1 The Czech Republic

1.1 Introduction

This Country Summary for the Czech Republic has been produced as part of the Task 5 of the ‘Ex Post Evaluation of Cohesion Policy Interventions 2000-2006 by the Cohesion Fund (including former ISPA)’. The objective of this task is to assess the contribution of the Cohesion Fund and ISPA during the period 2000-2006 to the development of the Trans-European Transport Network (TEN-T) and the pan-European Transport Corridors, in terms of network completion.

The purpose of this summary is to present data on the ISPA/Cohesion Fund projects completed in the Czech Republic, in relation to the national sections of the TEN-T network. Whilst there is a brief consideration of the contribution of these projects towards policy objectives, the detailed evaluation of the impact of ISPA/Cohesion Fund interventions within Member States is addressed in the Summary Report produced as part of this task.

1.2 Background Information

This section provides an overview of the transport situation in the Czech Republic during the period 2000 to 2006, including data on the existing national networks and the TEN-T.

Pan European Transport Corridors

Two Pan-European corridors cross the Czech Republic:

- Corridor IV Dresden/Nuremberg-Prague-Vienna-Bratislava-Györ-Budapest-Arad-Bucarest-Constanța/Craiova-Sofia-Thessaloniki/Plovdiv-Istanbul
- Corridor VI (North-South) Gdansk-Katowice-Žilina, with a Western branch Katowice-Brno

TEN-T Priority Projects

Of the 30 TEN-T priority projects established during the 2000 – 2006 programming period, three fall within the Czech Republic:

22. Railway axis Athens-Sofia-Budapest-Vienna-Prague-Nuremberg/Dresden
23. Railway axis Gdansk-Warsaw-Brno/Bratislava-Vienna

The pan-European Corridors, TEN-T network and priority projects are shown on Figure 1.
Road

At the time of the Czech Republic’s accession to the EU the road network suffered from a lack of investment resulting in the poor condition of many of the national roads, which were in need of significant investment to being them up to European standards\(^1\). As with many other accession countries, the road network within the Czech Republic was sufficiently dense, but the quality of the infrastructure was below standard in many areas. This situation was exacerbated by increasing volumes of traffic associated with passenger and freight movements, particularly along key road corridors. In addition, the motorway network within the Czech Republic was noted as being underdeveloped and did not connect all regions within the country\(^2\).

Table 1 contains information on the road network in the Czech Republic, including the extent of the TEN-T within the country. This information illustrates the growth of the road network, particularly in the context of the national motorways.

\[
\begin{array}{|c|c|c|c|}
\hline
\text{Road} & \text{Unit} & \text{2000} & \text{2008} \\
\hline
\text{Road Network Density} & \text{m/km}\(^2\) & 1,612.98 & 1,646.87 \\
\hline
\text{Length of Road Network} & \text{Km} & 127,209 & 129,882 \\
\hline
\text{Length of Motorways} & \text{Km} & 499.4 & 691 \\
\hline
\text{Length of TEN-T Network} & \text{Km} & 1,942 (2003)* & 1,988.6 \\
\hline
\end{array}
\]

\text{Source: Eurostat}  \quad \text{* 2003 - First available year for complete TEN-T network values}

Rear

The Czech Republic possessed an extensive rail network at the time of its accession to the EU, however the quality of the rail infrastructure was very low and the level of service poor, with missing links and limited operability on many parts of the network. Insufficient maintenance meant that it was difficult to keep railway lines open, and in some cases long-term closures were necessary, further reducing the competitiveness of rail transport, particularly for freight\(^3\).

\(2\) Study on Strategic Evaluation on Transport Investment Priorities under Structural and Cohesion funds – Country Report Czech Republic. ECORYS Nederland BV, November 2006
Table 2 contains data on the Czech rail network, including the extent of the TEN-T within the country. As can be seen, the total length of the national railways and TEN-T network has decreased between 2000 and 2008 associated with the rationalisation of the existing infrastructure, and the closure or re-designation of surplus rail lines.

### Table 2 – Rail Network

<table>
<thead>
<tr>
<th>Rail</th>
<th>Unit</th>
<th>2000</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Network Density</td>
<td>m/km²</td>
<td>209.14</td>
<td>199.27</td>
</tr>
<tr>
<td>Length of Railway Network</td>
<td>Km</td>
<td>16,494</td>
<td>15,716</td>
</tr>
<tr>
<td>Length of TEN-T</td>
<td>Km</td>
<td>2,435.70 (2003)*</td>
<td>2,387.2</td>
</tr>
</tbody>
</table>

*Source: Eurostat

*2003 - First available year for complete TEN-T network values

1.3 National Strategies

At the time of the Czech Republic’s accession to the EU, the transport specific policies for the country were contained within the Infrastructure Operational Programme (IOP). The overarching goal of this document was to protect and improve the environment, and to develop and improve transport infrastructure in a sustainable manner. The specific objectives of the IOP were as follows:

- Improvement of the transport infrastructure of national and inter-regional importance to ensure compliance with EU and other relevant parameters;
- Improvement of living conditions by reducing the negative environmental impacts of transport;
- Improvement of the quality of particular environmental components.

1.4 Projects in the Czech Republic

This section presents the data which relates to the TEN-T network in the Czech Republic and the projects financed between 2000 and 2006.

Projects Financed

The following tables show the road and rail projects co-financed by the Cohesion Fund/ISPA in the Czech Republic during the period 2000 to 2006.

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Table 3 – Road Projects Financed by Cohesion Fund/ISPA

<table>
<thead>
<tr>
<th>Road</th>
<th>Unit</th>
<th>Projects Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td>N°</td>
<td>5</td>
</tr>
<tr>
<td>Construction</td>
<td>N°</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Km</td>
<td>43</td>
</tr>
<tr>
<td>Reconstruction/rehabilitation</td>
<td>N°</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Km</td>
<td>2</td>
</tr>
<tr>
<td>Of which on TEN-T</td>
<td>%</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: EC Project Data

Table 3 shows that there were five road projects completed during the 2000 to 2006 programming period. Four of these were classified as construction and one as reconstruction/rehabilitation. All of the projects were located on the TEN-T network and were:

- **2000CZ16PPT001**: Expressway R48 - Belotin Bypass
- **2000CZ16PPT003**: Section of R48 Expressway Frydek - Mistek - Dobra
- **2001CZ16PPT009**: D8 Motorway Prague-Usti nad Labem-Czech/German border
- **2001CZ16PPT012**: Expressway R48 Dobra-Tosanovice-Zukov
- **2004CZ16CPT001**: Expressway R48 Dobra-Tosanovice-Zukov

The above projects reflect the national priority which was placed upon modernising the existing infrastructure and the gradual completion of the motorway and expressways network on the main transport axes.

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### Table 4 – Rail Projects Financed by Cohesion Fund/ISPA

<table>
<thead>
<tr>
<th>Rail</th>
<th>Unit</th>
<th>Projects Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail</td>
<td>N°</td>
<td>6</td>
</tr>
<tr>
<td>Construction</td>
<td>N°</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Km</td>
<td>22</td>
</tr>
<tr>
<td>Reconstruction/ rehab</td>
<td>N°</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Km</td>
<td>93</td>
</tr>
<tr>
<td>Of which on TEN-T</td>
<td>%</td>
<td>100</td>
</tr>
</tbody>
</table>

*Source: EC Project Data*

Table 4 shows that, of the six rail projects completed by 2006, one was classified as construction and five were classified as reconstruction and rehabilitation; all of which were on the TEN-T network. The projects were:

- **2000CZ16PPT002**: Optimisation of the Usti nad Orlici - Ceska Trebova Railway Section
- **2000CZ16PPT006**: Modernisation of Zabori - Prelouc Railway Section
- **2002CZ16PPT013**: Optimisation of Zabreh na Morave - Krasikov railway section
- **2002CZ16PPT015**
  - European Train Control System (ETCS), Pilot project Poricany-Kolin
  - (note: equipment installed on 22 km of existing TEN-T line)
- **2004CZ16CPT002**: Modernisation of Cervenka-Zabreh na Morave railway section
- **2005CZ16CPT001**: Optimization of Plzen - Stribro Railway Section

The emphasis upon implementing rehabilitation projects during the 2000 to 2006 programming period is evidence of the priority which the Czech Government placed upon the modernisation of main railway lines. This infrastructure forms a vital component of the national transport network, particularly in the context of cross-border connectivity, so increasing the technical standards of the rail network, as well as the level of service and interoperability was a key feature of transport investment during this time.

Figure 1 shows the indicative location of all of the projects financed in the Czech Republic, including those completed during the 2000 to 2006 programming period. The TEN-T network, priority projects and pan-European Corridors are also shown.

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6 *National ISPA Strategy – The Transport Sector: Ministry of Transport, September 2000*
Figure 1 - Transport Networks and Cohesion Fund/ISPA Projects

Legend
- Urban Transport Projects
- Construction - Closed
- Construction - Open
- Airport & Port Projects
- Airport - Closed / Almost closed
- Port - Closed / Almost closed
- Port - Open
- Road Projects
- Construction - Closed / Almost Closed
- Construction - Open
- Reconstruction - Closed / Almost closed
- Reconstruction - Open
- Rail Projects
- Construction - Closed / Almost closed
- Construction - Open
- Reconstruction - Closed / Almost closed
- Reconstruction - Open
- TEN-T Road Network
- Road
- Railway
- Inter-urban railway
- TEN-T Priority Projects
- Pan-European Corridors

Label Legend
- Project No.: Road Project Number
- Project No.: Rail Project Number
- Project No.: Port / Airport Project Number
- Project No.: Urban Transport Project Number

RGL/AECOM analysis, EUROSTAT GIS data

NOTE: Project Closed/Almost closed = Project Completed
1.5  Contribution towards the TEN-T Cohesion Fund and wider EU objectives

This section assesses the contribution of the Cohesion Fund and ISPA financed projects to the development of the TEN-T in the Czech Republic, as well as their congruence with EU policy objectives.

To what extent did the projects financed contribute towards completion of the TEN-T network?

<table>
<thead>
<tr>
<th>Table 5 – Contribution of Completed Projects to the TEN-T Network</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road</strong></td>
</tr>
<tr>
<td>Length of TEN-T</td>
</tr>
<tr>
<td>Project – Construction (4)</td>
</tr>
<tr>
<td>Project – Reconstruction (1)</td>
</tr>
<tr>
<td>Contribution to TEN-T</td>
</tr>
<tr>
<td><strong>Rail</strong></td>
</tr>
<tr>
<td>Length of TEN-T</td>
</tr>
<tr>
<td>Projects – Construction (1)</td>
</tr>
<tr>
<td>Projects – reconstruction (5)</td>
</tr>
<tr>
<td>Contribution to TEN-T</td>
</tr>
</tbody>
</table>

*Source: AECOM analysis

*European Train Control System (ETCS), Pilot project Poricany-Kolin in Central Bohemia

As can be seen from the above, the road projects completed by 2006 contributed around 2% towards the development and enhancement of the TEN-T network within the country. Whilst this figure is relatively small when compared to the total length of the network, the four construction projects would nevertheless have made a significant contribution towards the growth of the motorway network, which increased in size by almost 200 km between 2000 and 2008 (see Table 1). The motorways and expressways within the country improve the access to the overall trans-European network as well as making up sections of the TEN-T itself.

In terms of the rail projects financed by the EU, these contributed around 5% towards the TEN-T network. This comprised the modernisation of 93 km of existing track and the installation of new equipment along 22km of track. The modernisation projects would have been particularly beneficial in helping to overcome some of the aforementioned technical
deficiencies of the rail network. All of the rail projects were located on the TEN-T network which emphasises the importance which was placed upon this infrastructure, particularly as priority projects 22 and 23 involve rail corridors which cross the country.

To what extent did the projects financed help meet the priority objectives of ISPA and the Cohesion Fund?

The priority objectives of the Cohesion Fund and ISPA are listed in Table 6, making it possible to compare the projects financed against this policy framework.

Table 6 – Cohesion Fund and ISPA Priority Objectives

<table>
<thead>
<tr>
<th>Cohesion Fund Priority Objectives</th>
<th>ISPA Priority Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completing the missing links in the priority corridors</td>
<td>Focus on projects of common interest (such as contributing to TEN-T)</td>
</tr>
<tr>
<td>Promoting rail and combined transport</td>
<td>Promote sustainable mobility</td>
</tr>
<tr>
<td>Developing multi-modal platforms</td>
<td>Address interconnection and interoperability of national networks...together with access to trans-European networks</td>
</tr>
<tr>
<td>Improving traffic management</td>
<td></td>
</tr>
</tbody>
</table>

The contribution of the Cohesion Fund/ISPA funded rail projects towards the development and modernisation of the Czech rail network contributed meeting the priority objectives for promoting rail and sustainable mobility, as well as addressing the interconnection of national networks. All of the financed projects were on the TEN-T network and, in most cases, contributed towards one or more of priority projects 22, 23 and 25, supporting the objective for focussing on projects of common interest.

The construction of four new road projects in the Czech Republic, focussed upon the motorways and expressways, helped to meet the objective of completing missing links along priority corridors, and contributed towards improving traffic management; however these schemes contribute to fewer of the priority objectives than the rail projects.

To what extent did the projects financed help meet the wider EU Cohesion and the wider EU transport policy objectives?

One of the key priorities for the Czech Republic during the period 2000 and 2006 was the modernisation of its national transport infrastructure, as evidenced by the projects financed by the Cohesion Fund/ISPA during this time. The transport network was identified as one of the major barriers for economic development as it could not support the competitive level of
regional economies\textsuperscript{7}. By improving transport accessibility within the Czech Republic (both internally and across the Trans European Transport Networks), the EU financed projects would have contributed to strengthening the country’s economy and competitiveness.

In terms of road infrastructure, EU policy seeks to improve transport efficiency and levels of service for passenger and freight movements, to provide better accessibility to local communities and to cut accident rates and mitigate the negative environmental effects of road travel. The projects which aim to raise the standard of the existing national roads in the Czech Republic, therefore accord well with the wider EU objectives.

The need to construct new motorways within the Czech Republic was recognised as being necessary to establish sufficient transport connections for the development of individual regions and to address the transport situation on ever more congested roads\textsuperscript{8}. The EU investment in road projects via ISPA/Cohesion Fund would have helped to address the need for these transport connections, contributing towards greater levels of territorial cohesion across the country.

The rail projects financed in the Czech Republic will also help to meet the EU policies which relate to the promotion of sustainable mobility. Bringing the Czech railway network to a standard compatible with the other member states will greatly assist with the removal of bottlenecks caused by sub-standard infrastructure, particularly in the context of cross-border connectivity. The Czech Republic has an advantageous transport position in Central Europe in terms of its neighbouring countries\textsuperscript{9}, which makes the need for a modern and interoperable rail network all the more important. This would also enable the Czech Republic to fully benefit from TEN-T priority projects 22 and 23 which relate to the railway axes Athens-Sofia-Budapest-Vienna-Prague-Nuremberg/Dresden and Gdansk-Warsaw-Brno/Bratislava-Vienna respectively.


\textsuperscript{8} Study on Strategic Evaluation on Transport Investment Priorities under Structural and Cohesion funds – Country Report Czech Republic. ECORYS Nederland BV, November 2006

\textsuperscript{9} National ISPA Strategy – The Transport Sector: Ministry of Transport, September 2000