

## R7 Expressway Dunajská Lužná - Holice

### FINAL OPINION (No: 4191/09-3.4/ml)

issued by the Ministry of Environment under Act no. 24/2006 Coll.  
on the assessment of impacts on the environment and on amendments to certain laws.

#### I. Basic information on claimant

##### 1. Name

Národná diaľničná spoločnosť, a.s.

##### 2. ID No.

35 919 001

##### 3. Registered Office

Mlynské Nivy 45, 821 09 Bratislava

#### II. Basic information on the proposed activity

##### 1. Name

"R7 Expressway Dunajská Lužná - Holice"

##### 2. Purpose

The purpose of the construction of the R7 expressway is to ensure traffic flow and road safety and reducing the negative impacts of road transport on the environment of the affected municipalities. R7 expressway makes part of the basic system of highways and expressways.

##### 3. User

Národná diaľničná spoločnosť, a.s., Mlynské Nivy 45, 821 09 Bratislava

##### 4. Location (cadastral area)

Region: Bratislava and Trnava  
District: Senec and Dunajská Streda  
Cadastral areas: Dunajská Lužná, Kvetoslavov, Báč, Rohovce, Trnávka, Macov, Blatná na Ostrove, Holice and Šamorín

##### 5. Start date and completion date:

Estimated year of start of the construction:	2014
Estimated year of completion of the construction	2017
Estimated year of putting into service:	2017
Estimated year of closure:	unknown

##### 6. Brief description of the technical design

R7 expressway in the section of Dunajská Lužná - Holice has been documented in technical study processed in 10/2005 by Dopravoprojekt, a.s. in three options: A blue, B red and E purple. Proposed options were evaluated for purposes pursuant to the Act no. 24/2006 Coll., processed by EKOJET, s.r.o., Bratislava in 02/2009.

After commenting on the documentation of intent, within the assessment of 6 May 2009, there have been the following options specified for further consideration of R7 in the section of Dunajská Lužná - Holice:

- **A blue,**
- **B red,**
- **E purple.**

### ***Brief description of the proposed options***

#### *Option A blue*

The start of the R7 expressway Dunajská Lužná - Holice is at the interchange of Dunajská Lužná with connection of R7 by feeder to road I/63. R7 expressway route continues by eastern direction to the north from Šamorín, Šamot, Trnávka and Blatná na Ostrove. The end of R7 is near the village of Holice, where the route of R7 connects to the existing road I/63. It is possible to switch from the Option A to Option B to the north from Šamorín.

Basic information on the section:

- expressway category of R 25.5 / 120
- length of the route 17.593 km

The following interchanges are designed for the R7 expressway:

- „Dunajská Lužná“, by feeder to road I/63
- „Šamorín, with road II/503
- „Holic“ with road III/06323

Other roads are designed as elevated over the R7 expressway. On the border of cadastral territory of Trnávka and Macov it is considered the location of small parking area of "Macov."

*Concurrent road* in the section of Dunajská Lužná - Holice is run along the existing road I/63. At present, the road I/63 is built in Category C 11.5 / 70-80. The road I/63 passes the village of Dunajská Lužná, town of Šamorín, Báč and Blatná na Ostrove. Interchanges with IIIrd class roads as well as the road II/506 are designed at levels. Horizontal and vertical conduct of the road meets the needs of concurrent road. There are no spot barriers on the route. The concurrent road meets the estimated prospective transport, which after the R7 expressway is put into service on the road I/63, compared to the present, will be drastically lower and will not reach standard values of permissible intensities for the category of roads, about 11,000 vehicles/24 h in the profile.

#### *Option B red*

Option B follows the route in terms of LP of HTU Trnava. The beginning of the section of R7 Dunajská Lužná - Holice is placed at the interchange with road I/63 (elevated interchange of Dunajská Lužná), south-east from Dunajská Lužná. The R7 route continues east to the north from Šamorín, between the villages of Bučuháza and Šamot, south from Trnávka and Blatná na Ostrove, with connections to the existing road south of the village Blatná na Ostrove. The end of the section is near the village of Holice.

Basic information on the section:

- expressway category of R 25.5 / 120
- length of the route 18.042 km

The following interchanges are designed for the R7 expressway:

- „Dunajská Lužná“, with road I/63
- „Šamorín, with road II/503
- „Holic“ with road III/06323

Other roads are designed as elevated over the R7 expressway. At the boundary of cadastral territory of Trnávka and Rohovce there is designed a small parking area of "Rohovce."

*Concurrent road* in the section of Dunajská Lužná - Holice is run along the existing road I/63. At present, the road I/63 is built in Category C 11.5 / 70-80. The road I/63 passes the village of Dunajská Lužná, town of Šamorín and Báč. From the turning to the village of Rohovce at

19.150 km to the end of the section in the Holice interchange, the concurrent road would continue on the road relocation III/06316 and III/06318.

#### *Option E purple*

The beginning of the section of R7 Dunajská Lužná - Holice is placed at the interchange with road I/63 (elevated interchange of Dunajská Lužná), south-east from Dunajská Lužná. R7 expressway route continues to the north from Šamorín, Šamot, Trnávka and Blatná na Ostrove. The end of the section is near the village of Holice.

Basic information on the section:

- expressway category of R 25.5 / 120
- length of the route 17.121 km

The following interchanges are designed for the R7 expressway:

- „Dunajská Lužná“, with road I/63
- „Šamorín, with road II/503
- „Holice“ with road III/06324

Other roads are designed as elevated over the R7 expressway. On the border of cadastral territory of Trnávka and Macov it is considered the location of parking area of "Macov."

*Concurrent road* in the section of Dunajská Lužná - Holice is run along the existing road I/63. At present, the road I/63 is built in Category C 11.5 / 70-80. The road I/63 passes the village of Dunajská Lužná, town of Šamorín, Báč and Blatná na Ostrove. Interchanges with IIIrd class roads as well as the road II/506 are designed at levels. Horizontal and vertical conduct of the road meets the needs of concurrent road. There are no spot barriers on the route. The concurrent road meets the estimated prospective transport, which after the R7 expressway is put into service on the road I/63, compared to the present, will be drastically lower and will not reach standard values of permissible intensities for the category of roads, about 11,000 vehicles/24 h in the profile.

In accordance with the concept of deployment and equipment of parking areas on motorways in Slovakia

there is the EMMC designed in the "Holice" interchange:

- at 23.250 km of Option A of R7 expressway,
- at 24.800 km of Option B of R7 expressway.

In the complex of EMMC there are included areas for Transport Inspectorate of the Slovak Police, the Fire and Rescue Service and areas for administration and maintenance of NDS, a.s., with a total area of approximately 4.5 hectares.

#### Horizontal arrangement

R7 expressway is designed as a four-lane, direction-separated road of the category R 25.5/120.

#### Bridge structures

Horizontal and vertical conduct of bridges is closely associated with the proposed road passing the bridge. Bridge type, its length and range of fields is further dependent on the nature of bridging barriers, terrain and geological conditions.

#### Road drainage

Due to the location of the expressway in PWMA of Rye Island and 2nd degree SPZ of natural healing resources in Čilistov, it is designed a perfect purification of rainwater from the road surface. Rainwater from the R7 expressway, from interchanges and bridges will be drained into the oil separators. Considering the route level, the water will be drained by means of infiltration channels. Oil separators will be designed to the required amount of rainwater with an output value of 0.1 mg/l of oil.

#### Noise control measures

Noise control measures for the Options A, B and E are designed for each option:

Locality	in km	length/height	Location	Option
Macov	17.800 – 18.400	600/2.0	on the left	A
Blatná na Ostrove	19.200 – 20.000	800/2.5	on the right	A
Holice	22.500 – 23.100	600/2.5	on the right	A
Holice	23.120 – 23.250	130/3.0	on the right	A
Macov	18.500 – 19.100	600/2.0	on the left	E
Blatná na Ostrove	19.900 – 20.650	750/2.5	on the right	E
Šámot	12.350 – 13.250	900/2.0	on the left	B
Bučuháza	12.350 – 13.200	850/2.0	on the right	B
Rohovce	18.500 – 19.500	1000/3.0	on the right	B
Blatná na Ostrove	20.700 – 21.650	950/3.0	on the left	B
Holice	23.900 – 24.800	900/3.0	on the right	B

### Construction yards

Construction yards and dumps will be designed outside areas protected by a specific regulation, e.g. nature and landscape protection, water resource protection zones, in built-up areas and so on. The specified draft will be necessary to determine in a further stage of documentation under compliance with the conditions set by the state and local government.

## III. Description of the assessment procedure

### 1. Development of the Assessment Report.

The Assessment Report was developed in November 2009 by Dopravoprojekt, a.s., Bratislava.

The proposed activity is a new activity in the territory which by its parameters according to Section 18 (1) and Annex 8 of the Act, chapter 13 Transport and telecommunications, Article no. 1 - Highways and expressways including buildings, Part A, is subject to obligatory assessment.

The Assessment Report is designed according to outline by the Annex 11 of the Act no. 24/2006 Coll. on the assessment of environmental impacts and scope of the assessment designated by the Ministry of Environment under the number 4191/09-3.4/ml of 6 May 2009.

### *Options*

Ministry of Environment (hereinafter as the "MoE") within the assessment for the Assessment Report of 6 May 2009 under no. 4191/09-3.4/ml has identified for further assessment of the impacts of construction of "R7 Dunajská Lužná - Holice" the following options, apart from the zero option:

- A blue,
- B red,
- E purple.

### 2. Distribution and publication of the Assessment Report

MoE after having the particularities checked by the letters no. 11741/10-3.4/ml of 25 January 2010 distributed the Assessment Report to ministry bodies, licensing authorities, affected authorities and municipalities with a request to send an opinion: Ministry of Transport, Posts and Telecommunications, Ministry of Interior, Ministry of Defence, Ministry of Environment, Department of Nature and Landscape Protection, Šamorín, Dunajská Lužná, Kvetoslavov, Báč, Rohovce, Trnávka, Macov, Blatná na Ostrove, Holice, Regional Office for Road Transport and Roads in Bratislava, Regional Office for Road Transport and Roads in Trnava, Regional Land Office in Bratislava, Regional Land Office in Trnava, Regional Environmental Office in Bratislava, Regional Environmental Office in Trnava, Bratislava Region, Trnava

Region, Public Health Authority, Regional Public Health Authority in Bratislava and Dunajská Streda, Presidium of Fire and Rescue Department, District Directorate of Fire and Rescue Service in Pezinok, District Office in Senec, District Office in Dunajská Streda, District Mining Office in Bratislava, District Office for Road Transport and Roads in Senec, District Office for Road Transport and Roads in Dunajská Streda, District Environmental Office in Senec, District Environmental Office in Dunajská Streda, PLA Danube floodplains in Dunajská Streda, Regulatory Office for Railway Transport in Bratislava.

At the same time, the Assessment Report was published on the website [www.enviroportal.sk](http://www.enviroportal.sk) and according to § 34 by usual way at the appropriate local authorities.

### ***Publication of Assessment Report***

#### **Šamorín**

Šamorín reported on the receipt of the report on 29 January 2010 for 30 days by posting a notice on the official info-board of receipt of the Assessment Report stating where and when it is possible to inspect the report, together with the publication of the internet address where the report is available.

Dunajská Lužná as the municipality concerned informed the public by posting a notice on the official info-board and the municipal radio on 28 January 2010 for 30 days.

Kvetoslavov as the municipality concerned informed the public by posting a notice on the official info-board and the municipal radio on 29 January 2010 for 30 days.

Báč as the municipality concerned informed the public by posting a notice on the official info-board and the municipal radio on 2 February 2010 for 30 days.

Rohovce as the municipality concerned informed the public by posting a notice on the official info-board and the municipal radio on 29 January 2010 for 30 days.

Trnávka as the municipality concerned informed the public by posting a notice on the official info-board and the municipal radio on 29 January 2010 for 30 days.

Macov as the municipality concerned informed the public by posting a notice on the official info-board and the municipal radio on 28 January 2010 for 30 days.

Blatná na Ostrove as the municipality concerned informed the public by posting a notice on the official info-board and the municipal radio on 1 February 2010 for 30 days.

Holice as the municipality concerned informed the public by posting a notice on the official info-board and the municipal radio on 29 January 2010 for 30 days.

### **3. Discussing the Assessment Report with the public**

The public discussion was conducted in order to answer the public questions either by a representative of the claimant or processor of the Assessment Report. Asking various questions by the participants was followed by concrete answers and explanations:

#### ***Venue: Šamorín***

The public discussion on the Assessment Report for the town of Šamorín, Dunajská Lužná, and Kvetoslavov was held on 24 February 2010 at 4 pm. Minutes are kept from the discussion. There were 13 residents present at the discussion.

1. Question by Mr. Hrabal, mayor of Kvetoslavov - most people are wondering which option will be set as definitive and probably in what timescale?

Answer: NDS - in compliance with all requirements arising from the Act. 24/2006 Coll. on the assessment of the environmental impacts, the expected date of issuing the final opinion, which will recommend the option for further preparation is August 2010.

2. Question by Mr. Frešo, HTU - he noted that the Option E is not an option, as the previous section of R7 will be further developed in Option C.

Answer: Dopravoprojekt - connection of the section of R7 Dunajská Lužná - Holice is technically possible in any option to the previous section of R7 Bratislava - Dunajská Lužná.

3. Question by Mr. Domsitz, mayor of Šamorín - he noted that the town of Šamorín prefers Option B until Bratislava.

Answer: Dopravoprojekt - the biggest issue of Option B is that its major part is situated in the Danube floodplains protected area and it is necessary to build a feeder to Bajkalská Street beyond the territory of Slovnaft from the proposed interchange with the D4 highway of Ketelec, which is the responsibility of the Municipality of Bratislava.

4. Question by Mr. Maczala, resident of Kvetoslavov - he prefers Option B, and notes that no one discussed with the hunting association of which he is a member, regarding the need for the construction of eco-ducts or for the protection of the protected bird of "great bustard".

Answer: Dopravoprojekt - wildlife monitoring will be carried out only after the relevant section of R7 is put into operation.

Answer: NDS - within EIA as well as Act no. 24/2006 Coll. there is no separate discussion with the hunting association, but only in the context of preparation of documentation for planning decision. Also as part of the documentation for planning decision includes solutions and designs of ecoducts for wildlife migration.

5. Question by Ms. Rybanská, Member of the municipal council of Dunajská Lužná - noted that the Minister of Transport had issued an opinion in September 2009 stating Option C in further preparation of documents for the next stage of R7 Bratislava - Dunajská Lužná and she asked whether the R7 is funded by EU funds?

Answer: NDS - preparation of R7 is currently funded from the state budget and is not included in the project pipeline for financing by the European Union for the years 2007 - 2013.

6. Question by Mr. Cingel, mayor of Dunajská Lužná - noted that it is no good to have two processors of this one and the previous section, as there is different marking of the options and recalled that the Municipal Council of Dunajská Lužná adopted a resolution in which it prefers and agrees with the construction of Option C in the section of R7 Bratislava - Dunajská Lužná. He further acknowledges the preservation of ecological corridor in the area.

Answer: NDS - marking and colour codes of R7 options in the section of Bratislava - Dunajská Lužná and Dunajská Lužná - Holice was used because the section of Bratislava - Dunajská Lužná was developed within the technical study of the D4 highway and the proposed routes of R7 were transferred to the technical study of Bratislava - Lučenec, which deals with the section of Dunajská Lužná - Holice. During the development of the technical study of R7 Bratislava - Lučenec, the section of Bratislava - Dunajská Lužná was designed in two Options A red and B blue, and the final Option C green was developed subsequently during the EIA process. Given the time gap of preparation a colour unity of the proposed options of R7 has not been achieved.

7. Question by Mr. Zezula - he is opposed to continue with preparation of R7 in Option A and E because it would divide the territory mainly in terms of the migration of animals; he is a member of the hunting association of Macov Krahulec and Option A of the expressway runs through the centre of their hunting ground. In addition, that as a self-employed farmer, it is more favourable for him to continue in Option B, as this would not touch his lands he cultivates.

Answer: NDS - the option for the preparation of the expressway will be demonstrated by the EIA process issuing the final opinion of the Ministry of Environment.

### ***Venue: Trnávka***

The public discussion on the Assessment Report for Trnávka, Báč, Rohovce was held on 24 February 2010 at 6 pm. Minutes are kept from the discussion. There were 22 residents present at the discussion.

1. Question by Mr. Horváth Eugen, mayor of Rohovce - for all of us it would be best to continue with the preparation of R7 Dunajská Lužná - Holice in Option E, because the traffic to Dunajská Streda could run on existing road I/63, which would not be possible in Option B and we would have to travel to Dunajská Streda via alternate routes.

Answer: Dopravoprojekt - In terms of transport, it would really be the best for Trnávka, Báč and Rohovce to continue the preparation of R7 Dunajská Lužná - Holice in Option A or E.

2. Question by Mr. Szitár, resident - does the Slovak Government count with the funding of R7 and are not you worried about the residents in buying up lands for construction of R7?

The answer of NDS - expressway will be financed from the state budget ensured by NDS. In buying up lands, NDS proceeds with the valid legislation, the price for the used lands is determined based on expert opinion.

3. Question by Mr. Restaly, resident - how will current roads be treated when crossing the R7 expressway?

Answer: Dopravoprojekt - crossing of current roads with R7 expressway will be run on flyovers of existing roads over the expressway.

Question by Mr. Eugen Horváth, mayor of Rohovce - at what stage is the preparation of the section of the expressway R7 Holice - Dunajská Streda?

Answer: NDS - at present, the preparation in the EIA process involves preparing documents and requirements for an invitation to tender for the Assessment Report on impacts to be delivered in 2010.

4. Question by Mr. Hloska, resident - is it considered the fact that the road I/63 will be fully drivable to Dunajská Streda and what are the factors for preparation of noise control measures? Is it possible to separate the expressway from the environment by planting trees? Keeping the road I/63 is very important for residents mainly due to charges for the use of highways and expressways.

Answer: Dopravoprojekt - keeping the current position of the road I/63 depends on the further outcome of the EIA process and noise control measures at this stage of preparation are proposed based on theoretical calculation. Planting trees near the expressway is not possible, mainly because of weather conditions, it is possible to do planting but only so as not to impede traffic safety.

Answer: NDS - noise control measures can be designed even after putting the expressway into service if the measured noise levels show exceeding the max. limit values. Planting of trees along the expressway is not possible particularly for safety reasons.

Question by Mr. Halinkovič, resident - what is the proposal for traffic situation when entering Bratislava? Who will ensure that the work machines do not pollute the road during construction?

Answer: NDS - R7 expressway will be connected to the D4 highway at the Rovinka interchange and from which it will be connected by feeder of Podunajské Biskupice to the road I/63 on the Svornosti street in Bratislava.

The control of road I/63 pollution and other roads used during construction is to be carried out by state building surveillance, Environmental inspection, road administration and the municipalities.

5. Question by Mr. Szitár, resident - noted that the citizens of the municipalities in the section of R7 Bratislava - Dunajská Streda do not have to pay fees for the use of the expressway.

6. Question by Mr. Tóth, resident - I agree with the question no. 1 asked by the mayor of Rohovce.
7. Question by Mr. Halinkovič, resident - noted that cargo shippers pay a toll even on first-class roads as they are damaging them the most.

***Venue: Blatná na Ostrove***

The public discussion on the Assessment Report for Macov, Holice and Blatná na Ostrove was held on 25 February 2010 at 4 pm. Minutes are kept from the discussion. There were 16 residents present at the discussion.

1. Question by Mr. Hlinický, resident in Macov - how does the transition from Option A to Option B look like? Why is the proposed route of the R7 expressway between Macov and Blatná na Ostrove in Option A run directly and not in a larger curve? He pointed out that there are gardens drawn on the basis of raster map, but now there are already houses and further IBV zoning permits are issued in this area. Therefore, the proposed noise barriers in EIA report is inadequate and should be extended by about 600 m.

Answer: Dopravoprojekt - Technically, the transition from Option A of R7 to Option B in this section is not possible.

Answer: NDS - 1/Route of R7 in all options is designed to comply with conditions resulting from STN 73 6101 Designing of roads and highways.

Noise barriers proposed in the Assessment Report are pursuant to current legislation reviewed in the context of documentation for planning permit, documentation for zoning permit.

2. Question by Mr. Zezula, resident - is it possible to shift R7 in Option A in the section of about 100 m further south near Trnávka from 16th to 19th km?

He notes that there is a field road between the village of Macov and R7 expressway, which could be forested after putting the expressway into service.

Answer: NDS - exploring the possibility of shifting the route of the expressway at 16.0 to 19.0 km is possible within the documentation for the zoning permit. Afforestation of the field road is not possible because of ownership.

3. Question by Mr. Hlinický, resident of Macov - notes the need to do everything possible so that the people living in the villages have the same comfort of living also after putting the expressway into operation.

Answer: Dopravoprojekt and NDS - based on the following documentation for planning permit and documentation for zoning permit, the effects of the expressway on the individual components of the environment will be repeatedly assessed such as noise barriers, emissions, impact on tree felling, biota, animals.

4. Question by Ms. Földvályová, mayor of Blatná na Ostrove - what do the red lines in Option B mean

near the village of Blatná na Ostrove? To what distance are the renovations of facilities in Option B carried out and what is the deadline for the release of option for further preparation?

Answer: Dopravoprojekt - red lines in Option B mean the relocations of existing roads and renovation of facilities in Option B will not be done by the proposed expressway.

Answer of NDS - in compliance with all requirements arising from the Act. 24/2006 Coll. on the assessment of the environmental impacts, the expected date of issuing the final opinion, which will recommend the option for further preparation is August 2010.

5. Question by Mr. Hlinický, resident of Macov - will the noise barrier be accessible? At what height above the ground will the expressway be led? What noise requires a noise study?

Answer: Dopravoprojekt - an access to noise barrier will be possible only from the opposite side of expressway, where the expressway is fenced. The proposed route of the R7 expressway will be about 1.5 to 2 m above the ground. Noise studies are conducted according to standards, but it is more a question of the noise expert.

NDS answer - an access to noise barrier will be only for management and maintenance staff of the National Motorway Company. The expressway in this section is conducted in the embankment and noise studies are developed and assessed according to current legislation.

6. Question by Mr. Zezula, resident - as a member of a hunting association Macov Krahulec he notes that there are many deer deaths in Option B of R7 are present, then there is a significant migration of animals in Option E at 21.00 km as well as in Option A at km 16.00.

NDS answer - the documentation for zoning decision will assess wildlife migration.

#### **4. Opinions, comments and expert opinions submitted to the Assessment Report**

The following opinions in the Assessment Report were sent within statutory period:

**Ministry of Transport, Posts and Telecommunications** (opinion of 10 February 2010, No. 05251/2010-SCDPK/z.04401)

It agrees with the implementation of the route in Option A blue, or after about 10 km in continuation in Option E purple.

**Ministry of Environment, Department of Nature and Landscape Protection** (opinion of 12 March 2010, No. 4295/2010-2.1.2, 14214/2010)

It points out that the migration routes of animals are not identified, the impacts on flora involve habitats of options of R7, missing date and duration of botanical research, impacts on forest habitats just briefly referred, with no precise focus and no characteristics of habitats, spatial lay out of predicted congested sites does not correspond to its content, measures are proposed at project level, are only general, lacking specific measures, method of implementing.

It notes that the requirements for the scope of assessment are processed in a vague way (lack of description of elevated interchanges in terms of transport and preserving bio-corridors, an impact assessment on RBK XVI Danube-Little Danube is brief and vague, lacking localization and quantification of the alleged impacts, the detailed elaboration of measures to minimize the impacts is vague, also observations of nature conservation have not been evaluated: to supplement the protection of nature with other similar activities in the area with the already existing and planned, to evaluate the environmental sensitivity of the area, to propose concrete measures to maintain the functionality of RBK Danube - Little Danube, to adjust tree species composition of landscaping, to design bridge structures to allow animal migration, to install barriers and culverts for amphibians near wetlands).

It is recommended Option A blue, Option B red is also acceptable. The least acceptable is Option E purple. It recommends to include a separate part of building ecoducts, underpasses and sluices in the documentation of zoning proceeding.

**Ministry of Defence, the section of property and infrastructure** (opinion of 22 February 2010, No. SEMaI-131-52/2010)

No comments to the submitted Assessment Report.

**Ministry of Defence, Presidium of Fire and Rescue Service** (opinion of 19 February 2010, No. PHZ-673/2009)

No comments on the proposed activity.

**Regional Office for Road Transport and Roads in Bratislava** (opinion of 1 February 2010, No. A/2010/00667)

No comments.

**Regional Office for Road Transport and Roads in Trnava** (opinion of 12 February 2010, No. 2010/00555/Si/BC10)

No comments to the submitted Assessment Report.

**Regional Land Office in Bratislava** (opinion of 22 February 2010, No. 284/21/2010)

No comments or remarks to the submitted Assessment Report.

**Regional Land Office in Bratislava** (opinion of 29/01/2010, No. 284/2010/00067) No comments to the Assessment Report related to agricultural land protection.

**Regional Office for Road Transport and Roads in Bratislava** (opinion of 1 February 2010, No. A/2010/00667)

No comments.

**Regional Environmental Office in Bratislava, Nature and landscape protection department** (opinion of 23 February 2010, No. ZPO/8042010)

It agrees to implement the route in Option A blue.

**Regional Environmental Office in Trnava** (opinion of 24 February 2010, No. KÚŽP-2/2010/00091/Šd)

It agrees to implement the route in Option A blue.

**District Environmental Office in Senec** (opinion of 17 February 2010, No. ŽP/EIA/677/10-Vi)

It agrees to implement the route in Option E purple, or a combination of Option A blue with a continuation in Option E purple.

**Regional Office for Road Transport and Roads in Senec** (opinion of 1 March 2010, No. 2010/130)

It agrees to implement the route in Option E purple. It asks to carry out a traffic study for the elevated and level interchanges in the next step of the project documentation, for all I and II class roads where the expressway is crossing them in line with STN.

**District Directorate of Fire and Rescue Service in Pezinok** (opinion of 8 February 2010, No. ORHZ-126/2009)

No comments on the submitted documents.

**District Directorate of Fire and Rescue Service in Dunajská Streda** (opinion of 11 February 2010, No. ORHZ-118/2010)

It forwarded the Assessment Report to the Bureau of Fire and Rescue Corps, Bratislava.

**District Mining Office, Bratislava** (opinion of 5 February 2010, No.195-360/2010)

No comments.

**Dunajská Streda District Office, Department of Civil Protection and Crisis Management** (opinion of 11 February 2010, No. A/2010/01373-2)

It agrees with the report and has no comments in terms of the civil protection.

**Senec District Office, Department of Civil Protection and Crisis Management** (opinion of 8 February 2010, No. CO-2010/188-16)

No comments in terms of the interests of the civil protection to the structure.

**Regional Office for Road Transport and Roads in Dunajská Streda** (opinion of 1 February 2010, No. A/2010/00265-00002)

It agrees with the Assessment Report without comments.

**Regulatory Office for Railway Transport in Bratislava, Section of special construction authority** (opinion of 9 February 2010, no. 342/2010-S4/J-Sú)

It notes that the Assessment Report will not affect the interests protected by the Railway Act, the office does not have any comments.

**Trnava Region, Section of economic strategy** (opinion of 19 February 2010, No. 2828/2010/OUPZP-004/Du)

It agrees to implement the route in Option E purple, no comments to the report.

**Slovak Public Health Authority** (opinion of 2 March 2010, No. OHŽP-1779/2010)

It agrees with the Assessment Report of the proposed activity of R7 Dunajská Lužná - Holice. It recommends the optimal Option E purple as the lowest level of load, or combination of Option A blue to continue in Option E purple provided that the proposed noise control measures are to be met. It is necessary before putting the structure into permanent operation to demonstrate through the results of noise measurements on the facades of the nearest objects with long-term residency that after the implementation of the proposed noise control measures in residential areas affected by the proposed activity these will not exceed maximum permissible noise limits and vibrations in day and night time under provisions of the Decree of Ministry of Health no. 549/2007 Coll.

**Regional Public Health Authority in Bratislava** (opinion of 3 February 2010, No. HŽP/1592/2010/2010)

It agrees with the Assessment Report of the proposed activity of R7 Dunajská Lužná - Holice. All options are considered acceptable. Before putting the structure into permanent operation, it requires to demonstrate by noise measurement results on the facades of the nearest buildings with long-term residency that there is the operation of the route does not exceed the permissible noise limits in accordance with the Decree no. 549/2007 Coll.

It announced the disclosure of the Assessment Report, no comments stated.

**Regional Public Health Authority in Dunajská Streda** (opinion of 12 February 2010, No. RH/2010/00094/03-BM5)

It forwarded the Assessment Report to the Slovak Public Health Authority in Bratislava.

**The town of Šamorín** (opinion of 3 March 2010, No. 576/2010/OVSM)

It announces that the Assessment Report is made public from 29 January 2010 to 2 March 2010.

**The village of Báč** (opinion of 15 March 2010, No. 30/2010)

It announced the disclosure of the Assessment Report and the public discussion, no comments stated.

**The village of Rohovce** (opinion of 24 February 2010, No. 33/2010)

It agrees to implement Option E, or a combination of Option A with the continuation of Option E to the end of the section in Holice.

**The village of Macov** (opinion of 24 February 2010)

It agrees to implement the route in Option B red.

**The village of Kvetoslavov** (opinion of 26 February 2010)

It agrees to implement Option B red, warns that the current state map, the Annex no. 4.1., does not show any flyover, respectively corridor for migrating animals.

It requires:

- to shift R7 in Option B to the external border of Šamorín and the affected village of Kvetoslavov,
- not to cancel the bridge over R7 on the field road from Kvetoslavov to Šamorín for the reasons of pedestrians shortcut from nearby villages and the town of Šamorín.

**The village of Blatná na Ostrove** (opinion of 1 March 2010, No. 026/2010)

It agrees to implement Option E, or a combination of Option A with the continuation in Option E to the end of the section in Holice.

**PLA Administration of Danube floodplains** (opinion of 16 February 2010, No. CHKODL/100/2010)

It agrees to implement the route in Option A blue. It requires to take into account the following comments and requests:

- Based on the migration routes monitoring, complete and implement the measures designed to prevent, eliminate, minimize and compensate the environmental impacts that would specify conditions under which they could preserve function of ÚSES Rbk XVI Danube - Little Danube.
- Specify wood composition of expressway landscaping so that it is the most similar to potential vegetation of the area.
- Bridge structures designed in a way to act as migration corridors.
- Implement barriers and passages for amphibians in the sections of the wetlands.
- Map all woods intended for felling and habitats that will be affected by the construction and add compensatory measures accordingly.

### **5. Technical expertise according to § 36 of the Act**

Expertise and draft final opinion pursuant to § 36 of the Act no. 24/2006 Coll. was developed, based on determination of the MoE SR, by Mgr. Tomáš Šembera, listed as a natural person to the list of professionally qualified persons to assess the impact of activities on the environment under the number 263/98-OPV, of 14 December 1998.

#### Conclusion of the expertise

The submitted report meets the requirements of the Act no. 24/2006 Coll. on the assessment of impacts on the environment and on amendments to certain laws and demonstrates the potential positive and negative impacts of implementing the assessed activity sufficiently to decide on the implementation of the proposed action.

The Assessment Report demonstrates sufficiently that the implementation of R7 Dunajská Lužná - Holicе in the proposed area is substantially in accordance with the applicable standards and criteria of sustainability and environmental capacity. The positive effects will outweigh the negative effects of its implementation, of which the impact can be reduced by the proposed measures and the conditions for their elimination or reduction.

It recommends to make a favourable opinion of the assessment body defining conditions and measures to eliminate or reduce the negative impacts of the activity by following the proposal below.

It suggests implementation of the proposed activity: "R7 expressway Dunajská Lužná - Holicе" in **Option A blue** or **combination of Option A blue and Option E purple, where the expressway will continue in Option E purple after about 10 km of Option A blue.**

## **IV. COMPLEX ASSESSMENT OF ENVIRONMENTAL IMPACTS OF THE PROPOSED ACTIVITY, INCLUDING HEALTH**

According to the Assessment report, expert opinion, record of the public discussion and the opinions received, the proposed activity will have multiple effects on the environment in the assessed area and will seek different kinds of impacts of variable severity. According to existing solutions, assessment documents, opinions and consultations the following impacts are determining:

### Zero Option

The current condition of the road I/63 does not respond to the needs of long-distance transport. The road has unsuitable width disposition and poor horizontal conduct. There are more blind sites in the section without the possibility of overtaking, which for strong truck transportation causes the formation of tailbacks, reducing driving speeds and causing traffic accidents. The section is on the black spots list for a long time. The transport in the area includes 65% of transit traffic, without regard to the settlements in the affected area.

The objective of the R7 expressway in the present section is to address non-compliant current situation and create conditions for the improvement of transport.

### Demarcation of the assessed area

The Assessment Report on impacts of activity included territory within about 500 m away from the route of the expressway, respectively its different options. Some potential synergistic or cumulative effects of construction and operation might be seen in the area.

#### Options of the proposed activity

The options assessed: **A blue, B red and E purple.**

#### **Evaluation of impacts on the population**

##### Population affected by the effects of the action

The territory of the R7 passage is formed mostly by the agricultural land. The route is led outside or in external areas of built-up areas of settlements with a population of: Dunajská Lužná (3 650), Šamorín (12 736), Kvetoslavov (917), Báč (548), Rohovce (1 104), Trnávka (437), Macov (197), Blatná na Ostrove (863), Holice (1 873). Consequently, we can say that the impact of action will affect 22,325 persons.

#### **Health risks, social and economic consequences and context**

Health risks of operation can be determined based on the impact of emissions and noise.

**Emissions Impact Assessment** is part of the Dispersion study (Doc. RNDr. Hesek Ferdinand CSc., 2009). According to the results of Dispersion study, after putting the R7 expressway into operation, the limit value for CO, nor for NO<sub>2</sub> will not be exceeded in the vicinity of the expressway in all options. The most approximate concentration to the limit value is NO<sub>2</sub> in 2020, but will not exceed 12.5% of the limit value. The highest concentration of CO will not exceed, even under the most unfavourable operating and dispersion conditions, 1.8% of the limit value. The difference between the options in terms of their impact on air pollution of surrounding municipalities is minimal.

##### During construction

During construction, given the scale of the structure, it is expected that the roads to transport raw materials to the construction site and then removal of soil and waste will act as line sources of air pollution. In particular, it is the increase in the amount of air pollutants and dust in the air from freight serving the construction and excessive dust mainly from extensive earthworks. This effect is temporary and limited to the construction period. The intensity and areal extent depends on the number of simultaneous open construction sections. The main diffuse sources in assessing options are primarily areas related to construction of road, that are diffuse sources of temporary air pollution: the construction site, construction yards and construction equipment, temporary topsoil dumps, earth, overburden and construction materials disposed respectively reconstructed roads of Ist, IInd and IIIrd class, field and forest roads and detours, temporary dumps for excess excavated soil or humus overburden.

##### During operation

R7 expressway Dunajská Lužná - Holice will become a new line source of air pollution from traffic in the area.

##### impacts during construction

*-negative: a temporary increase in dust and air pollution (transport, construction machines).*

##### impacts during operation

*- with respect to the built-up area of villages and distance of the proposed activity, no negative or positive effects are expected.*

#### **Noise Impact Assessment**

The results of Noise study (Dopravoprojekt, a.s., 2009) confirmed that the construction of the R7 expressway, implementing noise control measures, will not exceed hygienic limits in a day, or night hours in all options. The noise study for construction of the expressway proposes measures to dampen the adverse effects of potential cumulative noise as much as possible:

- *Option A blue* - the length of noise barriers - 2,130 m / height 2 m to 3 m,
- *Option B red* - the length of noise barriers - 4,600 m / height 2 m to 2.5m,
- *Option E purple* - the length of noise barriers - 1,350 m / height 2 m

##### impacts during construction

*-negative: a temporary increase in noise (transport, construction machines).*

#### impacts during operation

*- negative impacts are expected, the implementation of noise control measures will improve the situation, respectively compliance with the relevant hygienic limits.*

#### **Well-being and quality of life disruption**

The construction period will be accompanied by temporary negative effects on well-being and quality of life in the municipalities concerned, relating to construction noise, restricted traffic, increased noise of freight and construction machines. There is no sanitation of houses or other structures due to construction of the expressway. Impact in the construction phase can be mitigated by appropriate organization of construction activities and compensatory measures.

Negative impacts during operation are mostly related to the contact of transport route with populated areas: air pollution, noise, barrier effect, psychological stress. The route avoids the municipalities as much as possible, there are proposed mitigating measures in the contact point.

In the settlements, currently overburdened by transport impacts, the diversion of traffic away from residential areas will surely have a positive impact, there is a reduction of noise, dust and increase of traffic safety and comfort of pedestrians in the local municipalities.

#### **Acceptability of the activity for affected municipalities**

The Assessment Report has been submitted to the departmental authority, authorizing bodies and affected municipalities. Their comments were incorporated into the Assessment Report. Strong opposition was not expressed.

#### **Conclusion:**

*In terms of impact on the population we find the construction of R7 positive as a structure with environmental benefits. Visual comfort factor is considerably subjective category that is perceived indifferently by the majority of the population.*

#### **Assessment of impacts on geological environment**

The most important impacts of building the expressway on the relief include disruption of relief energy by making groves in the ground and mounds in depressions. Indirect impact on the relief is linked to the necessity of obtaining a large volume of material resources from the environment for the road embankment.

#### **Conclusion:**

*- no negative or positive impacts are expected during construction and operation. The resources of raw materials will be addressed under construction.*

#### **Assessment of impacts on air**

The air pollution situation occurring in the monitored area after the implementation of R7 Dunajská Lužná - Holice was described in the Dispersion study. Calculations of short and long-term concentration of CO and NO<sub>2</sub> show that emission limits for pollutants are respected. Total values calculated of current and average annual emission concentrations will be below the relevant emission limits.

#### **Conclusion:**

#### impacts during construction

*-negative: a temporary increase in dust and air pollution (transport, construction machines).*

#### impacts during operation

*- with respect to the built-up area of villages and distance of the proposed activity, no negative or positive effects are expected.*

#### **Assessment of impacts on water conditions**

#### Impacts on surface water

Given that there are no surface flows in the route of the R7 expressway Dunajská Lužná - Holice, impacts on surface water during construction or operation are not anticipated.

#### Impacts on water areas

In the vicinity of the proposed R7 expressway Dunajská Lužná – Holice only smaller water areas are found situated as follows:

#### *Option A blue*

- at 12.700 km about 200 m from the centre line of the road, there is a lake in Šamorín area in cad. area of Bučuháza,
- at 16.850 km about 200 m from the centre line of the road, there is a small water area in Dolný Pásienok in cad. area of Trnávka,
- at 22.300 km about 300 m from the centre line of the road, there is a small water area in Prameňový vršok in cad. area of Kostolná Gala, cad. are of Veľká Budafa.

#### *Option B red*

- at 18.200 km about 100 m from the centre line of the road in the cadastral area of Trnávka, there is a swamp (currently overgrown),
- at 20.700 km about 20 m from the centre line of the road in the cadastral area of Blatná na Ostrove in Dlhé polia area, there a small water area,
- at 23.740 km about 20 m from the centre line of the road, there is a small water area in Prameňový vršok in cad. area of Kostolná Gala, cad. are of Veľká Budafa.

#### *Option E purple*

- at 13.800 km about 200 m from the centre line of the road, there is a lake in Šamot area in cad. area of Bučuháza,
- at 17.520 km about 200 m from the centre line of the road, there is a small water area in Dolný Pásienok in cad. area of Trnávka,

During the construction works, there is a possible contamination with fuel and oil leakage from construction machinery, or wasted water that will be produced during construction. In such cases it is necessary to minimize the effects by strict compliance with technological and work discipline and safety measures. Such effects can occur in Option B (red) when routing the expressway at a distance of about 20 m from the water surface at 20.700 km and 23.740 km.

During operation of the expressway some negative impacts on the quality of open water areas are expected. The negative impact on the quality of water areas can occur in case of unforeseen events related to the accident of trucks transporting hazardous materials and subsequent leakage to water. Such effects can occur in Option B (red) when routing the expressway at a distance of about 20 m from the water surface at 20.700 km and 23.740 km.

#### Impacts on groundwater

Due to the location of the expressway in PWMA of Rye Island and the occurrence of ground water level at a depth of 1.0 to 3.0 m (at higher water levels in surface flows it can be increased by about 1.0 m) in permeable gravel sand sediments, it is necessary to focus on groundwater protection.

Negative impact on the groundwater regime and quality can be caused mostly by building bridges with depth establishment, implementation of elevated interchanges and earthworks. Groundwater contamination may occur in case of waste water leakage from equipment and maintenance of machinery, sewage water from the construction equipment and construction yards.

The main negative impacts on groundwater quality during operation of the expressway may include freight accidents. The discharge of treated water from the road to infiltration gutters along the route of R7 expressway will have the long-lasting impact. The best groundwater protection means that the rainwater from the R7 expressway, from interchanges and bridges is discharged into the oil separators (ORL) and purified to a concentration of  $0.1 \text{ mg.l}^{-1}$  of hydrocarbons (TPH). Waste water from the parking lots of EMMCs will be pre-treated in ORL, sewage water will be cleaned by a separate waste water treatment plant, respectively will mouth to the sewer of Holicice.

#### *Option A blue*

Impact on groundwater behaviour and quality will result particularly from construction of bridges with deep foundations. In Option A, these are bridges at 9.692 km (bridge on R7 over the field road) and at 11.112 km (bridge on R7 over the road II / 503). During construction, there may be also the impact on quality, especially IN the locally based construction yards (in elevated interchanges of Dunajská Lužná, Šamorín and Holice), parking area of Macov and Expressway Management and Maintenance Centre (EMMC). Significant impact on groundwater will include the range of field works in implementing the elevated interchanges (total 3 - Dunajská Lužná, Šamorín and Holice) and bridges (11 bridges with a total area of 4,942.7 m<sup>2</sup>).

#### *Option B red*

Same as for Option A, the impact on the groundwater regime can be expected in constructing bridges with depth establishment at 10.339 km (bridge on R7 over the field road), at 11.739 km (bridge over R7 on the road II/503), at 12.849 km (bridge over R7 on the road III/0638), at 14.193 km (bridge over R7 on the road III/06311).

The affected groundwater quality may happen particularly in places with construction yards, parking area of Rohovce and EMMC Holice. The expressway will be routed via 11 bridges with a total area of 5,117.2 m<sup>2</sup>. There are three interchanges designed (Dunajská Lužná, Šamorín and Holice). Impact on potential pollution will have a range of field works in implementing the elevated interchanges and bridges.

#### *Option E purple*

During the construction of the expressway we can expect the influence on the groundwater regime and quality especially in construction of bridges with depth establishment of 10.336 km (bridge on R7 over the field road) and at 11.790 km (bridge on R7 over the road II/503). During construction, there may be also the impact on quality, especially IN the locally based construction yards (in elevated interchanges of Dunajská Lužná, Šamorín and Holice), parking area of Macov and Expressway Management and Maintenance Centre (EMMC). The decisive factor will include the range of field works in implementing the elevated interchanges (total 3 - Dunajská Lužná, Šamorín and Holice) and bridges (11 bridges with a total area of 4,922.9 m<sup>2</sup>).

#### Impact on used water sources, thermal and mineral water

There are no exploited water sources or mineral water in the proposed route of the R7 expressway Dunajská Lužná - Holice. Effects on water resources, respectively mineral waters, near the area in following the necessary measures are not expected.

The proposed route of the expressway passes in all options the protective zone of II<sup>nd</sup> degree of natural healing waters in Čilistov. For Option A blue, it is from the beginning of section to 15.520 km, for Option B red from the beginning to 17.270 km and for Option E purple from the beginning to 16.220 km. The geothermal water is linked to the Dacian, Pontian and Pannonian collectors that are predominantly formed of sand and sandstone. The tank of such waters is limited by space from the top by a plain at a depth of 1,000 m and on sides and from the bottom by relatively impermeable bedrock - insulator. For that reason, it is unlikely the natural healing sources are to be affected.

#### *Conclusion:*

*To avoid negative impact on surface and groundwater it should be implemented technical and technological measures during construction and operation of the expressway, as defined in the Assessment Report.*

#### **Assessment of impacts on soil**

R7 expressway Dunajská Lužná - Holice will have a significant impact on soil. It will result in:

- the temporary land use in different options: Option A - 26.62 ha, Option B - 32.01 ha, Option E - 25.88 ha.

- the permanent land use in different options: Option A - 80.08 ha, Option B - 88.88 ha, Option E - 77.90 ha.

With respect to the technical solution and the possible risks of accidents and contamination of soils, rocks we think that the proposed operation will be risky.

*Conclusion:*

impacts during construction

*-negative: non-repayable agricultural land use for non-agricultural purposes.*

impacts during operation

*- impacts on soil evaluated as unfavourable. R7 expressway Dunajská Lužná-Holice may affect and cause contamination of agricultural soils to the extent not affecting the limit values.*

**Assessment of impacts on Flora, Fauna and their habitats**

As a result of implementing the proposed plan, it will significantly modify the current condition of gene pool in the affected area. Regarding the impacts on the biota, it is a disturbing factor that despite the implementation of measures is likely to cause the extinction of some populations of plants and animals.

In terms of impact assessment it is possible to suggest greenery in this area, which will be more valuable, more extensive and more robust than the current state.

Characteristics of habitats and their relevance

An analysis of the current state of flora, vegetation and biota of the area shows that the area is free from any preserved original natural habitat.

Protected rare and endangered species and habitats

In accordance with Act No. 543/2002 Coll. and implementing Decree of Ministry of Environment No. 24/2003 Coll., Annex 1 and implementing Decree of Ministry of Environment No. 579/2008 Coll., Annex 1 there is no habitat of European or national importance directly in this location. The exact social value of habitats will be determined after the final establishment of the route in the field.

Impacts on Forests

A significant impact on forest ecosystems means the direct disposal of a part of the ecosystem in the area of structure and its fragmentation, with the major barrier effect of the linear construction. Opening forest walls will decrease the stability of forests against abiotic factors and possible onset of ruderal and invasive species. Interfering the soil cover will threaten the forest soils by erosion. Crushing the forest unity will cause restriction of economic activity in the forests. It will damage the trees at the edge of forests by negative impact of fumes, dust, pollution, mechanical damage in contact with machinery. Excessive noise around the expressway will reduce the number of game animals. It will disrupt natural migration routes of animals and create a risk of collision with animals.

Felling of trees growing outside forests

A significant impact also means the felling of trees growing outside the forest (tree and bushy vegetation) in different options:

*Option A blue*

In total: 228 pieces of trees, approximate social value of trees intended for cutting: 219,477.0 EUR

*Option B red*

In total: 259 pieces of trees, approximate social value of trees intended for cutting: 249,318.0 EUR

*Option E purple*

In total: 176 pieces of trees, approximate social value of trees intended for cutting: 169,421.0 EUR

*Conclusion:*

*- Impacts of R7 Dunajská Lužná - Holice on populations of rare and protected plant and animal species is assessed as negative only in specific sections of the route. The road construction does not interfere with reproduction sites of specially protected gene pool.*

*- Impacts on habitats of European importance are assessed as minor.*

*- In terms of destruction or damage of trees and stands of trees growing outside the forest we consider the impacts of construction of the expressway as minor. The route location will require the felling of non-forest vegetation with a lower planting value, or felling the trees in positions of non-uniqueness, functional or aesthetic indispensability of affected trees.*

### **Assessment of impacts on landscape**

#### Impacts on the landscape structure and use.

Location of corridor of the R7 expressway Dunajská Lužná - Holice is very favourable and subject to the increased and improved transport parameters in a specific area of the Slovak Republic. The expressway will not significantly modify the residential structures of affected municipalities. It is situated outside existing settlements.

#### Impacts during construction

*- The most important impacts involve construction yards, setting up borrow pits and construction of access roads to the construction site of the route.*

#### Impacts during operation

*- Some negative impacts will occur in the structure of agricultural land. The expressway will touch arable land areas and will change the structure and land use. The adverse impact of the construction phase on the aesthetic perception of landscape and scenery can make more negative perception of the landscape for some people.*

#### Impacts on the landscape scenery

A suitability of landscape for the routing of R7 is affected by features of landscape - landscape image. Levels of mental efficiency, pleasantness can be found in the spatial arrangement of the material elements of the landscape, inspiring relation to the place, in uniqueness of the place and aspects of the observer, i.e. in its responsiveness and focus, in the manner and place of observation. However, an important role is in subjective factors related to the individual experience and knowledge, social status, ability to aesthetic perception. These are social and psychological factors.

*Conclusion:*

*- Construction of R7 Dunajská Lužná - Holice in the free landscape sections does not produce a distinct change of visually perceptible premises or modify cultural and historical arrangement of the territory.*

*- In most sections of the structure it opens up views of the aesthetic landmarks and highlights visually important elements in the landscape, which will contribute to the overall natural aesthetic values.*

*- Specific negative impact is the visual barrier effect of noise barriers.*

### **Assessment of impacts on protected areas and their protection zones**

Construction of the R7 expressway in the monitored section does not affect the protected natural areas or their protection zones, nor areas of NATURA 2000. According to Act no. 543/2002 Coll. on nature and landscape protection, the whole territory is covered with the first level of protection.

*Conclusion:*

*- no negative or positive impacts are expected during construction and operation.*

### **Assessment of impacts on the territorial system of ecological stability**

The route of the proposed R7 expressway crosses the hydric-terrestrial bio-corridor of regional importance (RBk) No. XVI. Danube - Little Danube at the beginning of the section. Thus the functionality of migratory routes and links between supra-regional bio-corridors of

NRBk Danube and NRBk Little Danube must be maintained with biocenters of different hierarchical levels that are connected to it.

*Conclusion:*

impacts during construction:

*-negative: felling of a green part of bio-corridor, a temporary reduction in the surface of the construction area of R7.*

impacts during operation:

*-positive: gradual reclamation of vegetation in the area with a total increase in green areas.*

### **Assessment of impacts on urban complex and land use**

#### Impact on the transport system and transport infrastructure

The current road I/63 in the section:

- Dunajská Lužná - Šamorín not conforming to capacity at present,
- Šamorín - Báč will meet the capacity prospective of traffic loads until 2015,
- Báč - Holice will meet the capacity prospective of traffic loads until 2020.

The current status of the road I/63 does not reflect the needs of long-distance transport, the transit traffic represents over 65%, without regard to the settlements in the affected area. There are more blind sites in the section without the possibility of overtaking, which for strong truck transportation causes the formation of tailbacks, reducing driving speeds and causing traffic accidents. The section is on the black spots list for a long time.

Building the expressway in the new position will affect traffic throughout the area. An analysis of the current state of traffic volumes on the existing road network and the analysis of planned situation in routing the traffic shows that the proposed R7 expressway will take a significant proportion of traffic over.

#### Industry and Services

The route of the R1 expressway has a positive effect on the development of industry, without affecting any industrial zones.

#### Agricultural production and forestry

Protection zone border of the expressway is defined at a distance of 100 m vertically to the axis of the adjacent lane. This zone is detrimental to the operation of farms. The proposed road will limit the construction of farms, increase the costs of agricultural transport. It will have a particularly negative impact on field roads. At the intersection of two roads with overpass and underpass, there will be an adverse effect on land use, which remains inside the curves. The agricultural hunts in the area will be divided by the expressway into two parts. The intensity of impacts will depend on overpasses and underpasses location on the expressway for agricultural equipment and passage for cattle.

#### Relax and Tourism

The assessed section of R7 have no adverse affect on existing recreational facilities in any option.

*Conclusion:*

*- Implementation of a new transport corridor will help to improve the current situation on the road I/63, which will be reflected in particular by reducing traffic accidents and improving the environment in the affected municipalities. The proposed expressway is conducted outside the local municipalities, and therefore does not represent new risks for the population.*

*- The expressway conducted outside the local municipalities is directly linked to the agricultural and forest land use, it can eliminate negative impacts by suitable routing to existing hunts.*

### **Energy and technical infrastructure**

Negative impacts on energy facilities and infrastructure have not been identified.

### **Assessment of impacts on cultural and historical monuments, archaeological and paleontological sites and important geological sites**

The proposed options directly affect or are routed close to the archaeological sites. Earthworks during the construction of R7 road relocation in all options contribute to the expansion of knowledge of history and can also enrich the collection of historical objects from the affected area. This raises the obligation for the investor to submit the project for zoning permit

and planning permit to assess to the Slovak Heritage Office.

There are no known paleontological sites and important geological sites in the section of the R7 expressway.

*Conclusion:*

*- no negative or positive impacts are expected during construction and operation. Construction of R7 will not change in any way cultural and historical disposition of the land, it does not mean a change to the current land use. The expressway have no visual impact on historic silhouettes of Rohovce mansion and churches in affected municipalities.*

### **Assessment of impacts on intangible cultural values**

Following the findings, the construction or operation of the proposed investment does not affect intangible cultural values.

### **The cumulative evaluation - pros and cons of options**

#### ***Pros***

##### ***Option A blue***

- the most cost-effective option,
- the most favourable return on investment,
- the lowest permanent and temporary agricultural land use,
- more favourable traffic load compared to Option B.

##### ***Option B red***

- the route is in accordance with LUD of Bratislava and Trnava HTU,
- the lowest permanent and temporary forest land use,

##### ***Option E purple***

- the shortest route,
- the lowest investments,
- the lowest need for embankment material,
- more favourable traffic load compared to Option B,
- the lowest level of noise impact.

#### **Cons**

##### ***Option A blue***

- the lowest investments,
- the highest forest land use,
- the highest need for embankment material,
- the route in its entire section is not in accordance with LUD of Bratislava and Trnava HTU.

##### ***Option B red***

- the longest route,
- the highest permanent and temporary agricultural land use,
- the least favourable return on investment,
- the greatest range of the induced investments,
- the highest level of noise impact,
- lower traffic load compared with Option A and E.

##### ***Option E purple***

- the highest forest land use,
- the route is not in accordance with LUD of Bratislava and Trnava HTU since connection with Option A.

## **V. OVERALL ASSESSMENT OF THE PROPOSED ACTIVITY IMPACTS ON PROPOSED PROTECTED BIRD AREAS, SITES OF EUROPEAN IMPORTANCE OR THE EUROPEAN NETWORK OF PROTECTED AREAS (NATURA 2000)**

The proposed activity is located in an area covered by the first level of protection under the Act No. 543/2002 Coll. on nature and landscape protection. The proposed activity is not forbidden in the territory.

There are no proposed or declared protected bird areas and sites of European importance in the range of impacts of R7 Dunajská Lužná - Holice.

Nearest PA in cadastral area of Rohovce is the park in Rohovce, about 250 m far from the proposed activity. The negative impacts on these protected area have not been identified.

## **VI. CONCLUSIONS**

### **1. Final opinion to the proposed activity**

Based on the outcome of the assessment process carried out in accordance with the legal provisions considering condition of land use and capacity of the natural environment, the importance of expected impacts of the proposed activity on the environment and human health in terms of its probability, extent and duration, nature and extent of the proposed activity, the place of performance of the activity with a particular focus on compliance with the zone planning documentation, the documentation processing level, opinions of authorities and organizations affected by the proposed activity, as well as the opinions of people living in the area concerned

**it is recommended**

to implement the proposed activity: "R7 expressway Dunajská Lužná - Holice" in compliance with the conditions set out in Part VI/3 of the Final Opinion with the fact that uncertainties occurring during the assessment process need to be addressed in subsequent stages of project preparation of the construction.

### **2. Recommended option**

Based on the conclusions of a comprehensive assessment of the proposed activity it is recommended to complete the proposed action: "R7 expressway Dunajská Lužná - Holice" recommends **Option A blue or combination of Option A blue and Option E purple, where the expressway will continue in Option E purple after about 10 km of Option A blue.**

### **3. Recommended conditions for the preparation and implementation of activity.**

Based on the assessment of environmental quality in the affected area and the results of the environmental assessment of the proposed activity, taking into account the views of stakeholders and expertise as well as the assessment of the proposed measures minimizing the expected negative impacts on the environment in the area, the following conditions are recommended to be incorporated into other authorization documentation for the preparation, implementation and operation of the proposed activity:

#### **1. Land use measures**

The purpose of land use measures is to harmonize the implementation of the proposed activity with land use documentation and with the current and projected development activities.

Assessment of compliance of R7 localization with land use documentation is reported in Chapter C.II.18. Based on the evaluation of the technical study and an assessment of expected

impacts on the environment it is the most appropriate solution to use a basis for reconciliation of the route with LUD of Bratislava HTU and LUD of Trnava HTU, Šamorín and affected municipalities.

## 2. Organizational and Technical Measures

The basic organizational measures in the project preparation include the development of emergency plans in case of spillage of pollutants into the environment during construction and operation.

### Draft Emergency Plans Principles

Before construction it will be necessary to prepare emergency plans within the project preparation. Particulars of the plans will be developed under the current legislation:

- *Government Ordinance no. 296/2005 laying down quality requirements and qualitative targets for surface water and limit values for waste water and special water indicators.*
- *Decree of the Ministry of the Environment no. 100/2005 laying down the details on the disposal of hazardous substances, the particulars of the emergency plan and the procedure for dealing with exceptional water deterioration).*

To minimize the risk to human health and the environment the following plans are to be prepared:

- *Emergency plan in case of accidental spills of hazardous substances.*
- *Preventive measures for preventing uncontrollable leakage of hazardous substances into the environment and the procedure in case of a leakage.*

Requirements and the processing of emergency plans are set out in the annex to the Decree no. 100/2005 of the MoE. Draft emergency plans need to be negotiated before submitting them to the Slovak Environment Inspectorate for approval with the administrator of important water flows (Slovak Water Management Company, a.s.), or with the operator of a public sewer.

### Waste management

Waste management during construction and during operation will be managed in accordance with the Waste Management concepts and strategies of the SR and under the legislation for waste management.

The basic principles of waste management on site are:

- waste prevention,
- material and energy waste recovery,
- environmentally-friendly waste disposal.

Waste prevention can be achieved by good organization of work, consistent waste separation harvested from exploited natural materials and the prevention of emergency situations, especially during construction. Material recovery of waste is considered for the case of waste concrete, reinforced concrete and asphalt from demolition of buildings, paved areas and roads. Recycling these types of waste is possible directly on site (mobile recycling units), respectively in the construction yard. Recycled materials are preferably used directly in the construction of individual structures of the expressway. Mixed municipal waste will be transferred and disposed using separation by the company, which provides such activities in the territory.

Energy waste recovery is possible for example for waste oils, the amount will not be significant.

Environmentally-friendly waste disposal is in the responsibility of the contractor during construction works and the structure administrator during operation by entering into a contractual relationship with the legal or natural persons authorized to perform the required type of activity.

#### Technical Measures

The technical measures are designed to mitigate as much as possible or eliminate negative impacts of construction and operation of the expressway on the individual components of the environment, through accessible and technically feasible methods.

Most of the technical measures are standard procedures arising from the needs of the harmonization of the activity with applicable laws and include the following procedures:

- to protect the population against noise and vibrations,
- to reduce dust,
- to protect protected areas, facilities and protection zones,
- to provide landscaping,
- to protect surface and groundwater from pollution.

Protection of the population - pedestrians, but also motorized, road users *during construction* within the boundaries, will be subject to construction organization established for the specific selected option of R7. This will present transfers routes for material and areas most affected by these transfers. The principal measures to reduce the negative impact of these activities on the population will be consistent with the scheme of safety at work, including for example the exclusion of the night works and works during public holidays, which can limit the impact of noise to an acceptable level tolerated during the period of construction works, maintenance of access roads in the clean condition, i.e. sprinkling in dry season to prevent excessive dust, or conversely, removing mud during humid days.

#### Measures to protect the population from adverse effects of air pollution

During construction the air pollution is mainly expected due to increased dust and high content of the exhaust gases from freight directly on site and routes transporting soil and materials. In a later stage of the project documentation a construction procedure and organization is developed for the selected variant, which will include the principles of environmental protection during construction.

Basic measures to mitigate the adverse effects of dust and elevated levels of emissions from traffic in the municipality are:

- to organize the construction works so that these are performed only on weekdays and consistently observe public holidays,
- the contractor shall provide consistent maintenance of access roads, construction sites, building yards and dumps particularly by careful dust removal - sweeping, for drought by spraying and removal of mud from surfaces.

Increased amount of air pollutants from construction transport during construction can not be eliminated. By the aforementioned organizational measures and certain limits a state can be achieved accepted by residents for a limited period of time.

#### Measures to eliminate the adverse effects of noise

During construction of the expressway it will be impossible to protect the population from the annoying traffic noise of construction machinery or the activities that accompany construction procedures, especially in the immediate vicinity of material transport trails. By means of good organization of work on site or exclusion of works at night one can only eliminate the impact of noise to an acceptable level tolerated during the period of construction work. According to the results of a noise study (DOPRAVOPROJEKT a.s. 2009) there will be the risk of noise in all options during operation. A comparison of the results of noise prediction and maximum limit values under current legislation implies that the maximum permitted noise levels will be

exceeded outside in these sections. Based on the theoretical calculation, a noise protection was designed by options of R7 using noise barriers in sites with most probable exceeding of maximum permissible noise levels. The proposed measures are to reduce noise to an acceptable level. In the subsequent stages of the project documentation some updated noise control measures will be designed.

*Noise control measures for options A, B, E*

Locality	in km	L/h	Location	Surface	Option
Macov	17.800 – 18.400	600/2.0	on the left	o	A
Blatná na Ostrove	19.200 – 20.000	800/2.5	on the right	o	A
Holice	22.500 – 23.100	600/2.5	on the right	o	A
Holice	23.120 – 23.250	130/3.0	on the right	o	A
Macov	18.500 – 19.100	600/2.0	on the left	o	E
Blatná na Ostrove	19.900 – 20.650	750/2.5	on the right	o	E
Šámot	12.350 – 13.250	900/2.0	on the left	p	B
Bučuháza	12.350 – 13.200	850/2.0	on the right	p	B
Rohovce	18.500 – 19.500	1000/3.0	on the right	o	B
Blatná na Ostrove	20.700 – 21.650	950/3.0	on the left	o	B
Holice	23.900 – 24.800	900/3.0	on the right	o	B

*L - length of NB, h - height of NB*

*p - absorbing materials, o - reflective materials (transparent), op - double absorbent, o/p - reflective or absorptive*

It is necessary after putting the structure into permanent operation to demonstrate through the results of noise measurements on the facades of the nearest objects with long-term residency that after the implementation of the proposed noise control measures in residential areas affected by the proposed activity these will not exceed maximum permissible noise limits and vibrations in day and night time under provisions of the Decree of Ministry of Health no. 549/2007 Coll.

Measures to mitigate the adverse effects on geological environment

Implementation of measures to minimize the impact on the geological environment is divided into the period of preparation for construction and construction period. It is now possible to propose only general measures.

Specific procedures for sanitation measures require knowledge of conditions based on outcomes of detailed engineering-geological survey, they will therefore be addressed in subsequent stages of project documentation.

*Before construction*

To perform detailed engineering and geological survey in order to propose certain measures based on engineering-geological conditions for a selected option.

*During construction*

To implement designed technical and sanitation measures arising from the detailed engineering-geological survey.

Measures to protect surface and ground water

*Technical measures* are designed to eliminate, resp. mitigate the negative effects of construction and operation of the designed construction on the environment by complementing technical solution of the structure and individual structures.

*Groundwater*

*During construction*

It is important to use and prefer water-friendly technological processes and to carry out earthworks to avoid disruption of water regime. The equipment on construction site can be a severe source of groundwater pollution. Its negative impact can be significantly reduced if they comply with the generally applicable legislation, safety, technical and organizational measures in their construction and in the actual mode of operation.

It is essentially the following approaches:

- to ensure preventive measures to protect waters - hard surfaces, waterproof bathtubs and tanks, a sufficient amount of sorbent materials and tools to deal with possible leaks of pollutants,
  - not to establish construction yards near the water resource protection zones,
  - to accumulate waste water from social and sanitation facilities in watertight septic and export to an appropriate waste water treatment plant,
  - not to establish special yards in areas where the permeable rock environment is based directly on the surface,
  - perform engineering and geological survey of the review of hydrogeological conditions.
- During construction it is generally important to keep safety regulations when handling oil products, and periodically check the technical condition of construction machinery.

#### *During operation*

As part of measures to protect surface and groundwater as well as water resources near the proposed route of the expressway, a road drainage is to be built. Rainwater from the R7 expressway, from interchanges and bridges will be drained into the oil separators (ORL). Oil separators will be designed to the required amount of rainwater with an output value of 0,1 mg.l<sup>-1</sup> of oil. Considering the route level, the water will be drained by means of infiltration channels. To assess the possibility of penetrating purified waste water into groundwater will it is necessary to carry out a hydrogeological survey in view of the possible threat to groundwater quality. Due to the high groundwater vulnerability of gravel-sand sediments and location in Rye Island protected area it is necessary to provide checks of oil separators functions.

SSÚR Holice - waste water from the parking will be pre-treated in oil catchers. Sewage will be cleaned by a separate waste water treatment plants, resp. will outlet to the municipal sewerage of Holice. Water from WWTP is collected in the clean water tank and used for watering in summer and collected in the seeping drainage in winter. Due to the location in Rye Island protected area it is advised to drain the sewage to the municipal sewerage of Holice. Particularly in winter it is necessary to ensure the maintenance of the road by an inert material to avoid excessive increases in the concentration of chlorides and total mineralization of water drained off the road surface.

#### *Organizational and Operational Measures*

- to avoid any adverse impacts on groundwater and surface water for the period of construction and operation of the facilities of the expressway it will be necessary to draw up an emergency plan in accordance with the Decree of the Ministry of Environment No. 100/2005 Coll. laying down details on the handling with hazardous substances, the particulars of the emergency plan and how to resolve the exceptional water deterioration. The draft emergency plan will be discussed with the manager of the flows in the area of interest (Slovak Water Management Enterprise) and submitted to the Slovak Inspection of Environment for approval.
- to ensure drainage of rainwater from the site and prevent water pollution (oil, mud, car wash).

#### Measures to protect biota

### *General measures for the nature protection*

- the felling of trees and non-forest tree and shrub vegetation to be carried out only in the non-breeding season
- keep a free space under the bridge to allow passage of animals
- to ensure a minimum passage height - 2.60 m,
- to install fencing along the road in sections of the expressway crossings through the forest stretches to prevent access by animals on the road, thereby avoiding unnecessary collisions with animals
- to place construction yards, technology parks and other pertinent civil structures in areas with low species diversity
- to restrict the movement of building mechanisms only to the construction, handling belts and access roads within the construction program outside the valuable areas and minimize it in the space of bio-corridors
- to perform substitute reclamation and greening of sites disturbed by construction after completion of construction works, to revitalise the eroded bank growth using autochthonous trees
- to develop bio-revitalization project of the area in sections of road routing through or near valuable habitats in order to ensure their protection by defining necessary occupation and protection by fencing against damage by mechanisms
- to carry out an inventory and social evaluation of species in the next stage of the project documentation, which needs to be disposed of and to make a substitute landscaping in areas designated by the competent authorities of nature protection in the determined amount of social value
- to implement landscaping of road slopes - cuttings or embankments and inner-interchange spaces

### *Measures to preserve the landscape, integrating technical work into the landscape*

Measures to improve the aesthetic effect of the horizontal and vertical construction management and integrating technical work into the landscape will include landscaping on expressway slopes. At the same time, these modifications will contribute to the strengthening of non-forest tree and shrub vegetation in the agricultural landscape. Selection of species composition of trees and shrubs must be focused on the original typical species of observed area. Draft tree species composition needs to be approved by the competent authority of environmental protection. In terms of aesthetic perception of construction by inhabitants it is necessary to design appropriate architectural solution of individual structures. The next step, which will assist in integrating new element in the landscape, is the reclamation of the damaged area, which will create favourable conditions for subsequent restoration, i.e. restoration of biotic component, both by physical as well as functional perspective.

In the next step of structure preparation, complete the measures designed to prevent, eliminate, minimize and compensate the environmental impacts that would specify conditions under which they could preserve function of elements of ÚSES RBK XVI. Danube - Little Danube and other migration routes of animals in the affected area, the proposed measures to be discussed with NNP SR Protected Area Administration of Dunajské Luhy.

Specify wood composition of expressway landscaping so that it is the most similar to potential vegetation of the area.

Bridge structures designed in a way to act as migration corridors.

Implement passages for amphibians in the sections of the wetlands.

Map all woods intended for felling and habitats that will be affected by the construction and add compensatory measures accordingly.

### 3. Compensatory measures

#### *Compensatory measures in the social economic sphere*

During the construction of the expressway a close cooperation of investor, contractor and affected municipalities is expected in order to minimize the adverse impacts of construction on the population of the area.

The consent for passage of heavy construction machinery and equipment through municipalities will be necessary, and to determine the conditions of transport on agreed routes with necessary maintenance (cleaning, watering to reduce dust) and subsequent repair of sections damaged by the heavy machinery. An agreement to ensure traffic flow and safety will be necessary on specific routes (speed restriction, entrance, etc.) as well as safety and reducing negative impacts on quality of life of the populations (e.g. exclusion of passages close to dwellings at night, during holidays etc.).

#### *Compensatory measures for agricultural land occupation*

Compensatory measures related to soils result from the relevant legislative provisions, namely from the Act No. 220/2004 Coll. on the protection and use of agricultural land and amending Act No. 245/2003 Coll. on integrated prevention and control of environmental pollution and on amendment of certain laws.

#### *Compensatory measures for forest land use*

Compensatory measures related to forests result from the relevant legislative provisions, namely from the Act No. 326/2005 Coll. on forests. Despite the measures in the sites disturbed by construction where the expressway passes through forests, some more significant damage to the affected area may occur (i.e. wind storm). In such cases, some entitlements to compensation for loss of timber production may arise.

#### 4. Other measures

##### *Measures to preserve humus*

Before the construction is launched in the area of permanent occupation an overburden of agricultural land humus must be carried out under the methodological guidance of the Ministry of Agriculture No. 2341/2006-910 and ensure its efficient and economical use. This means to collect, transport and distribute the soil on other agricultural lands of equivalent quality, fertilization of less fertile agricultural lands and its use for the production of compost or garden soil. If the overburden of agricultural land humus (HHPP) is deposited for some time, the investor shall provide protection against degradation and subsequent spreading out on specific lands according to the HHPP overburden balance. It is anticipated that the HHPP overburden will be used for further construction works, such as humus added in the expressway slopes. It is necessary to handle the cultural humus layer carefully so as to prevent the erosion and degradation.

##### *Measures to preserve archaeological sites*

In case of archaeological findings it will be necessary to perform a rescue research and observe the related provisions under the Act No. 49/2002 on the protection of monuments. In accordance with the provision of Section 30, par. 4 and Section 41, par. 4 of Monuments Act, before the start of land-use proceedings, it is necessary to request the Regional Monuments Board for an opinion, or a decision on the arrangements for the construction implementation, which will determine conditions for construction implementation and conducting archaeological research in areas designated in the situation of the structure.

The scope of archaeological research can be introduced in the assessment of PD for zoning proceedings. A part of the archaeological excavations will be carried out in the form of rescue researches in advance and another part by monitoring of excavation works during construction work.

### *Traffic and technical measures*

In the next step of the project documentation to draw traffic-engineering research including assessment of interchanges.

#### **4. Justification of the Final opinion including justification for acceptance or non-acceptance of submitted written opinions**

The final opinion was drawn up in accordance with § 37 of the Act on the basis of all available evidence, the results of the Assessment Report, opinions of the institutions concerned, authorizing and competent authority, the results of public discussions, received opinions, expertise and other additional information. Ministry of Environment thoroughly analysed all comments and opinions from all parties concerned, experts and the public. Justified comments are reflected in the draft measures.

The Final opinion was drawn up mainly based on the following documents:

1. Assessment Report on: "R7 expressway Dunajská Lužná - Holice", Dopravoprojekt, a.s. Bratislava 2009
2. The scope of assessment of the Assessment Report issued by the Ministry of Environment
3. Opinions to the Assessment Report.
4. Minutes from the public discussion on the Assessment Report.
5. Expert opinion on the Assessment Report.

Assessment of documents and processing Final opinion followed the provisions of Act no. 24/2006 Coll.

Implementation of construction will lead to some irreversible impacts on the environment. Upon acceptance and implementation of the proposed measures to prevent, eliminate, minimize and compensate for negative impacts of construction on the environment and consistent post-project analysis, however, it is possible to minimize the bulk of the expected and actual existing negative impacts of construction and operation of the structure in the area and thus ensure the predominance of positive effects in the assessed area.

The full text of the Final opinion describes various pros and cons according to options.

The sent opinions show different views on the selection of the final option, to clear it up, these are presented in the following table:

<b>Opinion</b>		<b>Recommended option</b>			
		<b>A blue</b>	<b>B red</b>	<b>E purple</b>	<b>Combination of A blue and E purple</b>
Authority	Ministry of Transport	for			for
Authorising authority	Šamorín	-	-	-	-
	Dunajská Lužná	-	-	-	-
	Kvetoslavov		for		
	Báč	-	-	-	-
	Rohovce			for	for
	Trnávka	-	-	-	-
	Macov		for		

	Blatná na Ostrove			for	for
	Holice	-	-	-	-
Affected authority	MoE, section OPaK	for	for		
	MO SR	-	-	-	-
	MV SR	-	-	-	-
	Trnava region			for	
	Regional Land Authority in Bratislava	-	-	-	-
	Regional Land Authority in Trnava	-	-	-	-
	Regional Environmental Office Bratislava	for			
	Regional Environmental Office Trnava	for			
	Regional Office for Roads in Bratislava	-	-	-	-
	Regional Office for Roads in Trnava	-	-	-	-
	Slovak Public Health Authority			for	for
	Regional Public Health Authority in Bratislava	for	for	for	for
	District Office for Roads in Senec			for	
	District Office for Roads in Dunajská Streda	-	-	-	-
	District Environmental Office in Senec			for	for
	District Office, Department of Civil Protection and Crisis Management Senec	-	-	-	-
	District Office, Department of Civil Protection and Crisis Management Dunajská Streda	-	-	-	-
	District Office of Fire and Rescue Corps in Pezinok	-	-	-	-
	Railway Regulatory Office in Bratislava	-	-	-	-
	District Mining Office in Bratislava	-	-	-	-
	with PLA Danubian lowlands	for			

The opinions received demonstrate **dispersion of views** on the selection of the final option. An important information for the selection of option is the selection of an option of the previous or next section.

Previous section: R7 Bratislava - Dunajská Lužná based on the Final opinion of Ministry of Environment within the impact assessment and after discussions of departmental authority and self-governing region will be implemented in Option C green, which can be connected to Option A blue, it can not be connected to Option B or E.

The selection of Option A blue, respectively its combination with Option E purple, also includes taking traffic load of existing road I/63, lower permanent and temporary agricultural land use, less noise burden on the population, as well as profitability and return on investment.

The village of Kvetoslavov prefers Option B red, Option A blue/resp. E purple is led towards Kvetoslavov approx. in the same corridor (distance between the options is 150-300 m) effects of both options are very similar for the village. The village of Macov prefers Option B red, which is logical given the position of blue and red options to the village, but with respect to other views including the Slovak Public Health Office, it is more favourable to implement Option A blue, or a combination of options A and E in the area.

For the next section: R7 Holice - Dunajská Streda the assessment process is not finished, the two proposed options can be connected to the next section.

## **5. The required range of post-project analysis**

Subject of monitoring in the section of the expressway should be processed within DZP respectively DPP in Annex "Project monitoring of selected elements of the environment" for the definitive option. Monitoring project for the proposed activity needs to be focus particularly on:

**Noise monitoring**, noise monitoring during operation in order to determine the effectiveness of the noise control measures.

**Groundwater monitoring** in order to locate the proposed expressway in PWMA of Rye Island, it will be necessary to monitor the quality and quantity of groundwater and surface water. The monitoring should also include waste water monitoring of road drains in discharge of oil separators.

### **Animal migration monitoring**

In the area of *Regional bio-corridor no. XVI. Danube - Little Danube* aimed to locate the spot suitable for construction of ecoduct.

Pursuant to provisions of § 39 of the Act, the one who carries out the proposed activity assessed pursuant to Act no. 24/2006 Coll. shall ensure the monitoring and evaluation, in particular:

- systematically monitor and measure its impacts,
- check the fulfilment of all the conditions specified in the permit and related to the licensing of the proposed activity and evaluate their effectiveness.
- ensure expert comparison of expected impacts listed in the Assessment Report on the evaluation of activity with the actual situation.

Scope and duration of monitoring according to § 39 sec. 2 of the Act shall be determined by the authorizing authority when authorizing the proposed activity according to special regulations with regard to the Final opinion of Ministry of Environment.

## **VII. Confirmation of the data**

### **1. Name of the Final opinion processor**

Ministry of Environment of the Slovak Republic  
Section for evaluation and assessment of environmental impacts  
Ing. Milan Luciak

in cooperation with Slovak Public Health Authority  
in Bratislava

**2. Confirmation of data of the authorized representative of competent authority,  
stamp**

**Mgr. Daniela Žišková**

in charge of Department for evaluation and assessment of environmental impacts  
Ministry of Environment of the Slovak Republic

**3. Date of issuance of the Final opinion**

Bratislava 28 June 2010

## **Disclaimer**

This is an English translation of a document that was originally produced in the Slovak language. While we have exercised utmost care to make this translation accurate, it may contain typing or translation errors. Therefore, always consult the Slovak original before making decisions on the basis of this translation.

The name of this document in Slovak is *Záverečné stanovisko*. The file name has not been changed.

We hereby confirm that the European Bank for Reconstruction and Development shall have no responsibility for the translated content.

Project Implementation Services, spol. s r. o.  
Consultant under Consultancy Contract C31934