 18 | 12 | 110 | 1 | Lyuko | 97.4 |  |
| 19 | 12 | 110 | 4 | Lyuko | 93.2 | 100.5 |
| 20 | 12 | 110 | 3 | Lyuko | 111.0 |  |
| 21 | 12 | 150 | 1 | Oroszlany | 93.1 |  |
| 22 | 12 | 150 | 4 | Oroszlany | 103.0 |  |
| 23 | 12 | 150 | 8 | Oroszlany | 156.0 |  |
| 24 | 12 | 150 | 5 | Oroszlany | 111.0 | 138.2 |
| 25 | 12 | 151 | 9 | Oroszlany | 188.0 |  |
| 26 | 12 | 150 | 7 | Oroszlany | 127.0 |  |
| 27 | 12 | 150 | 9 | Oroszlany | 189.0 |  |
| 28 | 12 | 152 | 4 | Dorogi briquet | 192.0 | 192.0 |
| 29 | 12 | 161 | 7 | Balinka | 125.0 | 141.0 |
| 30 | 12 | 161 | 8 | Balinka | 157.0 |  |
| 31 | 12 | 161 | 8 | Dudar | 94.8 | 94.8 |
| 32 | 12 | 161 | 1 | Jager briquet | 34.3 | 49.3 |
| 33 |  | 161 | 1 | German briquet | 64.3 |  |
| 34 | 11 | 211 | 4 | Czech coke | 35.3 | 35.3 |
| 35 | 11 | 211 | 2 | Czech | 53.6 |  |
| 36 | 11 | 211 | 4 | Czech | 72.0 |  |
| 37 | 12 | 211 | 4 | Czech | 171.0 | 114.9 |
| 38 | 12 | 211 | 1 | Czech | 93.0 |  |
| 39 | 11 | 211 | 5 | Czech | 197.0 |  |
| 40 | 11 | 211 | 9 | Czech | 103.0 |  |
| 41 | 12 | 221 | 2 | Slovak | 67.6 | 50.9 |
| 42 | 14 | 221 | 4 | Slovak | 34.2 |  |
| 43 | 11 | 231 | 4 | Polish | 48.1 |  |
| 44 | 11 | 231 | 5 | Polish | 32.5 | 45.4 |
| 45 | 11 | 231 | 6 | Polish | 55.6 |  |
| 46 | 12 | 241 | 1 | Russian | 32.3 | 31.5 |
| 47 | 11 | 241 | 2 | Russian | 30.6 |  |

Note Analysis of Mg is Made with Vaporization by Heating and Atomic Absorption Photometry Method.
Table D4.1.9 Result of Fuel Analysis - Liquid Fuels

| Number |  | Proouct |  | $\begin{aligned} & \text { powt } \\ & \text { point } \\ & c \\ & \hline \end{aligned}$ | $\begin{gathered} \text { poin } \\ \text { poin } \\ c \end{gathered}$ | $\begin{aligned} & \text { visexity } \\ & \text { vinomic } \\ & \text { vc } \end{aligned}$ | ns $x$ | Conrachon <br> \% | nimse | carboc $\mathrm{C}$ | sultir | bydroges <br> H\% | vanacium <br> $V_{p o m}$ | poceminm $\underline{K}_{\text {gran }}$ | mancixam <br> Nagpm | $\begin{aligned} & \text { nidel } \\ & \text { Nippom } \end{aligned}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13. | 14 | 15 | 16 | 17 | 18 |
| 1 | 21:000-41-3 | NDUSTRIAL HEATMG OL (Eimed Oil) | 0.8453 | -29.2 | 6.6 | $\underset{143}{\mathrm{v} / 100}$ | 0.92 | 0.15 | 0.1 | 83.10 | 0.17 | 1332 | 30 | 12 | 10 | 20 | 41250 |
| 2 | 22000. 41. 48 | MEDIUM-HEAVY HEATING OLI | 0.9514 | 13.3 | 139.5 | 74.4 | 0.33 | 0.08 | 0.2 | 76.20 | 2.51 | 14.54 | 9 | 12 | 15 | 20 | 4052 |
| 3 | 231000-40-58 | heavy heatnig oll | 0.9763 | 19.0 | 152.2 | $\begin{gathered} \text { viso } \\ 155.4 \end{gathered}$ | 0.38 | 0.11 | 0.2 | 3275 | 295 | 12.65 | 102 | 11 | 16 | 38 | 40150 |
| 4 | 241000-40-58 | GUDRON <br> (Residuc Oil) | 0.9882 | 293 | 279.3 | $\begin{aligned} & \text { v } 100 \\ & 3620 \end{aligned}$ | 0.38 | 0.09 | 0.2 | 85.02 | 291 | 11.51 | 186 | 29 | 32 | 47 | 40123 |
| 5 | 251000. 41 - 3 | FUEL (SUMMER-TYPE) | 0.8434 | 5.2 | 65.0 | v/3, 5.1 | 0.08 | 0.08 | CBM | 73.10 | 0.16 | 18.55 | CBM | CBM | CBM | CBM | 41218 |
| 6 | 261000. 42 - 4 | comarnial on (Kersim) | 0.8454 | -83 | 69.2 | 4.6 | 0.09 | 0.04 | CBM | 75.20 | 0.22 | 15.36 | CBM | CBM | с3, | CBM | $4: 910$ |
| 7 | 271000-44- | PETROL 92 (Geodine) | 0.7506 | - | - | - | cBm | CBM | - | - | 0.04 | CBM | CBM | свм | CRM | CBM | 43610 |
| 8 | 281000-43. 1 | ${ }^{\text {PETROL.\&8 }} \text { (Candinx) }$ | 0.7335 | - | - | - | CBM | CBM | - | - | 0.04 | CBM | CBM | CBM | CBM | CBM | 42880 |

Lead concentration in gasoline:(Petro/92)0.15g/
CBM - CANNOT BE MEASURED
Table D4.1.10 Result of Fuel Analysis - Gas Fuels

| NUMBER | $\begin{gathered} \text { CODE } \\ \text { abc. } \quad \mathrm{d} \quad \mathrm{e} \\ \hline \end{gathered}$ | PRODUCT |  | $\begin{aligned} & \text { density } \\ & (\mathrm{C}=0) \\ & \mathrm{ky} / \mathrm{m} 3 \\ & \hline \end{aligned}$ | molecular weight | methane <br> CH4\% | echasne <br> C2H6\% | propanc <br> C3H8\% | carbonite dioxide CO2\% | nitrogen <br> N\% | varadiam <br> V\% | $\begin{gathered} \text { total } \\ \text { sulfur } \\ s \operatorname{mog} / \mathrm{m} 3 \end{gathered}$ | sulfur hydrogene $\mathrm{H} 2 \mathrm{~S} \mathrm{mg} / \mathrm{m} 3$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 2 | 3 | 3 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 1 | 311800-34-0.0070 | NATIONAL SOURCE AT "Hzjdurmoboselo" | 811833989 | 0.734 | 16.39 | 97.65 | 0.76 | 0.19 | 0.13 | 1.17 | CBM | 2.8 | 1.4 |
| 2 | 322500-34-0.0074 | gas line testveriseg- | 856535858 | 0.731 | 16.27 | 98.35 | 0.43 | 0.17 | 0.05 | 0.90 | CEM | 3.9 | 1.4 |
| 3 | 331900-16-0.0044 | mert | $3860 \quad 16159$ | 1.346 | 29.98 | 43.94 | 0.81 | 0.31 | 44.16 | 10.46 | CBM | 2.2 | 1.3 |



Figure D4.2.1 Road Network and Existing Traffic Survey Points

Table D4.2.1 Traffic Volume (in the year 1990) in Study Area

| Road Name | Counting Station (km) | Jurccion (kn) |  | Lenth (km) | $\begin{array}{c}\text { Number } \\ \text { of } \\ \text { lains }\end{array}$ | Traffic Volume (unis/day) |  |  |  |  |  |  | Fig.4.2.1.1 point No. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | Code | Passenger Car | Bus | Truck |  |  | total |  |
|  |  | inutial | [ins] |  |  |  |  |  | Light | Heavy | Trailer |  |  |
| 3 | 128.940 | 127.54 | 131.030 | 3.526 | $2 \cdot 1$ | 4461 | 4.858 | 334 | 444 | 1,037 | 1.140 | 7.813 |  |
|  | 131.970 | 131.080 | 132768 | 1.688 | $2{ }^{4}$ | 3024 | 7,022 | 457 | 707 | 1,203 | 1,353 | 10,742 |  |
|  | 134.030 | 132.768 | 138.236 | 5.468 | 241 | 4462 | 6,647 | 246 | 499 | 1,155 | 1.185 | 9.732 |  |
|  | 140.850 | 138.236 | 140.858 | 2.622 | $2 \cdot 1$ | 2025 | 7.610 | 240 | 396 | 1,308 | 1,385 | 10.939 |  |
|  | 154.860 | 140.858 | 157.118 | 16.260 | $2 \cdot 1$ | 7691 | *** | *** | *** | *** | *** | *** |  |
|  | 163.535 | 157.118 | 163.646 | 6.528 | 24 | 7692 | 8,697 | 192 | 1,120 | 2,179 | 2.551 | 14,739 | (1) |
|  | 172.500 | 163.646 | 173.045 | 9.392 | 2*2 | 2026 | 16,172 | 582 | 561 | 2,202 | 1,282 | 20,799 | (2) |
|  | 175.400 | 173.045 | 177.274 | 4.229 | $2 * 2$ | 3027 | 16.413 | 571 | 574 | 2,984 | 748 | 21,290 | (3) |
|  | 179.063 | 177.274 | 179.063 | 1.789 | 24 | 4463 | 13,974 | 797 | 466 | 1.919 | 903 | 18.059 | (4) |
|  | 180.450 | 179.063 | 181.205 | 2.142 | $2 \cdot 1$ | 4464 | 15.790 | 683 | 388 | 1.651 | 808 | 19,320 | (5) |
|  | 182.390 | 181.205 | 183.000 | 1.795 | 2*) | 3078 | 9,276 | 830 | 844 | 1,400 | 790 | 13.140 | (6) |
|  | 188.800 | 183.000 | 190.245 | 7.245 | $2 \cdot 1$ | 4465 | 4.101 | 125 | 105 | 317 | 140 | 4,788 | (7) |
|  | 191.800 | 190.245 | 193.803 | 3558 | 2.1 | 7694 | 4,187 | 159 | 58 | 442 | 153 | 4,999 | (8) |
|  | 195.230 | 193.803 | 201.337 | 7.534 | $2^{*} 1$ | 3029 | 3,842 | 97 | 88 | 365 | 93 | 4.485 | (2) |
|  | 212.080 | 201.337 | 218.714 | 17.377 | 24 | 7695 | 2.756 | 80 | 54 | 235 | 95 | 3.220 |  |
|  | 233.270 | 218.714 | 225.332 | 7.118 | 241 | 4466 | 1.737 | 69 | 86 | 163 | 7 | 2,062 |  |
|  | 235.620 | 225.832 | 239.010 | 13.178 | $2^{21}$ | 7696 | 1.083 | 59 | 47 | 47 | 9 | 1,245 |  |
|  | 240.373 | 239.010 | 240.373 | 1.363 | $2 * 1$ | 3 | 1,117 | 40 | 0 | 16 | 0 | 1.173 |  |
|  |  |  | : |  |  |  |  |  |  |  |  |  |  |
| 25 | 55.000 | 50.987 | 55.770 | 4.783 | 2*1 | 3379 | 1.464 | 90 | 70 | 234 | 96 | 1.954 | (1) |
|  | 61.800 | 55.770 | 62.438 | 6.668 | 241 | 4467 | 2.333 | 151 | 132 | 232 | 145 | 2.993 | (1) |
|  | 64.800 | 62.438 | 64.984 | 2.546 | $2 \cdot 1$ | 7697 | 2.640 | 130 | 114 | 212 | 122 | 3.218 | (1) |
|  | 65.950 | 64.984 | 66.174 | 1.190 | 24 | 2105 | 4,473 | 167 | 125 | 268 | 82 | 5,115 | (3) |
|  | 67.000 | 68.174 | 69.632 | 3.458 | $2 * 1$ | 4468 | 3.388 | 163 | 122 | 231 | 102 | 4.006 | (1) |
|  | 72.800 | 69.632 | 81.483 | 11.851 | 24 | 7698 | 2.528 | 85 | 115 | 37. | 136 | 3,235 | (3) |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 26 | 2000 | 0.000 | 2992 | 2.992 | $2 \cdot 2$ | 4469 | 16.526 | 889 | 505 | 1,316 | 696 | 19.932 | (1) |
|  | 8.000 | 2.992 | 9.484 | 6.492 | 2*1 | 4470 | 7.436 | 641 | 221 | 1,654 | 1.291 | 11,243 | (1) |
|  | 13.000 | 9.484 | 15.694 | 6.210 | 24. | 3106 | 8.652 | 803 | 884 | 1.636 | 1,134 | 13,109 | (1) |
|  | 17.600 | 15.694 | 21.136 | 5.442 | 29. | 7699 | 4,773 | 434 | 604 | 633 | 530 | 6.974 | 0 |
|  | 23.000 | 21.136 | 29.355 | 8.219 | 24 | 4771 | 3.957 | 284 | 373 | 675 | 445 | 5,734 | (6) |
|  | 33.500 | 29.355 | 38.241 | 8.886 | $2 \cdot 1$ | 3380 | 2,845 | 198 | 524 | 561 | 217 | 4,341 | (2) |
|  | 38.870 | 38.241 | 45.130 | 6.889 | $2 \cdot 1$ | 7701 | 3.514 | 217. | 494. | 596 | 191 | 5.012 | (2) |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 27 | 1.000 | 0.000 | 5.685 | 5.685 | 201 | 7702 | 2,350 | 145 | 116 | 413 | 128 | 3,152 | (3) |
|  | 9.500 | 5.685 | 10.930 | 5.245 | $2^{*}$ | 2108 | -2,080 | 279 | 395 | 296 | 129 | 3.179 | (4) |
|  | 12.800 | 10.930 | 15.420 | 4.490 | $2^{4} 1$ | 7703 | 1,544 | 99 | 94 | 256 | 70 | 2.063 | $(3)$ |
|  | 17.000 | 15.420 | 24.910 | 9.490 | $2 \cdot 1$ | 7704 | 1.640 | 80 | 65 | 235 | 53 | 2.073 | (2) |
|  | 26.000 | 24.910 | 26.500 | 1.590 | $2 * 1$ | 7705 | 1.438 | 106 | 74 | 294 | 64 | 1.974 |  |
|  | 29.400 | 26.500 | 30.220 | 3.720 | $2 \cdot 1$ | 3381 | 1,641 | 111 | 85 | 242 | 77 | 2.156 |  |
|  | 35.200 | 30.220 | 35.458 | 5.238 | $2{ }^{2} 1$ | 7706 | - $0 \cdot$ | *** | *** | *** | $\cdots$ | $4 \times *$ |  |
|  | 38.400 | 35.458 | 38.572 | 3.114 | 24 | 7707 | 1.010 | 76 | 51 | 124 | 25 | 1.286 |  |
|  | 39.700 | 38.572 | 42622 | 4.050 | $2 * 1$ | 4472 | 527 | 31 | 42 | 89 | 26 | 715 |  |
|  | 45.400 | 42.622 | 46.522 | 3.900 | $2 * 1$ | 7708 | 539 | 5 | 43 | 107 | 17 | 757 |  |
|  | 53.963 | 46.522 | 53.963 | 7.44 | $2 \cdot 1$ | 4930 | 112 | 2 | 3 | 6 | 0 | 123 |  |
|  | 54.178 | 53.963 | 54.178 | 0.215 | $2 \cdot 1$ | 14 | 74 | 1 | 0 | - | - | 75 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 35 | 1.500 | 0.000 | 6.106 | 6.106 | 241 | 4473 | 6,361 | 169 | 529 | 1.236 | 919 | 9.14 | (6) |
|  | 10.000 | 6.106 | 18.520 | 12.414 | 2*1 | 3119 | 6.730 | 159 | 412 | 866 | 1.545 | 9.712 | (8) |
|  | 18.640 | 18.520 | 22885 | 4.365 | $2 \cdot 2$ | 4474 | 5,240 | 519 | 348 | 1,721 | 2.402 | 10.230 | 89 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 37 | 1.500 | 0.000 | 8.465 | 8.465 | $2 * 1$ | 3382 | 6,458 | 146 | 103 | 866 | 530 | 8.103 | (1) |
|  | 13.800 | 8.465 | 15,677 | 7.212 | $2 * 1$ | 4475 | 4.401 | 85 | 167 | 633 | 633 | 5.919 | (1) |
|  | 27.600 | 15.677 | 27.770 | 12.096 | 24 | 4476 | 4.903 | 107 | 466 | 950 | 409 | 6,835 |  |
|  | 38.000 | 27.770 | 39.771 | 12.001 | $2 \cdot 1$ | 3378 | 2.894 | 82 | 295 | 574 | 483 | 4.328 |  |
|  | 46.000 | 39.771 | 49.956 | 10.185 | 24 | 7709 | 2,537 | 82 | 248 | 465 | 382 | -3.714 |  |
|  | 53.000 | 49.956 | 58.981 | 9.025 | $2 * 1$ | 7710 | 2,789 | 77 | 275 | 393 | 306 | 3,841 |  |
|  | 60.050 | 58.981 | 64.451 | 5.470 | $2 \cdot 1$ | 4477 | 2.751 | 87 | 175 | 331 | 172 | 3,516 |  |
|  | 65.000 | 64.451 | 75.726 | 11.275 | $2 \cdot 1$ | 3123 | 2.350 | 65 | 155 | 328 | 159 | 3.057 |  |
|  | 76.500 | 75.726 | 78.296 | 2.570 | 201 | 3124 | 4.650 | 169 | 98 | 226 | 31 | 5,174 |  |
|  | 80.341 | 78.296 | 80.31 | 2.045 | $2 * 1$ | 15 | 773 | 15 | 0 | 7 | 0. | 795 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Table D4.2.2 Hourly Traffic Volume by Direction and Vehicle Type (No.1)
measuring point: 1026,2026(R3)
date: 1993/6/17-18 (weekday)

| time | Budapest $\rightarrow$ Miskolc(1026) |  |  |  | Miskolc $\rightarrow$ Budapest(2026) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | L.truck | total | car | S.truck | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 373 | 28 | 121 | 522 | 456 | 20 | 95 | 571 | 829 | 48 | 216 | 1093 |
| 7:00~ 8:00 | 541 | 17 | 120 | 678 | 551 | 29 | 158 | 738 | 1092 | 46 | 278 | 1416 |
| 8:00~ 9:00 | 491 | 15 | 153 | 659 | 566 | 98 | 190 | 854 | 1057 | 113 | 343 | 1513 |
| 9:00~10:00 | 519 | 32 | 155 | 706 | 538 | 35 | 201 | 774 | 1057 | 67 | 356 | 1480 |
| 10:00~ 11:00 | 522 | 23 | 152 | 697 | 622 | 46 | 157 | 825 | 1144 | 69 | 309 | 1522 |
| 11:00~ 12:00 | 470 | 22 | 119 | 611 | 635 | 66 | 162 | 863 | 1105 | 88 | 281 | 1474 |
| 12:00~ 13:00 | 590 | 11 | 144 | 745 | 518 | 31 | 169 | 718 | 1108 | 42 | 313 | 1463 |
| 13:00~ 14:00 | 460 | 12 | 119 | 591 | 507 | 18 | 136 | 661 | 967 | 30 | 255 | 1252 |
| 14:00~ 15:00 | 444 | 15 | 98 | 557 | 588 | 21 | 128 | 737 | 1032 | 36 | 226 | 1294 |
| 15:00~ 16:00 | 463 | 7 | 99 | 569 | 596 | 41 | 134 | 771 | 1059 | 48 | 233 | 1340 |
| 16:00~ 17:00 | 606 | 4 | 74 | 684 | 608 | 7 | 73 | 688 | 1214 | 11 | 147 | 1372 |
| 17:00~ 18:00 | 495 | 10 | 91 | 596 | 646 | 16 | 79 | 741 | 1141 | 26 | 170 | 1337 |
| 18:00~ 19:00 | 386 | 7 | 54 | 447 | 402 | 2 | 37 | 441 | 788 | 9 | 91 | 888 |
| 19:00~ 20:00 | 520 | 11 | 70 | 601 | 299 | 2 | 33 | 334 | 819 | 13 | 103 | 935 |
| 20:00~ 21:00 | 300 | 12 | 55 | 367 | 259 | 2 | 43 | 304 | 559 | 14 | 98 | 671 |
| 21:00~ 22:00 | 252 | 7 | 45 | 304 | 161 | 2 | 20 | 183 | 413 | 9 | 65 | 487 |
| 22:00~ 23:00 | 139 | 6 | 19 | 164 | 103 | 1 | 27 | 131 | 242 | 7 | 46 | 295 |
| 23:00~ 0:00 | 103 | 4 | 21 | 128 | 99 | 0 | 22 | 121 | 202 | 4 | 43 | 249 |
| 0:00~ 1:00 | 29 | 9 | 8 | 46 | 26 | 0 | 21 | 47 | 55 | 9 | 29 | 93 |
| 1:00~ 2:00 | 33 | 1 | 7 | 41 | 24 | 2 | 15 | 41 | 57 | 3 | 22 | 82 |
| 2:00~ 3:00 | 34 | 1 | 14 | 49 | 23 | 12 | 15 | 50 | 57 | 13 | 29 | 99 |
| 3:00~ 4:00 | 42 | 4 | 13 | 59 | 25 | 4 | 30 | 59 | 67 | 8 | 43 | 118 |
| 4:00~ 5:00 | 91 | 4 | 27 | 122 | 81 | 5 | 28 | 114 | 172 | 9 | 55 | 236 |
| 5:00~ 6:00 | 137 | 7 | 74 | 218 | 193 | 3 | 34 | 230 | 330 | 10 | 108. | 448 |
| Total | 8040 | 269. | 1852 | 10161 | 8526 | 463 | 2007 | 10996 | 16566 | 732 | 3859 | 21157 |



Figure D4.2.2 Hourly Traffic Volume by Vehicle Type (No.1)

Table D4.2.3. Hourly Traffic Volume by Direction and Vehicle Type (No.1)
measuring point: 1026,2026 (R3)
date: 1993/6/20-21 (Holiday)

| time | Budapest $\rightarrow$ Miskolc (1026) |  |  |  | Miskolc $\rightarrow$ Budapest(2026) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | L.truck | total | car | S.truck | L.trick | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 173 | 4 | 31 | 208 | 182 | 3 | 42 | 227 | 355 | 7 | 73 | 435 |
| 7:00~ 8:00 | 291 | 3 | 77 | 371 | 408 | -1 | 36 | 445 | 699 | 4 | 113 | 816 |
| 8:00~ 9:00 | 426 | 3 | 17 | 446 | 693 | 3 | 31 | 727 | 1119 | 6 | 48 | 1173 |
| 9:00~ 10:00 | 581 | 2 | 74 | 657 | 847 | 2 | 50 | 899 | 1428 | 4 | 124 | 1556 |
| 10:00~ 11:00 | 841 | 5 | 69 | 915 | 1204 | 11 | 62 | 1277 | 2045 | 16 | 131 | 2192 |
| . 11:00~ 12:00 | 554 | 6 | 55 | 615 | 680 | 2 | 29 | 711 | 1234 | 8 | 84 | 1326 |
| 12:00~ 13:00 | 446 | 5 | 46 | 497 | 633 | 4 | 42 | 679 | 1079 | 9 | 88 | 1176 |
| 13:00~ 14:00 | 502 | 7 | 52 | 561 | 552 | 7 | 30 | 589 | 1054 | 14 | 82 | 1150 |
| 14:00~ 15:00 | 539 | 7 | 39 | 585 | 691 | 12 | 38 | 741 | 1230 | 19 | 77 | 1326 |
| 15:00~ 16:00 | 642 | 8 | 72 | 722 | 683 | 6 | 33 | 722 | 1325 | 14 | 105 | 1444 |
| 16:00~ 17:00 | 691 | 7 | 49 | 747 | 739 | 8 | 41 | 788 | 1430 | 15 | 90 | 1535 |
| 17:00~ 18:00 | 1049 | 5 | 31 | 1085 | 811 | 7 | 31 | 849 | 1860 | 12 | 62 | 1934 |
| 18:00~ 19:00 | 1086 | 9 | 51 | 1146 | 772 | 2 | 30 | 804 | 1858 | 11 | 81 | 1950 |
| 19:00~ 20:00 | 973 | 2 | 33 | 1008 | 588 | 4 | 21 | 613 | 1561 | 6 | 54 | 1621 |
| 20:00~ 21:00 | 663 | 3 | 31 | 697 | 436 | , | 12 | 448 | 1099 | 3 | 43 | 1145 |
| 21:00~ 22:00 | 189 | 3 | 10 | 202 | 200 | 0 | 7 | 207 | 389 | 3 | 17 | 409 |
| 22:00~ 23:00 | 152 | 1 | 23 | 176 | 93 | O | 7 | 100 | 245 | 1 | 30 | 276 |
| 23:00~ 0:00 | 123 | 1 | 24 | 148 | 58 | 0 | 11 | 69 | 181 | 1 | 35 | 217 |
| 0:00~ 1:00 | 45 | 0 | 10 | 55 | 46 | 3 | 8 | 57 | 91 | 3 | 18 | 112 |
| 1:00~ 2:00 | 20 | 0 | 9 | 29 | 30 | 4 | 22 | 56 | 50 | 4 | 31 | 85 |
| 2:00~ 3:00 | 41 | 7 | 21 | 69 | 27 | 1 | 17 | 45 | 68 | 8 | 38 | 114 |
| 3:00~ 4:00 | 24 | 4 | 13 | 41 | 29 | 3 | 20 | 52 | 53 | 7 | 33 | 93 |
| 4:00~ 5:00 | 46 | 10 | 27 | 83 | 71 | 6 | 26 | 103 | 117 | 16 | 53 | 186 |
| 5:00~ 6:00 | 76 | 19. | 58 | 153 | 56 | 21 | 53 | 130 | 132 | 40 | 111 | 283 |
| Total | 10173 | 121 | 922 | 11216 | 10529 | 110 | 699 | 11338 | 20702 | 231 | 1621 | 22554 |



Figure D4.2.3 Hourly Traffic Volume by Vehicle Type (No.1)

Table D4.2.4 Hourly Traffic Volume by Direction and Vehicle Type (No.2)
measuring point: 1463,2463(R3)
date: 1993/6/17-18 (weekday)

| time | Miskolc $\rightarrow$ Szikso(1463) |  |  |  | Szikszo $\rightarrow$ Miskolc(2463) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | L.truck | total | car | S.truck | Ltruck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 331 | 8 | 94 | 433 | 398 | 15 | 127 | 540 | 729 | 23 | 221 | 973 |
| 7:00~ 8:00 | 450 | 9 | 116 | 575 | 495 | 12 | 120 | 627 | 945 | 21 | 236 | 1202 |
| 8:00~ 9:00 | 451 | 9 | 109 | 569 | 458 | 20 | 98 | 576 | 909 | 29 | 207 | 1145 |
| 9:00~ 10:00 | 485 | 11 | 120 | 616 | 454 | 24 | 107 | 585 | 939 | 35 | 227 | 1201 |
| 10:00~ 11:00 | 486 | 17 | 124 | 627 | 515 | 13 | 83 | 611 | 1001 | 30 | 207 | 1238 |
| 11:00~ 12:00 | 450 | 11 | 87 | 548 | 495 | 6 | 105 | 606 | 945 | 17 | 192 | 1154 |
| 12:00~ 13:00 | 425 | 10 | 112 | 547 | 448 | 23 | 92 | 563 | 873 | 33 | 204 | 1110 |
| 13:00~ 14:00 | 422 | 11 | 124 | 557 | 564 | 30 | 116 | 710 | 986 | 41 | 240 | 1267 |
| 14:00~ 15:00 | 473 | 11 | 123 | 607 | 561 | 19 | 85 | 665 | 1034 | 30 | 208 | 1272 |
| 15:00~ 16:00 | 510 | 11 | 92 | 613 | 487 | 9 | 51 | 547 | 997 | 20 | 143 | 1160 |
| 16:00~ 17:00 | 462 | 6 | 68 | 536 | 473 | 10 | 67 | 550 | 935 | 16 | 135 | 1086 |
| 17:00~ 18:00 | 449 | 6 | 53 | 508 | 307 | 8 | 43 | 358 | 756 | 14 | 96 | 866 |
| 18:00~ 19:00 | 342 | 7 | 43 | 392 | 267 | 3 | 24 | 294 | 609 | 10 | 67 | 686 |
| 19:00~ 20:00 | 276 | 1 | 41 | 318 | 311 | 7 | 27 | 345 | 587 | 8 | 68 | 663 |
| 20:00~ 21:00 | 230 | 2 | 28 | 260 | 190 | 1 | 21 | 212 | 420 | 3 | 49 | 472 |
| 21:00~ 22:00 | 171 | 2 | 17 | 190 | 167 | 6 | 34 | 207 | 338 | 8 | 51 | 397 |
| 22:00~ 23:00 | 90 | 1 | 15 | 106 | 65 | 2 | 13 | 80 | 155 | , | 28 | 186 |
| 23:00~ 0:00 | 70 | 2 | 9 | 81 | 53 | 1 | 15 | 69 | 123 | 3 | 24 | 150 |
| 0:00~ 1:00 | 58 | 1 | 17 | 76 | 52 | 0 | 16 | 68 | 110 | 1 | 33 | 144 |
| 1:00~ 2:00 | 34 | 0 | 11 | 45 | 31 | 0 | 11 | 42 | 65 | 0 | 22 | 87 |
| 2:00~ 3:00 | 21 | 0 | 6 | 27 | 14 | 3 | 9 | 26 | 35 | 3 | 15 | 53 |
| 3:00~ 4:00 | 40 | 0 | 9 | 49 | 68 | 3 | 19 | 90 | 108 | 3 | 28 | 139 |
| 4:00~ 5:00 | 72 | 2 | 22 | 96 | 140 | 7 | 40 | 187 | 212 | 9 | 62 | 283 |
| 5:00~ 6:00 | 183 | 5 | 75 | 263 | 251 | 15 | 81 | 347 | 434 | 20 | 156 | 610 |
| Total | 6981 | 143 | 1515 | 8639 | 7264 | 237 | 1404 | 8905 | 14245 | 380 | 2919 | 17544 |



Figure D4.2.4 Hourly Traffic Volume by Vehicle Type (No.2)

Table D4.2.5 Hourly Traffic Volume by Ditection and Vehicle Type (No.2) measuring point: 1463,2463(R3) date: 1993/6/20-21 (Holiday)

| time | Miskolc $\rightarrow$ Szikso(1463) |  |  |  | Szikszo $\rightarrow$ Miskolc(2463) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | L.truck | total | car | S.truck | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 191 | 1 | 32 | 224 | 168 | 4 | 26 | 198 | 359 | 5 | 58 | 422 |
| 7:00~ 8:00 | 254 | 4 | 33 | 291 | 241 | 5 | 29 | 275 | 495 | 9 | 62 | 566 |
| 8:00~ 9:00 | 393 | 3 | 29 | 425 | 319 | 4 | 23 | 346 | 712 | 7 | 52 | 771 |
| 9:00~ 10:00 | 433 | 3 | 24 | 460 | 393 | 4 | 22 | 419 | 826 | 7 | 46 | 879 |
| 10:00~ 11:00 | 378 | 4 | 17 | 399 | 275 | 0 | 15 | 290 | 653 | 4 | 32 | 689 |
| 11:00~ 12:00 | 381 | 5 | 25 | 411 | 375 | 0 | 18 | 393 | 756 | 5 | 43 | 804 |
| 12:00~ 13:00 | 349 | 7 | 25 | 381 | 347 | 2 | 20 | 369 | 696 | 9 | 45 | 750 |
| 13:00~ 14:00 | 319 | 6 | 30 | 355 | 434 | 2 | 29 | 465 | 753 | 8 | 59 | 820 |
| 14:00~ 15:00 | 296 | 2 | 28 | 326 | 300 | 1 | 17 | 318 | 596 | 3 | 45 | 644 |
| 15:00~ 16:00 | 391 | 6 | 26 | 423 | 471 | O | 16 | 487 | 862 | 6 | 42 | 910 |
| 16:00~ 17:00 | 374 | 2 | 23 | 399 | 552 | 1 | 22 | 575 | 926 | 3 | 45 | 974 |
| 17:00~ 18:00 | 354 | 5 | 24 | 383 | 582 | 3 | 17 | 602 | 936 | 8 | 41 | 985 |
| 18:00~ 19:00 | 343 | 2 | 35 | 380 | 483 | 3 | 20 | 506 | 826 | 5 | 55 | 886 |
| 19:00~ 20:00 | 305 | 2 | 18 | 325 | 525 | 2 | 17 | 544 | 830 | 4 | 35 | 869 |
| 20:00~ 21:00 | 187 | 0 | 20 | 207 | 321 | 3 | 14 | 338 | 508 | 3 | 34 | 545 |
| 21:00~ 22:00 | 139 | 4 | 16 | 159 | 203 | 1 | 25 | 229 | 342 | 5 | 41 | 388 |
| 22:00~ 23:00 | 72 | 0 | 12 | 84 | 118 | 1 | 19 | 138 | 190 | 1 | 31 | 222 |
| 23:00~ 0:00 | 47 | 3 | 5 | 55 | 50 | 1 | 8 | 59 | 97 | 4 | 13 | 114 |
| 0:00~ 1:00 | 13 | 1 | 5 | 19 | 26 | 3 | 13 | 42 | 39 | 4 | 18 | 61 |
| 1:00~ 2:00 | 31 | 3 | 12 | 46 | 23 | 0 | 12 | 35 | 54 | 3 | 24 | 81 |
| 2:00~ 3:00 | 30 | 2 | 21 | 53 | 26 | 5 | 15 | 46 | 56 | 7 | 36 | 99 |
| 3:00~ 4:00 | 20 | 0 | 10 | 30 | 35 | 1 | 9 | 45 | 55 | 1 | 19 | 75 |
| 4:00~ 5:00 | 41 | 2 | 8 | 51 | 80 | 2 | 26 | 108 | 121 | 4 | 34 | 159 |
| 5:00~ 6:00 | 178. | 8 | 54 | 240 | 213 | 12. | 77 | 302 | 391 | 20 | 131 | 542 |
| Total | 5519 | 75 | 532 | 6126 | 6560 | 60. | 509 | 7129 | 12079 | 135 | 1041 | 13255 |



Figure D4.2.5 Hourly Traffic Volume by Vehicle Type (No.2)

Table D4.2.6 Hourly Traffic Volume by Direction and Vehicle Type (No.3)
measuring point : 4469,6469(R26)
date: 1993/617.-18 (weekday)

| time | Sajosentpeter $\rightarrow$ Miskolc(4469) |  |  |  | Miskolc $\rightarrow$ Sajosentpeter(6469) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | Struck | L.truek | total | car | S.truck | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 351 | 14 | 99 | 464 | 641 | 22 | 117 | 780 | 992 | 36 | 216 | 1244 |
| 7:00~ 8:00 | 542 | 14 | 133 | 689 | 862 | 30 | 118 | 1010 | 1404 | 44 | 251 | 1699 |
| 8:00~ 9:00 | 622 | 17 | 119 | 758 | 710 | 18 | 119 | 847 | 1332 | 35 | 238 | 1605 |
| 9:00~ 10:00 | 662 | 7 | 116 | 785 | 670 | 19 | 106 | 795 | 1332 | 26 | 222 | 1580 |
| 10:00~ 11:00 | 691 | 11 | 110 | 812 | 702 | 23 | 99 | 824 | 1393 | 34 | 209 | 1636 |
| 11:00~ 12:00 | 757 | 17 | 114 | 888 | 698 | 43 | 47 | 788 | 1455 | 60 | 161 | 1676 |
| 12:00~ 13:00 | 622 | 15 | 90 | 727 | 645 | 13 | 104 | 762 | 1267 | 28 | 194 | 1489 |
| 13:00~ 14:00 | 685 | 18 | 114 | 817 | 618 | 13 | 100 | 731 | 1303 | 31 | 214 | 1548 |
| 14:00~ 15:00 | 602 | 8 | 92 | 702 | 601 | 12 | 96 | 709 | 1203 | 20 | 188 | 1411 |
| 15:00~ 16:00 | 808 | 9 | 98 | 915 | 492 | 16 | 83 | 591 | 1300 | 25 | 181 | 1506 |
| 16:00~ 17:00 | 610 | 6 | 78 | 694 | 369 | 6 | 76 | 451 | 979 | 12 | 154 | 1145 |
| 17:00~ 18:00 | 440 | 4 | 60 | 504 | 403 | 7 | 59 | 469 | 843 | 11 | 119 | 973 |
| 18:00~ 19:00 | 338 | 5 | 50 | 393 | 496 | 6 | 54 | 556 | 834 | 11 | 104 | 949 |
| 19:00~ 20:00 | 283 | , | 49 | 333 | 273 | , | 45 | 321 | 556 | 4 | 94 | 654 |
| 20:00~ 21:00 | 209 | 0 | 31 | 240 | 183 | 1 | 32 | 216 | 392 | 1 | 63 | 456 |
| 21:00~ 22:00 | 97 | 2 | 27 | 126 | 123 | 2 | 25 | 150 | 220 | 4 | 52 | 276 |
| 22:00~ 23:00 | 48 | 0 | 27 | 75 | 67 | 0 | 30 | 97 | 115 | 0 | 57 | 172 |
| 23:00~ 0:00 | 40 | 0 | 18 | 58 | 36 | 0 | 16 | 52 | 76 | 0 | 34 | 110 |
| 0:00~ 1:00 | 25 | 0 | 8 | 33 | 28 | 0 | 13 | 41 | 53 | 0 | 1 | 74 |
| 1:00~ 2:00 | 21 | 0 | 8 | 29 | 18 | 0 | 3 | 21 | 39 | 0 | 11 | 50 |
| 2:00~ 3:00 | 20 | 0 | 5 | 25 | 11 | 0 | 7 | 18 | 31 | 0 | 12 | 43 |
| 3:00~ 4:00 | 39 | 4 | 7 | 50 | 29 | 7 | 14 | 50 | 68 | 1 | 21 | 100 |
| 4:00~ 5:00 | 90 | 5 | 31 | 126 | 97 | 11 | 34 | 142 | 187 | 16 | 65 | 268 |
| 5:00~ 6:00 | 173 | 4 | 61 | 238 | 323 | 6 | 84 | 413 | 496 | 10 | 145 | 651 |
| Total | 8775 | 161 | 1545 | 10481 | 9095 | 258 | 1481 | 10834 | 17870 | 419 | 3026 | 21315 |



Figure D4.2.6 Hourly Traffic Volume by Vchicle Type (No.3)

Table D4.2.7 Hourly Traffic Volume by Direction and Vehicle Type (No.3)

| time | Sajosentpeter $\rightarrow$ Miskolc(4469) |  |  |  | Miskolc $\rightarrow$ Sajosentpeter(6469) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | Struek | L.truck | total | car | S.truck | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 136 | 1 | 33 | 170 | 247 | 1 | 36 | 284 | 383 | 2 | 69 | 454 |
| 7:00~ , 8:00 | 216 | 3 | 34 | 253 | 434 | 3 | 37 | 474 | 650 | 6 | 71 | 727 |
| 8:00~ 9:00 | 342 | 2 | 30 | 374 | 519 | 0 | 23 | 542 | 861 | 2 | 53 | 916 |
| 9:00~ 10:00 | 458 | 0 | 26 | 484 | 521 | 1 | 26 | 548 | 979 | 1 | 52 | 1032 |
| 10:00~ 11:00 | 461 | 6 | 21 | 488 | 461 | 0 | 26 | 487 | 922 | 6 | 47 | 975 |
| 11:00~ 12:00 | 511 | 1 | 34 | 546 | 334 | 1 | 30 | 365 | 845 | 2 | 64 | 911 |
| 12:00~ 13:00 | 469 | 1 | 23 | 493 | 289 | 3 | 24 | 316 | 758 | 4 | 47 | 809 |
| 13:00~ 14:00 | 357 | 1 | 35 | 393 | 427 | 1 | 21 | 449 | 784 | 2 | 56 | 842 |
| 14:00~ 15:00 | 327 | 2 | 24 | 353 | 354 | 1 | 25 | 380 | 681 | 3 | 49 | 733 |
| 15:00~ 16:00 | 479 | 4 | 32 | 515 | 274 | 2 | 33 | 309 | 753 | 6 | 65 | 824 |
| 16:00~ 17:00 | 368 | 0 | 25 | 393 | 313 | 1 | 26 | 340 | 681 | 1 | 51 | 733 |
| 17:00~ 18:00 | 324 | 2 | 27 | 353 | 358 | 0 | 29 | 387 | 682 | 2 | 56 | 740 |
| 18:00~ 19:00 | 371 | 3 | 23 | 397 | 448 | 0 | 22 | 470 | 819 | 3 | 45 | 867 |
| 19:00~ 20:00 | 319 | 0 | 20 | 339 | 334 | 0 | 21 | 355 | 653 | 0 | 41 | 694 |
| 20:00~ 21:00 | 209 | 0 | 12 | 221 | 223 | 1 | 19 | 243 | 432 | 1 | 31 | 464 |
| 21:00~ 22:00 | 145 | 0 | 19 | 164 | 142 | 1 | 18 | 161 | 287 | 1 | 37 | 325 |
| 22:00~ 23:00 | 65 | 0 | 12 | 77 | 79 | 0 | 21 | 100 | 144 | 0 | 33 | 177 |
| 23:00~ 0:00 | 38 | 0 | 13 | 51 | 38 | 0 | 17 | 55 | 76 | 0 | 30 | 106 |
| 0:00~ 1:00 | 19 | 0 | 8 | 27 | 28 | 0 | 6 | 34 | 47 | 0 | 14 | 61 |
| 1:00~ 2:00 | 11 | 0 | 16 | 27 | 7 | 0 | 6 | 13 | 18 | 0 | 22 | 40 |
| 2:00~ 3:00 | 19 | 1 | 14 | 34 | 11 | 0 | 6 | 17 | 30 | 1 | 20 | 51 |
| 3:00~ 4:00 | 39 | 4 | 14 | 57 | 14 | 6 | 10 | 30 | 53 | 10 | 24 | 87 |
| 4:00~ 5:00 | 61 | 8 | 24 | 93 | 42 | 9 | 32 | 83 | 103 | 17 | 56 | 176 |
| 5:00~ 6:00 | 153 | 4 | 62 | 219 | 223 | 16 | 77 | 316 | 376 | 20 | 139 | 535 |
| Total | 5897 | 43 | 581 | 6521 | 6120 | 47 | 591 | 6758 | 12017 | 90 | 1172 | 13279 |



Figure D4.2.7 Hourly Traffic Volume by Vehicle Type (No.3)

Table D4.2.8 Hourly Traffic Volume by Direction and Vehicle Type (No.4) measuring point : $3119.6119(\mathrm{R} 35)$ date: 1993/6/17-18 (weekday)

| time | Miskolc $\rightarrow$ Debrecen(3119) |  |  |  | Debrecen $\rightarrow$ Miskolc(6119) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | Ltruck | total | car | Struck | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 158 | 38 | 128 | 324 | 200 | 30 | 105 | 335 | 358 | 68 | 233 | 659 |
| 7:00~ 8:00 | 130 | 32 | 107 | 269 | 165 | 47 | 73 | 285 | 295 | 79 | 180 | 554 |
| 8:00~ 9:00 | 176 | 36 | 88 | 300 | 151 | 36 | 58 | 245 | 327 | 72 | 146 | 545 |
| 9:00~ 10:00 | 175 | 27 | 58 | 260 | 152 | 27 | 81 | 260 | 327 | 54 | 139 | 520 |
| 10:00~ 11:00 | 152 | 38 | 85 | 275 | 138 | 27 | 71 | 236 | 290 | 65 | 156 | 511 |
| 11:00~ 12:00 | 149 | 25 | 70 | 244 | 141 | 32 | 88 | 261 | 290 | 57 | 158 | 505 |
| 12:00~ 13:00 | 159 | 47 | 99 | 305 | 165 | 36 | 60 | 261 | 324 | 83 | 159 | 566 |
| 13:00~ 14:00 | 174 | 26 | 86 | 286 | 155 | 36 | 84 | 275 | 329 | 62 | 170 | 561 |
| 14:00~ 15:00 | 164 | 34 | 82 | 280 | 195 | 22 | 84 | 301 | 359 | 56 | 166 | 581 |
| 15:00~ 16:00 | 184 | 37 | 69 | 290 | 213 | 31 | 66 | 310 | 397 | 68. | 135 | 600 |
| 16:00~ 17:00 | 212 | 46 | 54 | 312 | 169 | 24 | 41 | 234 | 381 | 70 | 95 | 546 |
| 17:00~ 18:00 | 203 | 31 | 47 | 281 | 196 | 51 | 47 | 294 | 399 | 82 | 94 | 575 |
| 18:00~ 19:00 | 136 | 2 | 29 | 167 | 133 | 3 | 15 | 151 | 269 | 5 | 44 | 318 |
| 19:00~ 20:00 | 167 | 4 | 24 | 195 | 117 | 2 | 28 | 147 | 284 | 6 | 52 | 342 |
| 20:00~ 21:00 | 136 | 2 | 20 | 158 | 86 | 1 | 15 | 102 | 222 | 3 | 35 | 260 |
| 21:00~ 22:00 | 83 | 1 | 12 | 96 | 70 | 2 | 14 | 86 | 153 | 3 | 26 | 182 |
| 22:00~ 23:00 | 38 | 0 | 10 | 48 | 29 | , | 19 | 49 | 67 | , | 29 | 97 |
| 23:00~ 0:00 | 29 | 0 | 15 | 44 | 26 | 1 | 10 | 37 | 55 | 1 | 25 | 81 |
| 0:00~ 1:00 | 31 | 1 | 12 | 44 | 15 | 2 | 6 | 23 | 46 | 3 | 18 | 67 |
| 1:00~ 2:00 | 18 | 2 | 6 | 26 | 20 | 0 | 8 | 28 | 38 | 2 | 14 | 54 |
| 2:00~ 3:00 | 19 | 0 | 7 | 26 | 18 | 1 | 16 | 35 | 37 | 2 | 23 | 61 |
| 3:00~ 4:00 | 24 | 2 | 15 | 41 | 24 | 3 | 25 | 52 | 48 | 5 | 40 | 93 |
| 4:00~ 5:00 | 28 | 4 | 18 | 50 | 35 | 2 | 40 | 77 | 63 | 6 | 58 | 127 |
| 5:00~ 6:00 | 86 | 2 | 47 | 135 | 89 | 5 | 56 | 150 | 175 | 7 | 103 | 127 |
| Total | 2831 | 437 | 1188 | 4456 | 2702 | 422 | 1110 | 4234 | 5533 | 859 | 2298 | 8690 |



Figure D4.2.8 Hourly Traffic Volume by Vehicle Type (No.4)

Table D4.2.9 Hourly Traffic Volume by Direction and Vehicle Type (No.4)

| time | Miskolc $\rightarrow$ Debrecen(3119) |  |  |  | Debrecen $\rightarrow$ Miskotc(6119) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | L.truck | total | car | S.truck | L.tmek | total | car | S.truck | Letruck | total |
| 6:00~ 7:00 | 90 | 5 | 21 | 116 | 105 | 3 | 18 | 126 | 195 | 8 | 39 | 242 |
| 7:00~ 8:00 | 105 | 7 | 29 | 141 | 145 | 4 | 17 | 166 | 250 | 11 | 46 | 307 |
| 8:00~ 9:00 | 138 | 0 | 13 | 151 | 198 | 0 | 17 | 215 | 336 | 0 | 30 | 366 |
| 9:00~ 10:00 | 190 | 4 | 10 | 204 | 213 | 5 | 11 | 229 | 403 | 9 | 21 | 433 |
| 10:00~ 11:00 | 208 | 1 | 8 | 217 | 223 | 1 | 15 | 239 | 431 | 2 | 23 | 456 |
| 11:00~ 12:00 | 212 | 0 | 10 | 222 | 185 | 1 | 18 | 204 | 397 | 1 | 28 | 426 |
| 12:00~13:00 | 183 | 2 | 8 | 193 | 164 | 5 | 8 | 177 | 347 | 7 | 16 | 370 |
| 13:00~ 14:00 | 147 | 0 | 11 | 158 | 219 | 0 | 5 | 224 | 366 | 0 | 16 | 382 |
| 14:00~ 15:00 | 240 | 0 | 7 | 247 | 222 | 0 | 10 | 232 | 462 | 0 | 17 | 479 |
| 15:00~ 16:00 | 194 | - | 15 | 209 | 255 | 0 | 16 | 271 | 449 | 0 | 31 | 480 |
| 16:00~ 17:00 | 282 | 0 | 11 | 293 | 284 | 2 | 12 | 298 | 566 | 2 | 23 | 591 |
| 17:00~18:00 | 365 | 2 | 15 | 382 | 380 | 2 | 14 | 396 | 745 | 4 | 29 | 778 |
| 18:00~19:00 | 303 | 0 | 5 | 308 | 285 | 2 | 19 | 306 | 588 | 2 | 24 | 614 |
| 19:00~ 20:00 | 320 | 0 | 7 | 327 | 300 | 3 | 11 | 314 | 620 | 3 | 18 | 641 |
| 20:00~ 21:00 | 200 | 1 | 11 | 212 | 180 | 1 | 30 | 211 | 380 | 2 | 41 | 423 |
| 21:00~ 22:00 | 112 | 1 | 9 | 122 | 97 | 0 | 10 | 107 | 209 | , | 19 | 229 |
| 22:00~ 23:00 | 37 | 0 | 6 | 43 | 54 | 2 | 12 | 68 | 91 | 2 | 18 | 111 |
| 23:00~ 0:00 | 32 | 1 | 15 | 48 | 26 | 1 | 14 | 41 | 58 | 2 | 29 | 89 |
| 0:00~ 1:00 | 23 | 3 | 10 | 36 | 26 | 1 | 11 | 38 | 49 | 4 | 21 | 74 |
| 1:00~ 2:00 | 38 | 0 | 11 | 49 | 18 | 1 | 9 | 28 | 56 | 1 | 20 | 77 |
| 2:00~ 3:00 | 33 | 3 | 14 | 50 | 25 | 0 | 14 | 39 | 58 | 3 | 28 | 89 |
| 3:00~ 4:00 | 40 | 5 | 24 | 69 | 27 | 2 | 18 | 47 | 67 | 7 | 42 | 116 |
| 4:00~ 5:00 | 74 | 5 | 27 | 106 | 95 | 4 | 40 | 139 | 169 | 9 | 67 | 245 |
| 5:00~ 6:00 | 150 | 9 | 42. | 201 | 173 | 10 | 64 | 247 | 323 | 19 | 106 | 448 |
| Total | 3716 | 49 | 339 | 4104 | 3899 | 50 | 413 | 4362 | 7615 | 99 | 752 | 8466 |



Figure D4.2.9 Hourly Traffic Volume by Vehicle Type (No.4)

Table D4.2.10 Hourly Traffic Volume by Direction and Vehicle Type (No.5) measuring point: 1001,2001(R2505) date: 1993/6/17-18 (wcekday)

| lime | Lillafured $\rightarrow$ Miskotc(1001) |  |  |  | Miskolc $\rightarrow$ Lillafured(2001) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.trick | L.truck | total | car | S.truck | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 107 | 1 | 15 | 123 | 114 | 1 | 18 | 133 | 221 | 2 | 33 | 256 |
| 7:00~ 8:00 | 135 | 3 | 24 | 162 | 139 | 2 | 30 | 171 | 274 | 5 | 54 | 33 |
| 8:00~ 9:00 | 120 | 7 | 35 | 162 | 96 | 2. | 29 | 127 | 216 | 9 | 64 | 89 |
| 9:00~ 10:00 | 122 | 10 | 19 | 151 | 148 | 3 | 38 | 189 | 270 | 13 | 57 | 340 |
| 10:00~ 11:00 | 105 | 2 | 22 | 129 | 135 | 6 | 41 | 182. | 240 | 8 | 63 | 11 |
| 11:00~ 12:00 | 114 | 9 | 24 | 147 | 121 | 8 | 26 | 155 | 235 | 17 | 50 | 302 |
| 12:00~ 13:00 | 85 | 5 | 18 | 108 | 108 | 3 | 19 | 130 | 193 | 8 | 37 | 238 |
| 13:00~ 14:00 | 93 | 4 | 27 | 124 | 123 | 5 | 26 | 154 | 216 | 9 | 53 | 278 |
| 14:00~ $15: 00$ | 116 | 0 | 24 | 140 | 127 | 6 | 24 | 157 | 243 | 6 | 48 | 297 |
| 15:00~ 16:00 | 125 | 2 | 21 | 148 | 138 | 8 | 20 | 166 | 263 | 10 | 41 | 314 |
| 16:00~ 17:00 | 91 | 3 | 19 | 113 | 125 | 6 | 22 | 153 | 216 | 9 | 41 | 266 |
| 17:00~ 18:00 | 147 | 0 | 9 | 156 | 168 | 1 | 11 | 180 | 315 | 1 | 20 | 336 |
| 18:00~ 19:00 | 95 | 0 | 2 | 97 | 117 | 0 | 8 | 125 | 212 | 0 | 10 | 222 |
| 19:00~20:00 | 79 | 0 | 7 | 86 | 118 | 0 | 6 | 124 | 197 | 0 | 13 | 210 |
| 20:00~ 21:00 | 52 | 0 | 6 | 58 | 88 | 0 | 3 | 91 | 140 | 0 | 9 | 149 |
| 21:00~ 22:00 | 16 | 0 | 2 | 18 | 32 | 0 | 4 | 36 | 48 | 0 | 6 | 54 |
| 22:00~ 23:00 | 15 | 0 | 4 | 19 | 24 | 0 | 3 | 27 | 39 | 0 | 7 | 46 |
| 23:00~ 0:00 | 7 | 0 | 1 | 8 | 7 | 0 | 0 | 7 | 14 | 0 | 1 | 15 |
| 0:00~ 1:00 | 7 | 0 | 2 | 9 | 8 | 0 | 0 | 8 | 15 | 0 | 2 | 17 |
| 1:00~ 2:00 | 3 | 0 | 1 | 4 | 5 | 0 | 1 | 6 | 8 | 0 | 2 | 10 |
| 2:00~ 3:00 | 3 | 0 | 0 | 3 | 4 | 0 | 1 | 5 | 7 | 0 | 1 | 8 |
| 3:00~ 4:00 | 5 | 1 | 4 | 10 | 9 | 0 | 1 | 10 | 14 | 1 | 5 | 20 |
| 4:00~ 5:00 | 7 | 3 | 5 | 15 | 17 | 0 | 3 | 20 | 24 | 3 | 8 | 35 |
| 5:00~ 6:00 | 38 | 1 | 12 | 51 | 63 | 1. | 12 | 76 | 101 | 2 | 2.4 | 127 |
| Total | 1687 | 51. | 303 | 2041 | 2034 | 52 | 346 | 2432 | 3721 | 103 | 649 | 4473 |



Figure D4.2.10 Hourly Traffic Volume by Vehicle Type (No.5)

Table D4.2.11 Hourly Traffic Volume by Direction and Vehicle Type (No.5) measuring poim: : 1001,2001 (R2505) date: 1993/6/20-21 (Holiday)

| time | Lillafured $\rightarrow$ Miskolc(1001) |  |  |  | Miskolc $\rightarrow$ Lillafured(2001) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | L.truck | total | car | S.truck | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 42 | 0 | 5 | 47 | 46 | 0 | 5 | 51 | 88 | 0 | 10 | 98 |
| 7:00~ $8: 00$ | 71 | 1 | 5 | 77 | 58 | 0 | 5 | 63 | 12.9 | 1 | 10 | 140 |
| 8:00~ 9:00 | 130 | 0 | 8 | 138 | 85 | 0 | 6 | 91 | 215 | 0 | 14 | 229 |
| 9:00~ 10:00 | 150 | 1 | 6 | 157 | 111 | 1 | 4 | 116 | 261 | 2 | 10 | 273 |
| 10:00~ 11:00 | 171 | 4 | 8 | 183 | 122 | 0 | 7 | 129 | 293 | 4 | 15 | 312 |
| 11:00~ 12:00 | 144 | 1 | 5 | 150 | 97 | 1 | 6 | 104 | 241 | 2 | 11 | 254 |
| 12:00~13:00 | 109 | 1 | 5 | 115 | 123 | 0 | 4 | 127 | 232 | 1 | 9 | 242 |
| 13:00~ 14:00 | 131 | 0 | 6 | 137 | 128 | 0 | 7 | 135 | 259 | 0 | 13 | 272 |
| 14:00~15:00 | 134 | 0 | 5 | 139 | 142 | 0 | 5 | 147 | 276 | 0 | 10 | 286 |
| 15:00~ 16:00 | 129 | 1 | 7 | 137 | 136 | 0 | 7 | 143 | 265 | 1 | 14 | 280 |
| 16:00~ 17:00 | 150 | 0 | 5 | 155 | 200 | 0 | 4 | 204 | 350 | 0 | 9 | 359 |
| 17:00~ 18:00 | 145 | 1 | 7 | 153 | 216 | 0 | 2 | 218 | 361 | 1 | 9 | 371 |
| 18:00~19:00 | 153 | 0 | 3 | 156 | 238 | 3 | 3 | 244 | 391 | 3 | 6 | 400 |
| 19:00~ 20:00 | 117 | 0 | 5 | 122 | 222 | 0 | 3 | 225 | 339 | 0 | 8 | 347 |
| 20:00~ 21:00 | 70 | 0 | 1 | 71 | 112 | 1 | 2 | 115 | 182 | 1 | 3 | 186 |
| 21:00~ 22:00 | 41 | 0 | 4 | 45 | 66 | 0 | 2 | 68 | 107 | 0 | 6 | 113 |
| 22:00~ 23:00 | 22 | 0 | 1 | 23 | 27 | 0 | 2 | 29 | 49 | 0 | 3 | 52 |
| 23:00~ 0:00 | 14 | 0 | 1 | 15 | 6 | 0 | 0 | 6 | 20 | 0 | 1 | 21 |
| 0:00~ 1:00 | 6 | 0 | 0 | 6 | 5 | 0 | 0 | 5 | 11 | 0 | 0 | 11 |
| 1:00~ 2:00 | 4 | 0 | 0 | 4 | 3 | 0 | 0 | 3 | 7 | 0 | 0 | 7 |
| 2:00~ 3:00 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 6 |
| 3:00~ 4:00 | 3 | 0 | 0 | 3 | 7 | 0 | 0 | 7 | 10 | 0 | 0 | 10 |
| 4:00~ 5:00 | 6 | 1 | 1 | 8 | 13 | 0 | 3 | 16 | 19 | 1 | 4 | 24 |
| 5:00~ 6:00 | 27 | 0 | 13 | 40 | 51 | 2 | 14 | 67 | 78 | 2 | 27 | 107 |
| Total | 1972 | 11 | 101 | 2084 | 2217 | 8 | 91 | 2316 | 4189 | 19 | 192 | 4400 |



Figure D4.2.11 Hourly Traffic Volume by Vehicle Type (No.5)

Table D4.2.12 Hourly Traffic Volume by Direction and Vehicle Type (No.6) measuring point: 1002,2002(R3604) date: 1993/6117-18 (weekday)



Figure D4.2.12 Hourly Traffic Volume by Vehicle Type (No.6)

Table D4.2.13 Hourly Traffic Volume by Direction and Vehicle Type (No.6)
measuing poin: $1002,2002(\mathrm{R} 3604$ ) date: 1993/6/20-21 (Holiday)

| time | Miskolc $\rightarrow$ Kistokaj(1002) |  |  |  | Kistokaj $\rightarrow$ Miskolc(2002) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | L.truck | total | car | S.truck | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 59 | 2 | 7 | 68 | 102 | 2 | 8 | 112 | 161 | 4 | 15 | 180 |
| 7:00~ 8:00 | 67 | 0 | 8 | 75 | 57 | 2 | 4 | 63 | 124 | 2 | 12 | 138 |
| 8:00~ 9:00 | 93 | 1 | 5 | 99 | 61 | 2 | 5 | 68 | 154 | 3 | 10 | 167 |
| 9:00~ 10:00 | 146 | 0 | 10 | 156 | 99 | 0 | 5 | 104 | 245 | 0 | 15 | 260 |
| 10:00~ 11:00 | 114 | 3 | 8 | 125 | 71 | 1 | 5 | 77 | 185 | 4 | 13 | 202 |
| 11:00~ 12:00 | 96 | 4 | 8 | 108 | 82 | 6 | 5 | 93 | 178 | 10 | 13 | 201 |
| 12:00~ 13:00 | 6 | 1 | 11 | 18 | 86 | 2 | 6 | 94 | 92 | 3 | 17 | 112 |
| 13:00~ 14:00 | 87 | 1 | 8 | 96 | 63 | 1 | 6 | 70 | 150 | 2 | 14 | 166 |
| 14:00~ 15:00 | 98 | 0 | 8 | 106 | 68 | 3 | 8 | 79 | 166 | 3 | 16 | 185 |
| 15:00~ 16:00 | 157 | 4 | 11 | 172 | 150 | 3 | 6 | 159 | 307 | 7 | 17 | 331 |
| 16:00~ 17:00 | 142 | 6 | 7 | 155 | 193 | 6 | 7 | 206 | 335 | 12 | 14 | 361 |
| 17:00~18:00 | 168 |  | 10 | 179 | 210 | 6 | 10 | 226 | 378 | 7 | 20 | 405 |
| 18:00~ 19:00 | 249 | 8 | 10 | 267 | 232 | 3 | 9 | 244 | 481 | 11 | 19 | 511 |
| 19:00~ 20:00 | 195 | 3 | 6 | 204 | 192 | 0 | 5 | 197 | 387 | 3 | 11 | 401 |
| 20:00~ 21:00 | 176 |  | 10 | 188 | 110 | 2 | 8 | 120 | 286 | 4 | 18 | 308 |
| 21:00~ 22:00 | 78 | 2 | 7 | 87 | 64 | 0 | 6 | 70 | 142 | 2 | 13 | 157 |
| 22:00~ 23:00 | 42 | 0 | 4 | 46 | 53 | 0 | 6 | 59 | 95 | 0 | 10 | 105 |
| 23:00~ 0:00 | 21 | 0 | 4 | 25 | 40 | 0 | 5 | 45 | 61 | 0 | 9 | 70 |
| 0:00~ 1:00 | 28 | 0 | 3 | 31 | 40 | 0 | 0 | 40 | 68 | 0 | 3 | 71 |
| 1:00~ 2:00 | 8 | 0 | 1 | 9 | 36 | 0 | 0 | 36 | 44 | 0 | 1 | 45 |
| 2:00~ 3:00 | 6 | 0 | 3 | 9 | 21 | 0 | 0 | 21 | 27 | - | 3 | 30 |
| 3:00~ 4:00 | 17 | 0 | 4 | 21 | 22 | 0 | 4 | 26 | 39 |  | 8 | 47 |
| 4:00~ 5:00 | 23 | 2 | 7 | 30 | 37 | 2 | 10 | 49 | 58 | 4 | 17 | 79 |
| 5:00~ 6:00 | 77 | 6 | 13 | 96 | 80 | 7 | 15 | 102 | 157 | 13 | 28 | 198 |
| Total | 2151 | 46 | 173 | 2370 | 2169 | 48 | 143 | 2360 | 4320 | 94 | 316 | 4730 |



Figure D4.2.13 Hourly Traffic Volume by Vehicle Type (No.6)

Table D4.2.14 Hourly Traffic Volume by Direction and Vehicle Type (No.7)
measuring point: 1003,2003(Miskole) date: 1993/6/17-18 (weekday)

| time | from Repter (1003) |  |  |  | to Repter (2003) |  |  |  | Two-direcution total |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S.truck | L.truck | total | car | S.track | L.truck | total | car | S.truck | L.truck | total |
| 6:00~ 7:00 | 140 | 7 | 46 | 193 | 146 | 5 | 29 | 180 | 286 | 12 | 75 | 373 |
| 7:00~ 8:00 | 182 | 6 | 49 | 237 | 194 | 6 | 52 | 252 | 376 | 12 | 101 | 489 |
| 8:00~ 9:00 | 225 | 11 | 36 | 272 | 215 | 3 | 46 | 264 | 440 | 14 | 82 | 536 |
| 9:00~ 10:00 | 249 | 3 | 36 | 288 | 183 | 7 | 28 | 218 | 432 | 10 | 64 | 506 |
| 10:00~ 11:00 | 304 | 5 | 41 | 350 | 213 | 5 | 39 | 257 | 517 | 10 | 80 | 607 |
| 11:00~ 12:00 | 415 | 7 | 35 | 457 | 165 | 11 | 37 | 213 | 580 | 18 | 72 | 670 |
| 12:00~ 13:00 | 147 | 5 | 42 | 194 | 117 | 2 | 28 | 147 | 264 | 7 | 70 | 341 |
| 13:00~ 14:00 | 128 | 3 | 43 | 174 | 111 | 5 | 28 | 144 | 239 | 8 | 71 | 318 |
| 14:00~ 15:00 | 126 | 0 | 23 | 149 | 116 | 2 | 36 | 154 | 242 | 2 | 59 | 303 |
| 15:00~ 16:00 | 112 | 3 | 18 | 133 | 106 | 3 | 25 | 134 | 218 | 6 | 43 | 267 |
| 16:00~ 17:00 | 84 | 1 | 10 | 95 | 78 | 2 | 13 | 93 | 162 | 3 | 23 | 188 |
| 17:00~ 18:00 | 79 | 1 | 4 | 84 | 70 | 2 | 12 | 84 | 149 | 3 | 16 | 168 |
| 18:00~ 19:00 | 57 | 1 | 4 | 62 | 48 | 1 | 10 | 59 | 105 | 2 | 14 | 121 |
| 19:00~ 20:00 | 32 | 0 | 4 | 36 | 40 | 0 | 3 | 43 | 72 | 0 | 7 | 79 |
| 20:00~ 21:00 | 21 | 0 | 4 | 25 | 26 | 0 | 2 | 28 | 47 | 0 | 6 | 53 |
| 21:00~ 22:00 | 17 | 0 | 6 | 23 | 19 | 0 | 5 | 24 | 36 | 0 | 11 | 47 |
| 22:00~ 23:00 | 10 | 0 | 3 | 13 | 8 | 1 | 5 | 14 | 18 | 1 | 8 | 27 |
| 23:00~ 0:00 | 3 | 0 | 1 | 4 | 3 | 0 | 1 | 4 | 6 | 0 | 2 | 8 |
| 0:00~ 1:00 | 1 | 0 | 0 | 1 | 8 | 0 | 3 | 11 | 9 | 0 | 3 | 12 |
| 1:00~ 2:00 | 4 | 0 | 1 | 5 | 7 | 0 | 0 | 7 | 11 | 0 | 1 | 12 |
| 2:00~ 3:00 | 2 | 0 | 1 | 3 | 5 | 1 | 1 | 7 | 7 | 1 | 2 | 10 |
| 3:00~ 4:00 | 1 | 0 | 1 | 2 | 7 | 0 | 5 | 12 | 8 | 0 | 6 | 14 |
| 4:00~ 5:00 | 11 | 1 | 1 | 13 | 53 | 0 | 8 | 61 | 64 | 1 | 9 | 74 |
| 5:00~ 6:00 | 54 | 1 | 23 | 78 | 176 | 3 | 35 | 214 | 230 | 4 | 58 | 292 |
| Yotal | 2404 | 55 | 432 | 2891 | 2114 | 59 | 451 | 2624 | 4518 | 114 | 883 | 5515 |



Figure D4.2.14 Hourly Traffic Volume by Vehicle Type (No.7)


[^0]:    * Estimated valucs

[^1]:    * Estimated values

[^2]:    * Estimated values

[^3]:    Estimated effects of countermeasures

[^4]:    * Estimated values

[^5]:    * Estimated values

[^6]:    * Estimated value

[^7]:    * Estimated value

[^8]:    Estimated effects of countermeasures

[^9]:    * Estimated value

[^10]:    * Estimated value

[^11]:    * Estimated value

[^12]:    * Estimated value

[^13]:    * Estimated value

[^14]:    * Estimated value

[^15]:    * Estimated value

