

The Czech Republic
National ISPA Strategy
- Transport Sector -

ITINERARY SUMMARY SHEET

MOTORWAY D8

1. TEN Multimodal Corridor No IV - E-55

Motorway D8 Prague – Lovosice – Ústí nad Labem – State border Germany – (Dresden)

2. Total length in km: 92

3. Present main technical characteristics: four lane motorway of category D27,5/120 km/h,
in mounting section 100 km/h

4. Planed technical characteristics and time objective: continuous motorway connection
between Prague and Dresden with linking to Berlin and Leipzig till 2005

5. June 2000 progress state:	length in km	cost net of taxes value Jan. 2000 in Meuro (*)	(part of co-financing)	
			(IFI+CB**)	(PHARE)
Performed	36	157	()	()
Under works	16	43	(32***)	()
Planned	40	788	()	()
TOTAL	92	988	(32***)	()

* Working hypothesis: 1 Euro = 36 CZK

** IFI = International Financial Institutions (World Bank, EBRD...);CB = Commercial Bank

*** European Investment Bank loan.

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<p style="font-size: 1.2em; margin: 0;">PROJECT SUMMARY SHEET</p> <p style="font-size: 1.1em; margin: 0;">Motorway D8 – Tunnel Libouchec</p>
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I - Project and its ISPA eligibility

Itinerary	E55 – Motorway D8 : Prague – Lovosice – Ústí nad Labem – State border Germany (- Dresden)
Priority	4 th priority for road construction
Brief description	Motorway category D27,5/120
Main objectives	To face current and future traffics flows To connect agglomerations and regions with capital city of Prague To connect city of Prague with Dresden and Berlin

Length	1,435 km			
Design features	1 bridge: carriageway area 22 810 m ² ; 2 sections of anti – noise barrier, 1 tunnel: length 495m.			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	-	-	-	-
- Forecast (at project opening)	24 000	19 000	5 000	15% - 20%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 27,6	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return	11,1%
Environment	Costs for avoiding or reducing environmental impacts : 60,8%		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	01/2000		
	EIA	1995		
	Tender documents		03/2002	08/2002
	Land acquisition		10/2002	02/2003
	Construction		03/2003	03/2006

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	-	25	(25)

II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor IV. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - Improves connection between Czech Republic, Germany and EU countries; - The project is prepared in co-operation with Germany.

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of motorway increases traffic safety, capacity of road connection on the TEN corridor IV Prague – Ústí nad Labem – State border with Germany, as well as capacity of road border crossing.
Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economic activities in region Ústí nad Labem, which is one of the region with the highest unemployment.
Government Commitment	In its decision related to the development of motorways and expressways, the Government decided in 1993 to construct motorway D47 till 2005. Another Government's „resolution“, from 1999, concerning development of transport network till 2010, confirms the mentioned decision.

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PROJECT SUMMARY SHEET

Motorway D8 – Bridge Trmice

I - Project and its ISPA eligibility

Itinerary	E55 – Motorway D8 : Prague – Lovosice – Ústí nad Labem – State border Germany (- Dresden)
Priority	5 th priority of road construction
Brief description	Motorway category D 28/100
Main objectives	To align with future the traffic volume To create superior connection between Prague and Dresden To change unsatisfactory border crossing. To get the traffic out of inhabited part.

Length	1,143 km			
Design features	Motorway Bridge over Railway lines			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	-	-	-	-
- Forecast (at project opening)	24 000	19 000	5 000	15% - 20%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 29,2	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return 11,4 %	
Environment	Mitigation measures: 0 % of total cost		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	01/2000		
	EIA	1995		
	Tender documents		06/2001	10/2001
	Land acquisition		01/2001	04/2001
	Construction		05/2002	05/2005

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	0	25	(25)

II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor IV. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - Improves connection between Czech Republic, Germany and EU countries. - The project is prepared in co-operation with Germany,

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of motorway increases traffic safety, capacity of road connection on the TEN corridor IV Prague – Ústí nad Labem – State border with Germany, as well as capacity of road border crossing.
Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economic activities in region Ústí nad Labem, which is one of the region with the highest unemployment.
Government Commitment	In its decision related to the development of motorways and expressways, the Government decided in 1993 to construct motorway D47 till 2005. Another Government's „resolution“, from 1999, concerning development of transport network till 2010, confirms the mentioned decision.

The Czech Republic
National ISPA Strategy
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PROJECT SUMMARY SHEET

Motorway D8 – Bridge Knínice

I - Project and its ISPA eligibility

Itinerary	E55 – Motorway D8 : Prague – Lovosice – Ústí nad Labem – State Border with Germany (- Dresden)
Priority	
Brief description	Motorway category D27,5/120
Main objectives	To face current and future traffics flows To connect agglomerations and regions with capital city of Prague To connect city of Prague with Dresden and Berlin

Length	1,745 km			
Design features	2 bridges: carriageway area 19 744 m ² ,1 section of anti – noise barrier			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	-	-	-	-
- Forecast (at project opening)	24 000	19 000	5 000	15% - 20%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 25,9	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum:
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return EIRR: 11,1%	
Environment	Costs for avoiding or reducing environmental impacts : 2%		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	01/2000		
	EIA	1995		
	Tender documents		11/2002	04/2003
	Land acquisition		03/2002	03/ 2003
	Construction		10/2003	09/2006

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	-	25	(25)

II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor IV. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - Improves connection between Czech Republic, Germany and EU countries; - The project is prepared in co-operation with Germany.

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of motorway increases traffic safety, capacity of the TEN corridor IV: connection Prague – Ústí nad Labem – State border with Germany, as well as capacity of road border crossing.
Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in region Ústí nad Labem, which is one of the region with the highest unemployment.
Government Commitment	In its decision related to the development of motorways and expressways, the Government decided in 1993 to construct motorway D47 till 2005. Another Government's „resolution“, from 1999, concerning development of transport network till 2010, confirms the mentioned decision.

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PROJECT SUMMARY SHEET

Motorway D8, section Petrovice – Border bridge

I - Project and its ISPA eligibility

Itinerary	E55 – Motorway D8 : Prague – Lovosice – Ústí nad Labem – State border with Germany (– Dresden)
Priority	
Brief description	Motorway category D27,5/120
Main objectives	To face current future traffics flows To connect agglomerations and regions with capital city of Prague To connect city of Prague with Dresden and Berlin

Length	4,650 km			
Design features	7 bridges with carriageway area of 86 523 m2,			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	-	-	-	-
- Forecast (at project opening)	24 000	19 000	5 000	15% - 20%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 42,2	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum:
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return 11,1%	
Environment	Costs for avoiding or reducing environmental impacts : 4%		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	01/2000		
	EIA	1995		
	Tender documents		11/2002	04/2003
	Land acquisition		10/2002	03/2003
	Construction		10/2003	08/2006

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	-	25	(25)

II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor IV. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - Improves connection between Czech Republic, Germany and EU countries; - The project is prepared in Cupertino with Germany.

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of motorway increases traffic safety, capacity of road connection on the TEN corridor IV Prague – Ústí nad Labem – State border with Germany, as well as capacity of road border crossing.
Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economic activities in region Ústí nad Labem, which is one of the region with the highest unemployment.
Government Commitment	In its decision related to the development of motorways and expressways, the Government decided in 1993 to construct motorway D47 till 2005. Another Government's „resolution“, from 1999, concerning development of transport network till 2010, confirms the mentioned decision.

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ITINERARY SUMMARY SHEET

MOTORWAY D5

1. TEN Multimodal Corridor No IV - E-50

Motorway D5 Prague – Plzeň – Rozvadov – State border Germany – (Nürnberg)

2. Total length in km: 149

3. Present main technical characteristics: four lane motorway in category D26,5/120 km/h

4. Planed technical characteristics and time objective: continuous motorway connection between Prague and Germany, and its motorway network in direction of Nürnberg and Western Europe, with completion till 2005

5. June 2000 progress state:	length in km	cost net of taxes value Jan. 2000 in Meuro (*)	(part of co-financing) (IFI+CB**) (PHARE)	
Performed	129	438	(79***)	()
Under works	-	-	()	()
Planned	20	220	()	()
TOTAL	149	658	(79)	()

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Motorway D5 – Plzeň by-pass, section Ejpovice - Černice

I - Project and its ISPA eligibility

Itinerary	E50 - Motorway D5 : Prague – Plzeň – Rozvadov – State border Germany
Priority	
Brief description	New section of D5 Motorway bypassing, by South, the City of Plzeň. The section is interconnecting to already existing sections in operation and it will complete motorway link from Prague to the Czech western border with Germany, in direction of western Europe.
Main objectives	To complete existing motorway link with western Europe. To remove transit traffic from Plzeň and improve life conditions of inhabitants. To speed up construction of the whole by-pass.

Length	8,568 km			
Design features	4-lane motorway with 3 intersections and 12 bridges (5 motorway bridges, 3 are overpasses and 4 other bridges); 4 noise barriers			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	---	---	---	---
- Forecast (at project opening)	17 000	13 000	4 000	12%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 69,9	- Expenditures before ISPA Fin. Memor. : 2,5	- Cost after ISPA Fin. Memorandum: 67,4
Rate of Return	Financial Rate of Return (with ISPA): 10,9 %		Economic Rate of return - with ISPA: - without ISPA:

Environment	Ministry of Environment issued Opinion of Impact Assessment (12/1998) by which it recommended combination of considered layout variants. Mitigation measures: 6,5 % of total cost.
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Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	11/1999	---	---
	EIA	05/1998	---	---
	Tender documents	---	03/2001	07/2001
	Land acquisition	---	11/1999	06/2001
	Construction	---	02/2002	08/2004

Financial plan	ISPA % 75	Loan % -	National budget % 25	Transport Fund % (25)
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II – Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor IV. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	- Improves connection between Czech Republic, Germany and EU countries.

III – Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of motorway round Plzeň increases capacity of road connection Prague – Plzeň – German border and solves the capacity and ecological problem of Plzeň thoroughfare, increases traffic safety.
Transport Policy of the Czech Republic	The completion of the Motorway D5 is specified priority in National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economic activities in Plzeň and in the Czech Republic, given that it facilitates quick, modern and safe road connection with Germany and other EU countries.
Government Commitment	In its decision related to the development of motorways and expressways, the Government decided in 1993 to construct motorway D47 till 2005. Another Government's „resolution“, from 1999, concerning development of transport network till 2010, confirms the mentioned decision.

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ITINERARY SUMMARY SHEET

PRAGUE RING EXPRESSWAY R1

1. TEN Multimodal Corridor No IV - E-50,55,65

Expressway R1 – Prague Ring

2. Total length in km: 83

3. Present main technical characteristics: four to six lane expressway with interchanges, suggested speed 100km/h

4. Planed technical characteristics and time objective: expressway round Prague, to enable separation of local and transit traffic and transport. The complete realisation is planned by 2010.

5. June 2000 progress state:	length in km	cost net of taxes value Jan. 2000 in Meuro (*)	(part of co-financing) (IFI+CB**) (PHARE)	
Performed	9	24	()	()
Under works	6	61	(30***)	()
Planned	68	659	()	()
TOTAL	83	744	(30)	()

* Working hypothesis: 1 Euro = 36 CZK

** IFI = International Financial Institutions (World Bank, EBRD...);CB = Commercial Bank

*** European Investment Bank loan.

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PROJECT SUMMARY SHEET

Prague Ring Expressway – Tunnel Suchdol

I - Project and its ISPA eligibility

Itinerary	E50,55,65 – Expressway R1 : Prague Ring Road
Priority	
Brief description	The structure Suchdol Tunnel is located in Suchdol residential district and is a part of the new 6 – lane Prague Ring Road Expressway. The cross section of the tunnel will be constructed by cut and cover method.
Main objectives	<ul style="list-style-type: none"> - To interconnect Motorways D1, D3, D5, D8 and D11 by the Prague Ring Road including all future local traffic flows. - To avoid crossing of the residential area in Suchdol - tunnel is also a perfect noise protection of the area. - To decrease transit transport through the centre of Prague.

Length	1,8 km.			
Design features	Tunnel on the Ring Road Prague - 2 tubes with 3 lanes including facilities and technology,; directional lanes are separated. The tunnel will be connected to the new Vltava River Bridge			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	0	0	0	-
- Forecast (at project opening)	56 000	50 000	6000	15

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 76,2	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum:
Rate of Return	Financial Rate of Return (with ISPA): 27,00%	Economic Rate of return - with ISPA: 29,00%	- without ISPA: -
Environment	Costs for avoiding or reducing environmental impacts 11,3 % of total cost		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	05/2000		
	EIA		11/1999	06/2001
	Tender documents		04/2003	08/2003
	Land acquisition		07/2002	03/2003
	Construction		02/2004	02/2007

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	-	25	(25)

II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor IV. - Part of the TINA backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - International agreement exists for connection between Czech Republic and Germany for Motorway D5 and D8, which start on the Ring Road

III – Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of Prague Ring Road should remove transit traffic from Prague, increase capacity of road network and traffic safety.
Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA– Transport Sector. The project enables the development of economic activities in external zone of Prague and contiguous area.
Government Commitment	The Government of the Czech Republic in its Resolution No.631/1993 on the development of motorways and expressways agreed with the purpose to construct the mentioned expressway till 2005. In another Resolution from 1999, on development of traffic network in the Czech Republic till 2010, the Government included that expressway between national priorities.

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PROJECT SUMMARY SHEET
Prague Ring Expressway– Bridge Suchdol

I - Project and its ISPA eligibility

Itinerary	E50,55,65 – Expressway R1 : Prague Ring Road
Priority	
Brief description	Bridge across the valley of river Vltava as a part of ring road
Main objectives	<ul style="list-style-type: none"> - Transfer of transit traffic out of central part of the city - Accelerating of international and local transit traffic - Improving the connection between Prague and other European cities - The bridge constitutes the junction of ring road across the river Vltava with the respect of environmental protection

Length	550 m			
Design features	6 lane bridge of category MR 34/100, 11 bridges, 4 tunnels for bio corridors, 3 intersections; anti-noise barriers - length 357m			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	0	0	0	-
- Forecast (at project opening)	77 000	69 000	8 000	15

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 26,0	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return: 29% traffic –20% : 25%	
Environment	Costs for avoiding or reducing environmental impacts : 11 %		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	05/2000		
	EIA		11/1999	06/2001
	Tender documents		04/2003	08/2003
	Land acquisition		07/2002	03/2003
	Construction		02/2004	02/2007

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	-	25	(25)

II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor IV. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - International agreement exists for connection between Czech Republic and Germany for Motorway D5 and D8, which start on the Ring Road

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of Prague Ring Road should exclude transit traffic from Prague, increase capacity of road network and traffic safety.
Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in external zone of Prague and contiguous area.
Government Commitment	The Government of the Czech Republic in its Resolution No.631/1993 on the development of motorways and expressways agreed with the purpose to construct the mentioned expressway till 2005. In another Resolution from 1999, on development of traffic network in the Czech Republic till 2010, the Government included that expressway between national priorities.

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<p>PROJECT SUMMARY SHEET</p> <p>Prague Ring Expressway - Bridge Lahovice</p>
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I - Project and its ISPA eligibility

Itinerary	E50,55,65 – Expressway R1 – Prague Ring Road
Priority	
Brief description	Bridge estacade across the river Vltava
Main objectives	<ul style="list-style-type: none"> - Transfer of transit traffic out of central part of the city - Accelerating of international and local transit traffic - Improving the connection between Prague and other European cities - The bridge constitutes the junction of ring road over river Vltava with the respect of environmental protection

Length	2,260 km			
Design features	Bridge estacade across the river Vltava and linking tunnel in the length of 100m; road category MR27,5/100			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	-	-	-	-
- Forecast (at project opening)	44 800	39 900	4 900	15

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 31,2	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return 29,0% traffic –20% : 25,0%	
Environment	Costs for avoiding or reducing environmental impacts : 11%		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	05/2000		
	EIA		04/2000	12/2000
	Tender documents		07/2002	11/2002
	Land acquisition		02/2002	07/2002
	Construction		02/2003	11/2006

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	-	25	(25)

II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor IV. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	- International agreement exists for connection between Czech Republic and Germany for Motorway D5 and D8, which start on the Ring Road

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of Prague Ring Road should exclude transit traffic from Prague, increase capacity of road network and traffic safety.
Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in external zone of Prague and contiguous area.
Government Commitment	The Government of the Czech Republic in its Resolution No.631/1993 on the development of motorways and expressways agreed with the purpose to construct the mentioned expressway till 2005. In another Resolution from 1999, on development of traffic network in the Czech Republic till 2010, the Government included that expressway between national priorities.

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ITINERARY SUMMARY SHEET

EXPRESSWAY R48

- 1. TEN Multimodal Corridor No VI - E-462** - section Lipník - Český Těšín (State border Poland)

Expressway R48 Bělotín – Frýdek-Místek – Český Těšín (State border Poland) including common section with D47 Lipník –Bělotín

- 2. Total length in km:** 86

- 3. Present main technical characteristics:** four lane expressway with interchanges

4. Planed technical characteristics and time objective: the planned technical characteristics and time objectives of ensuring of continuous four lane road connection between Brno (with linking to Prague and Bratislava) and Warsaw through Český Těšín - till 2007. The suggested speed of four new sections (missing links) is 100-120 km/h.

5. June 2000 progress state:	length in km	cost net of taxes value Jan. 2000 in Meuro (*)	(part of co-financing)	
			(IFI+CB**)	(PHARE)
Performed	38		()	()
Under works	-	-	()	()
Planned	48	325	()	()
TOTAL	86	325	()	()

* Working hypothesis: 1 Euro = 36 CZK

** IFI = International Financial Institutions (World Bank, EBRD...); CB = Commercial Bank

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PROJECT SUMMARY SHEET

Expressway R48, section Frýdek-Místek - Dobrá

I - Project and its ISPA eligibility

Itinerary	Expressway R48 : (Lipník) – Bělotín – Frýdek-Místek – State border Poland
Priority	1 st priority in road construction
Brief description	Creation of a new 4-lanes section in Northmoravia
Main objectives	<ul style="list-style-type: none"> - To face current and future traffic flows - To avoid crossing residential areas and by-pass Dobrá suppress level-crossing with other roads - To improve safety in the village of Dobrá and in Frýdek-Místek

Length	5,24 km			
Design features	4-lane expressway of category R22,5/100; 13 road – diversions, 11 bridges, 10 sections of anti-noise barriers (7% of total costs)			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	19 200	14 800	4 400	15 – 20%
- Forecast (at project opening)	26 800	20 800	6 000	15 – 20%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 28,0	- Expenditures before ISPA Fin. Memor. : 0,8	- Cost after ISPA Fin. Memorandum 27,2
Rate of Return	Financial Rate of Return (with ISPA):		Economic Rate of return 21,5%

Environment	EIA completed 03/1993. Costs for avoiding or reducing environmental impacts : 8,3 %
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Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	1996		
	EIA	03/1993		
	Tender documents		06/2000	09/2000
	Land acquisition		10/1998	06/2000
	Construction		11/2000	07/2003

Financial plan	ISPA % 75	Loan % 15	National budget % 10	Transport Fund % (10)
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II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor VI. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	Improves the connection between Czech Republic and Poland by the construction of four lane expressway against nowadays two lane road through the villages. New common border crossing bridge at Český Těšín was already completed according to international agreement. Expressway on the Polish side is mostly completed, the part at Packow is under construction.

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of R48 shall increase the capacity of road connection between Czech Republic and Poland on the VI.corridor, traffic safety and protection of environment in town of Frýdek-Místek and Dobrá village.
Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector, where is specified. Project enables the development of economical activities in Northeastern Moravia in regions with high unemployment.

Government Commitment	Government of the Czech Republic in Resolution No.631/1993 on development of motorways and expressways agreed with the purpose to construct mentioned expressway till 2005. I another „Resolution“ from 1999, on development of traffic network in the Czech Republic till 2010, the Government included the mentioned expressway between national priorities.
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Annex 5

The Czech Republic
National ISPA Strategy
- Transport Sector -

PROJECT SUMMARY SHEET
Expressway R48 – Běloutín by-pass

I - Project and its ISPA eligibility

Itinerary	Expressway R48 : (Lipník) – Běloutín – Frýdek-Místek – State border with Poland
Priority	2 nd priority in road construction
Brief description	Creation of a new 4-lane section in North Moravia
Main objectives	<ul style="list-style-type: none"> - To face current and future traffic flows; - To avoid crossing residential areas; - To remove serious bottlenecks; - To improve safety and life conditions of inhabitants of Běloutín.

Length	2,1 km			
Design features	4-lane expressway of category R22,5/100; 3 bridges, anti-noise barriers			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	13 100	9 700	3 400	15 – 20%
- Forecast (at project opening)	20 600	15 300	5 300	15 – 20%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 20,9	- Expenditures before ISPA Fin. Memor. : 0,1	- Cost after ISPA Fin. Memorandum 20,8
Rate of Return	Financial Rate of Return (with ISPA):		Economic Rate of return 7,8%
Environment	EIA completed in 03/1993. Costs for avoiding or reducing environmental impacts : 1,67 %		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	1996		
	EIA	03/1993		
	Tender documents		06/2000	09/2000
	Land acquisition		10/1998	06/2000
	Construction		03/2001	09/2003

Financial plan	ISPA % 75	Loan % 15	National budget % 10	Transport Fund % (10)
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II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor VI. - Part of the TINA road backbone network. - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	Improves the connection between Czech Republic and Poland by construction missing section of four lane expressway against nowadays two lane road through the village Běloutín. A new common border crossing bridge at Český Těšín was already completed according to international agreement. Expressway on the Polish side is mostly completed, the part at Packow region is under construction.

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of R48 shall increase the capacity of road connection between Czech Republic and Poland on the VI. corridor, traffic safety and protection of environment in village Běloutín.
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Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in North-eastern Moravia, region with high unemployment.
Government Commitment	The Government of Czech Republic in its Resolution No.631/1993 on development of motorways and expressways pronounced the agreement with the purpose to complete R48 expressway till 2005. In another Resolution from 1999, on development of traffic network in the Czech Republic till 2010, the Government including the mentioned expressway between national priorities.

Annex 5

The Czech Republic

National ISPA Strategy

- Transport Sector -

PROJECT SUMMARY SHEET

Expressway R48, section Dobrá - Tošanovice

I - Project and its ISPA eligibility

Itinerary	Expressway R48 : (Lipník) – Běloutín – Frýdek-Místek – State border with Poland
Priority	3 rd priority in road construction
Brief description	New four lane road of category R 22,5/100 in North Moravia
Main objectives	<ul style="list-style-type: none"> - To face current and future traffic flows - To avoid residential areas; the project uses the same corridor with railways - To improve safety

Length	6,880 km			
Design features	4-lane expressway of category R22,5/100;1 interchange, 12 bridge objects, 1 pedestrian underpass, 9 anti-noise barriers – length 1645 m			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	7 500	6 500	1 000	15%
- Forecast (at project opening)	13 200	11 800	1 400	20%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 28,1	- Expenditures before ISPA Fin. Memor. : 0,1	- Cost after ISPA Fin. Memorandum 28,0
Rate of Return	Financial Rate of Return (with ISPA):		Economic Rate of return 11%
Environment	EIA completed in 1999; Costs for avoiding or reducing environmental impacts : 3% of total costs.		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	03/1998		
	EIA	1999		
	Tender documents		09/2001	12/2001
	Land acquisition		01/2000	10/2001
	Construction		04/2002	10/2004

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	-	25	(25)

II – Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor VI. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	Improves the connection between Czech Republic and Poland by construction of four lane expressway missing section, against nowadays two lane road through the villages. The new border crossing bridge at Český Těšín was already completed according to international agreement. Expressway on the Polish side is mostly completed, the part at Packow region is under construction.

III – Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of R48 shall increase the capacity of road connection between Czech Republic and Poland on the VI. corridor, traffic safety and protection of environment in town of Frýdek-Místek and village of Dobrá.
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Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in North-eastern Moravia, region with high unemployment.
Government Commitment	The Government of Czech Republic in its Resolution No.631/1993 on development of motorways and expressways pronounced the agreement with the purpose to complete R48 expressway till 2005. In another Resolution from 1999, on development of traffic network in the Czech Republic till 2010, the Government including the mentioned expressway between national priorities.

Annex 5

The Czech Republic

National ISPA Strategy

- Transport Sector -

PROJECT SUMMARY SHEET

Expressway R48, section Tošanovice - Žukov

I - Project and its ISPA eligibility

Itinerary	Expressway R48 : (Lipník)- Běloutín – Frýdek-Místek – State border with Poland
Priority	
Brief description	New road of category R 22,5/100 in North Moravia
Main objectives	<ul style="list-style-type: none"> - To face current and future traffic flows - To avoid crossing residential areas - To improve safety.

Length	7,850 km			
Design features	4-lane expressway of category R22,5/100; 7 bridges, 21 anti-noise barriers – length 7378 m			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	7 500	6 500	1 000	15
- Forecast (at project opening)	13 200	11 800	1 400	20

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 31,7	- Expenditures before ISPA Fin. Memor. : 0,1	- Cost after ISPA Fin. Memorandum 31,6
Rate of Return	Financial Rate of Return (with ISPA):		Economic Rate of return 10%
Environment	EIA completed in 1999; Costs for avoiding or reducing environmental impacts: 11% of total costs		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis	03/1998		
	EIA	1999		
	Tender documents		01/2003	06/2003
	Land acquisition		05/2000	03/2002
	Construction		04/2003	10/2005

Financial plan	ISPA % 75	Loan % -	National budget % 25	Transport Fund % (25)
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II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor VI. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	Improves the connection between Czech Republic and Poland by construction of four lane expressway missing section, against nowadays two lane road through the villages. The new common border bridge at Český Těšín was already completed according to international agreement. Expressway on the Polish side is mostly completed, the part at Packow region is under construction.

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of R48 shall increase the capacity of road connection between Czech Republic and Poland on the VI. corridor, traffic safety and protection of environment in town of Frýdek-Místek and village of Dobrá.
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Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in North-eastern Moravia, region with high unemployment.
Government Commitment	The Government of Czech Republic in its Resolution No.631/1993 on development of motorways and expressways pronounced the agreement with the purpose to complete R48 expressway till 2005. In another Resolution from 1999, on development of traffic network in the Czech Republic till 2010, the Government including the mentioned expressway between national priorities.

Annex 5

The Czech Republic

**National ISPA Strategy
- Transport Sector -**

<p>PROJECT SUMMARY SHEET</p> <p>Motorway D47 (including Expressway R48), section Lipník nad Bečvou - Běloutín</p>

I - Project and its ISPA eligibility

Itinerary	Motorway D47 Lipník – Běloutín, with the connection to Expressway R48 : Běloutín – Frýdek-Místek – State border Poland
Priority	
Brief description	Construction of a new section of 6-lane motorway (D34/120) in central Moravia.
Main objectives	- Connection of Brno and Olomouc region to Ostrava and Poland. - Transfer of traffic from road R47 on motorway

Length	15,4 km		
Design features	separated interchanges; 1 tunnel - length 50 m; 25 bridges from which 15 on motorway; 2 km of access roads; 9 transfers and adaptations of I.-III. classes roads; 8 230 m of anti-noise barriers; excavate 2 072 000 m ³ , fill 1 143 000 m ³ , total area of bridges 67 000 m ² .		
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles International traffic: in % of total

- Existing	23 700	18 000	5 700	15 - 20 %
- Forecast (at project opening)	27 400	20 000	7 400	15 - 20 %

Project Cost (net of taxes) in Meuro val.	Total Cost: 39,0	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA): 14,9 %	Economic Rate of return - with ISPA: 14,9 %	- without ISPA: 11 %
Environment	Issued positive standpoint by Ministry of Environment of CR according to the Czech EIA law from 1992. Costs on reduction of environment impact: - anti-noise barriers 4,8 MEUR - increase extent bridge objects 5,6 MEUR total 10,4 MEUR		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Final design	09/1999		
	EIA	07/1998		
	Tender documents		01/2002	10/2002
	Land acquisition		11/2001	09/2002
	Construction		04/2003	10/2006

Financial plan	ISPA % 75	Loan % -	National budget % 25	Transport Fund % (25)
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II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of the TEN Corridor VI. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	- The project constitutes a preparation for future motorway connection between Czech Republic and Poland

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan. The construction of that motorway increases capacity of road connection between Brno, Ostrava and Poland, traffic safety and environment protection in villages situated next to nowadays through road.
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Transport Policy of the Czech Republic	To achieve the capacity road connection between Brno and Ostrava is a specified priority of National Strategic Document for the ISPA–Transport Sector. Project shall enable the development of economic activities in region of Ostrava, where the unemployment is very high.
Government Commitment	The Government of Czech Republic in its Resolution No.631/1993 on development of motorways and expressways pronounced the agreement with the purpose to complete R48 expressway till 2005. In another Resolution from 1999, on development of traffic network in the Czech Republic till 2010, the Government including the mentioned expressway between national priorities.

Annex 5

The Czech Republic

National ISPA Strategy - Transport Sector -

<p>PROJECT SUMMARY SHEET</p> <p>Expressway R48, section Rychaltice – Frýdek-Místek</p>
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I - Project and its ISPA eligibility

Itinerary	Expressway R48 : (Lipník) – Bělotín – Frýdek-Místek – State border with Poland
Priority	
Brief description	Creation of a new 4-lanes section in North Moravia
Main objectives	Completion of 4-lanes road connection between Brno and Warsaw in the route of the VI. multimodal corridor, transfer of transit traffic from villages at existing road.

Length	7,5 km			
Design features	4-lane expressway of category R22,5/100			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	15 500	11 300	4 200	13
- Forecast (at project opening)	21 600	15 800	5 800	13

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 25,0	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return - with ISPA:	- without ISPA:
Environment	EIA is under way		
Cost benefit analyses will be launched in 2001			

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Feasibility study: economic, social and financial analysis		05/2001	08/2001
	EIA		1999	12/2000
	Tender documents		05/2004	10/2004
	Land acquisition		07/2003	04/2004
	Construction		03/2005	09/2007

Financial plan	ISPA % 60	Loan % -	National budget % 40	Transport Fund % (40)
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II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part TEN Corridor VI. - Part of the TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	Improves the connection between Czech Republic and Poland by construction of four lane expressway missing section, against nowadays two lane road through the villages. The new border crossing bridge at Český Těšín was already completed according to international agreement. Expressway on the Polish side is mostly completed, the part at Packow region is under construction.

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of R48 shall increase the capacity of road connection between Czech Republic and Poland on the VI. corridor, traffic safety and protection of environment in village Bělotín.
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Transport Policy of the Czech Republic	The project is included into priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in North-eastern Moravia, region with high unemployment.
Government Commitment	The Government of Czech Republic in its Resolution No.631/1993 on development of motorways and expressways pronounced the agreement with the purpose to complete R48 expressway till 2005. In another Resolution from 1999, on development of traffic network in the Czech Republic till 2010, the Government including the mentioned expressway between national priorities.

Annex 4

The Czech Republic
National ISPA Strategy
- Transport Sector -

ITINERARY SUMMARY SHEET

MOTORWAY D1

1. TEN Multimodal Corridor No VI - E-462

Motorway D1 – section Brno – Vyškov – Hulín – Lipník

2. Total length in km: 100

3. Present main technical characteristics: four lane motorway, category D27,5/120 km/h

4. Planed technical characteristics and time objective: continuous motorway connection between Brno – Vyškov – Hulín – Přerov – Lipník till 2010

5. June 2000 progress state:	length in km	cost net of taxes value Jan. 2000 in Meuro (*)	(part of co-financing) (IFI+CB**) (PHARE)	
Performed	33	49	()	()
Under works	-	-	()	()
Planned	67	579	()	()

TOTAL 100 628 () ()

* Working hypothesis: 1 Euro = 36 CZK

** IFI = International Financial Institutions (World Bank, EBRD...);CB = Commercial Bank

Annex 5

The Czech Republic
National ISPA Strategy
- Transport Sector -

PROJECT SUMMARY SHEET

Motorway D1, section Vyškov - Ivanovice

I - Project and its ISPA eligibility

Itinerary	Motorway D1 : (Prague) – Brno – Vyškov – Hulín - Lipník
Priority	
Brief description	Construction of a new motorway section
Main objectives	To face current and future traffic flows, To improve parameters of horizontal and vertical alignment of road, To avoid the crossing of residential areas - for improvement of the environment conditions and increase safety

Length	7,2 km			
Design features	separated interchanges, 12 bridges (7 on motorway, 5 transfers and adaptations of I.-III. classes roads), 3 sections of anti-noise barriers in the total length of 2 450m, 1 anti-noise embankment in the length of 790m, 1 motorway administration and maintenance unit			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	12 500	9 700	2 800	approx. 15%
- Forecast (at project opening)	20 100	15 600	4 500	approx. 15%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: 53,6	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return - with ISPA: - without ISPA:	
Environment	EIA: at Ministerial level; Mitigation measures: approx. 6 % of total costs		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Final design	1997		
	EIA		10/1999	11/2000
	Tender documents		10/2001	07/2002
	Land acquisition		12/1998	08/2001
	Construction		09/2002	10/2005

Financial plan	ISPA % 75	Loan % =	National budget % 25	Transport Fund % (25)
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II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of TEN Corridor VI. - Part of TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - Improves the connection between Czech Republic and Poland - The border crossing bridge on the linked road R48 is already completed

III – Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of the Czech Republic National Development Plan. The construction of motorway increases capacity of road network and traffic safety, removes thoroughfares through villages in concern of environment protection.
Transport Policy of the Czech Republic	The increase capacity of the road connection between Brno and Ostrava, including connection to Poland, is specified in priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in region Zlín and Kroměříž.

Government Commitment	In its decision related to the development of motorways and expressways, the Government decided in 1993 to construct motorway D47 till 2005. Another Government's „resolution“, from 1999, concerning development of transport network till 2010, confirms the mentioned decision.
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Annex 5

The Czech Republic
National ISPA Strategy
- Transport Sector -

<p>PROJECT SUMMARY SHEET</p> <p>Motorway D1, section Ivanovice - Mořice</p>

I - Project and its ISPA eligibility

Itinerary	Motorway D1 : (Prague) – Brno – Vyškov – Hulín - Lipník
Priority	
Brief description	Construction of a new motorway section
Main objectives	To face current and future traffic flows, To improve parameters of horizontal and vertical alignment of road, To avoid the crossing of residential areas - for improvement of environment conditions and increase safety

Length	8,9 km			
Design features	separated interchange, 11 bridges from which 5 is on motorway (1 is viaduct in the length 270m), 6 transfers and adaptations of I.-III. classes roads, 3 anti-noise embankments in the total length of 1 870m			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	12 300	9 500	2 800	approx. 15%
- Forecast (at project opening)	19 800	15 300	4 500	approx. 15%

Project Cost (net of taxes) in Meuro val. Jan.2000	Total Cost: - Expenditures before ISPA Fin. Memor. : 43,5	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA):	Economic Rate of return - with ISPA: - without ISPA:
Environment	The pre-investment study HDM 4 is currently being prepared EIA: at Ministerial level; Mitigation measures: approx. 6 % of total costs	

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Final design	1997		
	EIA		10/1999	11/2000
	Tender documents		10/2002	07/2003
	Land acquisition		12/1998	08/2001
	Construction		01/2004	09/2007

Financial plan	ISPA %	Loan %	National budget %	Transport Fund %
	75	-	25	(25)

II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of TEN Corridor VI. - Part of TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - Improves road connection between Czech Republic and Poland - The border crossing bridge on the linked road R48 is already completed

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of the Czech Republic National Development Plan. The construction of motorway increases capacity of road network and traffic safety, removes thoroughfares through villages in concern of environment protection.
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Transport Policy of the Czech Republic	The increase of road capacity connections between Brno and Ostrava, including connection to Poland, is specified in priorities of National Strategic Document for the ISPA Programme – Transport Sector. The project enables the development of economical activities in region Zlín and Kroměříž.
Government Commitment	In its decision related to the development of motorways and expressways, the Government decided in 1993 to construct motorway D47 till 2005. Another „resolution“, from 1999, concerning development of transport network till 2010, confirms the mentioned decision.

Annex 4

The Czech Republic

National ISPA Strategy - Transport Sector -

ITINERARY SUMMARY SHEET

MOTORWAY D47

1. Prospective TEN Multimodal Corridor No VI - E-462

Motorway D47 section Bělotín – Ostrava – state border Poland

2. Total length in km: 65

3. Present main technical characteristics: four lane motorway in category D27,5/120 km/h, on the area of Ostrava six lane motorway in category D34/120km/h

4. Planed technical characteristics and time objective: the construction of continuous motorway connection of region Ostrava and prospectively Poland. Time of completion will depend on financial possibilities and ensuring the linking in Poland.

5. June 2000 progress state:	length in km	cost net of taxes value Jan. 2000 in Meuro (*)	(part of co-financing) (IFI+CB**) (PHARE)	
Performed	-	-	()	()
Under works	-	-	()	()
Planned	65	933	()	()
TOTAL	65	933	()	()

* Working hypothesis: 1 Euro = 36 CZK

** IFI = International Financial Institutions (World Bank, EBRD...); CB = Commercial Bank

Annex 5

The Czech Republic
National ISPA Strategy
- Transport Sector -

PROJECT SUMMARY SHEET

Motorway D47, section Vrbice - Antošovice

I - Project and its ISPA eligibility

Itinerary	Motorway D47 : Lipník – Ostrava – State border Poland
Priority	
Brief description	New section of 4-lane motorway (D28/120) in part of north Moravia, connecting to a future Polish motorway in direction of Katowice

Main objectives	To connect motorway D47 to existing border crossing in Bohumín; To improve motorway connection with Poland; To remove transit from urban and industrial part areas of Ostrava region.
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Length	6,3 km			
Design features	separated interchanges, 13 bridges (6 on motorway) with total area of 33 000 m ² , 3 transfers and adaptations of I.-III. classes roads, anti-noise barriers in the total length of 4 630 m, 1200 m of embankment under water, reversible motorway landing 27 400 m ²			
Traffics	- Road : total in AADT	- Road: light vehicles	- Road: heavy vehicles	International traffic: in % of total
- Existing	7 000	5 000	2 000	15 to 20 %
- Forecast (at project opening)	17 000	12 000	5 000	20 to 25 %

Project Cost (net of taxes) in Meuro val.	Total Cost: 39,0	- Expenditures before ISPA Fin. Memor. :	- Cost after ISPA Fin. Memorandum
Rate of Return	Financial Rate of Return (with ISPA): 14,9 %	Economic Rate of return - with ISPA: 14,9 %	- without ISPA: 11 %
Environment	Issued positive standpoint of Ministry of Environment accord. to EIA law Costs on reduction impact at living environment: - anti-noise barriers 2,4 MEUR - increase extent bridge 2,9 MEUR total 5,3 MEUR (i.e. 13,5 % of project costs)		

Implementation Time Scale	Procedure	Already achieved	Start date	Expected completion
	Final design	09/1999		
	EIA	07/1998		
	Tender documents		01/2003	10/2003
	Land acquisition		11/2001	09/2002
	Construction		04/2005	10/2008

Financial plan	ISPA % 75	Loan % -	National budget % 25	Transport Fund % (25)
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II - Compatibility with EU Transport Policy

TEN and TINA	<ul style="list-style-type: none"> - Part of TEN Corridor VI. - Part of TINA road backbone network - Coherence of infrastructure characteristics with technical standards defined by international agreement AGR.
Inter-connection with other countries network	<ul style="list-style-type: none"> - The project will constitute preparation for future motorway connection between Czech Republic and Poland

III - Conformity with Czech National and Sectorial Plan

Czech State Development Plan	The project is included in priorities of National Development Plan of the Czech Republic. The construction of motorway increases capacity of road connection between Brno and Ostrava, traffic safety and environment protection in villages situated next to nowadays road.
Transport Policy of the Czech Republic	National Strategic Document for ISPA- Transport Sector defines the necessity to improve capacity of road connection between Brno and Ostrava. The project shall enable the development of economical activities in region Ostrava where the unemployment is very high.
Government Commitment	In its decision related to the development of motorways and expressways, the Government decided in 1993 to construct motorway D47 till 2005. Another Government's „resolution“, from 1999, concerning development of transport network till 2010, confirms the mentioned decision.