

Environmental and Social Data Sheet

Overview

Project Name:	R6 – JENISOV – KAMENNY DVUR SECTION
Project Number:	2011-0032
Country:	Czech Republic
Project Description:	The project consists of the construction of an expressway between Jenišov and Kamenný Dvůr with a total length of 24.85 km. It is located in Western Bohemia on the arterial TEN-T E48 road between Praha and Schweinfurt (Germany) and also on the E49 road between Magdeburg (Germany) and Vienna.

EIA: Required Not required

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project consists of the construction of an expressway between Jenišov and Kamenný Dvůr with a total length of 24.85 km, divided into four sub-sections. It is located in Western Bohemia on the arterial TEN-T E48 road between Praha and Schweinfurt (Germany) along the corridor E49 between Magdeburg (Germany) and Vienna. The 2x2 lane road has a standard cross section of 24.5 m with hard shoulders and a design speed of 100 km/h (category R 24.5/100). The project contains some 6 km of construction or rehabilitation of lower class roads to ensure an alternative connection to support this section of the R6 in case of occasional closures.

The 2007-2013 Operational Programme Transport (**OPT**) for the Czech Republic, under which the project is presented, requires the application of the **SEA** (Strategic Environmental Assessment) Directive 2001/42/EC. The assessment of the environmental effects of the OPT, based on the SEA Directive, was carried out and its outcome included key conditions for the approval, gave environmental indicators and provided a general monitoring system for individual projects.

The current project falls under **Annex I of the EIA Directive 85/337/EEC** as amended by Directives 97/11/EC and 2003/35/EC, being subject to an assessment in accordance with Articles 5 to 10 of EIA Directive. An EIA was carried out in 1997-2000 following the legislation in force at that time. The entire process for developing the project (EIA, feasibility studies, planning and building permits) took one decade and is documented in a comprehensive Project Environmental Information (PEI) document, acceptable for the Bank.

According to the assessment made on the possible negative impacts on sites included in the NATURA 2000 network, the screening reports state that the project will have no significant impact on **NATURA 2000** locations. Nevertheless, investment of some EUR 38 million (equivalent to 10.5 % of budget) has been or will be made for minimizing or compensating negative environmental impacts. The mitigation measures concern, in particular, the construction of bridges for avoiding the disturbance of bio-corridors.

The project is eligible for EIB bank financing.

Environmental and Social Assessment

Environmental Impact and Mitigation

Compliance with applicable Environmental Legislation

The assessment of the environmental effects of the OPT, based on the SEA Directive, was made under Act No. 100/2001 Coll. on the environmental impact assessment, as amended by Act No. 93/2004 Coll. The project falls under Priority axis 2 of the OPT aiming at the Construction and Upgrading of the Motorway and the TEN-T Road Network. The SEA assessment outcome included key conditions for the approval, gave environmental indicators and provided a general monitoring system of individual projects.

The project falls under Annex I of the EIA Directive 85/337/EEC as amended by Directives 97/11/EC and 2003/35/EC, being subject to an assessment in accordance with Articles 5 to 10 of the EIA Directive. An EIA has already been carried out in 1997-2000 following the legislation in place at that time. The Act No. 244/1992 Coll. on the Environmental Impact Assessment applicable at that moment was managed by the Ministry of the Environment of the Czech Republic.

Because the EIA was performed prior to the accession to EU, the Compliance with the EU directives relating to environmental protection has been summarised in May 2011 in a comprehensive Project Environmental Information (PEI) document giving full details about environmental procedures including planning, public enquiries and building permits. These procedures and permits were issued and approved in the following manner:

	Lot 1	Lot 2	Lot 3	Lot 4
Sub-section	Jenišov – Nové Sedlo	Nové Sedlo – Sokolov	Sokolov – Tisová	Tisová – Kamenný Dvůr
Length (km)	4.437	7.482	5.394	7.540
EIA, Including Approval	01/1997 - 07/2000 (public hearing 29 March 2000, approval 4 July 2000)			
Planning permission procedures	04/2002 - 11/2002	03/2003 - 09/2003	07/2002 - 11/2002	04/2002 - 09/2002
Building permit procedures	03/2004 - 10/2004	03/2004 - 10/2004	06/2004 - 11/2004	03/2004 - 10/2004
Building contract documentation	10/2005 - 01/2006	10/2005 - 03/2006	10/2005 - 03/2006	10/2005 - 01/2006

Following the accomplishment of these procedures, the EIA process can be considered as being completed. Construction started in August 2006 and will be completed in April 2012. Lots 1 and 4 have already been put in operation.

Environmental Impacts and their Mitigation

The Department of the Environment of Karlovy Vary Region issued on 2 July 2009, under ref. no. 2303/ZZ/09, its opinion pursuant to Section 45i (1) of Act No. 114/1992 Coll. on the nature conservation. It stated that the scheme does not raise substantial objections from the environmental point of view. The potential effects consist of air pollution, higher noise levels in some urban settlements on the northern (and highly industrialised) side of the R6 alignment, potential damage to the underground water by hazardous oil spills and run-off water, in particular in the vicinity of Karlovy Vary spa town. As part of the result of the comprehensive screening exercise, some mitigation measures were proposed and implemented, such as tanks and oil separators for hazardous waste and oil spillage, fencing of motorway,

bio-corridor bridges for fauna migration and for preservation of local micro-climates, anti-noise barriers, redevelopment of vegetation at the end of the construction etc.

A major ecological corridor passes through the Ohře River valley near Sokolov. The technical solution adopted for the road is the doubling of the capacity of the (existing) Ohře arch bridge including the building of a new bridge deck with a four-lane road and with a cross-section of 18.80 m on the existing concrete arch. Thus, the impact on Ohře valley is expected to be minimal during construction and operation of the expressway.

Natura 2000

Concerned Natura 2000 sites are:

Number	Name	Shortest distance from R6
CZ0410413	Ohře River Canyon	0.8 km
CZ0410021	Nadlesi	3.6 km
CZ0410401	Krásenské bog	8.5 km
CZ 0413182	Krásno	9.6 km
CZ0413185	Matyáš	4.4 km
CZ0413184	Erika sand quarry	6.5 km

The Regional Office of Karlovy Vary Region, Department of the Environment, was the competent nature conservation authority. It issued on 2 July 2009, under ref. no. 2303/ZZ/09, its opinion pursuant to Section 45i (1) of Act No. 114/1992 Coll. on the nature and landscape conservation. The opinion states that the project does not extend beyond any existing borders of the Special Area of Conservation or the Special Protection Area for birds and has no significant impact on these sites. Due to the fact that the project replaces the existing transport infrastructure on an identical alignment, the same Authority stated in a letter on 2 February 2011, ref. no. 436/ZZ/11, that the project will not cause any secondary impact on any element of the Natura 2000 network.

Land use and building permit process

Both the land-use permit (territorial decision) and the building permit include conditions for environmental protection. Details are given in the PEI document.

Public Consultation and Stakeholder Engagement

At all three stages of project preparation (from the EIA process to the building permission proceedings), the public and the affected municipalities were able to express their opinions on the project and to raise their objections.

EIA: the EIA documentation was made available to the public at the local authorities for 30 days; a public hearing was held on 29 March 2000 in Sokolov.

Planning permission proceedings: public discussions were held for lot 1 on 24 February 2005, for lot 2 on 30 June 2005, for lot 3 on 22 March 2005 and for lot 4 on 9 December 2003.

Building permission proceedings: public discussions took place for lot 1 on 11 October 2006, for lot 2 on 3 September 2009, for lot 3 on 22 April 2008 and for lot 4 on 20 December 2005.

No claims or complaints against the project were filed during or after the EIA process.

Other Environmental and Social Aspects

The project will mainly contribute to savings in journey time, vehicle operating cost and savings related to accident costs. Diverting traffic on the new R6 also induces positive social impacts such as reduced emissions and noise pollution in densely populated areas, which suffered from serious negative effects of a heavy traffic load on the roads crossing the villages before project implementation.