

NON-TECHNICAL SUMMARY

The following text was taken from the original EIA Documentation from May 31, 2003, Chapter G, page 205. The entire documentation, as well as other documents from the EIA procedure, can be seen in the information system of the Czech Ministry of Environment:

http://tomcat.cenia.cz/eia/detail.jsp?view=eia_cr&id=MSK015

The valley of the River Olše, in which the assessed 3rd corridor is situated, has always belonged to the areas with significant strategic communication position. This fact was one of the main reasons why a construction of a railway line from Nový Bohumín to Žilina was considered already in 19th century. Two Belgian businessmen, Riches brothers, were the first to use an existing concession to build a railway. The construction started in 1867. They connected the newly constructed line to the Emperor Ferdinand's Northern line in the railway station in Nový Bohumín, which existed already from 1847. However, the construction continued only to the 32 km distant Těšín. The construction took a different twist in April 1869, when it was taken over by England-Austrian bank – and soon completed. The operation was commenced on December 17, 1869 in the section from Bohumín to Těšín, and on January 8, 1871 in the section from Těšín to Spišská Nová Ves. Significant changes of the railway line were performed not sooner than in the 20th century. Second track was constructed in 1920's in the section from Bohumín to Žilina. The line was electrified in 1960's.

In relevant international agreements the Czech Republic bound itself to modernise the lines of railway tracks within the Czech area in order to enable the transit of international train sets. In 1993 activities on the project of Czech Railways – Modernisation of selected railway corridors began. Lines of four railway corridors running across the Czech Republic were defined. In 2001 the Governmental Decree No. 145 on the adherence to the main development intent – to finish the general modernisation of the entire transport infrastructure until 2010, was accepted.

The railway track in the section from Dětmárovice to Mosty u Jablunkova and Slovak state border is a part of so called 3rd railway corridor. Being included into the network of corridors to be modernised once again approved its crucial importance for both national and especially international transport. The entire 55.5 km-long section was divided into three connected constructions:

“ČD DDC, Optimisation of the track Mosty u Jablunkova state border – Bystřice nad Olší”,

“ČD DDC, Optimisation of the track Bystřice nad Olší – Český Těšín”,

“ČD DDC, Optimisation of the track Český Těšín – Dětmárovice”.

The optimisation has been prepared on the basis of the document “Principles of modernisation of selected railway network of the Czech Railways”, issued by the Strategic department of the General Management of the Czech Railways, s.o. in June 1994. In general the document defines the reconstruction of the existing network of Czech Railways. With a great extend of simplification we can say that the construction adaptations should enable the use of higher track speed (160 km/h), introduction of spatial clearance common within the European railway network (enables the transportation of trucks on railway carriages), and to reach higher track capacity for train sets (enables to increase the number of passing trains). Also, it will enhance the operational safety from the point of view of the operator as well as individual users. As such the modernisation does not

mean a construction of a brand new railway section, but an improvement of an existing track in use. The construction is in the maximum possible extent limited to railway plots and adheres to the existing railway body as both the direction and vertical parameters are mentioned. The construction will be performed under the condition of full railway operation. The optimisation includes a complete renewal of railway substructure, superstructure, bridges, culverts, railway crossings, traction mains, security devices etc. Main rails will be reconstructed in the entire section.

A territorial-construction study to this project was elaborated in two variants. As approved on the 59th meeting of the Czech Railways' Expert committee for the assessment of the scope of railway corridors modernisation only one variant (original variant "B") was selected for further works, with just few exceptions (for example in the track section Louky nad Olší – Karviná the original variant "A" is active). In the present time the investor thus prepares the track's optimisation according to one variant and this variant was subjected to this environmental impact assessment.

The following paragraph brings a brief summary of technical and technological design of the track's optimisation in the extent available from the territorial-construction study. The purpose of the modernisation is to bring the track section in such a technical and operational condition that would conform to the parameters defined in agreements of EU and International Railway Union. As long as passengers are concerned, the project's realisation will result in higher-quality service provided by the Czech Railways – such as better safety, comfort and speed of transport.

The optimisation's direction design respects the current route of the track, only in several sections the track will be shifted due to desired straightening of curves with small radius. In these cases the track leaves current railway plots and from this reason it will be necessary to settle property issues with recent owners. The main track will be reconstructed in the entire concerned section. Also, all crossings and overpasses, as well as bridges and culverts will be reconstructed. The concerned section includes also two one-track tunnels. The clearance of these tunnels is not suitable and according to preliminary construction expertise their reconstruction seems to be the best solution. Technological devices, communication and security devices necessary for the operation of the concerned track section are designed to meet the optimisation's requirements. The construction will also include an urgent realisation of needed ground objects. Two of the existing railway stops Ropice and Louky nad Olší will be cancelled (passenger service will be provided in railway station in Ropice nad Olší). A new railway station Třinec-město with the equipment to provide complete passenger services will be constructed. New station subways will be constructed in railway stations Mosty u Jablunkova, Návsí, Bystřice nad Olší, Třinec – Koňská, Třinec – Lyžbice and in Karviná – Darkov. The optimisation also includes either construction of new or reconstruction of existing subways and their entrance objects, shelters for passengers, platforms including their roofing etc. All new island platforms are as a rule designed barrier-free, also all existing underpasses and railway pedestrian bridges are accessible for challenged passengers. The optimisation will take place during full operation; however it will require many long-term lockouts of trains. According to the plan the optimisation should be started in 2007 with the 1st construction (track section Bystřice nad Olší – Český Těšín) and terminated in 2010 (3rd construction Český Těšín – Dětmárovice). The exact schedule of the realisation of particular constructions will be specified in following stages of the project.

By means of its extent the optimisation meets conditions set by the Act. No. 100/2001 Coll., on environmental impact assessment, and thus this project was subjected to the procedure of environmental impact assessment. The submitted EIA Documentation has been elaborated in 2003 and its contents comply with the act mentioned above. The extent of individual chapters corresponds with the significance for particular concerned environmental issue.

Works on the EIA Documentation in accordance with the Czech legislation (Act. No. 100/2001 Coll.) followed previous Screening Procedure, executed by appropriate state administration body – The Regional Authority of Moravskoslezský Region. The Screening Procedure was commenced by submitting the EIA Announcement (elaborated by the authorised person Ing. Irena Bártová, Authorisation No. 17460/4773/OEP/92), and terminated by issuing Screening Procedure Conclusion by the Regional Authority under the No. ŽPZ/1638/02 on September 16, 2002. In the Screening Procedure the Regional Authority decided the project to undergo the entire EIA procedure.

During the works on the EIA Documentation several field surveys focused on recent condition of particular environmental areas were performed. From the most important ones we can mention measurements of actual noise burden in selected representative points for needs of acoustic study, an independent annex to the EIA Documentation. Together with the field surveys also appropriate authorities of state administration, state administrations such as Directorate of Roads and Highways, Czech Agency for Nature and Landscape Protection etc., and appropriate municipalities, also involved in the procedure of railway corridor optimisation. The EIA Documentation was elaborated on the basis of current legislation, actual knowledge on the condition of individual environmental issues in the concerned railway section, and as long as entry data are mentioned, the documentation is based on the stage of territorial-technical study.

The construction, as well as the operation on the optimised track section will have, together with other human activities, impacts on its environment. The recognition and evaluation of these impacts, as well as their mitigation and/or elimination, is the subject of the submitted EIA Documentation.

Agricultural and forest land will be impacted only in minimal extent due to the nature of the concerned construction. Re-allocation of land will be mostly short-term as it will be necessary to establish temporary plots (so called construction sites) at some construction objects such as bridges, culverts and so on. As soon as works on those objects are finished, the plots will be returned into their original condition.

No impact on geological conditions and mineral resources is expected. Also, no long-term impact on surface and ground water was proved.

Impacts on climate within the entire concerned area are not expected. Air quality will be impaired only during a short and well defined period of the construction's realisation. The reason behind this fact is both increased numbers of construction machinery (negative impact of exhaust fumes on air quality), and large construction sites, which may be the source of dust particles. Several measures were adopted in order to reduce the burden of impaired air quality in the maximum possible way, especially in bigger cities. One of the most important is the use of progressive technology of railway body reconstruction enabling to transport construction materials and perform construction works

directly from the railway track – so called technology without sweeping the railway grid. The use of this technology will reduce the numbers of trucks and other heavy vehicles that might bring construction's negative impacts even to distant areas, not directly connected with the construction. Also, this technology leads to reduction of the size of construction sites, being a source of dust. Once the construction works are finished, the railway corridor will no longer be a significant source of transportation-born emissions.

The most significant impact connected with the operation on the railway corridor is noise and its impact on surrounding dwellings. From this reason there was an authorised noise measurement executed in 2003 at total 66 individual sites. Data collected from these measurements were then used in acoustic study in order to see recent noise load along the railway line. Available data on numbers of passing trains and their speed after the optimisation of the corridor, and few other parameters, allowed modelling the noise load once the optimised track section was brought to permanent operation. Noise-reducing measures were then designed on the basis of this model. By such measures we understand noise-reducing walls (of total length of 19 km), and individual noise-reducing measures.

Also, a significant reduction of generated vibrations is expected as one of the results connected with the modernisation of the railway track together with the use of new sets of wagons.

As for wastes being produced during the construction we can in general conclude that such wastes will be carried away and treated outside the construction site in accordance with valid legislation. Waste disposal will be provided by the construction supplier or another company authorised for this activity. The main component of produced wastes will be soil from earth works, part of the existing railway body, and material from demolished buildings. Together with waste categorised as so called "other" wastes (according to the Czech Waste Act), also wastes belonging among so called "dangerous" wastes due to some of their characteristics will be produced. By such wastes we in particular understand oil-contaminated gravel from the areas of rail switches, demolition material containing tar from roads etc.

From wastes produced during operation on the railway track we can expect mainly plant material from maintenance works keeping the track's profile clear for safe operation. Also wastes from routine maintenance or minor repairs of railway devices can be expected.

From potential impacts on subjects of nature protection and landscape conservation we should mention especially construction adaptations of existing bridges and culvers, when both natural migration corridors and corridors designed within so called Territorial System of Ecological Stability will be impacted. The railway corridor is in a way migration corridor among others for small birds due to trees and shrubs growing along the entire track. Also various plots covered with bush growths create suitable conditions for nesting of various bird species. In this context especially the area with number of ponds (proposed Natura 2000 site) in the tract section between Dětmarovice and Karviná is important. In order to ensure maximum protection of this area the technology of track reconstruction without sweeping the railway grid was designed to be used here.

As for the occurrence of big mammals (deer, lynx, wolf, bear), the eastern part of the area under consideration is the most significant. It is in general the area approximately from Bystřice nad Olší to the state border with the Slovak Republic. The reason is the vicinity of Slovak populations, growing

from the second half of the 20th century thanks to total protection, and recently spreading to the west. Here they found suitable life conditions especially within the Protected Landscape Area Beskydy, with low density of population and vast forests. From here the migration continues to Poland (to the north) and Jeseníky Mountains (to the west).

With respect to the fact that the track has been stabilised in the concerned area from the second half of the 19th century, and the vertical and horizontal route of the track does not change, we do not expect negative impacts on landscape features.

The optimisation of the 3rd railway corridor from Dětmárovice – Mosty u Jablunkova and the state border comply with the valid development plan of the Greater Territorial Unit of Beskydy, approved by governmental position No. 298/2002, and a concept of development plan of the Greater Territorial Unit of Ostrava-Karviná. In both strategic materials the construction is listed as public-beneficial.

Having evaluated all indicators given in this EIA Documentation we can state that the optimisation of the 3rd railway corridor is in the submitted variant (including united transport corridor in the municipality of Hrádek) an ecologically acceptable construction and as such can be recommended for realisation.