

INTER-Regio-Rail

Czech Republic – Liberec Region
2013

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About the INTER-Regio-Rail Project

The goal of the European INTER-Regio-Rail Project:

- improvement in the regional rail transport in Central Europe
- cooperation with partners from different countries, experience transfer, lobbying

The goal of the Liberec Region (LR):

- elaboration of long-term conception of railway development
- the LR pilot project is a part of the European project:

"LIBRAIL – railway in the Liberec Region in the year 2030"

About INTER-Regio-Rail Project

- funded by the EU from the multinational Central Europe Programme
- elaborated between the years 2010 – 2013

Lead partner:



BAG-SPNV (German Association of Regional Passenger Rail Authorities based in Berlin)

Partners of the project:

- 8 partners from Germany, Poland and Italy
- the Czech Republic represented by KORID LR



About INTER-Regio-Rail Project

Regional topics (pilot projects) of individual partners:

- Railway vehicles for cross-border transport – VBB (D) – Berlin-Brandenburg
- Cross-border public tenders for carriers – ZVON (D) – Upper Lusatia / Lower Silesia
- Reduction of barriers to senior citizens travelling – Verband Region Stuttgart (D)
- Regional rail transport infrastructure – KORID LK (CZ) – Liberec Region
- One timetable – one ticket – one tariff – Gmina Miejska Lubin (PL)
- The use of train dispatching buildings at stations – Województwo Kujawsko-Pomorskie (PL)
- Transport of cyclists - Regione Emilia Romagna (I) - Bologna
- Passenger satisfaction improvement in South Tyrol - EURAC research (I) - Bolzano

About INTER-Regio-Rail Project

Mutual themes of the European project:

- removal of regional rail transport barriers
- taking into consideration of specific conditions of regional transport during the preparation of rail standards and European legislation
- mutual interest of regional transport authorities from different countries in influencing European politics in the field of rail transport

Comment: legislation often determines strict railway conditions of which fulfilment is often expensive and complicated. The requirements are designed in accordance with high-speed rail lines or corridors and do not take account of local conditions of regional transport, which makes the serviceability of trains out of the backbone networks harder.

The INTER-Regio-Rail Project initiated the founding of European Association of Public Transport Authorities.

Improvement in the regional rail transport

Liberec Region:

- gives an order for regional trains (fast trains are ordered by the Ministry of Transport)
- makes decisions on the quality and the number of trains to be ordered depending on the available funds

Comment: the price of the train (transport) is approximately CZK120/km; revenue from tickets is approximately CZK1/km/passenger; average revenues in the LR are approximately CZK20/km)

The state – represented by the Ministry of Transport, or more precisely by the Railway Infrastructure Administration state organization:

- provides operation and maintenance of railway lines
- makes decisions on reparations and investments in the rail infrastructure, has funds for railway lines development at its disposal
- its priority is corridors outside the Liberec Region

Improvement in the regional rail transport

Achieved improvements:

- successful selection procedures for railway carriers has brought in fundamental increase in quality and modernization of vehicles within the region in maintaining original prices
Comment: having won competitions, already approximately 50 % of orders – the most in the CR
- the highest share in modern-designed vehicles in the CR (low-floor vehicles, dynamics)
- increase in the standard level has been transmitted to the railway lines operated by the Czech Railways Company (ČD) until the year 2019, in accordance with the original contracts
- new contracts enable the carrier to enforce the contractual quality
- contracts made with the carriers have been made open to the public on the Internet
- in cooperation with the German partners and towns new interchange terminals and stations have been built
- the scope of rail transport has been stable on a long term basis
- integrated transport system and Idol tariff is established in the LR

Improvement in the regional rail transport

Achieved improvements: - gradual modification of the vehicle fleet



Improvement in the regional rail transport

Topics to be solved:

- acceptance of Idol tariff on fast trains
- arrangement of guaranteed interchange links – Regional operating control
- direct trains from Liberec to Szklarske Poręby
- rail connection offer in coordination with the Ministry of Transport (order for fast trains in the LR and mutual stopping policy)
- **modernization of outdated railway infrastructure**



Improvement in the regional rail transport

The tasks of regional partners

Professional level:

- defining goals (to work out the conception)
- technical solution proposals and negotiation

Political level:

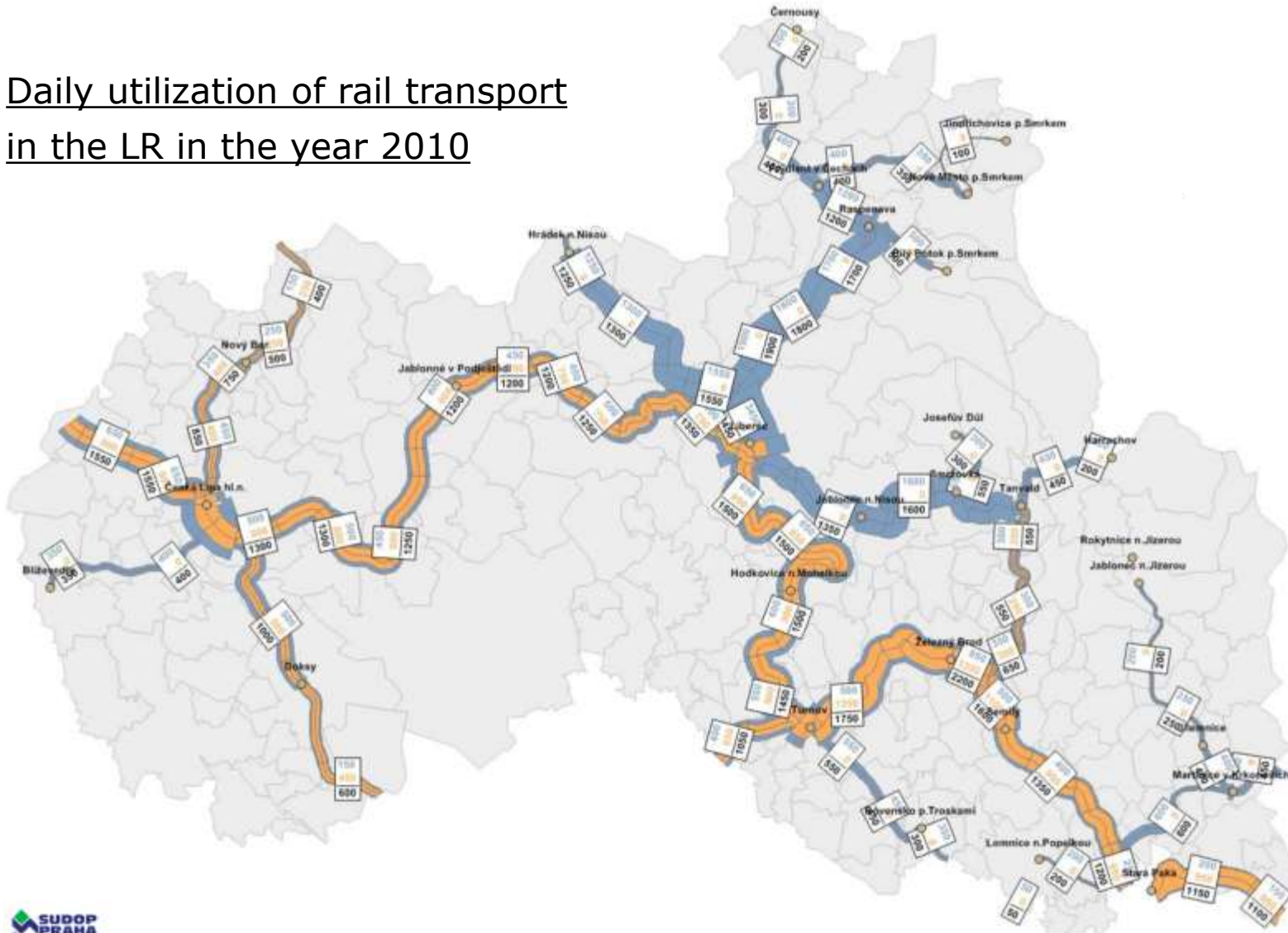
- the approval to the goals and technical solutions
- to enforce the projects and ensure them (lobbying at the national level)

Media level:

- keeping the public informed (about the transport possibilities, changes, plans...)
- being of help to the implementation of regional projects at the national level and their publicizing in the media

LIBRAIL – railway in the Liberec Region in the year 2030

Daily utilization of rail transport
in the LR in the year 2010



LIBRAIL – railway in the Liberec Region in the year 2030

Current utilization of rail transport in the LR in the year 2013

The most passengers (persons/day – both directions):

- Liberec – Hrádek n. N.	2,637
- Liberec – Frýdlant	2,442
- Turnov – Železný Brod	2,284
- Liberec – Tanvald	2,180

The least passengers (persons/day – both directions):

- Libuň – Lomnice n. P.	64
- Nové Město p. S. – Jindřichovice p. S.	66
- Staré Paka – Lomnice n. P.	218
- Jilemnice – Jablonec n. J.	255

LIBRAIL – railway in the Liberec Region in the year 2030

The utilization of rail transport in the LR

The highest increase in the growth of the number of passengers (persons/day – both directions, working day):

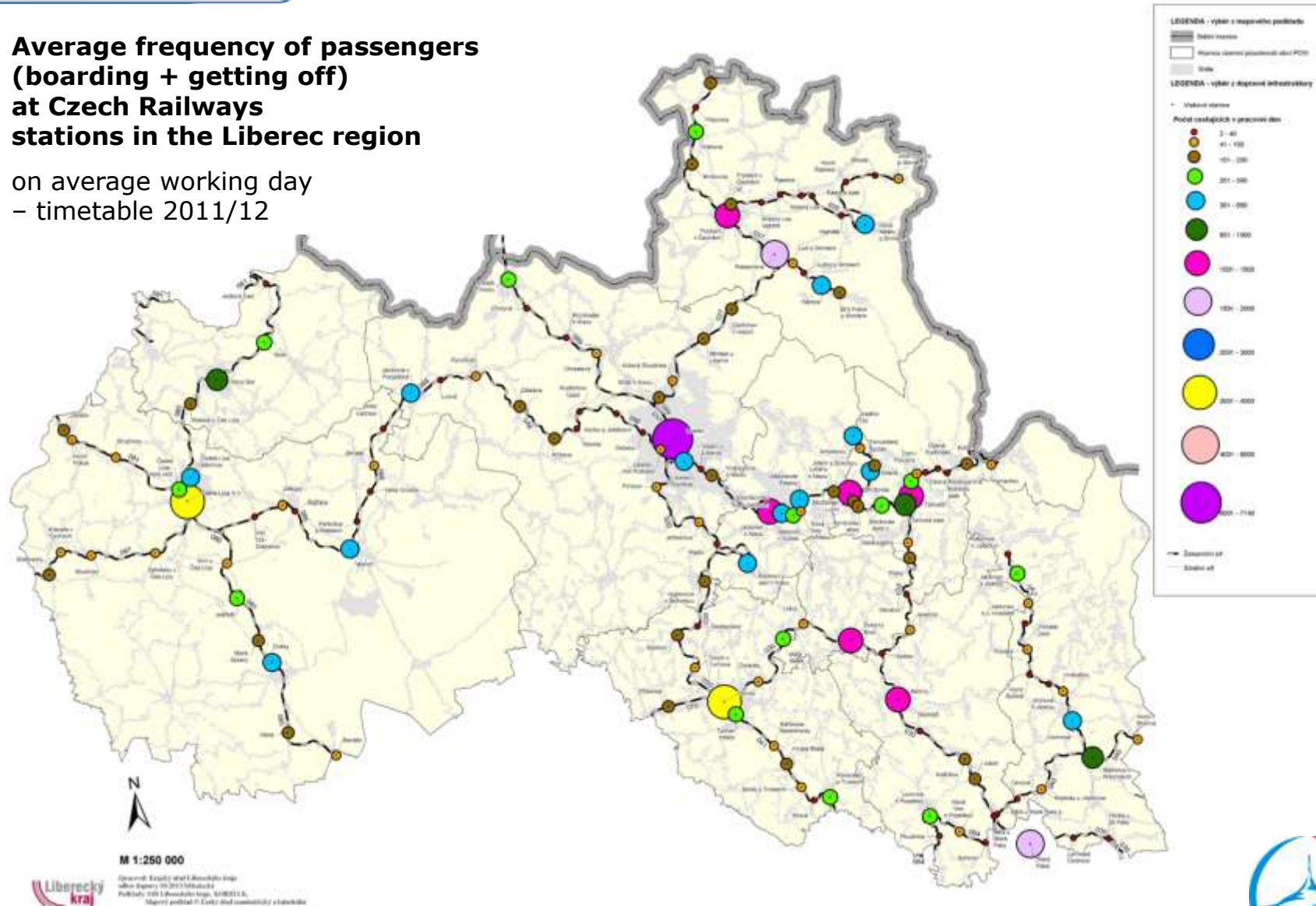
- Liberec – Hrádek n. N. 1,609 (2010) => 2,637 (2013)
- Liberec – Frýdlant 1,469 (2005) => 2,442 (2013)
- Tanvald – Harrachov 191 (2004) => 429 (2013)

The highest passenger turnovers at stations (2012, over 1,000 passengers/ day):

- | | | | |
|----------------|-------|-------------------|-------|
| - Liberec | 7,139 | - Železný Brod | 1,449 |
| - Česká Lípa | 3,645 | - Tanvald | 1,234 |
| - Turnov | 3,164 | - Semily | 1,044 |
| - Hrádek n. N. | 1,637 | - Jablonec n. N. | 1,030 |
| - Raspenava | 1,619 | - Tanvald station | 1,002 |
| - Smržovka | 1,481 | | |
| - Frýdlant | 1,476 | | |

Average frequency of passengers (boarding + getting off) at Czech Railways stations in the Liberec region

on average working day
– timetable 2011/12

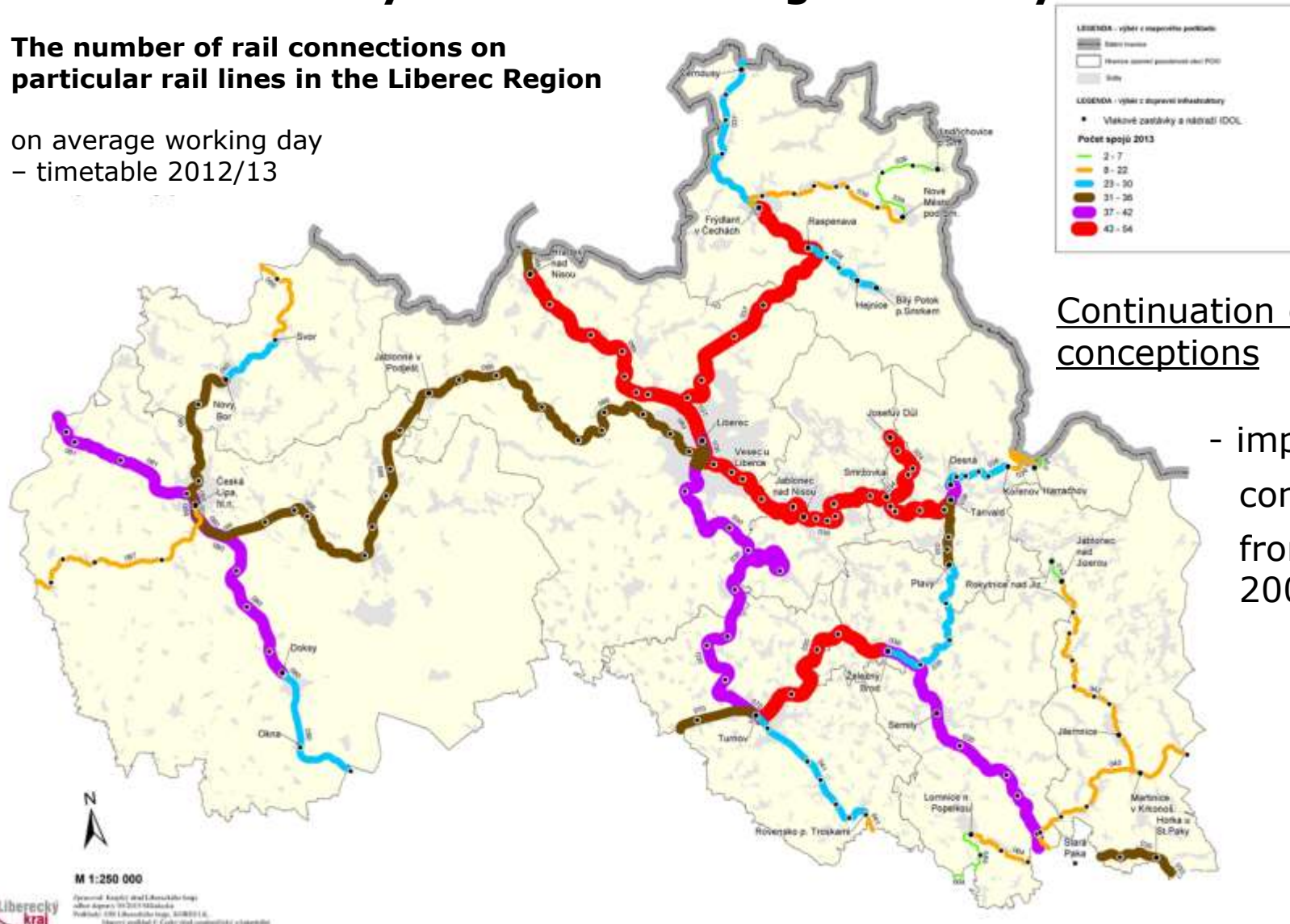


Categorization of rail lines within the LR (KORID LR,2005)

LIBRAIL – railway in the Liberec Region in the year 2030

The number of rail connections on particular rail lines in the Liberec Region

on average working day
– timetable 2012/13



Continuation of previous conceptions

- implemented conception from the year 2005

LIBRAIL – railway in the Liberec Region in the year 2030

Railway infrastructure defects

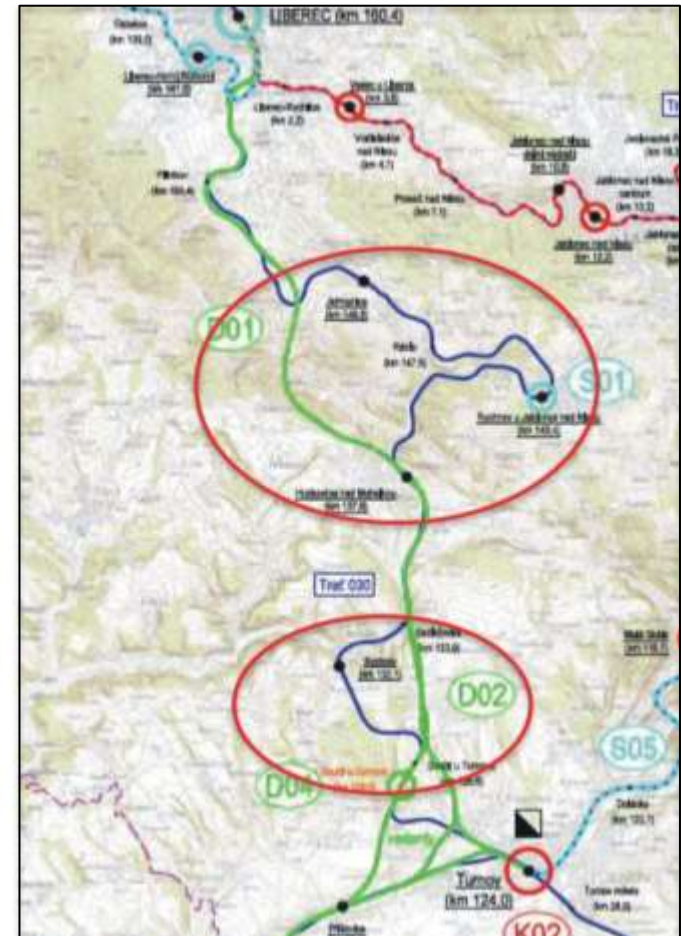
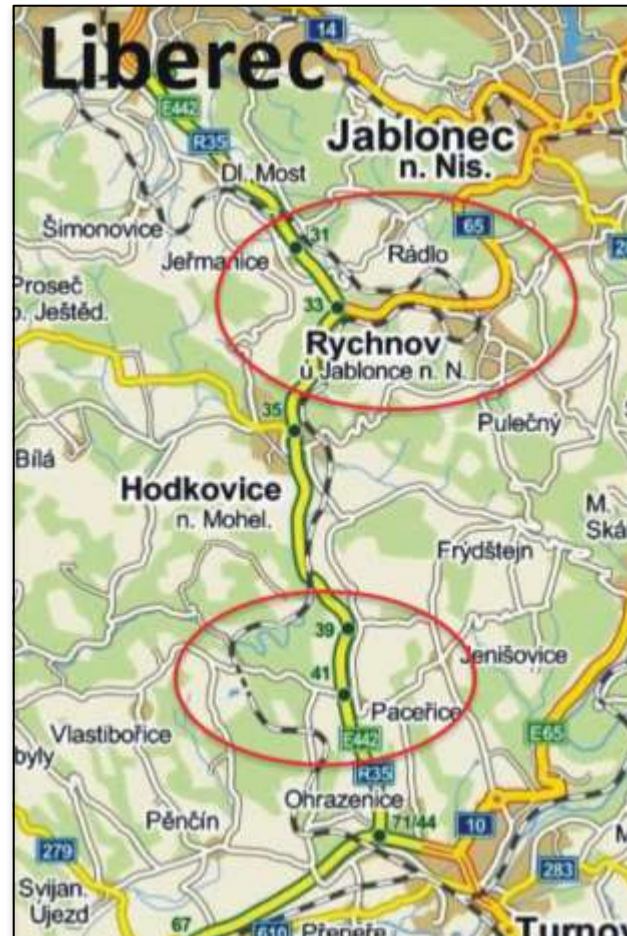
Liberec – Turnov

Roadway:

- 26 km
- 20 minutes

Railway:

- 36 km
- 37 minutes (R)



LIBRAIL – railway in the Liberec Region in the year 2030

Railway infrastructure defects in the LR

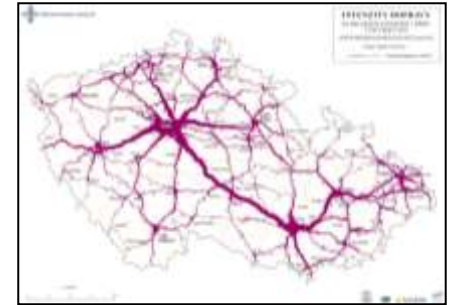
- obsolescence, underinvestment – the region is short of rail lines of good quality
- unsatisfactory alignment of the line (e.g. Liberec – Turnov, Liberec – Česká Lípa)
- low speed on the rail line (rail line condition, the effect of running on tracks)
- manually controlled train-running control (it takes a long time; security)
- low reliability (in winter: staff reduction x no replacement by machinery)
- unsatisfactory condition of the rail superstructure
- unsatisfactory platforms



LIBRAIL – railway in the Liberec Region in the year 2030

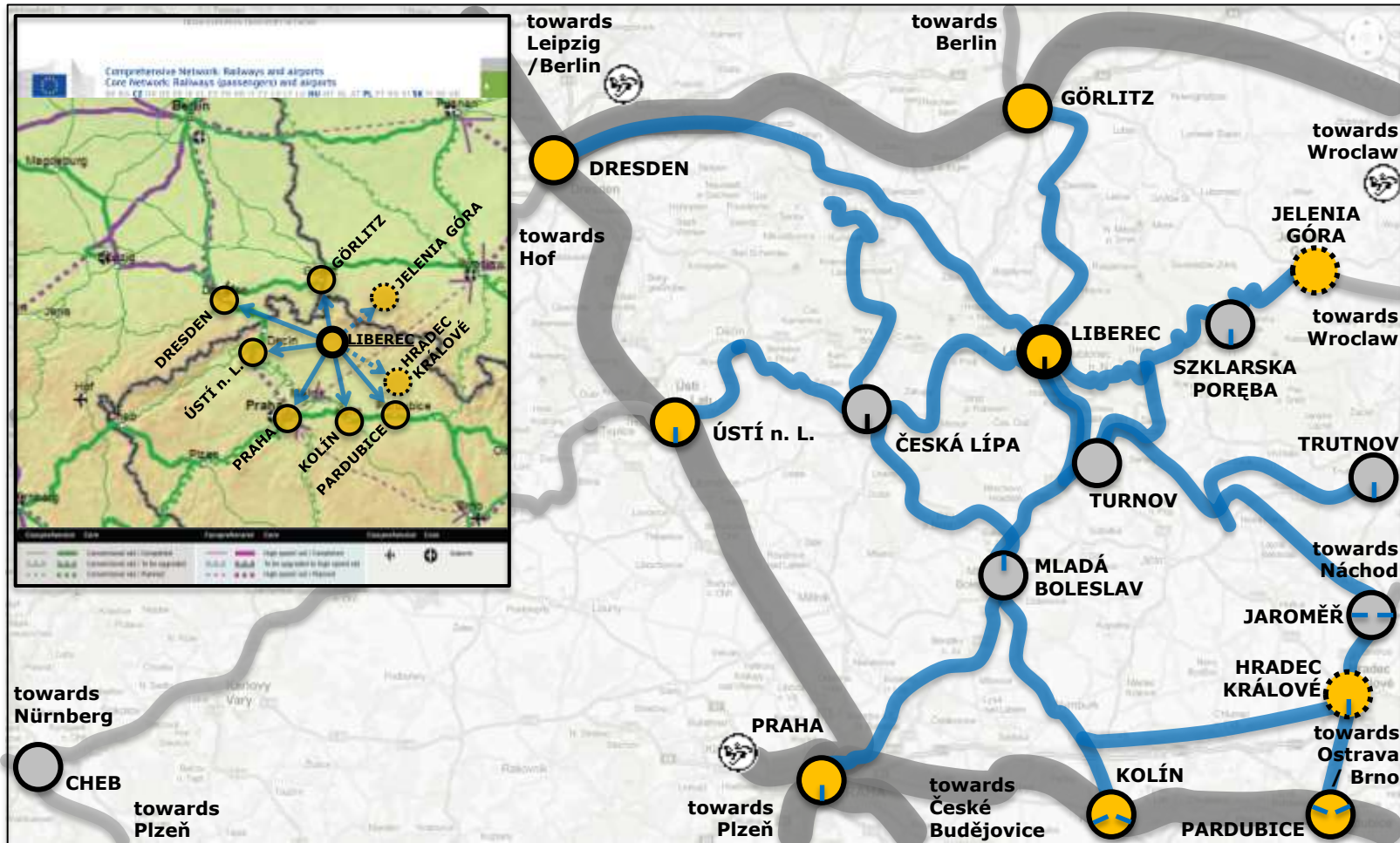
The railway potential in the LR

Interregional lines (long-distance trains– ordered by the Ministry of Transport CR)



- **direction towards Prague via** Mladá Boleslav (one of the largest transport streams in the CR in vehicular traffic and personal transport)
- to Germany (Dresden, Görlitz, Berlin) (RE 2)
- do Poland (Zgorzelec, Jelenia Góra)
- direction towards Western Bohemia (Děčín, Ústí nad Labem, Chomutov, Cheb) (R15)
- direction towards Mladá Boleslav – Nymburk – Kolín / Hradec Králové
- direction towards Eastern Bohemia (Vrchlabí, Trutnov, Náchod, Dvůr Králové n. L.) (R14)
- **continuity in international corridors EN**
- **connection of Liberec with its surrounding towns**
(≥ 100.000 inhabitants)

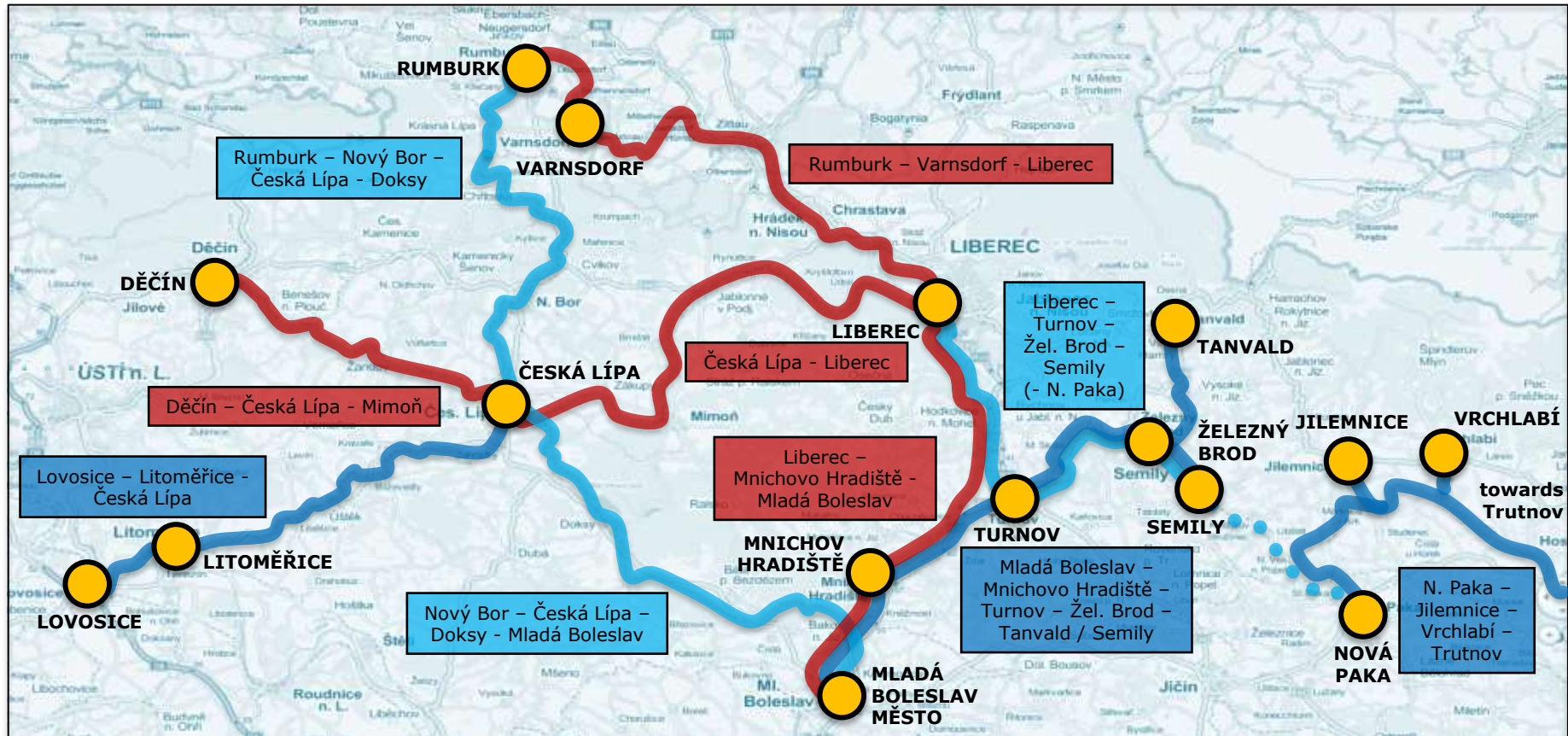
LIBRAIL – railway in the Liberec Region in the year 2030



The railway potential in the LR

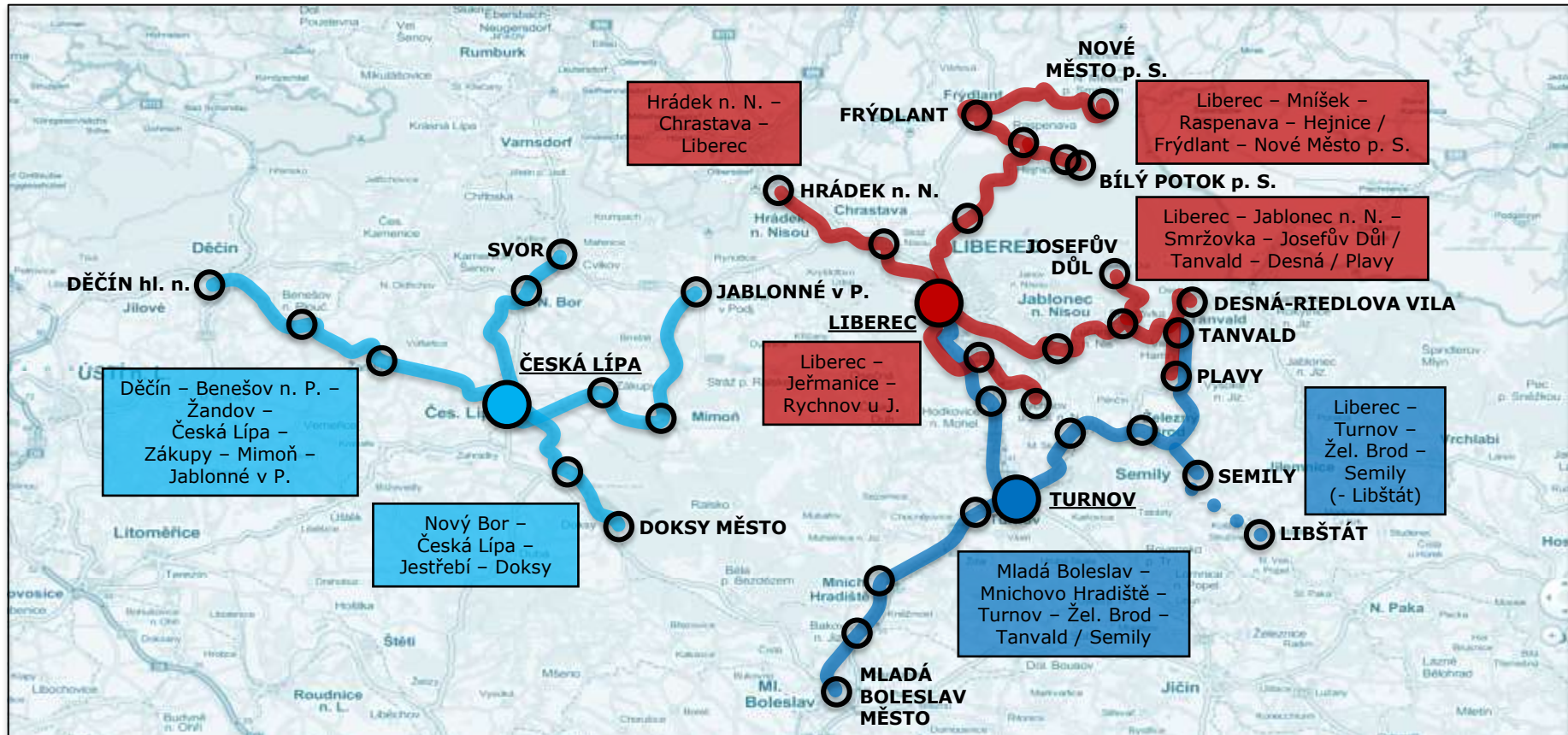
Inter-regional routes, continuity in corridors

LIBRAIL – railway in the Liberec Region in the year 2030



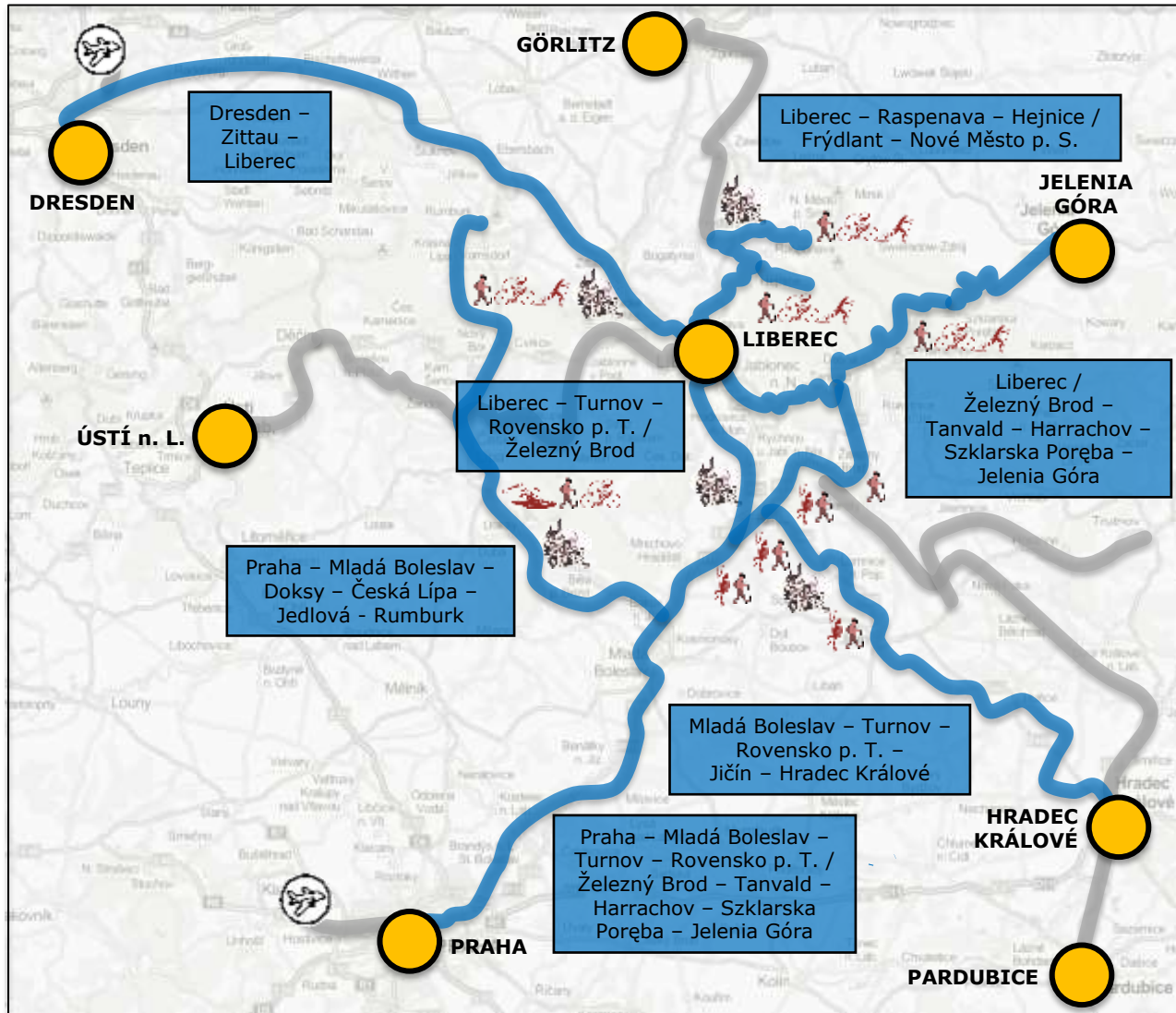
The railway potential in the LR – The main regional middle-distance connection

LIBRAIL – railway in the Liberec Region in the year 2030



The railway potential in the LR – Important suburban connections

LIBRAIL – railway in the Liberec Region in the year 2030



The railway potential in the LR

The main tourist tracks

LIBRAIL – railway in the Liberec Region in the year 2030

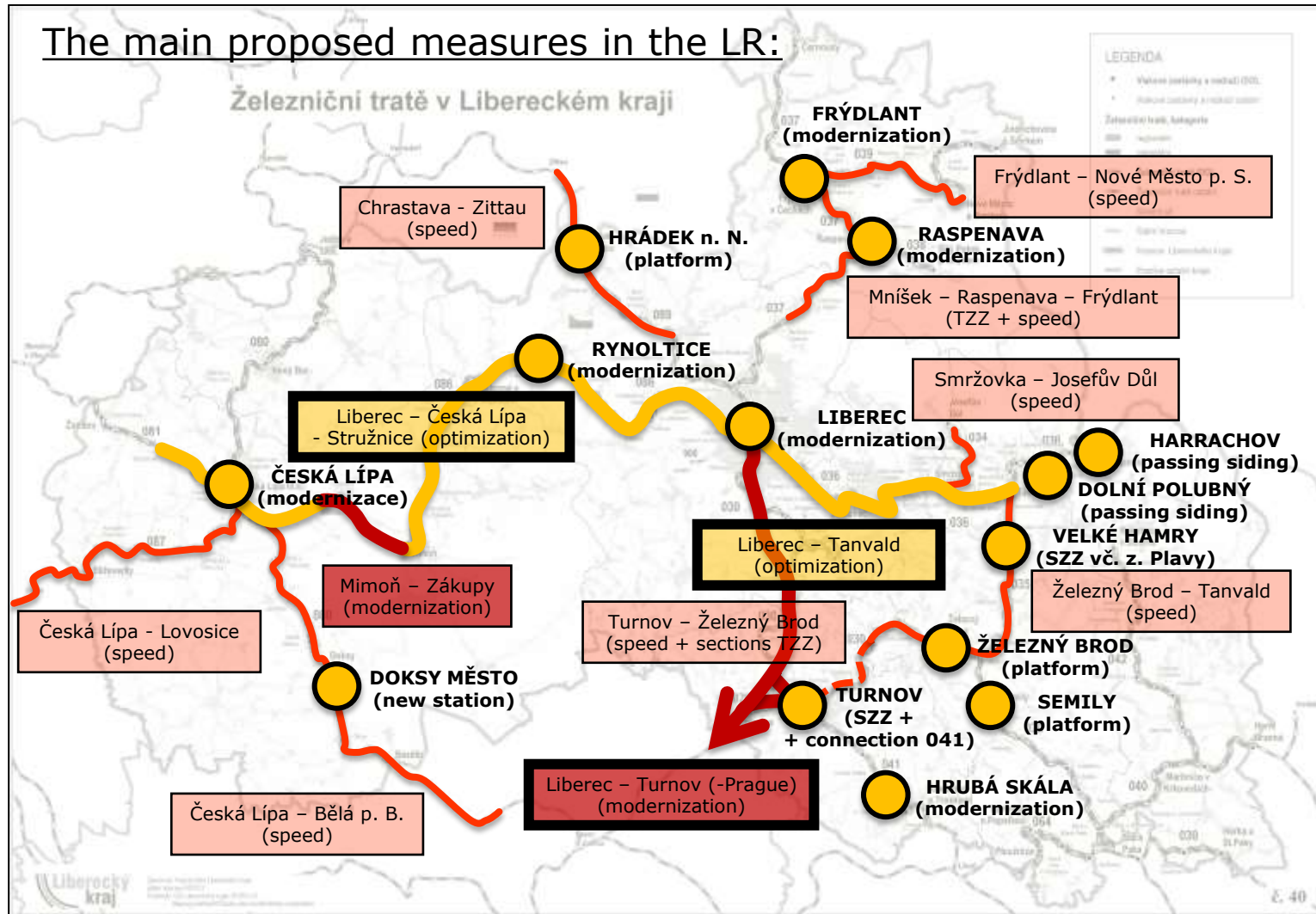
The main goals of the LR and the proposed measures:

- **Quick rail connection direction towards Prague with priority on the section Liberec – Turnov**
- Reconstruction of the rail line Liberec – Tanvald and its connecting rail lines (direction towards Josefův Důl, towards Železný Brod and rail passing siding in Harrachov) for interval of 30 – 60 minutes
- Reliable rail operation and barrier-free platforms on the rail line Liberec – Raspenava – Frýdlant
- Reconstruction of the Polish section of the rail line Liberec – Zittau and its connections in Zittau
- **Getting by train running between Liberec and Česká Lípa to these destinations within one hour**
- Modernization of Česká Lípa railway station including platforms
- Reduction of technological times at Turnov railway station and increase in capacity of the rail line Turnov – Železný Brod
- Possibility of train passing at Hrubá Skála
- New direct rail junction of lines from Česká Lípa and Turnov towards the town of Mladá Boleslav
- New line Varnsdorf–Rumburk for direct connection of Liberec and Bad Schandau
- new stations: the town of Doksy, Liberec-Růžodol, Liberec - Doubí

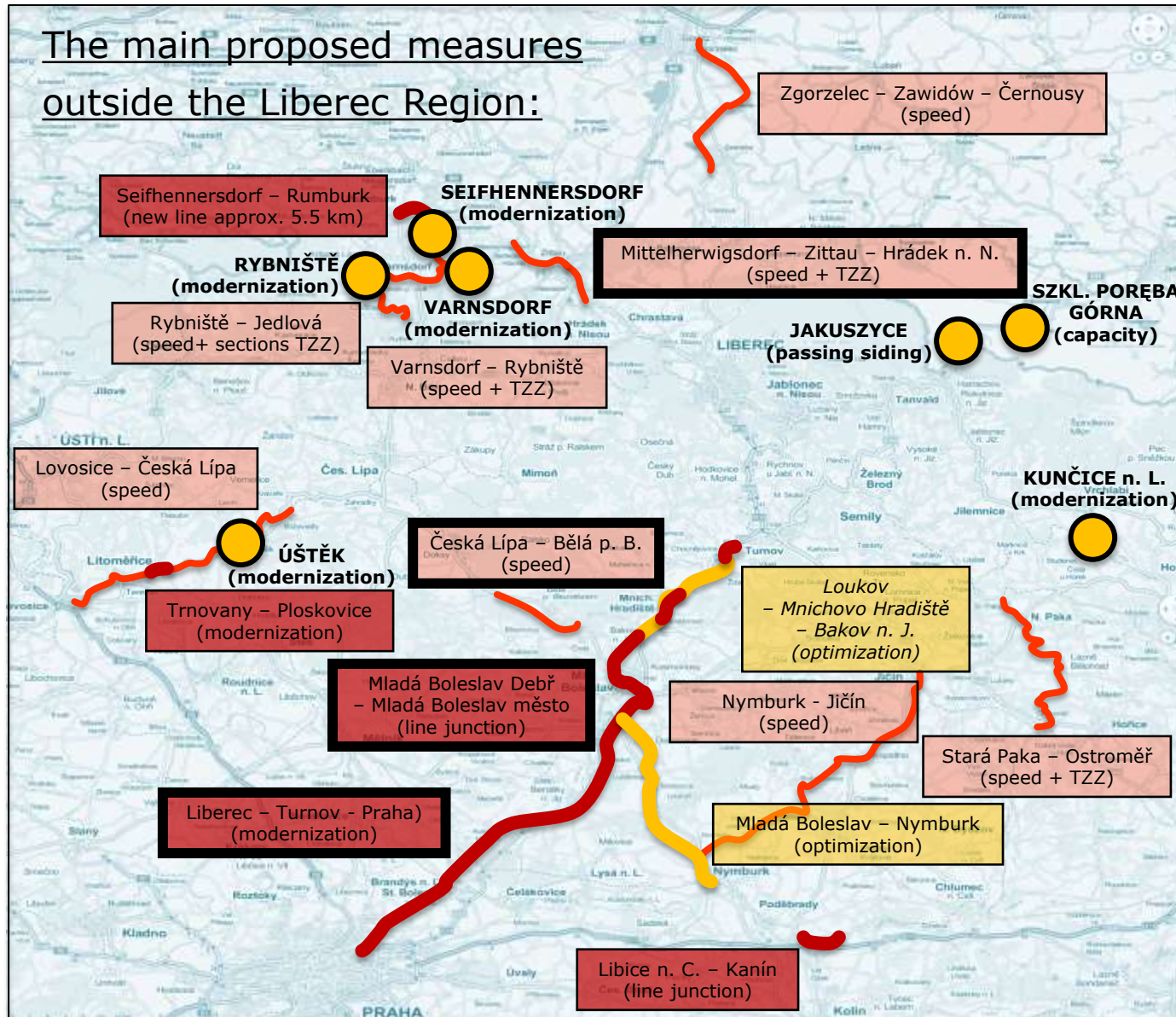


LIBRAIL – railway in the Liberec Region in the year 2030

The main proposed measures in the LR:

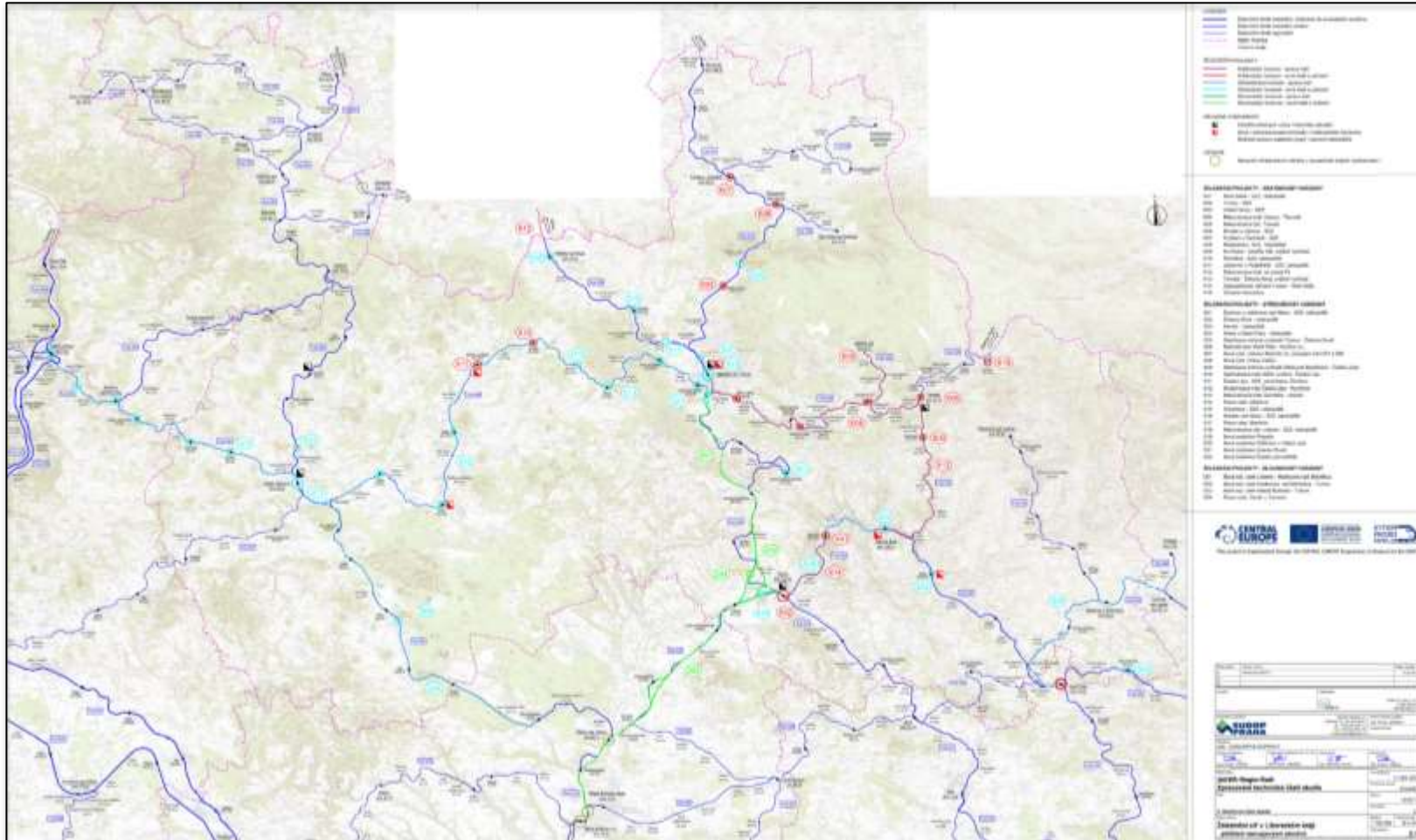


The main proposed measures outside the Liberec Region:



LIBRAIL – railway in the Liberec Region in the year 2030

LIBRAIL – railway in the Liberec Region in the year 2030



Survey of the railway infrastructure plans in the LR

LIBRAIL – railway in the Liberec Region in the year 2030

Forthcoming projects:

Projects to be implemented:

- Modernization of 5th platform at Liberec railway station (completed)
- Clearing away damage after flood waters on the rail line Křižany – Rynoltice (completed)
- **Reconstruction of the rail line Liberec – Tanvald for 30-minute interval (implementation under way, 2015)**
- Modernization of the Tanvald train stop (2015)
- **Reconstruction of Raspenava and Frýdlant railway stations (new platforms; 2016)**
- Reconstruction of superstructure within the section Karlov – Křižany including speed increase (2015)
- Reconstruction of superstructure within the section Stará Paka – Malá Skála including speed increase (2015)
- Reparation of Harrachov and Rigel tunel (2015)
- Electrical heating of rail switches at Hodkovice n. N., Rychnov u J., Křižany, Mníšek railway stations (2014)
- Modernization of track safety device at Velké Hamry rail station (2015)

LIBRAIL – railway in the Liberec Region in the year 2030

Forthcoming projects:

Implementation of these projects is under way:

- Harrachov passing siding (2015)
- Railway line revitalization:
 - Liberec – Česká Lípa a Česká Lípa railway station (2016)
 - Česká Lípa – Lovosice
 - Turnov – Jičín – Hradec Králové
 - Chlumec n. C. – Stará Paka – Trutnov
- Reconstruction of superstructure within the section Tanvald – Železný Brod including speed increase (2016)

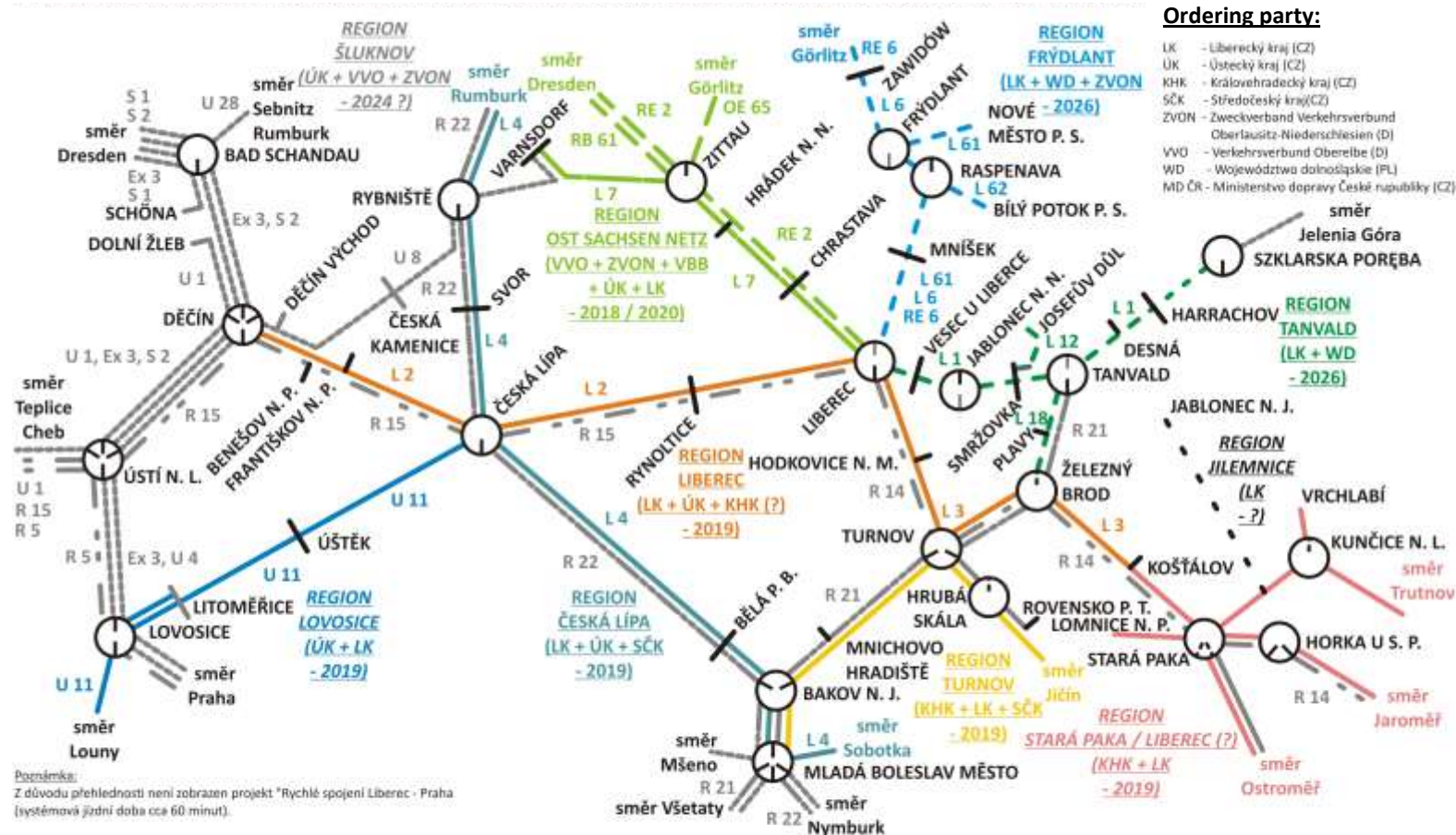
LIBRAIL – railway in the Liberec Region in the year 2030

Forthcoming projects:

Further requirements:

- Reconstruction of superstructure within the section Smržovka – Josefův Důl
- Modernization of station and track safety devices within the section Železný Brod (excluding) – Turnov (including) – sections
- Speed increase within the section Chrastava - Zittau
- New direct rail junction of lines from Česká Lípa and Turnov towards the town of Mladá Boleslav
- New rail line Varnsdorf – Rumburk for direct connection of Liberec and Bad Schandau
- new rail stops: the town of Doksy, Liberec-Růžodol, Liberec – Doubí,...

SELECTION PROCEDURES FOR CARRIERS IN REGIONAL RAIL TRANSPORT WITH THE PARTICIPATION OF THE LIBEREC REGION – AREAS – TIME LIMITS



Expected time limits for public contracts submission:

- 2016 (MD ČR - R 5, R 14, R 15, R 20)
- unknown time limit (MD ČR - R 21, R 22)
- unknown time limit
- 2015 (GW Train Regio a. s.)
- 2018 (Ost Sachsen Netz)
- 2019 (České dráhy, a. s.)
- 2020 (Trilex)
- 2026 (Jizerskohorská železnice)
- unknown time limit



cycle rail junction/link direction
cycle time (common connections) / (strengthening connections) / (some lines)
spot of regular train passing / train turnings



Thank you for your attention

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