

PROJECT: MOTORWAY D1 – CONSTRUCTIONS 0135 & 5503

NON-TECHNICAL SUMMARY

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Description of the project

The submitted project comprises two closely linked constructions, namely the section of the D1 Motorway, construction 0135 Kroměříž východ - Říkovice and the section of the R55 Expressway, construction 5503 Skalka-Hulín.

Motorway D1, construction 0135 Kroměříž východ - Říkovice is a part of the newly built D1 Motorway Vyškov - Kroměříž - Hulín - Přerov - Lipník nad Bečvou which will provide an appropriate capacity connection of the Central Moravia area to the Czech national motorway network in the directions of Brno, Praha and Ostrava.

Construction 5503 Skalka - Hulín is a part of the international European network TEN-T with direct links to Poland, Czech Republic, Austria and Slovakia. Within the Czech Republic, it provides a high-capacity passage through the south-eastern part of Moravia as it interlinks the Olomouc, Zlín and South Moravian Regions. With the construction 5503 in operation, the section of R55 will connect the capital of Zlín and other parts of the Zlín Region with the Czech national motorway network.

In both cases, it is a two lane dual-carriageway road. Construction D1, 0135, designed in categories D26,5/120 has a total main route length of 11.300 km. This construction also incorporates a small section of the R55 Expressway designed in category R24,5/120 with a length of 3.375 km. Construction 5503 is designed in category R24,5/120 with a total main route length of 10.800 km.

Outline of the main options/alternatives studied by the Investor

Both the roads in question in the scope of the constructions discussed herein are stabilised on a long-term basis, which is also documented by the compliance of their location with the zone-planning documentation at all levels, as well as the compliance with the other strategic-conceptual materials.

The investment preparation of the constructions 0135 and 5503 comprised of individual consecutive stages, namely: the selection of corridor, EIA process, planning and building permit proceedings, and finally the implementation stage.

Comparison of the potential layouts of the motorway network in the Central Moravia was made and processed in the framework of the transport-urban comparative study (TUCS) Central Moravia - concept of the higher road network (Viapont, 1996). In the framework of this study, three options were compared comprehensively, with Option C assessed as the most favourable in all respects.

The selected option was further worked out as a project. The suggested technical solutions of the constructions 0135 and 5503 underwent the process of environmental impact assessment (EIA process). All the assessments were completed with affirmative opinions. The relevant sections of the D1 Motorway and the R55 Expressway have successively passed the land permit proceedings (land permit issued over the years 2000 and 2001), building permit proceedings (building permit for the main route issued over the years 2004 and 2006), and since 2008 the constructions 0135 and 5503 have been at the stage of implementation.

At all the stages of the investment preparation, the public and the affected municipalities might express their opinions on the project and raise their requirements. All the affected municipalities, as the representatives of the general public, granted their consent with the project.

Description of the environmental aspects likely to be seriously impacted by the present project

The area affected by the constructions discussed herein is located in a slightly rugged terrain of the Hornomoravský úval (Upper Moravian Vale) and the edge of Zlínská vrchovina (Zlín Highlands). The area concerned is under strong anthropogenic influence, the land is mainly used for the agricultural

purpose. The area is dominated by large sheets of high-quality arable soil. Forest growth occurs to a limited extent. The few examples of the off-forest greenery are confined to the narrow accompanying growths along the water courses or dirt roads. The area is located in the Morava River basin, drained by a number of small, strongly regulated water courses. Due to the nature of the subsoil, the area concerned has favourable conditions for formation of water-bearing ground. The water-bearing grounds are often intercepted, they are subject to legal protection. Larger residential communities are the cities of Kroměříž, Hulín and Otrokovice. Smaller communities are located along the existing roads I/47 and I/55.

As suggested above, the most sensitive issue concerning the negative environmental impacts is the protection of land resources, water resources and lands with forest growths.

Description of the potentially serious environmental impacts of the project, induced by the existence of the project, emission of pollutants and generation of nuisance

Both constructions in question will represent an intervention in the individual environmental features, however this intervention is bearable thanks to the nature of the constructions and the nature of the surrounding area. During the investment preparation, the technical solution of both the constructions was optimised to eliminate the intervention in the landscape to the maximum degree.

Both the constructions 0135 and 5503 are designed to eliminate the negative impacts of traffic on the resident population. This is primarily ensured by diverting the road traffic outside the built-up areas of municipalities. As a result, the number of exposed population decreases in terms of the pollutant emissions as well as the noise emissions. Noise emissions are further reduced by the projected noise control measures. In addition, both the projected four-lane roads will contribute to the traffic safety and flow in the area as well as to the safety of the resident population. All these positive factors indisputably prevail over the negative impacts on the environmental features.

Neither of the constructions has considerable negative impact on the Natura 2000 sites.

One of the relatively most serious impacts is the annexation of high quality arable land and potential impact on the quality of surface and groundwater. These impacts, including the influence on other environmental features, were eliminated by the proposed measures which are based on the EIA process, or on the framework of the subsequent administrative procedures with the requirements set out by the competent state administration bodies and self-governing bodies and other institutes.

Description of the estimated measures for preventive exclusion, reduction and - if possible - compensation of all the considerable adverse impacts on the environment

Throughout the project preparation, the technical solution was improved and optimised to eliminate the negative impacts of the project on the environment. Both the constructions were repeatedly consulted with the competent authorities. The authorities might raise their requirements and conditions, after incorporation of which the authorities approved the particular technical solutions of the constructions.

The suggested measures apply virtually to all environmental features and were focused on the project preparation itself and the technical solutions, as well as on the progress of the construction itself and the postcompletion stage.

The most important measures included: noise barriers, oil product separators, and storm-water sedimentation tanks with scum boards to eliminate the contamination of the surface and groundwater, fencing of the roads, optimised bridge structures, vegetation and anti-erosion arrangements on the road body. Compensation planting was proposed in the framework of construction 5503.

Conclusion

The project preparation of both the constructions took place in compliance with the applicable legislation. The public was involved in the process directly or indirectly by proxy of the self-governing authorities. Both the projects were gradually approved by all the competent state administration

bodies. The benefits of the constructions, in terms of traffic and elimination of negative impacts of the traffic on the resident population, are highly positive, and prevail over negative impacts on the other environmental features.