



Správa železniční dopravní cesty



Ministerstvo dopravy

# New opportunities for TER project

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## Good ideas for the future

- **Modernisation of infrastructure for boosting the future and to make railway „fashionable“**
  - Increase capacity + implement new technologies (HST)
  - Get ONE STANDARD (AGC, AGTC, TSIs)
  - Diferent starting horizons
    - 1980 – West European Countries
    - 1990 – Central Europe and SE Europe
- **Aim – to gain good infrastructure for united Europe (reaction on EU enlargement process)**
- **Speed up passenger transport & reliability of freight transport**



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# Previous situation

## Up to 2000:

- Regular international railway connection between important cities and tourist regions



- From selected premium services to the affordable network
- Integration in the national systems of long-distance trains + offer of direct international connections
- Examples:

Day-trains: Vienna – Paris, Vienna – Rome, Ljubljana – Venezia, Prague – Zuerich, Milano – Dortmund, Prague – Dortmund, Prague – Krakow, ...

Night-trains: Prague – Venezia, Vienna – Ancona, Budapest – Venezia, Budapest – Bucuresti, ...





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## And now?

- **Modernisation of infrastructure in progress**
- **Good infrastructure parameters accross EU (by 2020)**
- **Liberalisation of international services**

### **BUT**

- **Many international connections have been cancelled as non-profitable**
- **Absence of vehicles for international operation**
- **Quality downturn (low attention to conventional rail vehicles)  
– no dining cars, air-conditioning etc.**

### **RESULT:**

- **Worse international connection despite better infrastructure and liberalisation – especially in CEE-countries**

- **Decrease of international mobility on rail vs. Increase of general mobility**
- **Low benefit from EU invested money for European mobility (Tarvisio, Lichkov!!!)**
- **CBA for many projects has not positive results**
- **Possible problem for future cofinancing**
- **Infrastructure planning without operational planning – loosing money, loosing customers**



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## Possible role of TER

- **TER is unique platform of CEE and Asian countries**
- **It is possible to prepare common „regional opinion“ for future discussion with European Commission**
- **Our regional needs in railway sector are specific and EU needs information about it**
- **Important interface with interoperability and TEN-T revision as well as with future cohesion policy**



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## Our proposal

- To prepare a study about past, present and future international railway connection in our region
- To propose possibilities for changes
- To recommend financial instruments
- Cooperation in all sector is necessary
- **This study will be a basis for future discussion with European Commission**



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## Our target

- **To find solution for possibilities of operational support for European mobility**
- **To prevent situation occurred between e.g. Austria and Italy**
- **Continuation TER Master Plan in field of passenger railway operation**
- **Find a way to „live railway“**





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# Thank you for attention



 **172 Vindobona**

Wien Südbf–Hohenau–Břeclav–Brno Hlavní Nádraží–  
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Berlin–Schönefeld Flughafen ✈️–Berlin Ostbahnhof–  
Berlin Zoo–Wittenberge–Hamburg–Altona

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