

TAKING  
**COOPERATION**  
FORWARD

 Digital final conference | 9-10 March 2022

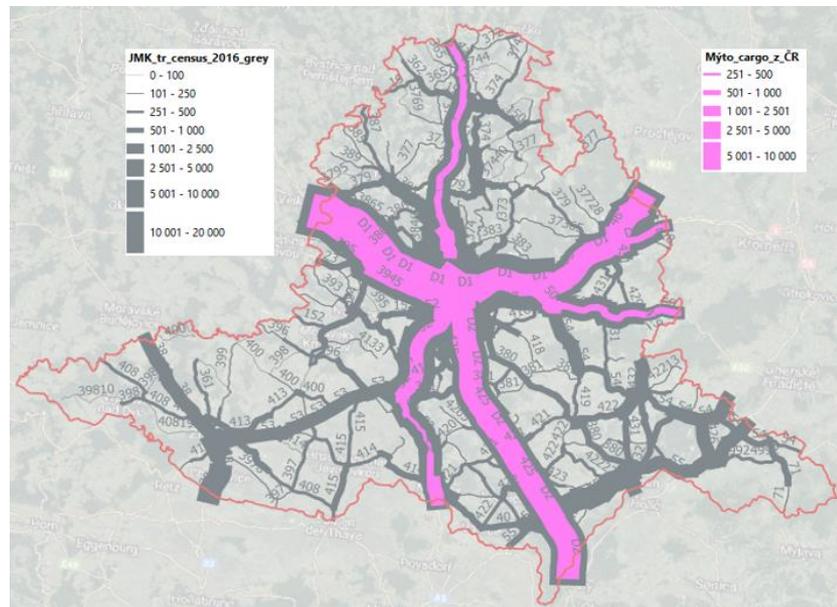
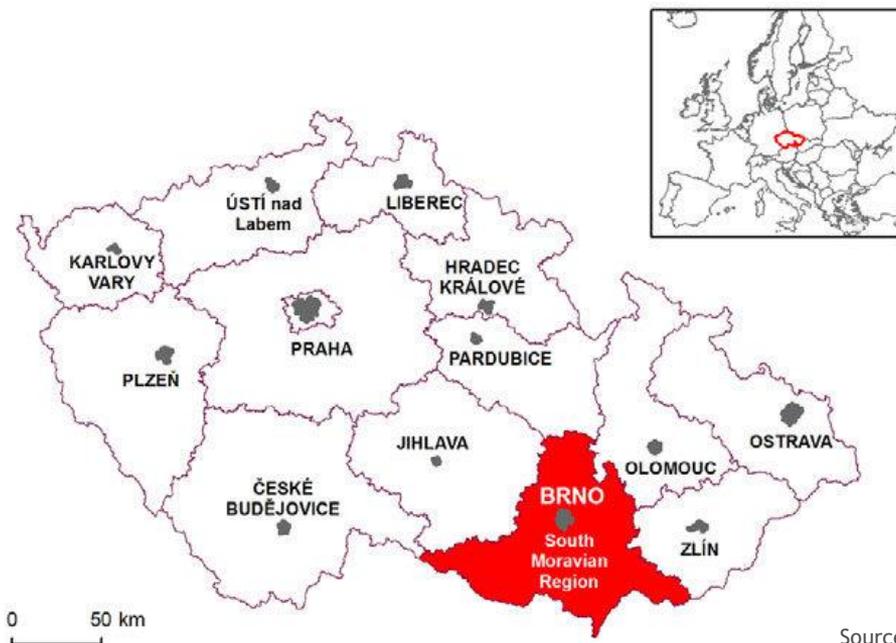
 **Corridor Capitalisation Plan for the South Moravian Region**

 Vojtěch Elstner | Project manager | KORDIS JMK

# TERRITORY ADDRESSED

## South Moravian Region (SMR)

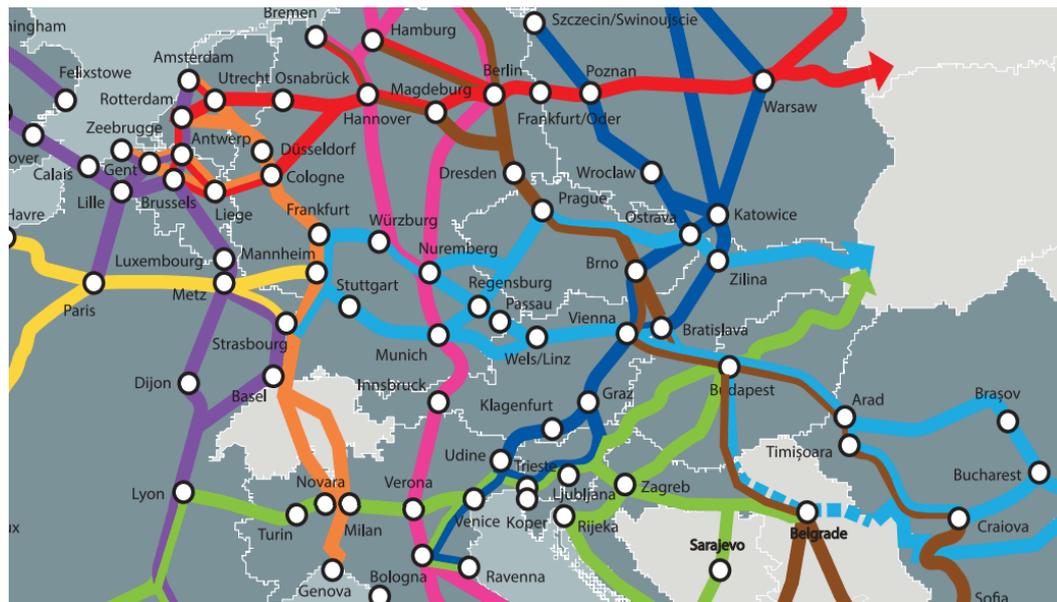
Daily more than 10 000 lorries in both directions



Source: PALETA, Tomáš, Monika JANDOVÁ, Vilém PAŘIL a Marek PRAVDA. MASARYKOVA UNIVERZITA. Intenzita nákladní dopravy na hlavních tazích Jihomoravského kraje. Brno, 2021.

# TERRITORY ADDRESSED

## TEN-T corridors in the central Europe



# CHALLENGES AND NEEDS ADDRESSED

- Overloaded roads
- Overloaded railways
- The reason is high transit
- Brno railway node - barriers in passage
- Impossibility to order additional passenger trains
- Missing connection with neighboring countries
- Construction of the Brno railway node
- Highways and railways of high quality and capacity, especially around Brno
- Need for electrification of regional railways

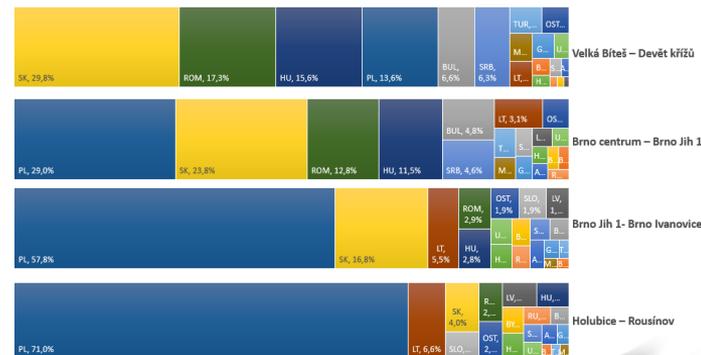


Zdroj videa: Správa železnic



# PROCESS AND ACTIVITIES REALISED

- Analysis of the status of railway freight transport in the Czech Republic (English summary)
- Survey aimed on long-distance freight road transport flows in the SMR - qualitative research
- Mapping of intensity of freight road transport in the SMR - Masaryk University (quantitative research)
- Scenarios of development of freight transport in the territory of the SMR until 2050 - Masaryk University
- Consultation with stakeholders



Source: PALETA, Tomáš, Monika JANDOVÁ, Vítěm PAŘIL a Marek PRAVDA. MASARYKOVA UNIVERZITA. Intenzita nákladní dopravy na hlavních tazích Jihomoravského kraje/Brno, 2021.



# RESULTS AND RECOMMENDATIONS

- Transit traffic is dominant in SMR.
- Transit traffic is not statistically monitored on the state level.
- SMR strives for quality highway connection, extension to 6 lanes Brno-Prague, Brno-Vienna, Brno-Svitavy (-Poland).
- SMR strives for construction HSR Brno-Prague, Brno-Břeclav (-Austria), Brno-Ostrava (-Poland).
- We expect that freight transport will develop depending on technological trends development and a level of regulation.
- It was confirmed that it would be theoretically possible to shift some lorries to trains on these routes.



# RESULTS AND RECOMMENDATIONS

- Problems in SMR can be generalised for the whole Czech Republic, especially in the axes of TEN-T corridors.
- The only possibility is to increase the capacity of rail and road network and to support the shift of cargo from road to rail.
- Potential for transporting goods for longer distances.
- Regarding terminals - no demand for new terminals.



# FOLLOW-UP

SMR will continue promoting defined priorities of transport constructions in negotiations with representatives of Ministry of Transport, Railway Infrastructure Administration (SŽ) and Road and Motorway Directorate (ŘSD)



# THANK YOU FOR YOUR ATTENTION!



Vojtěch Elstner  
Project manager  
KORDIS JMK



[www.idsjmk.cz](http://www.idsjmk.cz)



[velstner@kordis-jmk.cz](mailto:velstner@kordis-jmk.cz)

