TEN-T EXTENSION – The Region of South Bohemia presents answers to the questions submitted by Edgar Thielmann, Head of Division, on the DG TREN website on behalf of interested bodies as part of the Public Consultation process of the „TEN - Transportation policies and future projects programme".

Entity:	**The Region of South Bohemia, Czech Republic** **U Zimního stadionu 1952/2,** **CZ-370 76 České Budějovice** **www.kraj-jihocesky.cz**
Character:	self-governed region, the top elective body is the Regional Council
Basic information:	Population: 630,000, area 10,000 km^2
Authorised representative:	RNDr. Jan Zahradník, the Governor

Introduction

The general character of the questions originates from the central issue, that is connection of today's European Union with its neighbouring countries or border regions that will allow all EU member states to respond to them. As a self-governed region of the Czech Republic, located in the centre of Europe, the Region of South Bohemia will primarily emphasise **the transportation axis north-south,** the extension of which runs beyond the boundary of the EU in the direction of the Balkans peninsula, and secondarily the transportation direction of the extension of the west-east axis through the Slovak Republic towards Ukraine. The aforementioned indicates that, in its response, **the Region of South Bohemia focuses on the geographical area of south-east Europe with connections to EU countries** (Austria, Italy, Greece, Slovenia, Hungary, Slovak Republic) **and countries beyond EU borders,** that is, primarily Croatia, Serbia, Montenegro, Macedonia, Bosnia and Herzegovina in the south and Ukraine in the east.

At the same time we want to emphasise the fact that the question of the main transportation axes is being tackled by the EU bodies a year after the enlargement by ten new member states and not even a year after the "*European Parliament and Council Decision No. 884/2004/EC on the Community Guidelines for the extension of the TEN-T network by 2020"* (hereinafter *„the Decision")*. This shows that new routes, new cross-border projects, will be designed, new bottlenecks resolved and, probably, other new projects will be proposed. However, we must state that not even an entire year's period cannot have brought, and in the majority of cases did not bring, radical progress in the existing thirty European projects which mainly interconnect the EU15 area with the areas of the new member states. **Therefore it is a clear and absolute condition of the successful extension of the trans-European transportation routes into neighbouring countries to remove the already-defined bottlenecks within the area of the EU with completion of the existing priority projects.**

The Region of South Bohemia welcomes the current initiative of the Community. The region's inhabitants have a personal and, often, very negative experience with living **along a closely guarded border** - here in the latter half of the 20th century we lived **behind the Iron Curtain.** Representatives of the Region of South Bohemia also know very well how **difficult it is to repair the torn cross-border connections and how very difficult it is to build the missing cross-border infrastructure, specifically for transportation,** which is a pre-requisite for the development of regional business, enterprise and tourism. As the EU documents state, **borders are the "scars of history"** and it would be a grave mistake to allow other scars to form at the border of today's EU, on the outer perimeter of the new member states.

Another strong aspect is the fact that citizens in the Region of South Bohemia and in the Czech Republic know how **difficult the journey from totalitarianism to democracy is.** Therefore, they have a lot of **understanding for** the **democratic processes in the neighbouring countries,** at the moment in the **strategically important Ukraine.** Therefore also, **many representatives support a closer relationship between the EU and Ukraine as well as with the Balkan countries.** Building good quality cross-border transportation infrastructure represents is not only an enormous challenge for the EU, Ukraine and the Balkans, but also **an enormous boost for the political, social and economic transformation processes in these countries.** It is also a way towards **cross-border co-operation, the regeneration of often stagnant border areas, the development of tourism, the mutual exchange of information concerning the areas and,** thus also, towards territorial cohesion and stability.

Europe needs a stable environment and co-operation and that includes **stable, lively and developing border areas following the neighbourhood principle.** Therefore, **the cross-border relationships must be tended to primarily from the level of EU as a whole,** because national governments themselves often exert only minimal effort in these areas. Policies are often decided upon in the centres and important regions with high population densities - or voters. The border regions, which often lag behind in development, infrastructure and lower population density are not the areas where projects are encouraged. **Often the proclamations from the European meetings are not followed by action in the border areas. All transportation infrastructure is built from the centres and the cross-border connections are postponed for decades.** In the Austro-Hungarian Empire, it was possible to build one of the two first horse-drawn railways on the European continent from Linz to České Budějovice within the framework of the interconnection of the traditional routes between the Danube and Vltava. Thanks to that, today's trains have something to travel on in the North-South Corridor. Today, in the modern technology era, the construction of a new international railway following the same axis that complies with EU standards is a seemingly impossible problem. **Building transportation primarily within nation states… That is the priority of many politicians!**

If the highest mission of European integration is the creation of conditions for the free movement of people, goods, services and capital and one of the highest principles of the EU involves finding answers to questions which, from the perspective of the aforementioned, cannot be better resolved at the level of

individual member states, we consider cross-border transportation infrastructure an area where the EU can, and should, be involved.
Therefore the Region of South Bohemia appreciates the efforts of the politicians with real European thinking who support cross-border connections, ties and projects as providing an equal chance for everyone, i.e. a comparable standard of living for citizens who live in the border regions and their full involvement in the Community life. That includes border regions beyond the EU borders.

1. Which are the main axes?

1.1. Which main transportation axes, including motorways of the sea, connect the European Union with neighbouring countries or border regions today?

The primary axis from the perspective of the Region of South Bohemia: North-South (Eurocorridor North-South)

Since the very beginning of activity of the Region of South Bohemia self-government (2001), the programme documents of the Region of South Bohemia have featured **the need to renew the traditional commercial, social and cultural connections on the north-south axis.** It is a fact that the area of today's Region of South Bohemia was connected with its surroundings northwards and southwards by means of an important business track that allowed the broad exchange of ideas, communication and associated economic development from the Middle Ages (and according to some sources, even from the days of the Celts).

In the latter half of the last century, however, **this trans-european communication was artificially and forcibly interrupted** and, on the borders between the Czech Republic and Austria and other "western" democratic countries, the so-called **Iron Curtain was developed,** the negative effects of which are visible to this day. **The proof still visible to this day is an inadequate transportation infrastructure, negative demographic indicators and the interruption of connections between South Bohemia and its partners in close as well as distant surroundings. Similar situation can be seen on several other places of contact between "northern" and "eastern" Europe, where due to the same situation current bottlenecks appear. The same can be said about the outer border of former Yugoslavia Federal Republic, which problem is nowadays even deepened with establishing the new bottlenecks between succession states.**

For the Region of South Bohemia, the Czech Republic's accession to the European Union holds a hope for **the gradual removal of these structural defects in the border regions** and, in compliance with the European policies of territorial cohesion, the region works on several projects that aim to renew the region's connection in the wider geographical context (specifically southwards) and integration within the developed European regions.

In this sense, the main project is the **EURO-CORRIDOR NORTH-SOUTH (ECNS) project.** This is a concept of a transportation corridor in the north-south area from the Baltic to the Adriatic, which would connect the ports on both sides, and which involves significant **international routes E55/E551**, both railway and road, international **walking track E10** and the international **bike track EuroVelo 7**. The existence of these routes proves to us that our concept has a strong enough basis and that its completion would mean a real contribution to the development of the entire regions, economic prosperity and the improvement of the quality of life of its inhabitants.

A limiting factor is still the existing **state of** the **infrastructure** on these transportation connections.

We have been working towards the enhancement of national and European support for the above mentioned project, maintaining close co-operation with other regions that have accepted the idea of this project right from the beginning (specifically Upper Austria, Steiermark - A, Sachsen -D and Central Bohemia, Usti nad Labem and the Capital of Prague regions - CZ). The ECNS includes:

- Railway axis following the route of main European railway lines E55/E551
- Road axis following the route of international road no. E55
- Construction of ports on the Baltic and Adriatic seas
- Construction of domestic ports and traffic terminals

More detailed information is stated below.

Another activity is the **A-B Landbridge project** (Adriatic – Baltic Landbridge) initiated by the region of Veneto (I). The South Bohemia and Central Bohemia regions joined this proposal late last year. Both projects work towards the development of transport services and infrastructure on the Adriatic - Baltic axis. If the A-B Landbridge project is accepted within the framework of the 3rd challenge of the INTERREG III B CADSES initiative in spring 2005 it will become another base for continuation of multi-modal transport across the borders of EU to the countries of Balkans and Greece.

Railway axis

Primary European routes E55[1] **/ E551**[2], that are part of the AGC[3]/AGTC[4] agreements,

Section

Ports on the Baltic – Berlin	To be analysed in detail as part of the A-B Landbridge project (submitted for Interreg III B– Cadses)
Berlin–Dresden-Prague	is part of the Sustrain project (Interreg II – Cadses)
Dresden–Prague	is part of the IVth pan-European corridor
Prague–Linz	is part of the priority European project of the TEN network no.22 of the „Decision“
Linz–Salzburg	is part of the priority European project of the TEN network no.17 of the „Decision“
Salzburg–Villach-Ljubljana	is part of the Xth pan-European corridor
Ljubljana – Koper	is part of the Vth pan-European corridor
Branch Linz – Graz - Ljubljana	(modernisation) – was proposed as an extension of project no. 22 of the "Decision" - i.e. the railway axis Prague-Linz - this branch, unfortunately, was not approved. This would, however, duplicate the routes across difficult terrain of the Austrian Alps in the direction north-south. The project received intense support from the Central Bohemia and Region of South Bohemias of the Czech Republic and the Upper Austria and Steiermark provinces of Austria.
Villach + Graz – ports on the Adriatic	To be analysed in detail as part of the A-B Landbridge project (submitted to Interreg III B– Cadses)

Further extension of the north-south railway axis between the Baltic and Adriatic is logical in the routes of the Xth pan-European railway corridor and partly of the Vth corridor, i.e. outside the EU boundary towards the Balkans (Croatia, Bosnia-Herzegovina, Serbia and Montenegro, Macedonia through to Greece as an EU member state). This also connects with project no. 29, Railway axis Ionia/Adriatic intermodal corridor - Kozani-Kalambaka-Igoumenitsa (2012), Ioannina-Antirrio-Rio-Kalamata (2014).

This direction is considered by the Region of South Bohemia to be a "good link" south-eastwards.
At the same time it is necessary to consider the "motorways of the sea" across the Adriatic (project no. 21 of the "Decision") and sea routes to Asia to be important "good links".
Within the framework of the lines the priority logistic area appears to be the concentration of ports in the Adriatic in three neighbouring countries - Italy, Slovenia and Croatia (Venezia, Trieste, Koper, Rijeka).

[1] Railway line E 55 - Stockholm-Hässleholm-Malmö-Trelleborg-Sassnitz Hafen-Stralsund-Berlin/Seddin-Dresden-Bad Schandau-Dečin-Praha-Linz-Salzburg-Schwarzach St. Veit-Villach-Arnoldstein-Tarvisio-Udine-Venezia-Bolognachael

[2] Railway line E 551 Praha-Horní Dvoriště-Summerau-Linz-Selzthal-St. Michael

[3] European Agreement on Main International Railway Lines (AGC), done at Geneva on 31 may 1985, United Nations, Economic Commission for Europe, Inland Transport Committee

[4] European Agreement on Important International Combined Transport Lines and Related Installations (AGTC),), done at Geneva on 1 February 1991, United Nations, Economic Commission for Europe, Inland Transport Committee

The locality of concentrated ports on the Baltic (Rostock, Sassnitz, Szczecin) in the north of Europe is analogous.

Therefore, the priority projects of the TEN network should be complemented according to the aforementioned by the following:

- **railway axis Linz – Graz – Ljubljana** (possible to complete as an extension of a branch of project no. 22 of the "Decision ", Prague-Linz - cross-border project, bottleneck removal and duplication of lines in the EU in the direction of Austria, Slovenia to Croatia)

- **railway alignment/s across the Balkan states to Greece** (as a new project)

- **building port infrastructure in the ports on the Baltic and Adriatic and their connection with the railway infrastructure in the Baltic-Adriatic axis** (as a new project)

An important milestone for the bottleneck removal from the Eurocorridor line North-South (Baltic-Adriatic) has become the "*European Parliament and Council Decision no. 884/2004/EC of April 29, 2004*" and the inclusion of the Prague-Linz railway line as a priority project no. 22. The Government of the Czech Republic takes responsibility for this route as modernisation of one of its four domestic corridors. At the moment there is a deadline for the completion of the Prague – České Budějovice section by 2010 stated in the Government Resolution and the completion of the České Budějovice – Czech border by 2016 by the aforementioned "Decision". In co-operation with Upper Austria the Region of South Bohemia is working intensely on preparation towards finding the alignment for a new line between České Budějovice and Linz to replace the single-track railway following the path of the horse-drawn railway. The new line should fully remove the cross-border bottleneck and contribute towards the high-throughput of the Baltic-Adriatic conventional railway axis. However, even in this case, the lagging behind of the construction of cross-border sections behind the inland sections of the lines constitutes a problem. Often there is a tendency to optimise them only partially which does not actually remove bottlenecks on a pan-European scale.

Road axis

International road no. E55[5], which is part of the AGR agreement[6],

Section

Ports on the Baltic – Berlin	*To be analysed in detail as part of the A-B Landbridge project (submitted for Interreg III B– Cadses)*
Rostock-Berlin (D)	motorway A9, A24 and the Berlin Belt (Berliner Ring) A10
Szczecin-Berlin (D)	motorway A11 and the Berlin Belt (Berliner Ring) A10
Berlin–Dresden West (D)	motorway A13, A4
Berlin-Prague	*is part of the Sustrain project(Interreg II – Cadses)*
Dresden–Prague	*is part of the IVth pan-European corridor*
Dresden West-Breitenau (D)/Petrovice-Lovosice (CZ)	motorway A17 (D), motorway D8 (CZ) **- the cross-border section Dresden-Trmice is under construction and the section Řehlovice-Lovosice is under preparation**
Lovosice-Praha (CZ)	motorway D8
Praha–Linz	***Recommended as a „cross-border project" already by the Van Miert Group, was not included in Decision no. 884/2004/EC***
Praha-České Budějovice-Dolní Dvořiště	The Prague Belt – high-speed road R1, motorway D3 and high-speed road R3 (CZ) and S10 (Mühlviertler Schnellstraße) (A)

[5] Main road, North-south orientation, Reference road **E 55** Helsingborg-Helsingør-København-Koge-Vordingborg-Farø-Nykøbing Falster-Gedser...Rostock-Berlin-Lübbenau-Dresden-Teplice-Praha-Tábor-České Budějovice-Dolní Dvořiště-Linz-Salzburg-Villach-Tarvisio-Udine-Palmanova-Mestre (Venezia)-Ravenna-Cesena-Rimini-Fano-Ancona-Pescara-Canosa-Bari-Brindisi...Igoumenitsa-Preveza-Messolongi-Rion-Patrai-Pyrgos-Kalamata

[6] European Agreement on Main International Traffic Arteries (AGR), done at Geneva on 15 November 1975, United Nations, Economic Commission for Europe, Inland Transport Committee

(CZ)/Wullowitz-Unterweitersdorf (A)	**- under construction in short sections, the remaining sections under preparation (completion after 2010)**
Unterweitersdorf-Linz (A)	motorway A7, Linz Belt (Westring Linz) A26 **- project A26**
Linz–Salzburg (A)	motorway A1
Salzburg-Villach (A)	motorway A10 (Tauern Autobahn) **- partial projects**
Villach (A)-Tarvisio-Trieste (I)	motorway A2 (A), motorway A23, A4 (I)
Trieste-Padova-Bologna (I)	motorway A4, A13 **- transport congestions**
Bologna-Ancona-Pescara-Bari-Taranto (I)	motorway A14
Bari-Brindisi (I)-Igoumenitsa (GR)	Road 16 and ferries to Greece (GR)
Igoumenitsa- Patra/Athia /Thessaloniki (GR)	motorway A2 and A65 is part of a priority European project of the TEN network no. 7 of the "Decision" **Via Engnatia** (2006) **- a vast project**
Patra-Peloponésos–Kalamata	No motorway in place **- part under preparation**
Branch of road E65	
Villach (A)-Karawanken Tunnel-Jesenice (SLO)	motorway A11 (A) and A2 (SLO)
Jesenice-Ljubljana-Trieste (SLO)/Rijeka (HR)	A2, A1, A3 (SLO), the Istrian Y and motorway A7 (HR) **- sections missing at A2, completion of the Ljubljana by-pass road missing,** **- connection to the Koper port (SLO) and Rijeka port (HR) under construction and preparation – E65**
International road E65	
Rijeka-Žuta Lukova (HR)	motorway A7 **- under preparation**
Žuta Lukova-Split (HR)	motorway A1 **- the Pirovac-Vrpolje section under construction (2005)**
Split-Dubrovnik (HR)	motorway A1 **- under preparation**
Dubrovnik (HR)-Podgorje (YU)-Skopje (MK)	**- necessary to complete the motorway across the Montenegro and Kosovo areas**
Skopje-Gostivar (MK)	- motorway M4
Gostivar (MK)-Kosani (GR)	**- necessary to complete cross-border connection between Macedonia and Greece**
Connecting Greek motorways	**Connecting to the Via Engnatia** project (2006) – project no. 7 of the „Decision“

Further extension of this north-south road axis, Baltic-Adriatic E55, is logical not only in the routes of the Xth pan-European railway corridor and partly of the Vth corridor (see the railway lines running far away from the sea) but primarily in the route of the international road E65 that copies the Adriatic coastline and serves as the priority road connection for this area across the EU border towards the Balkans (Croatia, Bosnia-Herzegovina, Serbia and Montenegro, Macedonia) and on to Greece, as an EU member state – *“The Adriatic Motorway”*.

International road E65[7], that is part of the AGR agreement,

We emphasise the importance of the interconnection of the international road E55 from Villach (Austria) across the area of Slovenia to **Rijeka port (Croatia)** with the **international road E65** and, following the road, along the Adriatic (Croatia, Bosnia - Herzegovina, Serbia - Montenegro and the Kosovo autonomous province, Macedonia) and on again to the EU member state, **Greece.** Here the interconnection logically connects to the priority project no. 7 of the "Decision" - **Via Engnatia** (2006) Motorway project.

[7] Main road, North-south orientation, Reference road **E 65** Balt-Jadran ...and Rijeka-Split-Metkovi -Dubrovnik-Petrovac-Podgorica-Bijelo Polje-Skopje-Kicevo-Ohrid-Bitolj-Niki-Vevi-Kozani-Lárissa-Domokos-Lamia-Brallos-Itea-Antirrion ... Rion-Egion-Korinthos-Tripoli-Kalamata ... Kissamos-Chania

Via Egnatia is a modern motorway, 680 km long and 24.5 m wide, following the route of the E90 international road. This is the west-east connection along the northern border of Greece, also a EU member state, from the Adriatic (the Igoumenitsa port) towards the Black sea and further on to the Turkish border (Alexandroupolis), including connections northwards and southwards. This vast project will, in fact, **connect all international roads in the north-south orientation between the Adriatic and the Black sea according to the AGR agreement,** i.e. the **E55** road from Italy, **E65** and **E75** from Macedonia and **E85** from Bulgaria, and in turn with the Greek motorway network system. Therefore, we consider this project to be immensely important **for a sensible continuation of the north-south route of the E55 road in the Baltic-Adriatic axis and further on to the Balkan peninsula following the route of the E65 road.**

The Region of South Bohemia considers this direction, E55-E65, to be a "good link" in the south - south-east orientation.

At the same time it is necessary to consider the E55 route across Italy and ferries to Greece to be a "good link" because it will be extended by the Via Engnatia project (project no. 7 of the „Decision“) almost as far as the Black sea.

Within the framework of these lines the area of priority logistic importance (similarly as in the case of railway) appears to be the concentration of ports on the Adriatic in three neighbouring countries (Italy, Slovenia and Croatia) (Venezia, Trieste, Koper, Rijeka), but also the **Igoumenitsa port**.

With respect to individual tourism the aforementioned "good links" will connect the EU area to very attractive tourist destinations in the Balkans and Greece, which will bring benefits for citizens of the EU as well as promoting the development of the Balkans and contributing to its stabilisation – political and economical.

Therefore, according to the aforementioned, the priority projects of the TEN network should be complemented by the following:

- removal of bottlenecks – completion of all missing motorway or high-speed sections on the international road E55 in the direction of Dresden-Praha-Linz-Villach (these sections will be built as a new, independent project), including the connection to E65 as far as **Rijeka** port across the area of Slovenia and Croatia (including the motorway„Istrian Y“)

- completion of the motorway in the route of the international road E65 across the Balkans in the section Rijeka-Žuta Lokva-Maslenica-Split-Dubrovnik (HR) – Podgorica (YU) – Skopje (MK) – Kosani (GR) – „the Adriatic Motorway“

An important document that supports the motorway route Dresden - Prague - Linz was the **conclusion of the so-called Van Miert High Level Group**, that in its final report of June 2003 included the **motorway section of Dresden / Nuremberg – Prague – Linz** and the railway section Prague – Linz **amongst the priority cross-border projects bearing significance for territorial cohesion** (Page 3 in the Final Report of the Van Miert Group).

The Final Report of the High Level Group became background material for a proposal of the Commission to extend Decision no. 1692/96/EC on Community guidelines for the development of the trans-European transport network. Although the shape of the extension as proposed by the Commission did not involve any support for the aforementioned railway and motorway routes, **after the joint initiative of Regional Chief Executives of ECNS** (sent in January 2004 to selected MEPs) the inclusion of at least the railway route as part of project no. 22 of the "Decision" that extended the original Decision no. 1692/96/EC, was achieved - see above.

Unfortunately, the final shape of the "Decision" did not include the motorway route, when this was not, according to our information, supported by specifically British MEPs (they opposed any sort of extension of the Commission's original proposal) and the Green representatives (emphasis on the more ecological railway transportation). However, we believe that **arguments for inclusion of the motorway section Dresden – Prague – Linz are analogous to the arguments for the inclusion of the railway line and beyond desired multi-modal corridor will be created .** We are convinced that the thus far non-existence of a satisfactory motorway connection between Berlin – Dresden – Prague – Linz is as a result of the geopolitical context of the "cold war" and that it is our task **in the interests of European integration, territorial cohesion and building the TEN-T main links** to remove this "scar of history", just as it is to remove other bottlenecks on the E55 road axis.

Secondary axis from the perspective of the Region of South Bohemia: west-east

For regions in the central European area, i.e. Region of South Bohemia, the **west-east transportation axis** that runs from **the Czech Republic through the Slovak Republic to Ukraine** is important**. At least from the perspective of the historic development of both the countries in a common state this involves** important transportation corridors that were especially supported during the latter half of the 20th century. The elongated shape of the then-state and the reality of developing relationships towards the east, i.e. the countries of the ex-Soviet Union, predetermined the priority investments of the time to follow the west-east orientation. Today, in the time of a search for new transportation corridors beyond the borders of the EU, we have an **ideal chance to use these routes to connect, through the Slovak Republic and the border self-governed region of Kosice, to the transportation routes of the Ukraine, which is heading towards democracy.**

In the case of railway connections, there are three specific problems today:

- **The poor condition of the cross-border railway infrastructure** in the direction of the Slovak Republic - Ukraine (UA) as well as insufficient state of infrastructure in the area of UA,
- The present move of the EU border to the border of the Slovak Republic only succeeded in moving the problems of **long delays of shipments from Asia to EU at border crossings,** both between Russia/Ukraine and Ukraine/EU from the perspective of long distance transport.
- The present EU border is, in this area, also a **technical border between conventional railway systems,** i.e. the broad gauge of 1524 mm that is in use in the ex-Soviet Union countries and the 1434 mm used in the EU countries, which causes **further delays of shipments and technical problems concerning the possible interoperability with UA.**

1.2. What will these axes be in the horizon of 2020?

The primary axis from the perspective of the Region of South Bohemia: North-South

Mainly described above. (Question 1)

„Good link“ in the north-south orientation would not only enhance **the inner cohesion within the central European area** (Germany, Czech Republic, Austria, Slovenia/Italy), but also the links across the EU border to Balkans. It would assist in remedying the "scars of history" that are still obvious in the area because of the missing high-volume infrastructure in this axis. We are convinced that this route plays an important part, not only in free movement within the European Union but also as a significant artery for transport to neighbouring regions and countries (for example the connection to the E65 through the Balkans and on to Greece). Completion of the transport infrastructure in the countries of former Yugoslavia would enable a real connection between current EU member states, that is Italy, Slovenia with Greece. Therefore, it is necessary for the smooth flow of the traffic to develop in the horizon of 2020 not only the transportation axes across the existing external EU borders but also to keep trying to remove the bottlenecks on these routes, specifically on the internal borders within the EU.

The removal of the existing bottlenecks in the axis Baltic – Berlin – Dresden – Prague – Linz – Adriatic will mean that it is possible **to better utilise the route as part of the system of international routes according to the AGR and AGC agreements as well as part of the system of pan-European transportation corridors**. With the growing importance of the so-called „motorways of the sea“ it is also an importance fact that this route will become the **shortest overland connection (“landbridge”) between the ports on the Baltic and Adriatic seas.** This transportation will be associated with the development of sea ports, inland transport and logistics terminals.

For all regions within this north-south axis (Balkans included) it will be possible to achieve more and to develop tourism improving its contribution to GDP and employment. This will assist economic development and improve the quality of life of citizens within these regions. Specifically, in the Region of South Bohemia and in Austrian regions we can encounter the opinion that, **in the interest of permanently sustainable development,** services (especially tourism and travelling) should be given priority before the development of industries. It follows that **the existence of good quality connections to the European transportation network** is a necessary prerequisite for the attraction of clientelle with higher spending power (especially from the neighbouring EU countries) and for the fulfilment of the vision.

We may expect in the time horizon of 2020 that the road traffic will be still rising. Connecting EU with neighbouring countries will raise the traffic volumes on current traffic links inside EU and may cause a transformation of the current traffic flows. As a consequence of this we may expect an arise of new bottlenecks

on those sections, where the newly built high capacity transport routes are close to their limits of capacity or life-time. In this perspective we may even expect that high-capacity links newly built to neighbouring countries will correspond with the traffic volume demands while many a section in the area of "old" EU member states will not. Therefore we consider that an actualisation of the "projects of European Interest" must be done regularly so to provide their relevance to the real development of transport demands in EU and neighbouring countries.

Secondary axis from the perspective of the Region of South Bohemia: west-east

The newly defined „good link" in the west-east orientation through the Slovak Republic would support, not only inner **cohesion** with**in the Central European area within the new country regions** (Czech Republic and Slovak Republic including connections to the Austrian Republic and German Republic), but also connections beyond the EU border towards Ukraine, Russia and Asia. Therefore, there should be a definition of **priority projects directed beyond the EU border within the framework of the extension of the TEN network.** These projects should also include confirmation of possibilities **to extend, or merge broad-gauge railway (1524 mm) into the EU standard gauge (1434 mm) system on the way to the Danube water route** and to build a **Central European logistic strategy** for the further distribution and consolidation of cargo relating to the exchange of goods between EU and Asia.

We consider the aforementioned thoughts to be very important with respect to the fact that **Asian markets are expanding, specifically in China.** Also, many high representatives of significant industries in the EU (for example in Germany) point to the fact that the fast growing demand in China may **cause radical movement of investment from EU and put a stop to the development of traditional productions,** for example steel manufacturing and the automotive industry, resulting in a decrease in EU exports to Asian markets. In these cases a path to follow is shown as **shortening the transportation times and the significant growth of quality logistic services,** which also means **improving transportation infrastructure.**

It is therefore logical that, despite permanent demand in China, the investors manufacturing and investing in China will look to export new products to old markets and vice versa. In an attempt to maintain employment rates and production, European producers, and also politicians, , will try to retain the production in Europe and use the Chinese boom to boost sales. Even today we can hear voices in Germany that say *"where else should new employment arise, services are not the only solution", "it is nonsense to believe that the steel industry can be banished from the country and car manufacturing can be sustained", "politicians should know that money for all the measures supported by politicians must be earned somewhere. Therefore we need industry in Europe."* However, everyone adds that ….**the infrastructure is missing.** Of course it does not only concern steel. Just as raw materials are questioned today, in the future it will be automotive production , and probably also light industry, generally with higher value added tax. Transportation corridors that are now undergoing a test in the transport of raw materials (oil, minerals, wood from Russia) will undergo another test on a higher level relating to the container transport of goods of all kinds. If the supply of raw materials is not smooth, "*this also means bad infrastructure in ports and on railways in the countries that supply the raw materials".* And not only that, there is recent strong pressure **towards lower transportation costs, efficient distribution and logistics** and, logically, we can hear opinions *'the unsatisfactory development is also caused by high transportation costs" "if we are to maintain attractive prices long-term, we have to deal with innovations, logistics and more efficient distribution ", "it is necessary to examine primarily the costs of all interim storage, transport and logistics', "in relation to China, the development of transportation costs will be dramatic".* It is possible to say today that shipments travel the distances of 9-12 thousand km at a speed of approx. 400 to 600 km per day, in the case of express shipments of 800 to 1000 km per day.

Besides the sea route through the Suez from the European ports, there is a possible modern alternative of the broad-gauge **connection between Europe and Asia on the "Landbridge", that is, following the general route of the Trans-Siberian Railway** (approx. 9 to 12 thousand km, depending on location and specific route) to the East Siberian port of Nachodka including the side branches to Kazakchstan and China. The construction of the **Euroasiatic inter-modal transport corridor** - EAITC must be tackled in close co-operation with neighbouring EU countries and Russia. The Belorussian and Ukrainian regions will assume great importance for Europe, in particular for EU countries with a privileged strategic position. The streams of goods and the transportation connections between Europe and Asia will also be dependent upon **good quality infrastructure in Russia, as well as in Belorussia and Ukraine. Possessing an u**nderstanding of the context of such multinational decisions on backbone routes for both the pan-European corridors and the development of the TEN network is very important for the EU's cross-border transportation connections. **The limiting factors for transport from the EU eastwards could be the bottlenecks situated outside the area of EU member countries.**

The concept stated above also bears fundamental **importance for the growing proportion of ecological transportation, that is railway - the broad-gauge railway from Ukraine into the EU and inland water transport - the** transfer of shipments in a suitably located terminal onto the **Danube water route** running

through Europe. Also the significantly higher safety of shipments, vehicles and crews transported by railway, could enhance the argument for railway transport when compared to heavy-truck transport.

The position of **road transport from the Czech Republic via the Slovak Republic to Ukraine** is apparently slightly different. There is not anticipated to be such an enormous long-distance transport volume as is considered for the railway in the direction of Russia and Asia. Despite this, **a good quality road connection** would make the morphologically varied area of the region behind the Carpathians more accessible and it would support the growth of cross-border exchanges, co-operation and tourism. Especially **from the perspective of tourism, the area behind the Carpathians has great potential, in particular** with regards the landscape, mountains, nature and preserved traditions and country settlements. At the same time this is the kind potential that might be used, **if there was good quality road infrastructure and cross-border co-operation, in the entire Carpathian Euroregion** that is also within the area of EU member states. At the same time we cannot ignore the fact that Ukraine itself is a vast and prospective market for road freight transport.

1.3 What is the ratio between the individual types of transportation?

We are able to respond to this question just in the limits of data available for the Czech republic area.

According to the Czech Statistical Office data (Statistic Journal of the Czech Republic) freight transport records a decline in the ratio of railway transport in the total volumes. While in 2000 the proportion of the individual types in the total volumes of transported goods amounting to 517 million tonnes was:

roads – 80.3 %,
railway - 19 %,
water – 0,7 %

in 2003 the proportion of transport in a total volume amounting to 541 million tonnes (3 years prior to EU accession there was a recorded growth of 4.6 %):

road – 82,6 %,
railway – 17,2 %,
water – 0,2 %.

The trend in the growth of road transport was further enhanced subsequent to the Czech Republic's accession to the EU. The removal of customs obstacles at the EU country borders brought **further growth in heavy-truck transport.** Besides the necessary development of infrastructure, the fundamental legislative necessity is for the harmonisation of conditions for railway and road transportation within the European area, which is (with the exception of tolls) discussed while, more or less, no practical steps are being taken. Also, the implementation of the so-called "railway parcels" is slow, which hampers the successful development of the so-called "trans-European railway conventional system as a whole" and does not give an economic perspective to the railway. **Bringing of so called “railway packages” into reality is also very slow, which blockades successful building of so called “trans-European railway conventional system” as a whole and does not bring a new economic perspective to the rail industry.**

In personal transport **there is a decrease in the railway performance as well as with buses on roads with a trend towards individual car transport.** While in 2000 623 million people were transported by train within the Czech Republic, in 2003 the figure was 591 million people. This decrease represents 5.1 per cent and further continues. The railways lost 5.4 per cent passengers in 3 years, public road transport lost 5 per cent. Except for the motorisation of people, the main reason is the **poor quality of public transportation on offer,** which is closely related to the state of the transportation infrastructure. A specific problem then is the season of summer holidays when a significant proportion of EU citizens use a car, even for long-distance international travel, **which in some seasons results in traffic congestions** that in turn hamper the development of tourism in many regions. Therefore, here also, **alternative solutions of air, railway and water transport should be searched for,** including accompanied transport (car-trains and ferries). In our specific case this concerns the **significant route from Germany and Poland through Central Europe towards the Balkans (Croatia, Montenegro).**

New member states´ experiences with the development of the transport volumes should be used also for creation of transport links into the neighbouring countries. Not only building the infrastructure should be among the priorities but also the promotion of new horizontal measures of common transport trade, that is harmonisation of regulations and recommendations in the area of interoperability on railways, charging on the roads and motorways etc.

1.4 What are the existing volumes of transport, personal and freight, on the proposed axes?

We are able to respond to this question just in the limits of data available for the north-east axes.

On the route České Budějovice – Linz (European project no. 22 according to the "Decision"*)* the **indicators are as follows for both directions** (2004):

Personal transport:

Public transport (Dolní Dvořiště – Wullowitz)	32,400 buses a year
Individual transport (Dolní Dvořiště – Wullowitz)	1,035,000 cars
Railway (Horní Dvořiště – Summerau)	4,380 trains a year

Freight transport:

Roads (Dolní Dvořiště – Wullowitz)	2,0 million tonnes a year
Railway (Horní Dvořiště – Summerau)	3,0 million tonnes a year

The stated data of goods transport makes the importance of the railway line České Budějovice – Linz obvious, even with regards to the fact that it maintains figures above those of road transport. Unfortunately this will only last until the necessary new road connection between Prague and Linz is put in operation. Another current problem is the fact that **the capacity of the single-track railway line between České Budějovice and Linz has reached its limit.**

1.5 What is the volume and proportion of international transport from/to the European Union and/or between neighbouring regions?

We are able to respond to this question just in the limits of data available for the north-east axes.

Passenger transport:

There is no statistic in this regard for the railway but a qualified estimate of the proportion in the transport between the neighbouring regions is 70 %. This confirms the aforementioned theses concerning the fact that cars are primarily used for longer distances of passenger transport. This means that there is a potential for public transport.

Unfortunately, within the framework of the national statistics, only entries and departures on individual border crossings are tracked and not the country or region of origin and destination. There is no such research available, nor statistical census, that could be added to assist in an all-European decision-making process.

Transportation of goods:

On the railways, practically all of the volume of transported goods that travels across the border crossing Horní Dvořiště – Summerau is directed to EU countries (Austria, Italy). The volume of freight transport between neighbouring regions is minimal with respect to the lower price of road transport for distances of up to 150 - 200 km. **This primarily means transit or export,** because import into the Czech Republic represents only 10.5 % of the volume. The objective of searching for new routes into countries bordering on EU countries should be, among other things, a support for future long-distance freight transport on the railway in complete trains, or by combined transport on the backbone the TEN network.

For road freight transport, a similar position is relevant as for passenger transport. The stated data shows that, **so far it has been possible to maintain quite a good overview of freight transport on the railway.** These sources that, today, are mainly the monopolistic national railway carriers, will, however, be less and less available because of the on-going transformation of railway transport within the EU, that is after new private carriers enter the market who will consider the data to be confidential. The EU should consider that and tackle it by means of regular surveys or through the use of electronic systems - telemetrics. It is impossible to create trustworthy concepts without relevant data.

1.6. How will the volume of transport have developed by 2020?

We are able to respond to this question just in the limits of data available for the north-east axes.

Passenger transport:

The outlook of passenger transport is based on the presumption of the removal of all barriers to free movement of people within the EU and a rise in the purchase power of the populations in the new member states. More free time and the further development of tourism and associated services are also forecast. This is why we can expect higher volume of passengers transport across the EU borders into the attractive destinations of Balkan and Karpatia as well as we can expect more job, education and travel motivated mobility into the EU member states after this area will get more stabilised.

Rail passenger transport:

The basis of long-distance railway transport will be the operation on the brach of Praha – Linz branch at a two-hour interval with connections in Prague in the directions of north and east or in Linz in the directions of south and south-east. In the field of international transport between České Budějovice and Linz, there is expected transport in two-hour frequency (common and express trains). The connection by EC category trains for long-distance travel in the direction of north -south in the axis of, for example, Berlin - Prague – Lubljana, Berlin - Prague – Venezia – Roma, Berlin – Prague – Linz – Graz - Balkans will be used more and more. In Česke Budějovice these will connect to trains in the direction of east-west, that is Vienna - České Budějovice – Plzeň – Karlovy Vary. However, this is a long-term concept. There is a radical shortage of modernised infrastructure for the completion of this concept (project no. 22 according to the "Decision").

We may assume upon the development of cross-border relations between EU15 and new member states on the future of cross-border transport exchange with associated, respectively neighbouring countries.

Road passenger transport:

The basis of car traffic will be the backbone motorway network after its completion because at the moment there are a number of bottlenecks and missing sections. If no steps are taken towards better use of public railway transport the road will become congested in due time, specifically with respect to inter-regional transport for shorter distances and during the summer holiday season. As a result of that the building of public regional and inter-regional transport systems and integrated road-rail traffic systems bears high significance for maintaining the road throughput for individual transport.

Freight transport:

The outlook for freight transport is based upon the following prerequisites:

- Future construction (extension) of multi-modal inland logistic centres in Prague, České Budějovice, Linz (with a connection to the Danube water route - pan-European Corridor VII), Graz
- Future development of sea ports on the North-South Eurocorridor in the north (Rostock, Sassnitz, Szczecin) and in the south (Venice, Koper, Trieste, Rijeka)
- Higher use of the shortest connection between the Baltic and Adriatic with connections between the aforementioned ports
- Possible boom in the area of euro-asiatic transport, as well as the rising importance of the sea ports in the Adriatic and their connection to continental Europe (see projects Eurocorridor North-South and A-B Landbridge)
- Support of higher use of the „motorways of the sea“, i.e. again support for sea ports with inland connections
- Development of all forms of combined transport
- Maintaining the coal supply for the industrial triangle Linz – Wels – Steyr from the Czech Republic
- Presumption of the harmonisation of conditions for road and railway transport and a more intensive goods exchange

Freight transport on the railway:

The modernisation of the Prague – České Budějovice line and the construction of a new line České Budějovice – Linz will create conditions for better use of the express international long-distance freight transport (trains of the NEx category).
Availabe studies from 2002 predict volumes of transport on the railway in the direction of České Budějovice - Linz for 2015 in the range from 4 to 5 million tonnes. For 2020 there are no qualified estimates available yet however it is possible to assume that, given transport harmonisation and support for inter-modal transport, annual volume could reach 5 to 6 million tonnes.

Freight transport on the road:

The construction of new high-speed roads D3, R3 and S10 between Prague and Linz will add the missing connection in the trans-European road network and in the international route, E55 Baltic - Adriatic. It will create acceptable conditions not only for individual car transport but also for long-distance heavy-truck transport. The increase will already be realised with the initial operation of individual sections and a jump in the figures can be expected once the entire route is in operation. If, in the long-term horizon of 2020, the EU wants to avoid overloaded long-distance road routes it will be absolutely imperative to support the development of multi-modal corridors, i.e. build parallel railway lines and water routes. The estimates for road transport are not completely relevant in such a long-term outlook (to 2020), because they are incapable of taking into account the future investment in road infrastructure since, at present, the new member states are not able to guarantee the construction time schedules for financial reasons. Almost always, infrastructure is built from inland centres and the border bottlenecks are the last to be removed.

1.7. Are there any environmentally sensitive areas to be specifically considered when identifying the main axes?

The foremost problem is the ever-growing density of transportation networks and the new conflicts with residential needs, higher requirements of public health protection, the landscape and the ever-growing requirements for the protection thereof. Consequently, the necessary response is to **intensify, to the maximum degree, the existing transportation routes – their throughput must be increased, the traffic better organised, and the proportion of railway and water (both river and sea) transportation must also be increased.**

An important aspect of transportation is the utilisation of fossil fuels, on which 98% of road transportation depends. On the other hand, railway transportation uses electricity, which may be produced from non-fossil fuels and renewable resources. Of course, **the efficiency of such electrification is highest on backbone, high-load routes**; these should, however, be brought into compliance with the relevant European standards.

Regarding the **safety of transportation**, we cannot speak of an environmental aspect; nonetheless, it is a very sensitive area. Road-traffic accidents with injuries, fatalities and material damage are often caused by poor quality of the transportation infrastructure and overloaded roads. Corrective measures may include investments into safety telematics, road infrastructure, and above all into railway transportation, which is substantially safer.

A specific problem in Central Europe is caused by **the complex morphology** (mountains and valleys), which **makes the construction of backbone routes more complicated and expensive**. That is why underground and aboveground fly-over crossings are often used; in many instances the underground segments are quite long. This aspect often **slows down the implementation of backbone connections** in such bottleneck profiles in comparison with flatland areas. It should also be taken into consideration when deciding about financial support for priority projects. Similar difficulties may be expected also on the routes to highland of Balkans and Karpatia.

While the extensive railway, motorway and water-route networks in the EU15 countries have been built and stabilised for a long time, the newly acceded countries were not able to provide such high investments into their infrastructures under totalitarian regimes. Now, when they have accepted the Community Law including all regulations concerning the protection of the environment and landscape, they have **difficulties with the stabilisation of the new backbone routes**. Their infrastructure thus lags behind, with dragging deadlines and a substantial increase in expenses.The associated countries, which are also taking on the Community Law, can also be expected to have similar problems with the eventual complications of building transportation routes to and within those countries.

Some paradoxical situations occur: old routes built in the past (often dangerous, or passages through towns and villages), designed and built before the current EU and national laws and regulations were applicable (hygienic

and environmental-protection standards) have to be lawfully respected. But such segments represent a high load for the residential areas and the environment; there is justifiably strong pressure on regional and national governments from the inhabitants of the affected localities. In fact, **planning of new routes that should modernise the existing communication routes is complicated by the necessity to comply with the new environmental-protection laws and regulations, and the existing routes are conserved, despite the fact that they were built before and are not subject to the current strict standards**. As a model example, we can cite the justified requirements put forth by citizens who live along the existing E55 road where the D8 and D3 motorway segments have not been completed in the Czech Republic.

2. Which Investments and How?

2.1. Which are the most critical problems with traffic overload and safety, or environmental protection on the main axes, requiring investments?

The problems with overloading, safety and environment protection on the main routes are described in previous answers – section 1. Generally speaking it is concerning the old traffic routes which are not sufficient in the terms of current traffic demands; cross-border sections, where appropriate routes are missing; and the routes passing the large agglomerations, where they face the conflict with settlements and where an additional space is needed for them to be modernised. In the following text we are to specify the situation for the axes of ECNS. The following problems have been profiled as the most critical along the North-South axis going though the Czech Republic (the E 55 road and E 55/551 railway) after it accession to EU (1/5/2004):

a) Poor technical conditions of the road network and the uncompleted motorway network, while the heavy-truck traffic through the Czech Republic is estimated to have increased by 30% after 1 January 2005.

The top-priority investments for the North-South axis in the Czech Republic are the completion of the D 8 motorway – state border (– Dresden) Prague circle (R1) and D3/R3 Prague – České Budějovice – state border (– Linz).

On the D 8 motorway, the Prague – Lovosice segment is fully operated, and the Trmice – state border segment is under construction; but the 2006 deadline for completion is being threatened. The EU is going to provide 62 million € for this segment. Construction on the Knínice – Trmice segment is ready to be started (with an expected completion in 2008). The most problematic segment, Lovosice – Řehlovice is expected to be completed in the end of 2008. The construction is delayed due to the need of setting the route-line, which would be appropriate in the terms of environment and nature protection.

The German side has guaranteed the completion of the Dresden – Pirna – state border segment to be completed by the end of 2006.

The situation is even more complicated for the D3 motorway, construction of which is getting more and more delayed with respect to the approved concept of the transportation network development. The original 2010 deadline will not be fulfilled; and the optimistic 2013 substitute deadline is being threatened due to the lack of financial means and problematic purchase of land and the need of setting the route-line, which would be appropriate in the terms of environment and nature protection.

The Austrian side expects the S10 high-speed road to be completed by 2013, but the Czech continuation to Prague is likely to be delayed.

The existing E 55 road is problematic with respect to traffic safety. The segment between České Budějovice and the state border is the most dangerous due to its technical parameters, directions, and altitudes. For example, in March 2003, a bus accident with 19 fatalities occurred in the "death valley" near the village of Nažidla. There are also problems with traffic safety in the Dubí – Cínovec border crossing segment; an increased accident rate is seen there, especially in the wintertime.

b) Unfinished transit railway corridors, including cross-border connections.

The priority is the transit railway corridor in the Prague – České Budějovice (– state border) segment, continuing to Linz.

While the Děčín – Prague segment has virtually (except for the reconstruction of stations) been completed, the Prague – České Budějovice segment is to be started in 2005 with partial work. According to the government's resolution, the construction should be completed by 2010; but the Ministry of Transport of the Czech Republic has prepared a document to be negotiated by the government, with a proposal to postpone the completion until 2016, mainly for financial reasons. Moreover, the preparation does not deal with the České Budějovice – Linz segment, in which a one-track railway should be preserved, non-compliant with the fundamental interoperability requirements of the railway system. The Prague – České

Budějovice segment is a two-track railway with a velocity of up to 160 km/h, and in the České Budějovice – Linz segment, the existing parameters of a one-track railway (velocity 70 – 90 km/hour) are to be preserved. In our opinion, this fact does not comply with Decision No. 884/2004/ES of the European Parliament and of the Council of 29 April 2004 on Community guidelines for the development of the trans-European transport network, which includes the Prague-Linz railway axis (2016). That is why the South Bohemian Region is in active cooperation with the Austrian side, executing a research study for the railway segment České Budějovice – state border (– Linz); the outcome of the study will be used as a basis to be included into the Spatial Planning Scheme of the South Bohemian Region, so that the project is protected and recognised as publicly beneficial.

The new two-track railway line, including electronic systems, will increase the safety of railway traffic, even if such an increase is not among the top priorities (in the Czech Republic, railway traffic has a 20× lower accident rate than road traffic). A substantial advantage is the construction of fly-over crossings with roads, or high-quality electronic safety systems on those level crossings which remain preserved.

2.2. What improvement (rehabilitation, new construction) of infrastructure is necessary to remove bottlenecks?

A proposal of improvement is put forth above. In short, the following measures are proposed:

In the sense of the above-mentioned facts, the South Bohemian Region deems the completion of the international E55/E551 railway route Prague – Linz (Summerauer Bahn), with its extension to Ljubljana (Pyhrn Bahn) and via the Balkans to Greece.

Therefore, the priority projects of the TEN network should be complemented according to the aforementioned by the following:

- **railway axis Linz – Graz – Ljubljana** (possible to complete as an extension of a branch of project no. 22 of the "Decision ", Prague-Linz - cross-border project, bottleneck removal and duplication of lines in the EU in the direction of Austria, Slovenia to Croatia)

- **railway alignment/s across the Balkan states to Greece** (as a new project)

- **building port infrastructure in the ports on the Baltic and Adriatic and their connection with the railway infrastructure in the Baltic-Adriatic axis** (as a new project)

Analogically, another "good link" in the sense of the public consultations is the completion of the missing segments of the E55 international motorway in the Dresden – Prague – Linz route, and its connection to the E65 going across the Balkans to Greece.

Therefore, according to the aforementioned, the priority projects of the TEN network should be complemented by the following:

- **removal of bottlenecks – completion of all missing motorway or high-speed sections on the international road E55 in the direction of Dresden-Praha-Linz-Villach** (these sections will be built as a new, independent project), including the connection to E65 as far as **Rijeka** port across the area of Slovenia and Croatia (including the motorway„Istrian Y“)

- **completion of the motorway in the route of the international road E65 across the Balkans in the section** Rijeka-Žuta Lokva-Maslenica-Split-Dubrovnik (HR) – Podgorica (YU) – Skopje (MK) – Kosani (GR) – „the Adriatic Motorway“

2.3. What is the time frame of these projects' implementation?

We are only able to foresee the completion of the route rehabilitation projects within the Czech Republic.

Completion of the **E55 motorway, state border – Prague (D8) – after the year of 2010**

Completion of the **Prague "motorway circuit" (R1) – after the year of 2010**. Most segments will be put into operation in the following two years. The Ruzyně – Suchdol – Březiněves route will remain as a bottleneck, critical for the interconnection of the Prague belt and the D8 (Prague – Dresden).

Completion of the **E55 road route Prague – state border** (D3 motorway and R3 high-speed road) **between 2010 and 2015** – certain parts will be put into operation earlier. However, only the entire route should be considered as an element of the trans-European route system.

The government of the Czech Republic passed a resolution by which the deadline for completion of the transit railway corridor Prague – Linz is **2010**. Our reasonable estimate is that this deadline will not be met.

2016 is stipulated by the "*Decision*" as a valid deadline for the **České Budějovice – Linz** railway segment.

Deadlines for completion of sections on 55-65 in other countries are based on the investment planning of their governments or investors. Some sections will be completed in 2005. Some others are being prepared. **For the successful completion of individual sections, mainly cross-border[8], and their combination into a functional unity, a sole subject on the EU level should be appointed to coordinate the preparation and implementation of the routes.** This suggestion is also formulated in the *Decision*'s sections dealing with the European Coordinator. **The importance of these routes as a whole goes far beyond the importance of their individual (national) segments** – on the basis of the situation in the Czech Republic, we can expect that national governments may not assign adequate priority levels to the projects. The European Coordinator's authority would enhance the trans-European importance of these infrastructure projects, giving incentive to the member states' governments for timely completion.

2.4. What benefits would these projects have for the economy, environment and safety?

Benefits for the economy:

During the construction stage
- creation of new jobs, reduction of unemployment

After completion
- removal of the cross-border movement barriers – the "transportational iron curtain" – so that the region can become an equal member of the European family, with the facilitated exchange of goods and services;
- development of business activities near the motorways (fuel filling stations, restaurants, and other services), development of small-scale manufacturing facilities and zones, warehousing and logistic terminals;
- development of tourism, better accessibility of the regions.

Benefits for the environment:
- substantial improvement of the environment in the municipalities through which the existing E55-E65 road runs;
- reduction of exhaust and noise nuisances with the aid of protective measures;
- potential enhancement of the railway's proportion with respect to road traffic, especially in the form of unattended combined transport.

Benefits for safety:
- traffic will be transferred from the problematic sections of the E55-E65 road to the motorway;
- reduction of accident rate at fly-over crossings;
- increased safety of railway traffic.

[8] cross-border sections (EU-) SLO – HR, HR – BIH, BIH – YU, YU – MK, MK – GR (EU)

2.5. Are there any alternative technical means or options within the industry to eliminate or reduce bottleneck effects?

The question is very correct in indicating that a bottleneck need not be fully eliminated. There are alternative measures **to extend the investment's life cycle**, i.e., **postpone the occurrence of an actual bottleneck and ensure the throughput of a transportation route within a shorter time frame**. Even this alternative can substantially help in the planning and better timing of public spending. It can also support the long-term throughput of newly-built transportation routes – they are often clogged much sooner than expected within the "supply and demand" system.

In other words, alternative measures can also assist in increasing the throughput of trans-European routes and prevent the occurrence of new bottlenecks, while eliminating the old ones. **Alternative measures can also be viewed as a means for the prevention of bottleneck occurrence.**

We give a list of possible topics (alternative options) below:

- **Good quality of public transport** can substantially reduce the overload of trans-European road routes by reducing individual car traffic. It can also ensure free roadways on a long-term basis in residential areas and agglomerations.
- **Building alternative modern systems of public transport**, e.g. **"tram-trains"** with lower investment costs, higher adaptability to the landscape, and bringing "the rails to the people." Creation of legislative conditions in national regulations or Community Law – "*Lightweight railway traffic packages.*" The railway transportation's technical and technological aspects in the suburban and regional transportation system must get its benefits near to those of individual car traffic and municipal tram transportation.
- **Telematics, and intelligent transportation systems** – maximisation of the transportation routes' utilisation from the viewpoints of throughput and safety.
- **Preferring public transport with the aid of transportation-engineering measures**, such as reserved lanes, etc., which increase the attractiveness of public transport, since travel time is reduced.
- **Priority lanes for higher-occupancy cars ("a single driver is not entitled to priority")** as applied in certain localities in the U.S.A can increase the number of car passengers.
- **Obsolete vehicles**, especially in the new member states, often cause problems in traffic flow, and increase the accident rate, and accidents again increase traffic problems. Some trucks have difficulty achieving the minimum speed on the motorway; and many cars and trucks should never re-appear on the road. Seeing such moving wrecks that have successfully passed the "technical inspection", we feel that something must be wrong with the system – either bribes or the utter irresponsibility of the inspectors enable their operation.
- Simultaneously with technical and investment measures, **drivers' respect for traffic regulations** must be promoted. Adherence to laws and regulations must be enforced consistently and quickly, and children should be brought up in an atmosphere of such respect. In this direction, we have reserves in both legislation (regulations) and the police and other law-enforcing organisations. Often, we see political proclamations and inconsistent "bang-bang movements," rather than a high-quality ongoing control system.
- **Road tolls, and including external costs in the price of the transportation route**. In due time, not only the price of the construction but also of maintenance and administration will be reflected in the road networks. Whenever the price is realistic, superfluous costs are reduced. That is why this measure will, in addition to the increased income to be spent on new constructions, facilitate more efficient utilisation of the existing infrastructure and ensure its throughput on a long-term basis – bottlenecks' occurrence in the future need not be eliminated, but it may be postponed and the public expenses may be better distributed in time.
- **If a toll is charged, preference should be given to systems able to monitor the vehicle movements** ("pay for what you really get"). At the same time, a system for toll payments recovery should be timely developed.
- A necessary condition for the road-toll system's functionality is its **extension to the entire road network**, with the exception of basic-service local roads. Otherwise, we will only see a transfer of the traffic from the "paid" roads to the lower-category ones, which will be completely destroyed due to their obsolete structure, often not suitable for modern requirements. Financial costs and new investment needs will thus only be moved from one administrator to another, which is not the goal.
- "**Live way" on the railway, interoperability, competition, offer and quality** – it is not the "only and true" way; but it helps to put efficient pressure on national railways, nearly monopolistic so far, on the one hand constrained by the problems of a vast state enterprise and, on the other hand, the pressure of trade union bosses, who do not consider economic conditions, efficiency and realistic possibilities for the company.

- **Elimination of bottlenecks with the aid of structures that are better from the viewpoint of environmental protection**, even if for higher costs, if the usual technical design is not applicable due to the requirements of law (tunnels, underground or fly-over crossings, legislative conditions enabling parallel transportation routes, including the problems of the protective zones and of the route administrators.
- **More attention to be given to river water routes and the rehabilitation of water transportation in the new EU member states.** Looking for modern technological procedures and solutions between the ministries of environment and transport on the European level, in order to facilitate the development of water routes, adaptations of navigable rivers, and the construction of lateral and interconnection channels. Following the good examples and experience of the WU15 countries: "*New water routes for new countries*."
- **Solution of cross-border water routes.** These are often problematic areas, due to unsolved problems in border segments, e.g., Labe between the Czech Republic and Saxony, and the domestic segments on the upper and lower Labe River are navigable. That is why such projects should be followed on the borders with the neighbouring countries, and financial and expert help should be provided to them.
- **Utilisation of regional airports by low-cost freighters.** Elimination of often unnecessary and costly long-distance individual car traffic to the central airport to get expensive and unwanted air-transport services.
- **Support for railway's competition with air transportation – the trans-European high-speed railway system.** Concept for building of high-capacity railways in central and south-east Europe, where individual small states consider this idea unrealistic, keeping in mind that they often have a single terminal for such a network within their borders. The small states are not interested in such a global solution. The situation is utterly different in large European countries – France, Germany and Spain, where amalgamation into a "unified area" was going on. However, the zone planning will ultimately get into a situation in which the corridors will have nowhere to be led, and their contraction will get considerably higher.
- **Discussion about road categories.** In certain countries, such as the Czech Republic, there is a motorway (D) and high-speed road (R) category, with a speed limit of 130 km/h, and then a category of all roads outside of municipalities, with a speed limit of 90 km/h. In reality, the latter speed limit applies even to four-lane roads with a median (unless they are classified as D or R). It would be efficient to amend the law so that the speed limit would be put between 90 and 130 km/h under certain conditions (shoulder width, overtaking lanes in inclined segments, the character of crossings with roads and railways).
- **Regional medium-capacity roads.** If the speed limit is increased to within the 90-130 km/h interval, and the safety parameters are at the same time complied with, travel times will be reduced and the efficiency of the regional roads' utilisation increased; and the overload of motorways, and the frequency of long and often unnecessary trips on motorway access roads will be reduced. It would be beneficial if the EU provided expert opinion and recommendations, such as "*Recommendations for the construction of medium-capacity regional roads*", which would make use of the experience and regulations applied in individual countries.
- **Support to high-quality medium-capacity regional roads on cross-border routes** could facilitate the everyday transportation in the border areas and ease the load off backbone border crossings (which are often bottlenecks). This is also applicable to countries lying on the border of the EU. The EU recommendations could be beneficial for these routes – often we can see an utterly different quality of road on each side of the borderline due to different categories and technical regulations. Due to these problems, such roads are not used very much, and sometimes are not official border crossing points at all.

2.6. What is the best way to finance such projects? What can be the role of the private sector and user fees (tolls)?

National governments, especially in the new member states, view investments into infrastructure mainly from the point of view: how can we provide financial funds without increasing the public debt (they have to comply with the "Maastricht criteria" – a maximum 3% deficit of the public finances). That is why they focus on the PPP (private and public sectors' partnership) as a solution which transfers the debt to an external (non-public) subject. Many of them responsibly seek the realistic utilisation of private money, many only try to cope with a "modern" task, many are afraid of the possible collapse of a large project, and some of them, of course, only follow their own interests.

The Public-Private Partnership is based on the fact that a private investor is better motivated to prepare and complete the project faster and with a higher efficiency than the state investment departments are able to; hence,

a faster putting into operation can be expected. These aspects are not adequately pronounced in discussions; this potential should be utilised in the interest of EU countries' transportation systems completion.

This problem is also related to the insufficient erudition and capacity of public administration in legal, economic and technical areas, which means risks with respect to ensuring the effects and advantages for the public sector. Another problem is that these are not true private projects, as the first railway projects were. The load of direct credit is transferred to another subject, but costs of the liability recovery, such as toll collecting, return of investment in the form of a "grey toll," rent, etc., is borne on the state and taxpayers; mostly also with the risk of covering the difference between the income and expenditure.

The increasing of road tolls, separation of the railway from the transportation, fees for railway use, and other methods are used in order to increase the financial attractiveness of transportation projects for investors. In other areas, such as public transport on railways, there is a system of payments to public transport operators – this system increases the public costs of transportation, but reduces the investments to new and expensive road links. That is why it is important to transfer the costs spent on the use of the roadways to their real users – this method can, even in public transport, bring the fares to amounts that are more adequate to costs.

Governments in the EU new member states are not too willing to guarantee credit, such as EIB (generally, because of the Maastricht criteria). In our opinion, there is a difference between "credit for consumption" and "credit for the sake of future income." We deem the infrastructure an important investment area in favour of economic growth – we support the EU suggestions (Paolo Costa) that credit for development of the infrastructure should be excluded from the Maastricht criteria.

We also think it is significant that we have not yet seen an instance in which a PPP model would be used for the construction of the inland railway infrastructure, due to the long-term return of investment.

3. How Can the Smooth and Effective Use of Axes Be Ensured?

3.1. What Are the Main Technical and Administrative Bottlenecks on these Axes at the Moment?

Technical bottlenecks: The parameters of trans-European routes including cross-border lines and circuits around large agglomerations need to be more homogenous.

At the present time, new member states and their neighbouring countries need to complete the **motorway sections that are missing and modernize substandard railway routes** in particular**.** In the long-term, however, this means a never-ending process of removing new and newly emerging bottlenecks by modernization, increasing the capacity and completing the construction, including using these alternative options to keep traffic moving.

Solving the technical problems apparently seems to be easy – by implementing ´railway packages´ the interoperability and convergence of the systems will be gained. The actual situation can be illustrated by the following example: Czech Railways, despite having an up-to-date Italian unit with tilting vans available for more than a year, are incapable of putting it into operation in fixed, regular international schedule because of technical problems and the incompatibility with the Czech railway network first and foremost!

In relation to neighbouring countries, the technical problem in the conventional railway system derives from the broad gauge of 1,524 mm employed in the former Soviet Union countries. Arranging for the logistically beneficial overriding or penetration of systems, i.e. extending the selected routes to important logistic centres so that goods need not be reloaded or bogies changed at the borders, is a question of political will and international agreements including the possible extension of the TEN-T network to neighbouring countries. Some of these routes (the Slovak Republic/Ukraine, Poland/Ukraine), that have been built in the past, are short and inconvenient in technical terms today. These routes could be used especially for goods trains in combined transport on longer routes and, if the demand for passenger services increases in the future, also for Eurocity trains to cross the EU eastern borders and travel directly to Russia. It is also a question of **prolonging the concept of *"the trans-European high-speed railway system"* which obviously should be built on segregated full-gauge lines (1,434 mm) and the concept of which should be territorially stabilized in the EU border countries as well as neighbouring countries by appropriate agreements.** Otherwise, a risk of conflict of these routes with other interests and functions of the area in question, preventing their implementation, will arise by approximately 2020.

The diversity of electrical traction systems in various EU regions is another technical problem for railways. This problem however can be dealt with more easily by modifying driving vehicles as described in detail in the following answer.

Administrative bottlenecks: Unequivocally, administrative bottlenecks are encountered at not only the EU outer border crossings but also any other border crossing in countries that have no common regulations and standards identical to those of the EU. The transport infrastructure which is being built is very expensive and the average speed reachable for both goods and passenger traffic decreases rapidly by the time of delays and/or waiting at borders. For example, a particular overland route from one EU country (Slovenia) to another EU country (Greece) involves crossing five borders[9]. Therefore it is important that border checks must be made easier and standardized and border crossings have sufficient capacity.

Cross-border sections of backbone routes are another, maybe political aspect of bottlenecks. In most cases, these sections are put off up to the furthest deadlines unfortunately. Actually, the current EU support primarily for cross-border projects is a great stimulus for national governments. If the lines defined as cross-border go too far inland, national governments tend to spend the majority of the funds on their inland sections intending to complete cross-border sections some time … in the future, which unfortunately applies even to priority European projects specified in the "Decision". **Therefore, the next cross-border projects should be clearly identified and specified, and support should be provided so that national governments or ministries cannot get round the efforts and will of the EU authorities,** otherwise, there is a risk that precisely the heaviest bottlenecks present on trans-European lines will not be removed (this risk already exists for cross-border sections to neighbouring countries). Other aspects are covered in the previous answers, especially the thesis on why politicians prefer inland transport constructions.

3.2. Are there Interoperability Problems When Crossing Borders or Changing the Mode of Transport?

A problem can appear for road haulage when a **charging system for routes is being established**, consisting of paying charges in different ways in individual countries, or more precisely, using different technical means. For instance, the Czech Republic is now looking for a manager who would be responsible for implementing a system for charging motor vehicles according to their operation; Austria and Germany use quite different technical systems for charging. **It is a fact that while the EU wants to standardize some areas, quite the reverse process is taking place at the same time.**

Railways have interoperability problems with different electrical traction systems; for example, at the Czech–Austrian border, 25 KV 50 Hz traction (the Czech Republic) and 15 KV 16 2/3 Hz (Austria) are in contact. This problem has been tackled by using multi-system traction vehicles which are available at the present time. The compatibility of railway interlocking systems is a more complicated problem. At the present time (until the information and telecommunication systems are interconnected through satellite systems), vehicles can be equipped with appropriately modified national interlocking systems.

To tackle the described problems, technical guidelines for interoperability (TSI) are being prepared and the Czech Republic is actively involved in these efforts, taking part in individual working groups for both conventional and high-speed railway systems. It is evident that **it is important for the trans-European transportation system that also neighbouring non-EU countries accept key interoperability guidelines.**

There is also a need to harmonize internal legal, technical and operational regulations and/or the guidelines of individual EU member countries or possibly neighbouring countries. This applies to both road and railway transport.

Different railway gauges at the borders with the former Soviet Union countries is another problem - see the previous answer above for a description.

[9] Border crossings (EU-) SLO – HR, HR – BIH, BIH – YU, YU – MK, and MK – GR (EU)

3.3. Is Safety a Big Problem on this Route?

It is our belief that the following **safety problems, especially road safety problems which the Czech Republic is facing are also typical of uncompleted transit routes** (bottlenecks) **in other new member states and EU neighbouring countries.**

With the increase in traffic density, safety problems increase every year. In the north – south axis (route E55) across the Czech Republic, after the completion of the planned D8 state boundary – Prague motorway, the main problems will remain in the section of Prague – České Budějovice – state boundary, i.e. the route of the future D3/R3 motorway the construction of which is proceeding very slowly and the route of which has not been finally established yet within the Středočeský (Central Bohemia) Region. Not having been designed for the present level of traffic, despite partial rearrangements in routing, the currently existing road has a series of dangerous sections with high accident frequency and also traffic unreliability particularly in winter conditions. The entire section from the city of České Budějovice to the Dolní Dvořiště state boundary can be classified as dangerous in this sense.

As for railways, or railway crossings with roads, level crossings are the biggest problem. For instance, in the České Budějovice – state boundary section there are still two level crossings (Bukovec and Kaplice station) situated on the present public road on the E55 route; these crossings slow down traffic and are a source of danger.
The plan of every significant road has overhead crossings in the Prague – České Budějovice section; these will be built as part of the construction of the Czech railway corridor. Also level crossings should be completely removed during the expected construction of the new České Budějovice – state boundary (– Linz) railway line. The use of electronic interlocking devices with remote control of traffic is also of high importance for railway safety.

3.4. What Can We Do to Deal with Bottlenecks Today and up to 2020?

The measures for removing bottlenecks are described in the above answers along with the particular problems in question. Below are some supplemental measures:

Currently Applicable Measures:

- Supplementing the priority projects of the "Decision" with the proposals outlined above, i.e. removing the E55 road bottlenecks and extending it in the E65 route, completing the Linz – Graz – Ljubljana – the Balkans railway line, and completing the infrastructure for the Adriatic and Baltic seaports;
- Continuing the intensive harmonization of the transportation market of EU member countries;
- Concluding international agreements with countries beyond the EU boundaries to support the penetration of the transport systems into areas that have not yet been harmonized;
- Fulfilling ´railways packages´ consistently and promoting the interoperability and compatibility of technical solutions for the problems (electrical traction systems, interlocking systems and gauge);
- Increasing the support for investment projects for cross-border sections and coordinating the implementation of the projects;
- Supporting alternative measures – relieving main lines;
- Dealing with the issue of excessive investment intensity in new EU member countries and neighbouring countries in relation to indebtedness (or the ´Maastricht criteria´); and
- Summarizing ´good practises´ in PPP financial models, evaluating model risks and benefits, and transferring know-how to new member countries and/or neighbouring countries.

Measures for 2020:

- Long-term stabilization of the area's main routes including linking them to neighbouring countries and defining the boundary points - interconnections;
- Preparation of the concept for the "trans-European high-speed railway system" construction for new member countries and neighbouring countries;
- Cooperation with neighbouring countries and possible assistance in removing the bottlenecks in these countries; and
- Application of alternative measures to prevent the bottlenecks appearing.

3.5. How Can Inter-modal Transport Be Ensured?

According to the study prepared by the International Railway Union (UIC 2004), **the bottlenecks on main European routes are the major obstacle to the development of combined transport.** Combined transport estimates that it will be losing about 25 million tons a year in 2015. In the study, no significant bottlenecks are expected to appear on the Czech railway network by 2015 nevertheless, the Prague railway junction is identified as a critical point for inter-modal transport. This warning and also the increase in traffic expected after 2015 are arguments in favour of also removing Czech bottlenecks just in the north-south route.

If no changes occur, demand for road transport will increase by 60 per cent in the EU by 2013 according to qualified estimates, which could help to transfer some road transport to the railways. **Many of the sections which are satisfactory today, of course will be incapable of handling this increase, causing more and more bottlenecks to occur.**

The strategy for the development of combined transport considers that a network of public logistic centres will be created. Road traffic, which better satisfies the needs of individual producers and consumers, however is far ahead of the construction of such centres which evidently lags behind the increase in road traffic. These public terminals were also contained in the TINA network, mostly situated where the motorway, railway, waterway, and airport infrastructure interconnect. The Jihočeský (South Bohemia) region has terminals in the city of České Budějovice, on the motorway sections and the north-south railway corridor which are being built, within the reach of the regional airport.

3.6. What Common Market Rules Should Be Applied so that the Transport in the Axis in Question Can Improve and Speed up?

In our opinion, not the rules and regulations applicable to **a** particular axis only but the **general EU rules and regulations for international roads** should be used. As soon as the new member countries are covered by the Schengen area, the free movement of people and goods, without administrative barriers will become a fact inside the EU. Even today, after the removal customs clearance at the borders between EU members, road haulage has evidently speeded up. On one hand, this situation helps to eliminate border crossing as bottlenecks and on the other hand it provides strong impetus for increasing the rail transport rate. Finding a solution to electronic toll systems in member, associated and neighbouring countries, and especially their compatibility remains a problem. Having a system based on an identical principle that can monitor vehicles and specify the appropriate charges on a *´pay for what you have used´* basis would certainly be desirable.

Customs procedures for goods and people crossing borders with **non-member countries** still cause considerable problems. **The EU should discuss the situation with these countries to try to achieve measures that would minimise the time spent at borders and break down administrative barriers for EU member countries** (see previous answers).

Interoperability and especially the driving vehicles capability of passing from one country to another is the main problem for rail transport. Currently, driving vehicles, with only a few exceptions, need to be changed at border stations, thus prolonging the travelling time of passenger and goods trains in international transport. Agreements on individual areas (interoperability specifications) are being prepared for both conventional and high-speed railways systems. This work, however, will take a few more years. **To improve this situation quickly, it would be appropriate if the railways authorities of individual member states communicate one with another and make the passage of vehicles** operating in neighbouring or third countries **flexible after reviewing the conditions, at least for individual international railway lines.** The interoperability issues need be discussed with neighbouring countries in parallel. Some other problems are described in other answers.

3.7. Which Administrative Processes Should Be Better Integrated?

The response to this question is contained in many of the answers given above. The following is considered to be of principal importance:

- Cooperation of countries in finding a solution for a charging system for roads and motorways,
- Interoperability of railways and any associated problems;

- Passing across the EU outer border; and
- Unifying the classification of roads and motorways within EU member countries and cross-border sections with neighbouring countries.

3.8. What Role Can the Private Sector Play?

We believe that the role of the private sector could consist of funding transport network construction by using a PPP (Public Private Partnership) model. The main reason for this is that the new as well as associated countries have only very limited funds available for developing the transport infrastructure in their state budgets, and the use of loans with a state guarantee is also questionable with respect to the *´Maastricht criteria´*. As mentioned above, the PPP model transfers the load of debt servicing to a private subject.

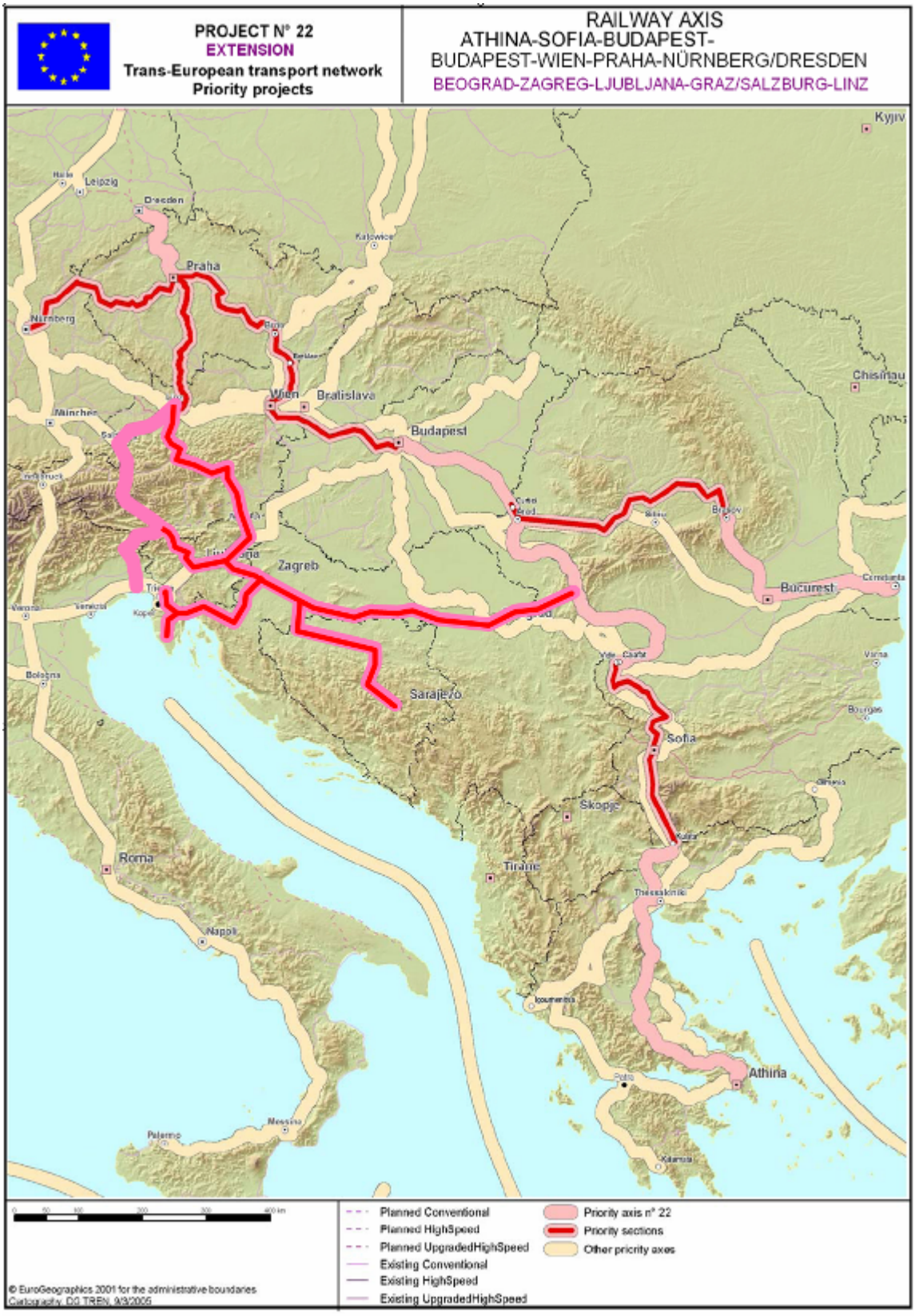
The experience acquired in the United Kingdom, where 15 to 20 percent of public investments are made on the basis of the PPP system, shows that total construction and running costs in some cases are 15 to 27 per cent lower than those spent on state investments.

Efforts must also be made to either find new PPP models or to adapt the existing ones for the construction of inland rail lines. Generally, the return on an investment in railways is much longer than that on road investment.

Greater involvement of the private sector as a direct investor and operator of the transport infrastructure construction should be our goal in the future. To reach this, the direct relation between the transportation method (railway or road) user and the investor or possibly the operator would need to be defined. ´Railway packages´ and setting up a unified charging system for roads and motorways, applicable to rail and road transport respectively, would help these efforts.

The EU can be helpful especially **in summarizing ´good practises´, evaluating risks and benefits, and transferring know-how to new member countries and/or neighbouring countries**. By doing this, it can prevent negative examples from occurring. In the Czech Republic, we can illustrate a negative example of an unsuccessful attempt to use a PPP model by the construction of the D47 motorway to Ostrava. Similar negative experiences can also be found in other countries.

ANNEX 1


PROJECT N° 22
EXTENSION
Trans-European transport network
Priority projects
RAILWAY AXIS
ATHINA-SOFIA-BUDAPEST-
BUDAPEST-WIEN-PRAHA-NÜRNBERG/DRESDEN
BEOGRAD-ZAGREG-LJUBLJANA-GRAZ/SALZBURG-LINZ
Kyjiv
Leipzig
Dresden
Praha
Nürnberg
Wien
Bratislava
Budapest
Chisinau
München
Zagreb
Bucuresti
Sarajevo
Sofia
Skopje
Roma
Tirana
Napoli
Athina
Palermo
Messina
Planned Conventional
Planned HighSpeed
Planned UpgradedHighSpeed
Existing Conventional
Existing HighSpeed
Existing UpgradedHighSpeed
Priority axis n° 22
Priority sections
Other priority axes
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Cartography: DG TREN, 9/3/2005

ANNEX 2


PROJECT N° __
NEW
Trans-European transport network
Priority projects
MOTORWAY AXIS E55-E65
DRESDEN-PRAHA-LINZ-SALZBURG-VILLACH-TRIESTE-VENEZIA/
LJUBLJANA-KOPER-PULA/RIJEKA-SPLIT-DUBROVNIK-
PODGORICA-SKOPJE-KOSANI
Bremen
Amsterdam
Hannover
Berlin
Warszawa
Rotterdam
Duisburg
Leipzig
Antwerpen
Bruxelles
Köln
Dresden
Frankfurt am Main
Praha
Luxembourg
Nürnberg
Stuttgart
Strasbourg
Wien
Bratislava
München
Budapest
Bern
Ljubljana
Zagreb
Lyon
Milano
Torino
Beograd
Sarajevo
Skopje
Roma
Napoli
Priority axis n°
Priority sections
Other priority axes
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Mgr. Petr Šebek

TEN-T Extension – The Region of South Bohemia presents answers to the questions submitted by Edgar Thielmann, Head of Division, on the DG TREN website on behalf of interested bodies as part of the Public Consultation process of the „TEN-T – Transportation policies and future projects programme“.

Entity:	The Region of South Bohemia
	www.kraj-jihocesky.cz
Authorised representative:	RNDr. Jan Zahradník, the Governor

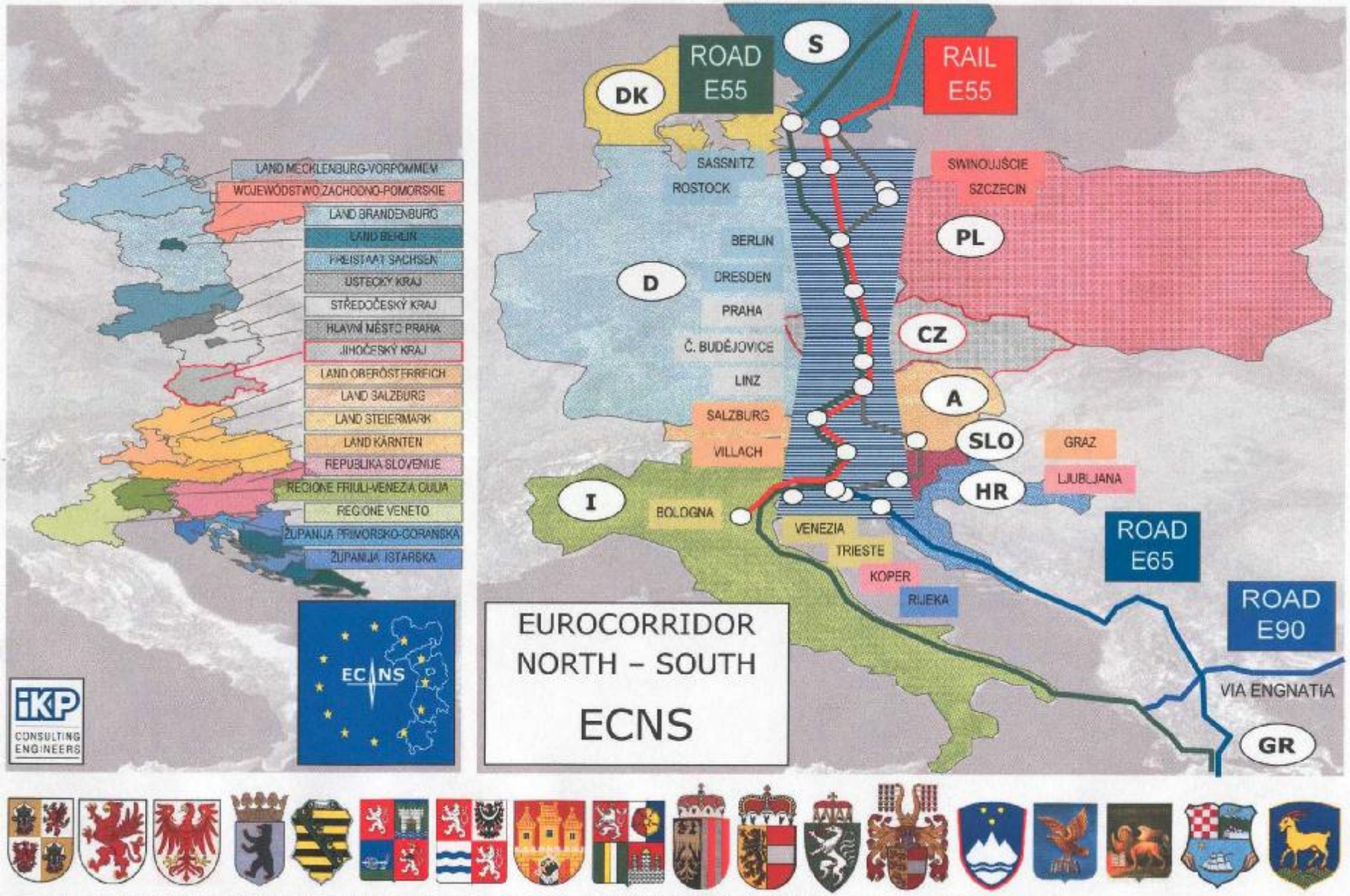


Fig. 1 Eurocorridor North - South (ECNS) - Project of multimodal communication corridor in axis North - South (Baltic - Adriatic) - cooperation of regions

Basic document of The Region of South Bohemia (Czech Republic) in cooperation with IKP Consulting Engineers, Inc.

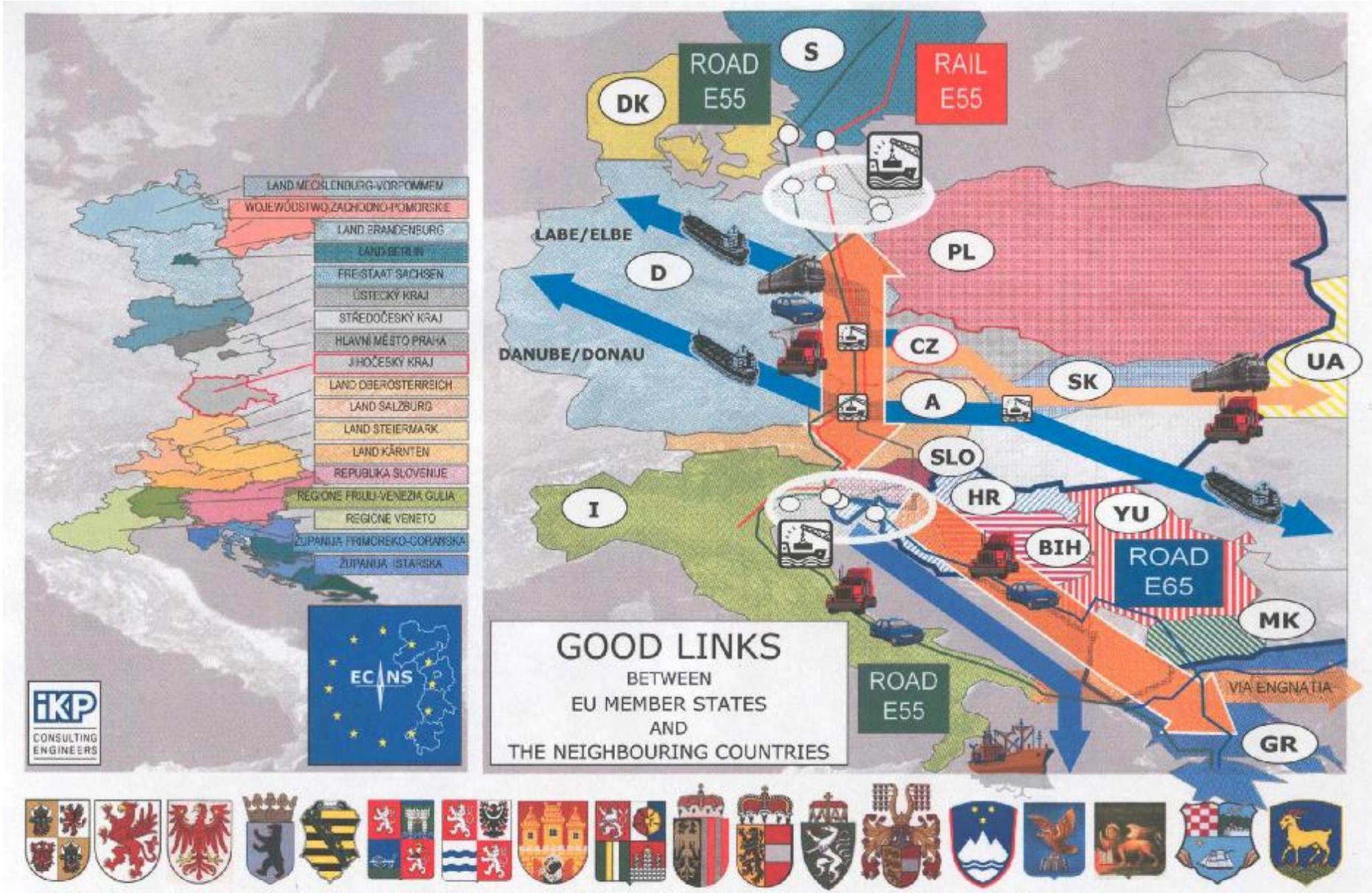


Fig. 2 Good links from Central Europe in the Southern - the South-Eastern direction with links to Eurocorridor North - South (ECNS) and in the Eastern direction

Opinion of The Region of South Bohemia (Czech Republic) in cooperation with IKP Consulting Engineers, Inc.

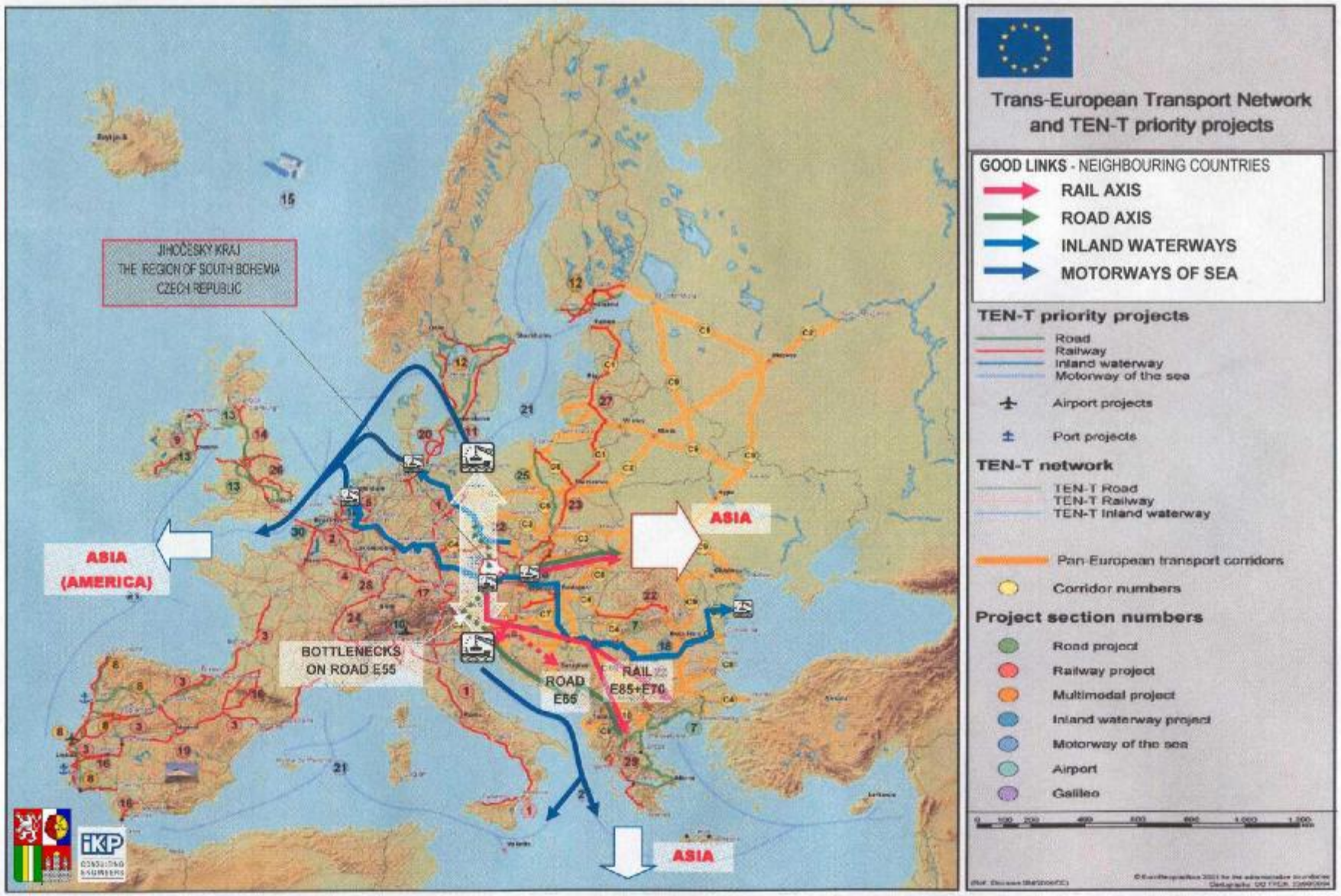
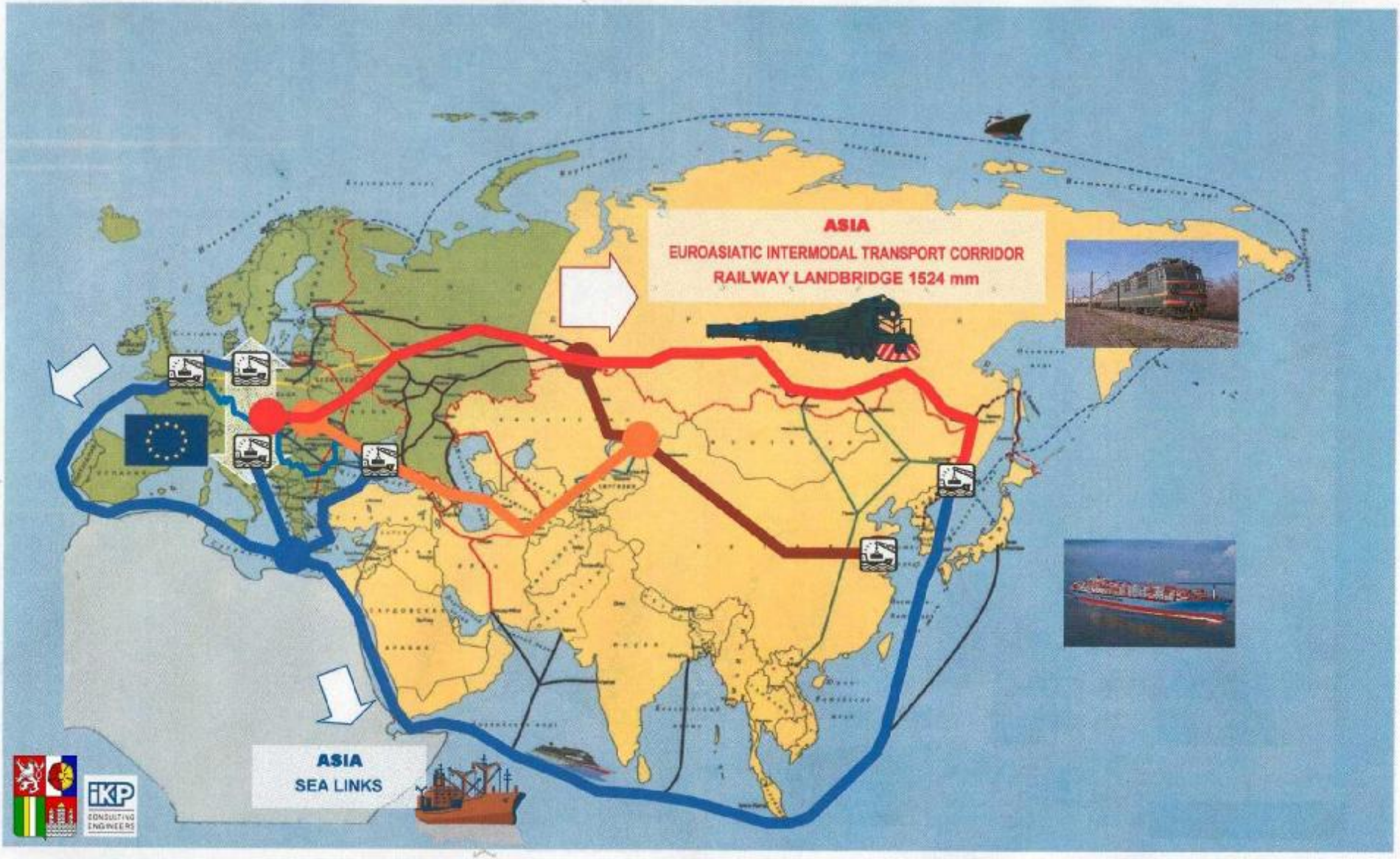


Fig. 3 Good links - potential projects of rail and road axis and waterways from Central Europe in the Southern - the South-Eastern direction with links to Eurocorridor North - South (ECNS) and in the Eastern direction

Opinion of The Region of South Bohemia (Czech Republic) in cooperation with IKP Consulting Engineers, Inc.



Consignments pass the distance of 9 - 12 ths km at about 400-600 km per day, fast consignments at 800-1000 km per day.

Fig. 4 Good links - Euroasiatic intermodal transport corridor (EAITC) - important transcontinental connection across eastern EU border

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