

Scoping decision for the SEA of the 2nd Transport Sector Strategy (2TSS) issued by the MOE.

1. Evaluate whether the 2TSS in accordance with relevant regional and national concepts, in particular the concepts of nature and landscape protection (eg, National Environmental Policy, National Biodiversity Strategy of the Czech Republic, the National Programme for the Protection of Nature and Landscape Strategy for Sustainable Development, Plan of Waste Management, water management concepts basin district plans, waste management plans, programs to reduce emissions).
2. Evaluate whether 2TSS takes into account of objectives and measures of the long-term program of improving the health status of the population of the Czech Republic - Health for All in the 21st century.
3. Assess 2TSS in terms of impacts on public health within the meaning of Annex 9 of the Act, focusing mainly on the issues of noise, vibration and chemical contaminants in the air. Prefer long term solution sites with high noise and air pollution load.
4. Evaluate whether and how 2TSS solve any proposal for compensatory measures to eliminate the negative effects of noise, vibration and air pollution from traffic in residential areas where it will not be a negative impact of these factors in traffic on residential areas excluded.
5. In case of negative or neutral impacts of the proposed measures, transport infrastructure, air quality principles and propose changes to objectives of the strategy or the way elaboration Policy so that any negative impact of the scheme on air quality are minimized, and to create the conditions for a gradual reduction of emissions from transport.
6. In areas with poor air quality consistently preferred primarily a transport corridors (or lines), which turn out transit traffic from town centers and villages (bypasses, relocation).
7. Furthermore, we want to evaluate the alternatives proposed corridors (or routes) for those sections of the transport infrastructure, where the proposed project is still no corridor, which is currently approved by the Government or land stabilized in the applicable policies of territorial development, and also in this section, there is no route for which it was given a favorable opinion of EIA.
8. Evaluate whether and how 2TSS promotes environmentally friendly modes of transport, ie rail, combined, public passenger transport, cycling etc.
9. Assess whether a multi-criteria analysis, proposed in 2TSS for evaluating individual transport projects are adequately represented by the criteria of environmental and public health, and whether these criteria given sufficient weight. If not, use a different design and multi-criteria analysis, which takes into account adequately the criteria (with an emphasis on public health criteria and criteria for protection of nature and landscape).
10. Assess whether the implementation of 2TSS may affect specially protected areas, special protection areas, sites of Community importance, rare and protected species of plants, animals and fungi, TSES elements, objects of protection of Natura 2000, to evaluate the possible effect of the level of biodiversity and assess the degree of conflict infrastructure in protected areas at all levels.
11. Part of the assessment process require mapping into which they are currently projected transport infrastructure corridors and their conflicts with the interests of nature and landscape, while the desired plot should be obvious possible conflicts and problems that must be properly addressed and possibly comment.

12. To determine the conditions and limits for the proposed measures to ensure protection and elimination of negative impacts on nature and landscape, including sites of Natura 2000.
13. Assess the degree of influence 2TSS on increasing landscape fragmentation and loss of natural habitats.
14. In connection with the implementation of measures to assess the possible effects 2TSS on the agricultural land fund and land designated for forestry.
15. In connection with the implementation of measures to assess the potential impacts on the landscape, on significant landscape features, wildlife parks and aesthetic value of the landscape.
16. Assess whether and how 2TSS reflects heritage preservation and protection of the preserved cultural heritage (architectural and archaeological) and their attractiveness.
17. Due to the fact that some entities that have applied their observations in the screening procedure, assume 2TSS possible effects on the territory of neighboring States, it is necessary for the purposes of any assessment of transboundary impacts on the environment to assess this assumption, identify potential impacts, assess their level of significance and specify any affected territory outside the Czech Republic.
18. Based on the opinion of the government to supplement and update the concept evaluation in terms of impacts on the environment and public health information on the current state of the environment.
19. Conclusion of the proceeding, and all statements which received by the MOE during the preliminary procedure should be answered in the 2TSS SEA report.

Since the relevant nature conservation bodies in its opinion pursuant to § 45i, paragraph 1 of Act No. 114/1992 Coll., On nature and landscape protection, as amended (hereinafter the "Act on the Protection of Nature and Landscape") did not exclude a possibility of a significant impact on the of Conservation and bird territories, the evaluation of the consequences of 2TSS on Conservation and bird territories under § § 45h and 45i of the Act on the protection of nature and landscape is required.

In order to give a clear opinion as to whether the concept, or any further specified projects in the plan, will have a significant negative impact on the significant European locations and bird area, it is also necessary to take into account in this evaluation particularly relevant comments of the competent authorities.

In cases where alternative solutions are evaluated, we require putting clear statement as to whether the individual alternatives are admissible or inadmissible, or could be conditionally permitted.

We further require to determine the order (priority) of the options in terms of impacts on the environment and public health, including for individual alternatives permitted and under what conditions, including the design and assessment of measures to prevent adverse effects or their elimination, reduction, mitigation or compensation. Opinion may differ for the various options.