

CZECH REPUBLIC:

Czech Republic has 3 Core Network Corridors crossing its country:

The **Baltic-Adriatic Corridor** extends from the Polish ports Gdansk and Gdynia and from Szczecin and Swinoujscie via Czech Republic or Slovakia and through eastern Austria to the Slovenian port of Koper and to the Italian ports of Trieste, Venice and Ravenna. It covers rail, road, airports, ports and RRT's. The key projects are Semmering base tunnel and Koralm railway Graz – Klagenfurt in Austria.

The **Orient/East-Med Corridor** connects the German ports Bremen, Hamburg and Rostock via Czech Republic and Slovakia, with a branch through Austria, further via Hungary to the Romanian port of Constanta, the Bulgarian port of Burgas, with a link to Turkey, to Greek ports Thessaloniki and Piraeus and a "Motorway of the Sea" link to Cyprus. It comprises rail, road, airports, ports, RRT's and the Elbe river inland waterway. The main bottleneck is the railway section Timisoara – Sofia.

The **Rhine-Danube Corridor**, connects Strasbourg and Mannheim via two parallel axes in southern Germany, one along Main and Danube, the other one via Stuttgart and Munich, and with a branch to Prague and Zilina to the Slovak-Ukrainian border, through Austria, Slovakia and Hungary to the Romanian ports of Constanta and Galati. It covers rail, road, airports, ports, RRT's and the inland waterway system of Main, Main-Danube Canal, the entire Danube downstream of Kelheim and the Sava river. The key projects are removing the bottlenecks along the inland waterways and the railway sections Stuttgart – Ulm and München – Freilassing.

The corridors and key projects which contribute to completing them are set out on the following page.

What are the key benefits?

The multimodal TEN-T Core Network with the Core Network Corridors will strongly contribute to European cohesion and strengthen the internal market. A more competitive economy will produce higher employment. Enhanced multimodality on a better rail, inland waterways and maritime infrastructure within the multimodal TEN-T, as well as innovative technologies in the field of transport, will induce modal shift, reduce congestion on road, cut emissions of greenhouse and polluting gases and boost transport safety and security.

The new infrastructure policy in Europe

Transport is vital to the European economy, without good connections Europe will not grow or prosper. The new European infrastructure policy will put in place a powerful European transport network across 28 Member States, connected to neighbouring countries and the rest of the world, to promote growth and competitiveness. It will connect East with West and replace today's transport patchwork with a network which is genuinely European.

The new policy triples EU financing to 26 € billion for transport in the period 2014 – 2020, at the same time it refocuses transport financing on a tightly defined core network. The core network will form the backbone for transportation in Europe's Single Market. By 2030, it will remove bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its implementation will be pushed ahead by the setting up of 9 major transport corridors that will bring together Member States and stakeholders and will allow to concentrate tight resources and to achieve results.

The new TEN-T core network will be supported by a comprehensive network of routes, feeding into the core network at regional and national level. The aim is to ensure that progressively, throughout the entire EU, the TEN-T will contribute to enhancing internal market, strengthening territorial, economic and social cohesion and reducing greenhouse gas emissions.

Taken as a whole, the new transport network will deliver:

- safer and less congested travel
- smoother and quicker journeys
- as well as less impact on the climate.

Projects that could receive financing from the "Connecting Europe Facility" (CEF):

Taking into account the long-distance benefits of improvements in a corridor, the following tables comprise, apart from projects in the country concerned, also measures in corridor sections beyond its borders."

Baltic – Adriatic

Bielsko Biala – Žilina	Road	Works
Katowice - Ostrava - Brno - Wien & Katowice - Žilina - Bratislava - Wien	Rail	works, in particular cross-border sections PL-CZ, CZ-AT, PL-SK and SK-AT, Brno-Přerov line; (further) development of multimodal platforms and airport-rail interconnections

Orient/East-Med

Dresden - Praha	Rail	studies for high-speed rail
Praha	Rail	upgrading, freight bypass; rail connection airport
Praha – Breclav	Rail	upgrading
Hamburg – Dresden – Praha – Pardubice	IWW	Elbe and Vltava studies, works for better navigability and upgrading
Děčín locks	IWW	studies
Prague - Brno - Breclav	Rail	upgrading, including rail node Brno and multi-modal platform
Breclav – Bratislava	Rail	cross-border, upgrading

Rhine – Danube

Ostrava/Prerov – Žilina – Košice – UA border	Rail	upgrading, multimodal platforms
Zlín – Žilina	Road	cross-border road section
München – Praha	Rail	studies and works
Nürnberg – Praha	Rail	studies and works

Other sections

Wrocław – Praha	Cross-Border	Rail	studies
Nowa Sól – Hradec Králové	Cross-Border	Road	works
Brno – AT border	Cross-Border	Road	upgrading
Priority Projects as defined in Annex III of Decision 661/2010 (Prague - Linz, New High-capacity rail: Central Trans-Pyrenees crossing, "Iron Rhine" (Rheidt-Antwerpen))	Cross-Border	Rail	studies ongoing