

7/23

THE CONSTRUCTION OF D4 IS OVER HALFWAY



Dear readers,

I am pleased that after two intensive years of the D4 highway construction, we have crossed the imaginary halfway point of the project, and this not only in time but also in finished works. At the end of June, it was at almost 53 %. This excellent result was mainly due to exemplary teamwork, great commitment of all involved parties and a well-prepared project. A real partnership of the public and private sector in action.

The Minister of Transport Martin Kupka personally saw how the project is progressing during his on-site inspection. Together with the Minister, we also visited the village of Milín, which is being passed through by a large number of cars due to the closure of the 1/4 road.

Meanwhile, another, but also very important, part of our contract, the modernisation of the brownfield sections, i.e. the 16 km of D4 that are already in operation, remained a bit in the shadow of the construction of the new highway. Later this year we will have repaired almost 160,000 m² of the existing highway, reconstructed culverts and bridges and built new safety bays.

Not only during this modernisation, but throughout the entire project, we are taking nature into account as much as possible and placing emphasis on sustainability. Supporting circular economy and biodiversity is not just about large investments, but also smaller, more intimate projects. Such as the installation of 10 beehives at the start of the new D4 route. The D4 highway will have its own honey in autumn.

All that remains is to wish you a pleasant reading and a wonderful rest of the summer!

Christian Biegert, CEO of Via Salis

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THE CONSTRUCTION OF VIA SALIS HAS BEEN GOING ON FOR OVER TWO YEARS AND IS HALF FINISHED

At the end of May, two years have passed since the start of Via Salis and with the beginning of summer the construction has entered its second half in terms of financial work. By the end of this year, more than three quarters of the works will be completed.

Two years of construction also provided an opportunity for **Transport Minister Martin Kupka** to assess the status of the project. During an inspection visit to the D4, he was briefed on the progress of the construction by **Christian Biegert**, CEO of Via Salis, and **Martin Borovka**, CEO of the VINCI Construction CS Group, on behalf of the contractor DIVia stavební.

The progress of the construction was also witnessed on site by representatives of other stakeholders: **the French Ambassador Alexis Dutertre** and a representative of the Via Salis shareholder, **David Delgado Romero**, Partner and Director for Central and Eastern Europe of Meridiam.

„I am pleased that all work on the D4 is progressing as expected and the Via Salis project is proving the viability of the PPP model for financing similar infrastructure projects. For the state, a more prominent involvement of PPP in railway or highway constructions means the distribution of payments, including subsequent maintenance, over time. This is important at a time when we have less money available for highway construction from the European Union,” said Transport Minister Martin Kupka.

According to him, the PPP financing will be used for two sections of the D35 near Mohelnice, while feasibility studies are underway for two railway projects, a section of the IV railway corridor

from Ševětín to Nemanice and a part of the new connection to Prague airport.

„The D4 PPP project is the largest French investment in the Czech Republic in at least a decade, which is why we have long been interested in its progress,” said French Ambassador to the Czech Republic Alexis Dutertre. He added that, after the UK, France has the largest number of PPP projects in Europe. And when it comes to the construction of railway lines in the form of PPP, which is now also being considered in the Czech Republic, France even happens to be the European leader.



TECHNICAL EDUCATION AND A BIG DETOUR WERE DISCUSSED IN MILÍN



The creation of such a demanding infrastructural work as a highway is unthinkable without top, technically educated experts. At the same time, such a large-scale construction project cannot be done without temporary traffic restrictions. And it was these two topics that brought **Transport Minister Martin Kupka** and the **CEO of Via Salis** to the Central Bohemian town of Milín, one of the largest municipalities on the D4 route.

Both gentlemen came to the local primary school to promote interest in technical education. The minister briefly presented, among other things, the principles of the partnership between the state and the private sector, which are applied at D4. In addition, experts

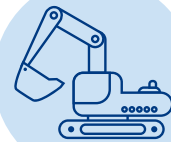
from Via Salis showed a short film about the D4 and presented information from the construction process and the subsequent stage of managing the entire road to around a hundred students.

Milín is currently one of the busiest municipalities in the Czech Republic. Due to the construction of the D4 highway, about 15,000 cars pass through the town in one day. The detour, which will last until the end of November, was the topic of a meeting between Martin Kupka, Christian Biegert, the mayor of Milín, Vladimír Voják, and other representatives of the town. They discussed measures to improve traffic safety in Milín during the detour, the construction of a roundabout in front of Milín on the way from Prague and the complete renovation of the village's passage after the completion of the D4.

„All work is proceeding according to schedule. So the deadline, according to which the detour through Milín will last until the end of November, will be respected. I also thanked the locals for the tolerance with which they bear the temporarily increased traffic load. Everyone on the construction site is doing their best to make the associated inconvenience for the citizens of Milín as short as possible,” added Martin Kupka after the meeting.



ROAD CONSTRUCTION IN SUMMER IS IN FULL SWING



The summer months are usually a busy season for construction companies. This is very evident on the construction of the D4 highway. Anyone passing through can see the new section of the highway growing right before their eyes. Construction is intensive along the entire 32 km long route. More than 1100 people and 600 machines are currently working on the D4. These numbers will, however, rise, depending on the work being carried out, to up to 1200 people.

Bridges are being built, extensive earthworks are underway, and in some places the first structural layers of the new roadway are already visible. The rock mass near Milín has already given way to the highway and work is underway to secure it. Preparatory works on the construction of the SSÚK (Communication Management and Maintenance Center) and two rest areas near the village of Krsice have been underway since spring, and construction began in May.

Such extensive construction work, where part of the highway body is being built in the route of the existing 1/4 or crossing it, will unfortunately not be without temporary traffic restrictions. The aim is to preserve the traffic service of the area as much as possible while ensuring a safe working environment for the employees



of the operating companies. For example, in June the road III/11818 connecting Milín with Pečičky and Smolotely was closed and road traffic was routed through the village of Milín. A bridge had to be removed at the site. From the 1st of June until the end of the construction season, the 1/4 road near Milín is also closed at the Kojetín rock massif, with traffic being routed through Milín. As the work progresses, the traffic arrangements change and therefore, more attention must be paid to the traffic at these sections.





AS PART OF THE MODERNIZATION, WE ARE REPAIRING OVER 150,000 M² OF OLD ROADWAYS

Via Salis is mainly mentioned in connection with the construction of the brand new D4 highway with a length of 32 kilometres between Háje and Mirovice, but a very important part of the project is also the modernization of already existing sections, which were put into operation between 2004 and 2017. „Heavy maintenance“, as we call the rehabilitation of tens of thousands of square metres of roadway, is already in full swing.

The first stage is currently underway, mainly involving the rehabilitation of the roadway in sections 7 (Mirovice – Třebkov, length 5.9 km) and 8 (Třebkov – Nová Hospoda, length 2.2 km). Prior to the actual start of the work, we carried out new surveys of the condition of the roads, which, together with traffic load forecasts over the concession period (25 years), were used to design the optimal reconstruction procedure. This is chosen with regard to maximum durability and minimization of the necessary additional maintenance (which would mean traffic restrictions) in the following years.

Modernization works include the removal of the top layer across the entire width of the roadway, the removal of the asphalt binder and base layer in the slow lane, the necessary adjustments

to discontinuous layers, the filling of cracks in all layers and a new filling of the central dividing strip. During the course of approximately 3 months, during the first stage of the operation, we will renew the roadway in the direction of Prague with an area of 77,000 m², which, among other things, requires the milling of approximately 20,000 m² asphalt layers and the subsequent preparation of the base and laying of approximately the same area tonnage of new asphalt mixture. As with all other activities on the D4, we are committed to sustainability - all milled material will be reused as much as possible and become part of the new asphalt mix.

The modernisation is not just about the roadway itself. At the same time, we will repair all drainage elements and culverts along the route. We will also carry out the necessary maintenance on all bridge structures, which will also receive a new surface treatment to extend their life. To improve safety, we will also upgrade the existing traffic information system and build new safety bays.

The route in the opposite direction to Strakonice and Písek will also undergo a very similar intervention. Here, 80,000 m² of roadway will be upgraded.



VIA SALIS OPERATIONS STRENGTHENS THE TEAM



For more than two years, **Via Salis Operations** has been part of our PPP project and its main mission is the management and maintenance of the D4 highway. So far, it has been working on existing, previously commissioned sections 16 kilometres long. However, when the D4 construction is completed in 2024, it will take responsibility for the entire 48 kilometres, for the duration of the 25-year concession.

The Via Salis Operations team is already significantly strengthening and recruiting new employees who will take care of the safe operation of Via Salis. Our main responsibilities include the continuous supervision of the operations and a rapid response to emergencies, summer and winter maintenance as well as the regular inspection and care for the entire infrastructure.

The company is therefore looking to add to its team:

- a maintenance operator
- a traffic monitoring operator
- a mobile patrol
- a mechanic
- an asset manager
- an IT manager
- an electrician
- a road supervisor
- a report assistant
- a finance assistant

The Via Salis Operation facility will be the Communication Management and Maintenance Center (SSÚK), which is already being built in close proximity to D4 at the Lety intersection.

If you are interested in becoming a member of the team that is taking care of the most modern highway in the Czech Republic, please send your CV to hr@viasalis-operations.cz





BEES HAVE TAKEN UP RESIDENCE IN A DOZEN HIVES ALONG THE HIGHWAY

At the exit from the D4 highway to Háje, we have placed 10 beehives. This project is still under construction and after its evaluation and the completion of the D4 in 2024, the beehives will be placed in other locations. The patron of the project was the singer Heidi Janků, who christened the hives together with the CEO of Via Salis Christian Biegert, the senator for the Příbram district Petr Štěpánek and Vladimír Vojáček, the mayor of Milín, where the hives are located.

The installation of the beehives is part of our ambitious environmental strategy to build and operate the D4 with maximum respect for nature. The ten beehives stand at the very beginning of the first section (Háje – Milín) of the 48 kilometres long future D4 highway. We are working on the installation together with the beekeeper David Zítek from the company Pražská včela. There are approximately 80,000 bees in one hive, making a total of 800,000 bees.

The bees fly and pollinate within a radius of about four kilometres from the hive, so the vegetation within this perimeter determines the final character of the honey. The more varied the plant composition, the richer the honey. The area around the site is largely surrounded by a forest, but there are also fields in the vicinity. It is therefore, to be expected that these two ecosystems will influence the taste of the Via Salis honey. David Zítek explains that transport emissions have no negative effect on honey. Bees are able to eliminate all pollutants during honey production. David Zítek revealed, that for a single gram of honey, a bee has to fly around seven thousand flowers and that one bee produces half a teaspoon of honey in its lifetime.

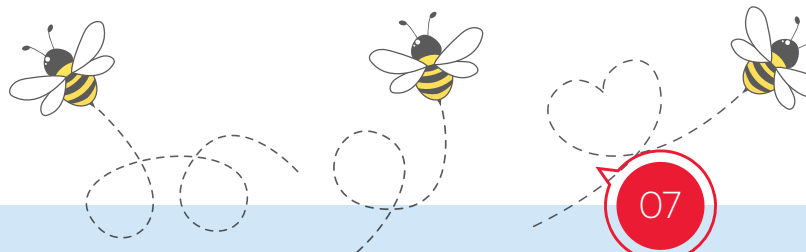
Via Salis' list of environmental plans for the emerging D4 highway includes, among others, reducing its carbon footprint, protecting

biodiversity, a commitment not to use pesticides, reducing water consumption and minimising waste. Biodiversity objectives also include the installation of beehives, insect hotels, the creation of a 'butterfly highway' and the planting of wild meadows near the highway.

The creation of bio-corridors for the safe passage of wildlife also falls within this objective. Together with the culverts under the highway, there will be 20 such crossings and underpasses when the entire highway section is operational in 2024. Amphibians will be protected during construction by 16 kilometres of special mobile barriers, which will later be replaced by fixed guiding walls.

Environmental care also includes the construction of retention tanks for rainwater and the fact that at two highway rest areas with petrol stations, fast-charging stations for electric vehicles will be built. The operation buildings on the D4 will be equipped with solar panels and will thus be partially self-sufficient.

The construction itself also focuses on circular economy and the reusing of the extracted materials to a maximum. Almost 100 % of the asphalt milled on D4 will be recycled. The soil that has been removed from the future route of the highway is used to cover the embankments and the cut, while the topsoil is used by farmers to increase the quality of their fields. For the construction of the underlying layers of the highway, aggregate is used mainly from local sources, which especially reduces the emissions that would result from long-distance transport.





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