

Annex 12

Statement of the promoter of the strategy entitled Integrated Regional Operational Programme for 2014–2020 pursuant to Directive 2001/42/EC of the European Parliament and of the Council on the assessment of the effects of certain plans and programmes on the environment

The Declaration covers aspects of the assessment of the impact of the Integrated Regional Operational Programme ("Operational Programme" or "Strategy") on the environment and public health pursuant to Act no. 100/2001 Sb., on the assessment of environmental impacts, as amended, as well as requirements of Directive no. 2001/42/EC of the European Parliament and of the Council, the SEA Directive, and the requirements of the Protocol on Strategic Environmental Assessment to the Convention on Environmental Impact Assessment in a Transboundary Context (Espoo Convention).

The Declaration reflects the text of the programming document of the Operational Programme for final approval. Based on EC comments regarding the Operational Programme and formal negotiations, changes were made to the programming document of the Operational Programme, which do not affect the approval of the Ministry of Environment to draft Integrated Regional Operational Programme 2014–2020, issued on 30 June 2014 under ref. no. 45327/ENV/14.

Manner to incorporate the recommendations of the SEA procedure in the Operational Programme

The key method to incorporate the recommendation of the SEA procedure into the Operational Programme was the close cooperation between the SEA working team and the Operational Programme promoter with the ex-ante evaluator.

Recommendations of the SEA team concerning working versions of the Operational Programme were gradually incorporated into the Operational Programme. By analogy, the Operational Programme was changed to include the recommendations arising from public hearings, whether through formalized steps (using the Conclusion of the preliminary procedure after consulting the Announcement of the OP) or by continuously respecting the recommendations of the SEA team.

Regarding the recommendations arising from the late stages of the SEA process (public hearing on the Operational Programme and its evaluation, opinion of the competent authority, etc.), the comments and recommendations are dealt with on the basis of the recommendations of the SEA team within the framework of the Operational Programme, which was submitted to the Government and approved on 9 July 2014 in Government Resolution No. 555/2014. These recommendations relate to the incorporation of comments and recommendations arising from the discussions and hearings on the Operational Programme and the Operational Programme fully respects them.

The settlement of the terms of the SEA Opinion issued by the MoE to ensure minimizing the negative impacts of the implementation of the Integrated Regional Operational Programme on the environment and public health

Section (a) – the incorporation of environmental aspects (according to the conditions of the SEA Opinion) into IROP Programming Document

Condition from the Opinion of the Ministry of the Environment	Reflecting the conditions resulting from the MoE Opinion in IROP 2014–2020
Part A. Conditions of the approval of the Ministry of the Environment	
1. As part of further preparation of IROP, the following proposal for measures to prevent and mitigate the potential negative impacts in terms of nature and landscape protection and	

public health protection will be respected and taken into account.	
Concerning Specific Objective 1.1:	
(a) For new buildings, the support is conditional on clearly demonstrated need. Prefer the use of existing (modernized) roads to the construction of entirely new ones.	The text of the PD IROP respects this condition. The need for new construction and preference for existing (modernized) roads is mainly expressed by determining the priority regional road network, i.e. sections where individual projects will receive support. Preference for reconstruction and modernization to the construction of new roads can be documented on indicator settings. It is expected that SO 1.1 will support the reconstruction and modernization of 729 km of roads, with the expected construction of new roads in the length of 146 km, including the construction of bypasses around cities.
(b) Selecting routes and design with respect to the environmental functions of the landscape and biodiversity.	The fulfilment of the condition will be ensured through the requirements for the project application and reviewed as part of project acceptability. Road sections where SO 1.1 projects will be implemented will in most cases kept on the routes of existing roads. In the event of significant changes (especially concerning bypasses around cities), respect for biodiversity and ecological functions of the landscape will be subject to consideration in EIA processes and procedures under the Building Act.
(c) apply effective mitigation and compensation measures to minimize negative impacts on nature and landscape for new and existing reconstructed roads and, where necessary, for connecting roads where the project will increase traffic.	In accordance with relevant legislation, the requirements for mitigation and compensation measures will be applied in proceedings under the Building Act. The condition requiring the applicant to justify how the traffic will be compensated, will be part of the requirements in the rules for applicants and beneficiaries.
(d) Ensure the existing legislative protection of the population against traffic noise as a prerequisite for programmes and projects.	Each project must meet the requirements of applicable legislation in terms of the environment, especially Act no. 100/2001 Sb., on the assessment of environmental impacts, as amended, and Act no. 114/1992 Sb., on nature and landscape protection, as amended. Application of and compliance with legislation relating to the protection of the population against excessive noise will be, identically to other environmental requirements, explicitly required in the rules for applicants and beneficiaries.
(e) The implementation of IROP will prefer projects that will lead to routing traffic from densely populated areas (bypasses), increase the flow of road traffic and encourage alternative modes of transport to the road freight	Preference for projects addressing bypasses of cities is based on criteria which were used to select priority regional road network. The criteria preferring the routing of traffic away from densely populated places form the basis for regional strategic documents in the transport sector. The

and individual passenger transport in order to reduce pollutant emissions from transport. Ensure expedite preparation of these projects.	contribution of completed projects to reduce emissions of pollutants will be subject to evaluation.
(f) Route choice and design to be implemented with regard to the quality of air in the area. The contribution of the project to improving air quality in relevant areas to be included among the criteria for assessing the necessity of the project.	The condition will be applied in the requirements for the documentation of project application, or for project evaluation in the Rules for applicants and beneficiaries. Assessing the necessity of the project is part of the acceptance criteria of the project, and the evaluators will assess, among other things, its contribution to improving air quality.
(g) During the construction of bypasses, to assess the contribution of individual projects to reducing emissions, particularly of primary particles and precursors of secondary particles in populated areas.	The conditions include the obligation to submit information which will be used to evaluate the contribution of the project to reducing emissions, to be applied in the requirements for project applications, or project evaluation in the rules for applicants and beneficiaries. In the case of projects aimed at city bypasses, the requirement to evaluate the contribution to the reduction of primary particles and precursors of secondary particles in populated areas will be specified in the call. The contribution of completed projects to reduce emissions of pollutants will be subject to evaluation.
(h) The selection of individual projects within IROP will be in accordance with the objectives of programmes, which focus on improving air quality and which are prepared in accordance with Act no. 201/2012 Sb., on air protection, as amended, and are part of the Medium-Term Strategy 2020 to improve air quality in Czech republic.	The measures to reduce emissions and improve air quality, reduce the impact of transport, as specified in Chapter 16.2 "Catalogue of type measures" of the Medium-Term Strategy 2020 to improve air quality include the following measures with a direct link to SO 1.1: AB2 "Bypasses of cities and municipalities", AB 3 "Removing point problems in the communications network," AB15 "Improving the traffic flow in the intra-urban area", AB16 "Cleaning and maintenance of roads" and AB17 "Limiting dust emissions by planting line greenery". These measures are included in the criteria for the selection of priority regional road network in SO 1.1 or they are directly defined in the PD IROP.
(i) Compensate the effect of territorial development, in particular the connection of larger development areas, compensatory measures in regional programmes to improve air quality. Compensatory measures should be designed on the basis of a model study evaluating the target air quality in the region after a full area development in the future (expert estimation of future activities and	The condition goes beyond the scope of IROP. If the implementation of projects in SO 1.1 leads to a significant expansion of development areas (mainly industrial areas), the MA will evaluate such effects, such an evaluation to be provided for under TA IROP.

associated emissions) and after reaching maximum traffic intensity (based on the design capacity of the planned roads).	
Concerning Specific Objective 1.2:	
(a) Locate multimodal terminals and a parking lots with regard to natural and landscape values.	In assessing the project applications examiners will verify compliance with the appropriate land-use planning documentation.
(b) Place and build bicycle paths with considerations to nature and the landscape, considering the necessity and implementation of optimal route and the design of the bicycle path (width, surface and other parameters).	Within the rules for applicants and beneficiaries, 3E principles – economy, efficiency and effectiveness will be adequately applied to the assessment of bicycle path projects.
(c) Apply effective mitigation and compensation measures to minimize negative impacts on nature and landscape.	The condition will be applied in the requirements for the documentation of project application, or for project evaluation in the Rules for applicants and beneficiaries under the specific objective. If elimination is not possible, there must always be an effort to mitigate the impact – in these cases, statutory options are and will be used.
(d) Implement measures preferentially in areas with poor air quality (expressed by exceeded pollution limits).	The condition will be applied in the requirements for the documentation of project application, or for project evaluation in the Rules for applicants and beneficiaries under the specific objective. Preference for the localization of the project in the area with poor air quality expressed as exceeded pollution limits according to the Medium-Term Strategy 2020 to improve air quality will be part of project evaluation.
Concerning Specific Objective 2.2:	
(a) Provide assistance only in the event that the Czech Republic meets the condition of defined social housing, including sanitary and other standards of such housing.	The condition was included in the PD IROP as a specific acceptability criterion "The project complies with the Social Inclusion Strategy 2014–2020 and the National Strategy for the Development of Social Services 2014–2020". The parameters of social housing in IROP are listed in the description of SO 2.1.
Concerning Specific Objective 2.5:	
(a) In the implementation of projects concerning the improvement of energy performance of buildings, to examine the occurrence of protected animals; in the case of positive outcome, insulated envelopes outside the nesting period.	The requirement was incorporated into the PD IROP in the form of project acceptance criteria "Consideration of the needs of wild animals based in settlements when improving the energy performance of buildings (insulation, replacement of doors and windows)".

(b) In the implementation of projects, adjust vents allowing nesting or install nesting boxes etc. (even without direct current confirmation of the presence of birds).	The requirement was incorporated into the PD IROP in the form of project acceptance criteria "Consideration of the needs of wild animals based in settlements when improving the energy performance of buildings (insulation, replacement of doors and windows)".
(c) Due to the potential increase in emissions, exclude support for projects concerning the replacement of combustion sources using liquid and gaseous fuels for combustion plants using solid fuels. In the case of combustion sources using solid fuels with a thermal power of up to 300 kW, provide support only to those that meet at least the 4th emission class, or, in the case of sufficient market availability, the 5th emission class, in accordance with ČSN EN 303-5, and in the case of combustion sources with a thermal input of more than 300 kW, provide support only to those that meet the emission limits applicable from 1 January 2018.	The projects must comply with environmental standards and EU legislation (e.g. Directive no. 2009/125/EC of the European Parliament and of the Council establishing a framework for the setting of ecodesign requirements for energy-related products).
2. The Strategy promoter will ensure overall coordination of the monitoring system of IROP impacts on the environment, i.e. in particular the following steps and activities:	
(a) environmental indicators proposed under the SEA (see Chapter 9) to be integrated into the overall system of monitoring of IROP's impact on the environment;	The condition is respected in the PD IROP. Environmental indicators proposed in Chapter 9 of the SEA documentation were included in the PD IROP except two – an indicator of "removal from agricultural land fund", which is marginal given the nature of supported activities under IROP, and the "generation of electricity from renewable energy sources", because in the case of support for energy savings in residential buildings, support for replacing a heat source with a source enabling cogeneration is used very rarely.
(b) periodically evaluate the results of monitoring (in relation to other methods of interim evaluation during the implementation of the programme);	The requirement for regular evaluation of monitoring will be provided in the Operational Manual IROP and in evaluation plans at the level of the Partnership Agreement and at the level of the Operational Programme.
(c) regularly publish monitoring results;	The requirement for the frequency and form of the regular publication of monitoring results will be provided in the Operational Manual IROP.
(d) the established environmental criteria for project selection (see Chapter 11 of the SEA) to be used as	All SO have the following mandatory acceptability criterion: The project does not negatively influence any of the IROP's horizontal priorities (sustainable

<p>criteria for the evaluation and selection of relevant projects submitted under IROP;</p>	<p>development, equal opportunities and non-discrimination, gender equality).</p> <p>The condition will be also applied in project evaluation in the Rules for applicants and beneficiaries. Chapter 11 of the SEA contains the following guiding questions that will be used for project evaluation in calls, if appropriate.</p> <table border="1" data-bbox="735 510 1390 1608"> <thead> <tr> <th data-bbox="735 510 943 607">Theme: Environment</th><th data-bbox="943 510 1390 607">Proposed guiding environmental questions</th></tr> </thead> <tbody> <tr> <td data-bbox="735 607 943 741">Climate</td><td data-bbox="943 607 1390 741"> <ul style="list-style-type: none"> • Will the project contribute to reducing greenhouse gas emissions? </td></tr> <tr> <td data-bbox="735 741 943 875">Soil and rock environment</td><td data-bbox="943 741 1390 875"> <ul style="list-style-type: none"> • Does the project require removal from the agricultural land fund? </td></tr> <tr> <td data-bbox="735 875 943 1473">Energy and RES use</td><td data-bbox="943 875 1390 1473"> <ul style="list-style-type: none"> • Will the project contribute to increased heat production from renewable sources? • Will the project contribute to increased electricity production from renewable sources? • Will the project contribute to a reduction in final energy consumption of the supported entities? • Will the number of households with improved energy consumption classification increase? </td></tr> <tr> <td data-bbox="735 1473 943 1608">Transport</td><td data-bbox="943 1473 1390 1608"> <ul style="list-style-type: none"> • Will the number of passengers transported by public transport increase? </td></tr> </tbody> </table>	Theme: Environment	Proposed guiding environmental questions	Climate	<ul style="list-style-type: none"> • Will the project contribute to reducing greenhouse gas emissions? 	Soil and rock environment	<ul style="list-style-type: none"> • Does the project require removal from the agricultural land fund? 	Energy and RES use	<ul style="list-style-type: none"> • Will the project contribute to increased heat production from renewable sources? • Will the project contribute to increased electricity production from renewable sources? • Will the project contribute to a reduction in final energy consumption of the supported entities? • Will the number of households with improved energy consumption classification increase? 	Transport	<ul style="list-style-type: none"> • Will the number of passengers transported by public transport increase?
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<p>(e) ensure sufficient professional and personnel capacities for environmental area and the IROP implementation structure framework, i.e. especially for the evaluation and selection of projects.</p>	<p>This condition will be provided in the OM IROP, under Human Resources.</p>										
<p>3. The promoter of the Strategy will publish on its website the settlement of all received comments and observations, both concerning the draft Strategy as well as its evaluation.</p>											
<p>The settlement can be found at: http://www.strukturalni-fondy.cz/getmedia/c1a1a9c5-739a-4a71-a2ca-bf5b6d30f7ec/Vyporadani-doslych-pripominek-k-navrhu-koncepcie-IROP.pdf</p>											

Part B. Conditions of the approval in terms of the impacts on Natura 2000:	
1. The basic measure to eliminate the negative effects, which is mentioned in the PD IROP, is the application of the principle of sustainable development (Chapter 11.1). It directly specifies the obligation of applicants to prove that the project has no adverse effects on SCI and SPA by acting pursuant to the law. Compliance with this measure is an essential condition for the exclusion of significant adverse effects of IROP.	
2. Furthermore, the following measures are proposed to avoid and mitigate potential negative impacts:	
Road transport	
(a) Prefer the use of existing (modernized) roads to the construction of new ones.	The text of the PD IROP respects this condition. The need for new construction and preference for existing (modernized) roads is mainly expressed by determining the priority regional road network, i.e. sections where individual projects will receive support. Preference for reconstruction and modernization to the construction of new roads can be documented on indicator settings. It is expected that SO 1.1 will support the reconstruction and modernization of 729 km of roads, with the expected construction of new roads in the length of 146 km, including the construction of bypasses around cities.
(b) New roads in SCI or SPA, only if necessity is clearly proven, in the absence of other solutions (including the transfer of part of traffic to rail), planning with regard to the occurrence and environmental requirements of the protected element and subject to statutory conditions.	The fulfilment of the condition will be ensured through the requirements for the project application and reviewed as part of project acceptability. Road sections where SO 1.1 projects will be implemented will in most cases kept on the routes of existing roads. In the event of significant changes (especially concerning bypasses around cities), respect for biodiversity and ecological functions of the landscape will be subject to consideration in EIA processes and procedures under the Building Act.
(c) Consistent implementation of mitigation measures in the planning, implementation and operation of roads (e.g. the choice of the ideal route and technical solutions to minimize impacts during the construction, measures for the migration of animals, accompanying greenery, elimination of invasive species, protection of the surrounding habitat and water regime, etc. according to specific situation).	Requirements for the way mitigation measures will be included in the rules for applicants and beneficiaries of SO 1.1 if the project falls on a NATURA site.
(d) In the case of induced increase in	In accordance with relevant legislation, the

traffic on other roads in SCI or SPA and in their vicinity, it is necessary to implement mitigation measures also on these roads, even though the project does not directly concern them.	requirements for mitigation and compensation measures will be applied in proceedings under the Building Act. The condition that the project application promoter shows how increased traffic on connecting roads (if the project leads to increased traffic) will be compensated will be part of the requirements in the rules for applicants and beneficiaries.
Bicycle paths	
(e) In SCI and SPA and in their vicinity, when planning bicycle paths it is necessary to choose a route having regard to the presence and environmental needs of protected elements. Furthermore, the design should be considered, it will often be advisable to choose a different design of the bicycle path than one with a blacktop.	In the event that the proposed project intervenes in NATURA or bird area or in their vicinity, the applicant must justify in the project application the technical solution reflecting this fact.
Visitor infrastructure	
(f) The visitor infrastructure in SCI and SPA must be located with respect to the protected element. It should not only aim to provide the necessary services to visitors, but also their guidance on the protection of the area.	Visitor infrastructure in IROP SO 3.1 is limited to listed sites, the most important museums and regional libraries. Revitalization of the above heritage sites is not foreseen in the SPAs or Natura 2000 sites.
(g) Locations that are already burdened with high visitor traffic or where visitor traffic would cause severe damage to the protected element should be targeted by projects that would ultimately lead to a significant increase in the anthropogenic burden on the area. The presentation of the natural heritage should rather focus on the less-visited locations.	The requirements for the project, or the acceptability criteria, will include submitting a plan of providing access to supported groups of sites. Presentation of the natural heritage is not a supported activity under SO 3.1.
Part C. Recommendations	
Air	
(a) Concerning measures under the Specific Objective 2.5, exclude support for projects concerning replacement of combustion sources using liquid fuel for combustion sources using biomass due to a possible increase in emissions. In the case of biomass combustion sources with a thermal input of up to 300 kW, support only those that meet	The projects must comply with environmental standards and EU legislation (e.g. Directive no. 2009/125/EC of the European Parliament and of the Council establishing a framework for the setting of ecodesign requirements for energy-related products).

the 5th emission class in accordance with ČSN EN 303-5.	
Soil and rock environment	
(b) In fulfilling Specific Objectives 1.1 and 1.2, give priority to projects concerning reconstruction and modernization without new occupation of land.	The text of the PD IROP respects this condition. To be specified in the conditions of the call. The need for new construction and preference for existing (modernized) roads is mainly expressed by determining the priority regional road network, i.e. sections where individual projects will receive support. Preference for reconstruction and modernization to the construction of new roads can be documented on indicator settings. It is expected that SO 1.1 will support the reconstruction and modernization of 729 km of roads, with the construction of 146 km of new roads, including the construction of bypasses around cities.
Cultural monuments	
c) As part of the implementation of Specific Objectives 1.1 and 1.2, ensure that the selection of options and technical design of structures will be appropriate to the local context and take into account the need to prevent negative impacts on the conservation zones, cultural landscape or specific listed buildings (it can be also achieved in the normal processes of land-use planning, project preparation or EIA).	Each project implemented in IROP must comply with the current legislation, which are subsequently reflected in the requirements for documentation of the project application, or the evaluation of the project in the rules for applicants and beneficiaries.
(d) In the Specific Objectives 2.5 and 4.1 ensure in the implementation adequate methodological support for the project planning of investments, both for the applicant/investor, and for institutions of cultural heritage protection providing opinion on projects in building or other proceedings. It is important that the parties concerned have timely information about possible restrictions and permitted technical solutions, e.g. with respect to specific categories according to the degree of nature and monument protection.	The text of the programming document reflects the fact that the achievement of parametric values of energy performance only of altered elements will be permitted only on listed buildings, not for the entire building. MA IROP together with the MA OP ENV and OP EIC or the relevant departments of the MIT responsible for energy savings, as well as with the New Green Savings programme are preparing a common portal, whose purpose is to provide methodological support in general. Specificities of monument protection will be taken into account on the portal.
Public health	
(E) In the implementation of Specific Objective 1.2, consider the economic sustainability and availability of sustainable forms of transport in terms	Reflections on the economic sustainability and availability of sustainable forms of transport in terms of family budgets, also looking at the social status of the population, are part of the upcoming

of family budget, also looking at the social status of the population. Furthermore, ensure protection against noise.	strategic documents required for support under SO 1.2. These requirements must be reflected in the preparation of mandatory annexes of the project in SO 1.2 – Sustainable Urban Mobility Plan, or Strategic Framework for Urban Mobility and Project Card of Compliance with the Principles of Sustainable Mobility;
(f) In the Specific Objective 1.3, support technical infrastructure where projects will be supported by adequate human resources in accordance with crisis plans.	The condition was included in the PD IROP under the specific acceptance criterion in SO 1.3, which requires that the supported project is in accordance with the relevant comprehensive strategic document that addresses not only the technical side of the issue, but also human resource issues. The documents are entitled "Ensuring robustness and the availability of basic IRS units – Police of the Czech Republic and Fire Rescue Service of the Czech Republic (including voluntary FRS) in the territory, with an emphasis on adaptation to climate change and to new risks in the period 2014–2020", or "Ensuring the robustness and the equipment of the basic IRS units – regional emergency medical services in the territory, with an emphasis on adaptation to climate change and to new risks in the period 2014–2020".
(g) In the implementation of the Specific Objective 2.5, maintain or reduce housing prices by reducing energy costs.	The supported extent of energy savings lead to significant reductions in spending on energy in the consumer basket of users in supported residential buildings.
(h) Support projects within Specific Objective 4.1 in compliance with the approved national or regional strategies and use information and evaluation criteria contained in the strategies.	The condition is fulfilled through the requirements of the Guidance for the use of integrated tools in the programming period 2014–2020, which explicitly includes these requirements for community-led local development (CLLD). Compliance with the respective national strategies is used in the relevant specific objectives of IROP, including SO 4.1, which is substantively linked to the SO 1.2, 1.3, 2.1, 2.2, 2.3, 2.4, 3.1 and 3.3.
Horizontal measures to improve the overall impact of IROP on the environment, public health and sustainable development.	
(i) environmental indicators proposed under the SEA to monitor the effects of implementation of IROP; for the purposes of proper monitoring of the effects of IROP implementation on all environmental components, we recommend expansion to include the following environmental indicators: - Reducing emissions of primary particles and secondary particle	Environmental indicator "Reducing emissions of primary particles and secondary particle precursors" is part of the PD IROP. In IROP, line elements that will affect the degree of landscape fragmentation only include new roads built under SO 1.1. Due to their low share (expected length of 146 km compared with 729 km of reconstructed roads, where there is no risk of further fragmentation), the second indicator was not included in the PD IROP.

precursors (tonne/year) - “The degree of landscape fragmentation by implementing line projects (km2)”;	
(j) Given that support for the acquisition and application of land-use development documents within the Specific Objective 3.2, which was excluded from IROP at the request of the European Commission (EC) is one of the necessary tools and documents to ensure sustainable development, we propose that the Managing Authority negotiates re-inclusion of this Specific Objective into IROP in formal negotiations with the EC.	The current text of the PD IROP contains SO 3.3 Support for the acquisition and implementation of land-use development documents, aimed at supporting land-use plans, regulatory plans and regional studies.
(a) Target IROP support on tools and approaches that describe the quality of planning and local sustainable development (e.g. Local Agenda 21, local action groups, the application of sustainability indicators at the local level, etc.).	IROP contains 4th priority axis Community-Led Local Development, which is aimed at supporting local action groups.
(l) Within IROP implementation, ensure compliance of individual projects with existing strategies and land-use plans at the local level.	The requirement is explicitly included in the general principles for the use of IROP support, or in the acceptance criteria for each specific objective, where compliance with the appropriate strategy is checked, e.g. in the case of SO 1.3 with the Climate Change Adaptation Strategy in the Czech Republic.

Section (b) how the environmental report prepared pursuant to Article 5 of the SEA Directive, taken into consideration when approving the PD IROP

The results of the SEA have been included in the SEA Opinion. The way the SEA conditions were reflected in the final version of the document is described in paragraph (a) of this Declaration.

Section (c) how were the observations under Article 6 of the SEA Directive taken into account in the approval of the PD IROP

Announcement of the IROP Strategy prepared within the scope of Annex 7 to Act no. 100/2001 Sb., on the assessment of environmental impacts, as amended, was published on 28 November 2013. Preliminary procedure conducted by the Department of environmental impact assessment and integrated prevention of the MoE was completed on 31 December 2013 by publishing a conclusion ref. no. 94085/ENV/13.

The work on the actual assessment of IROP impacts on the environment and public health (the “assessment”) took place between October 2013 and April 2014. The proposed Strategy

including the evaluation prepared under Annex 9 to the EIA Act was submitted to the MOE on 7 May 2014. The submitted evaluation included all requirements in accordance with the above Annex, and therefore the draft Strategy including the assessment could be sent for publication on 9 May 2014. On 16 May 2014, the draft Strategy including the assessment was published in accordance with Section 16 of the EIA Act on the notice board of the last region concerned. Public hearing, including an evaluation was held on 9 June 2014 at the Ministry of Regional Development, Staroměstské náměstí 6, Praha 1. Minutes of the public hearing were delivered to the MoE on 16 June 2014.

The assessment of the environmental impacts has been carried out in accordance with the EIA Act and prepared within the scope of Annex 9 to this Act.

The IROP assessment according to Section 45i of Act no. 114/1992 Sb., on nature and landscape protection, as amended, and in terms of the impact on Sites of Community Importance (SCIs) and Special Conservation Areas and the status of their conservation from these respects in accordance with Section 45h of Act no. 114/1992 Sb., on nature and landscape protection, as amended.

Section (d) how the results of consultations under Article 7 were taken into account during the approval of the PD IROP

Cross-border projects will not be subject to IROP support, because they will receive the support of the Operational Programmes of Cross-Border Cooperation, and the support areas from individual operational programmes cannot overlap. Cross-border impacts do not follow from PD IROP; it depends on specific projects, which, however, are not included under the Strategy, so it is not possible to evaluate them in this context and their impacts must be addressed at other levels (for example, land-use planning documentation, project level). Transboundary impacts can be considered unlikely.

Section (e) Reasons for choosing the programming document as it was adopted, with regard to other reasonable alternatives that were discussed

Integrated Regional Operational Programme was, by definition, presented as a single-option document.

In Prague, on 15 May 2015