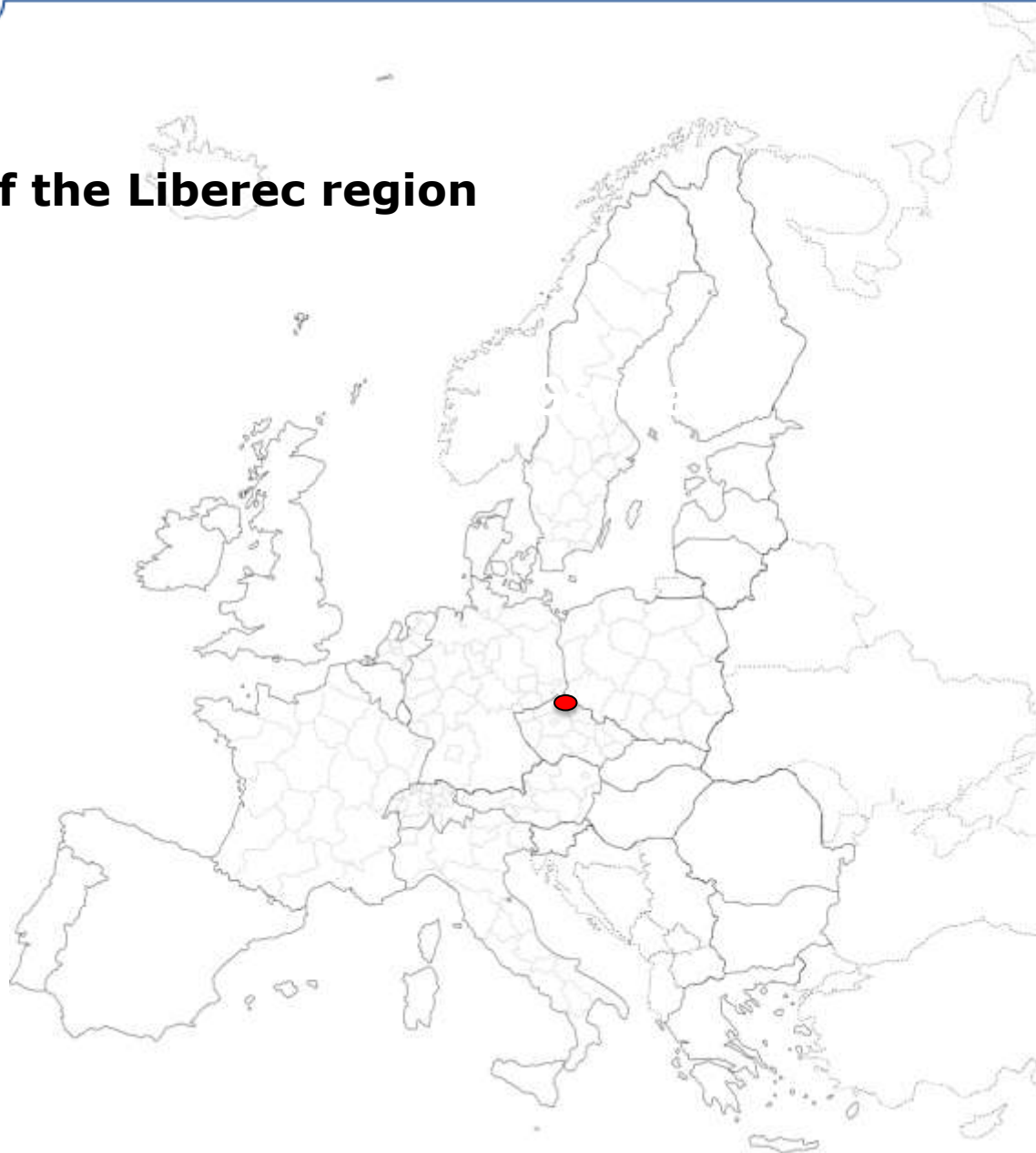


# Rail Network Development

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## Location of the Liberec region



## Characteristics of the Liberec region (1)

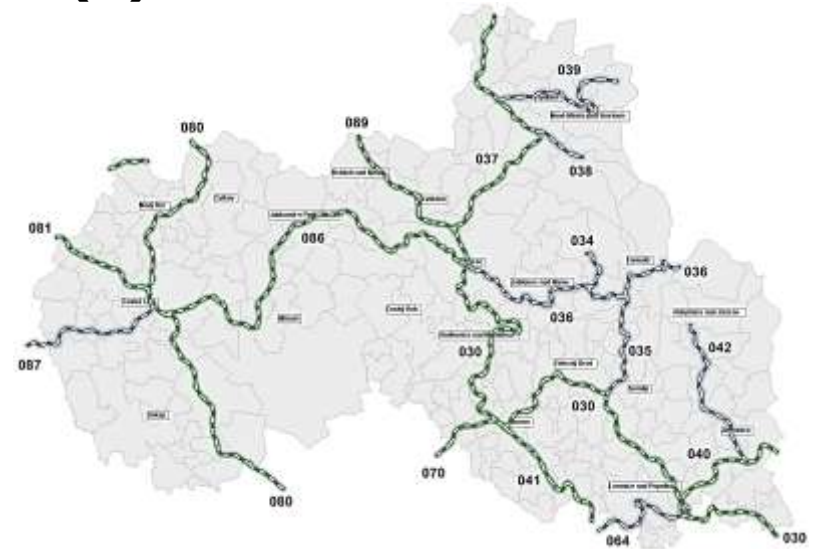
- The second smallest region in the Czech Republic (out of 13)
- The capital of the Liberec Region is the fifth biggest city in the Czech Republic
- The high rate of unemployment, especially in the peripheral parts of the region (forces residents to commute to work outside their hometowns)



The demand for public transport rises

## Characteristics of the Liberec region (2)

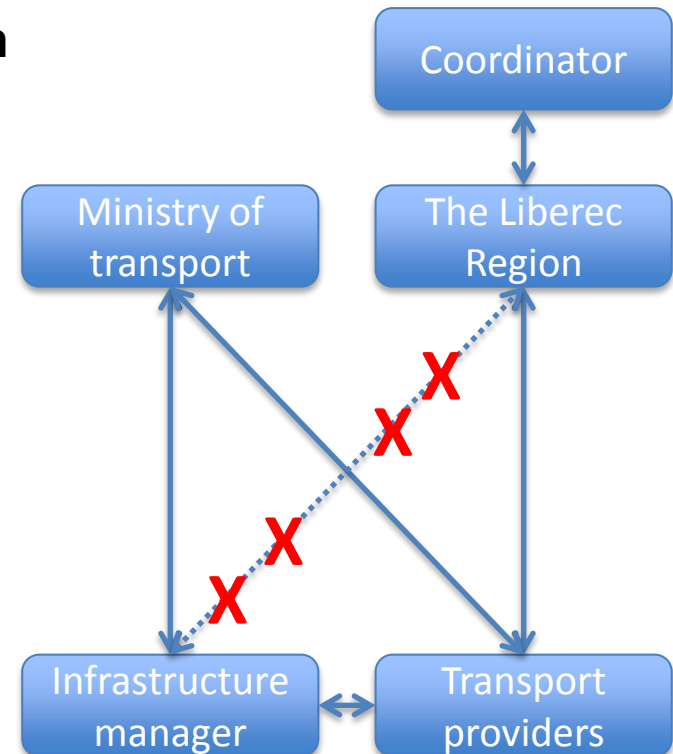
- Lacks connection to other crucial railway corridors
- The only regional capital in the country which lacks a good quality railway connection with Prague
- The regional railway tracks are run through a hilly, sometimes even mountainous terrain
- The regional railways suffer from long-term underinvestment



- Outdated infrastructure contrasts with the increasing quality of rolling stocks
- Decrease in the railway's competitiveness with other means of transport

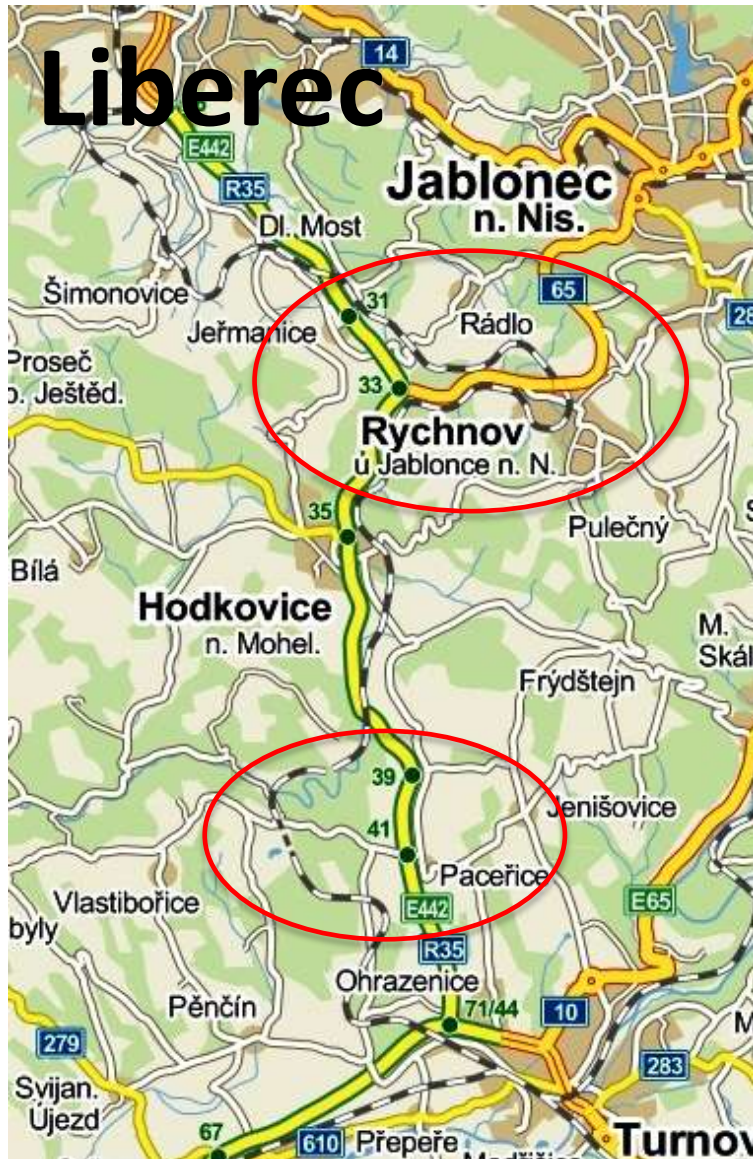
## Passenger rail transport stakeholders in the Liberec region

- Passenger rail authorities are:
  - The Liberec Region (regional trains)
  - The Ministry of transport (long-distance trains – express trains)
- KORID LK - coordinator of public transport in the Liberec Region (not only trains, but also buses, city transport)
- Transport providers
- Railway infrastructure manager



The Liberec Region doesn't have any contract with the infrastructure manager





## The goals of the KORID pilot project

- Increase in the competitiveness of the railway in relation to other means of transport
- Retaining the passengers in the system especially in routine journeys to school and work
- Development of the railway network in harmony with current trends, needs and limits

## Methods

- Analysis of the current situation
- Preparation of the transport concept
- Setting conditions for realization of the concept
- Sorting according to priorities and establishing a plan for each railway line



**Output:** Strategy for dealing with management of the Liberec Region, Ministry of transport, the infrastructure manager and other partners

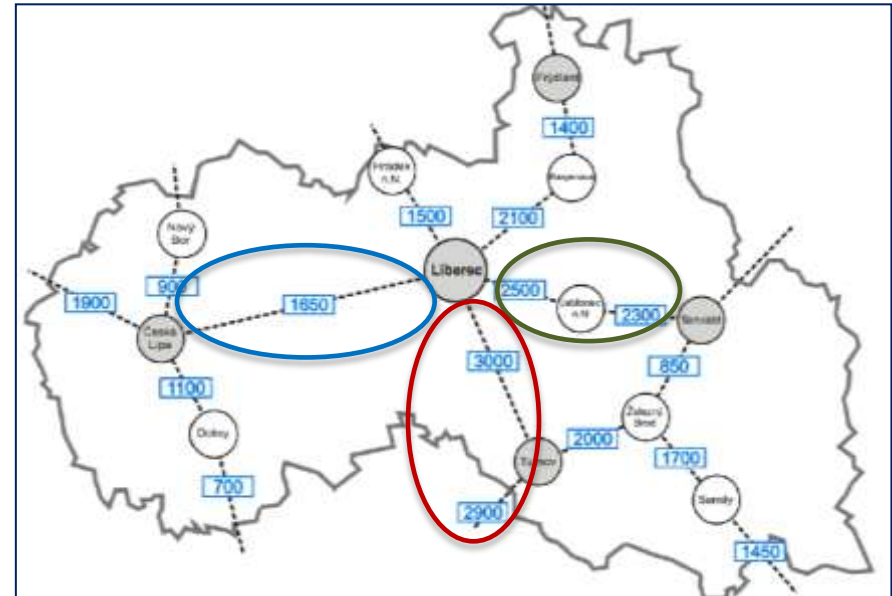


The crucial precondition for success to avoid wasting energy fighting over individual solutions is a consensus of opinion of all main parties

## Findings (1)

Establishing necessary investments according to the offered services and benefits

- **Lines with low potential** tender calls for the lowest price, (low cost, basic quality)
- **Lines with a middle potential** better use of existing possibilities, the proposal of spot improvements and organizational changes
- **Lines with a high potential** a major modernisation mostly in a new track



Line	Potential	Investments
Liberec - Česká Lípa	Low	6 M€
Liberec - Tanvald	Middle	40 M€
Liberec - Mladá Boleslav (Praha)	High	586 M€



We now have **data** for dealing with investors

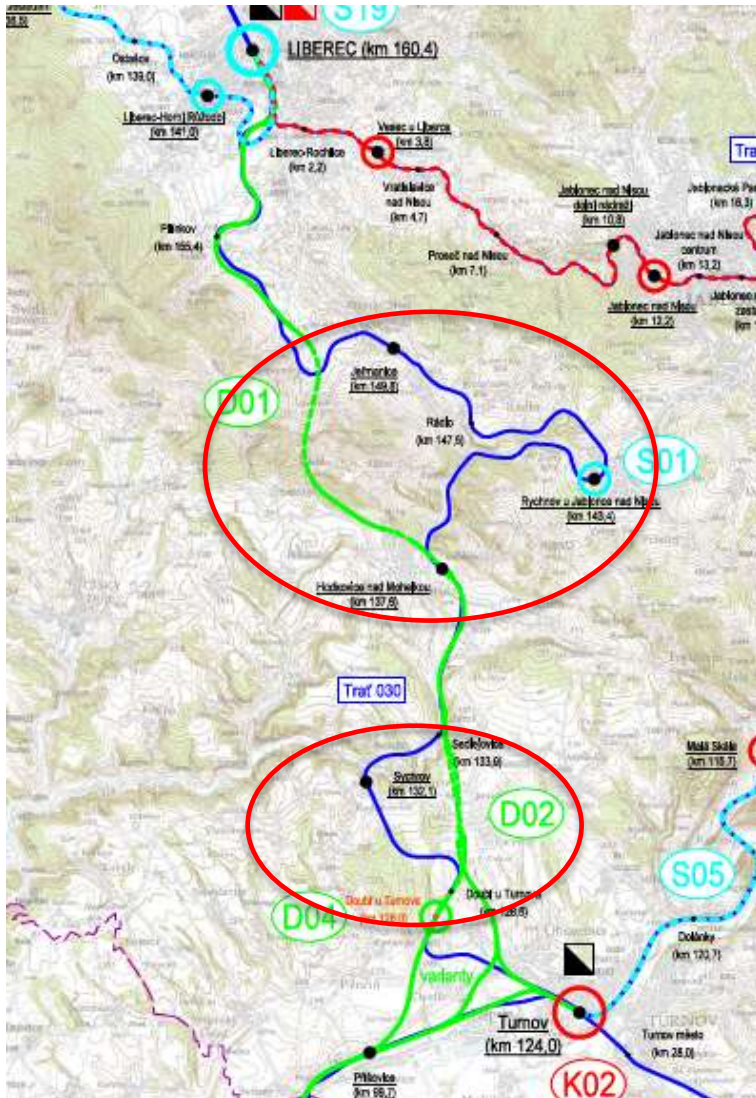


## Findings (2)

- Some needs demand greatly lower costs than expected - much can be achieved by organizational changes, modifications of the transport concept (timetable), spot modernisations of intersection points



The example of the Liberec – Česká Lípa line



The example of the Liberec – Praha line

## Findings (3)

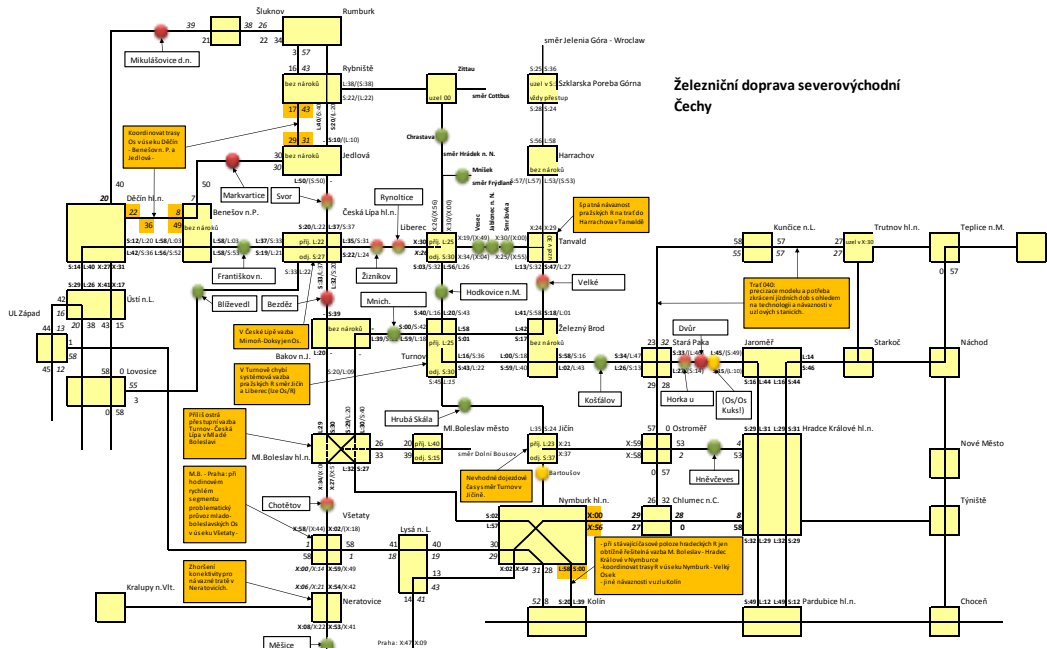
- Some needs demand significant investment cost.
- It is necessary to have project planning in advance to block a new route in regional plans and to prepare projects for grant applications





## Transferability to other passenger rail authorities

- Passenger rail authorities have to know about their needs on the long-term horizon
- The costs and benefits of the proposed measures have to be quantified



The pilot project provides a strategy for the successful targeting of all activities > model output

# Thank you for your attention

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