

CORRIDOR CAPITALIZATION PLAN ÚSTÍ REGION

Overview

Version 1
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The CCP in the CORCAP project should have or reflect these two Specific objectives:

- Enhancing the functionality of the corridor through improved coordination between transport and spatial planning
- Strengthening of logistics locations

Specific objective: Enhancing the functionality of the corridor through improved coordination between transport and spatial planning

The most important planned investment on the OEM corridor in Ústí region is the new railway Prague - Dresden which should significantly reduce travelling times and increase capacity of OEM corridor between Prague and Dresden, esp. for the needs of rail freight transport. Therefore, specific aims in Ústí region should consist of the following:

Specific aim 1: Incorporate corridors from the Feasibility study of the new railway Prague - Dresden into the Development Principles of the Ústí Region

- This step should follow the approval of the Feasibility study of the new railway Prague - Dresden by the Central Committee of the Ministry of Transport. This act is the official approval of the investment project needed for further preparations and it took place in December 2020.
- Time horizon: should be fulfilled by 2022
- Stakeholders: Ústí Region, SZCZ, MoT

Specific aim 2: Deal with conflict of interests arisen during planning of the high-speed railway (NIMBY)

- This activity should run continuously and keep on even after the end of our project. It should be based on specific working group, which had been created for the purpose of communication between the SZCZ, municipalities and the Ústí Region in order to find out the most suitable solution of the conflict of interests between different stakeholders regarding the route of the high-speed railway.
 - The working group should discuss possible routes between Roudnice nad Labem and Ústí nad Labem, where the final route has not been fixed yet. It should also discuss potential compensational measures aimed at reducing negative impacts of the high-speed railway on the landscape values and other values in affected areas (e.g., realisation of tree avenues around planned elevated sections of the railway, securing sufficient connections over and under the high-speed railway, etc.).
- Time horizon: continuous activities until construction phase (2027+)
- Stakeholders: Ústí Region, SZCZ, MoT, municipalities, general public

Specific aim 3: Secure conditions for Transit Oriented Development around railway stations in regional centres benefiting from faster train connection (Enhancing the functionality of the corridor through improved coordination between transport and spatial planning)

- Promoting public acquisition of land around railway stations with future development potential (related to faster train connection).
- Spatial development studies and regulation plans for redevelopment of vicinity of railway stations.
- This step is aimed at securing re-development potential of areas around railway stations which would benefit from faster connection to Prague (and/or Dresden) in the future and thus also maximizing attractiveness of rail transit for passengers. If the areas around railway stations would be developed according to Transit Oriented Development principles, the shape of this development would positively influence the performance of passenger rail transit, therefore creating added value to investments into



new and improved rail infrastructure. The re-development of this sites would also help to improve urban environment of cities in the region, and esp. locations, which are currently neglected or under-developed. The step should consist of influencing spatial plans through negotiations with respective cities and/or through the Development Principles of the Ústí Region. Other step would aim at motivating cities to acquire land in vicinity of respective rail stations. Both steps should prevent unsuitable development which would reduce potential of these locations (e.g., development of low-rise mono-functional building such as retail stores).

- Time horizon: studies and plans until 2025
- Stakeholders: Ústí Region, SZCZ, cities, landowners

Specific aim 4: Enable faster train connection from Prague and Dresden to as many regional centres as possible

- The Feasibility study of the new railway Prague - Dresden approved by the Ministry of Transport of the Czech Republic in December 2020 counts with direct express or fast train connection using the new railway between Prague and Roudnice nad Labem, Litoměřice, Lovosice, Ústí nad Labem and Teplice and also between Dresden, Ústí nad Labem, and Teplice. Further, it is anticipated, that the new railway section Nová Ves - Most (which is not part of approved feasibility study) would also allow direct fast connection between Prague and Louny, Žatec, Most, Chomutov, Kadaň and Klášterec nad Ohří. Therefore, the only significant cities of the Ústí - Chomutov agglomeration not fully benefitting from potential of the new railway would be Děčín and Litvínov.
- This aim should therefore lead to further negotiations of the Ústí region and SZCZ over measures to secure best feasible connection to abovementioned cities. First of all, the new railway section Nová Ves - Most is a priority for the Ústí Region, since it has not been a part of approved Feasibility study of the new railway Prague - Dresden. Further, the measures aimed at securing fastest possible connection between Prague and Dresden should be undertaken (preferably by allowing direct express connection through the future Central Bohemian Uplands base tunnel with change of its direction at the future station Ústí nad Labem-Centre). Finally, the direct express connection between Prague and Litvínov should be taken into account, e.g., by obtaining a study of direct express connection between the City of Litvínov and Prague.
- Time horizon: studies and negotiations until 2025
- Stakeholders: Ústí Region, SZCZ, MoT, cities

Specific aim 5: Assess changes of the transport system on Elbe Valley after completion of construction of Ore Mountains base tunnel and Central Bohemian Uplands base tunnel (Elbe Valley 2040)

- Assessment of transport system and transport flows in the Elbe River valley after the new railway would be put into use and of the potentials resulting from changes of transport flows, with regard to:
 - rail freight transport
 - rail passenger transport
 - prospects for tourism and local recreation
 - capitalisation of the Elbe waterway
 - utilization of urban development potentials
- Time horizon: until 2023
- Stakeholders: Ústí Region, The Free State of Saxony, MoT, EGTC, Žesnad.cz, SBO, municipalities



- *This aim should be addressed together with Specific aim 8 and Specific aim 9 in cooperation with partners from Saxony.*

Specific objective: Strengthening of logistics locations

Intermodal transport operation would be boosted by the new railway Prague - Dresden and other investments into increasing capacity of the OEM corridor for the rail freight transport. Therefore, it would be important to secure conditions for future development of intermodal terminals and rail freight operation.

Specific aim 6: Incorporate needs of freight transport into strategic planning / documents of the Ústí region

- The freight transport needs and plans had so far been ignored on the regional level and are not taken into account in strategic documents of the Ústí region.
- The freight transport should be therefore involved into the Strategy of development of the Ústí region, where it should be covered by both - analytic and strategic part of the document.
- This step needs to be fulfilled by the Regional Authority of the Ústí region in cooperation with freight transport stakeholders.
- Time horizon: until 2022
- Stakeholders: Ústí Region, Žesnad.cz, SBO

Specific aim 7: Secure conditions for future development of intermodal terminals and rail freight facilities

- Steps to secure preservation of the entire yard of the Railway station Ústí nad Labem-západ for the future needs of the rail freight / intermodal transport
 - This step is aimed at preventing potential changes at the yard of the Railway station Ústí nad Labem-západ, which would endanger use of its potential for future development of rail freight operation and intermodal operation at this site in relation to the Ore Mountains Base Tunnel (this station would be the first station with suitable space for dispatching and parking of freight trains (including marshalling yard) and intermodal operation on the Czech side).
 - This step needs to be undertaken in cooperation with the state company České dráhy, which is currently owner of the rail yard, SZCZ, which should buy the rail yard from České dráhy and which is preparing modernization of the station (to ensure future use for railway operation) and the city of Ústí nad Labem on which territory is the site located.
 - Time horizon: until 2022
- Steps to allow future development of intermodal terminals
 - Deal with development needs of intermodal terminals in the region. Such needs consist of (e.g.):
 - > finding a more suitable location for intermodal terminal Ústí nad Labem
 - > increasing capacity of Lovosice station for dispatching freight trains
 - > securing land needed for potential future spatial development of intermodal terminals
 - Time horizon: continuous



- Stakeholders: Ústí Region, SZCZ, Žesnad.cz, České dráhy, operators of intermodal terminals, municipalities

Specific aim 8: Improve conditions for cross-border freight transport (in cooperation with partners from Saxony)

- Prior to the completion of the new railway Prague - Dresden (esp. section Ústí nad Labem - Dresden), there would remain bottleneck in rail freight transport between the Czech Republic and Germany - the connection Děčín - Dresden. Therefore, there is a need to find suitable alternative temporary connections to secure rail freight operation in case of temporary reduction of capacity or closure of the railway Děčín - Dresden.
- *This aim should be addressed together with Specific aim 5 and Specific aim 9 in cooperation with partners from Saxony.*
- *Other elements of this aim would be specified after further communication with the partners from Saxony. This aim should be addressed together with Specific aim 4 and Specific aim 8 in cooperation with partners from Saxony.*
- Stakeholders: Ústí Region, The Free State of Saxony, MoT, SŽCZ, EGTC, Žesnad.cz

Specific aim 9: Navigability of Elbe River

- The future parameters of Elbe River waterway between Ústí nad Labem and Saxony are still uncertain along with measures to improve its navigability. This uncertainty negatively affects shipowners and port operators as well as other stakeholders (e.g., cities with ports). Ports are generally under-used and there is no waterway freight transport during summer season (even when the flow rate allows navigation). As a result of this uncertainty, there is also no clear strategy of the Ústí region regarding the Elbe River waterway.
- The aim is therefore to thoroughly discuss the future of Elbe River waterway and to find a strategy for its development. It must be thoroughly assessed, what positive and negative impacts would bring the proposed construction of the weir Děčín - Prostřední Žleb, how would develop water transport and port operation in case of this development and how could the Elbe River waterway and ports work without it. This assessment should also include alternative functions and potentials of the Elbe River waterway and port areas (e.g., tourism use, redevelopment).
- *This aim should be addressed together with Specific aim 5 and Specific aim 8 in cooperation with partners from Saxony.*
- Time horizon: until 2023
- Stakeholders: Ústí Region, The Free State of Saxony, MoT, ŘVC ČR, SBO, municipalities

Specific aim 10: Preservation and development of (rail) sidings

- Rail sidings and feasible corridors are endangered by spatial development (land use changes) and by land speculations. On the other hand, they are needed for securing future potential of rail freight transport. It would be helpful to concentrate on preservation and creating conditions for development of rail sidings on the regional level, since rail sidings often lead through more municipalities and they are too marginal for state interventions.
- Ústí Region should concentrate esp. on development and preservation of rail sidings connection to most important industrial zones, such as IZ Triangle near Žatec and Ústí nad Labem - Úžín.
- Time horizon: continuous
- Stakeholders: Ústí Region, SZCZ, Žesnad.cz, municipalities