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**Minutes of the 11th meeting, TRANSREGIO project**

31. 8. 2021, 9:00 – 11:15

MS Teams

**Present:**

**For the lead partner - CDV:** Jan Perůtka, Marek Mrázek

**For PP2 - FHSTP:** Otfried Knoll, Thomas Preslmayr, Hirut Grossberger

Brief description of the points addressed:

Both sides are aware of the higher price level increase in recent months with regard to inflation. The price level increase will be rated higher than usual in the risk database. Price level growth will be averaged for Austria and the Czech Republic (years 2011-2021).

Time savings for freight transport are likely to be lower – travel time through Hevlin is longer than through the corridor, a new value for time savings needs to be determined if it is to differ from the proposed 4 hours. Time saved = (corridor travel time + estimated waiting time in Vienna) - travel time via Laa. As soon as Herbert Seelmann provide information about the Břeclav – Laa line, the FHSTP will determine the expected time saving.

As part of the time savings, additional benefits from induced transport should be considered – Hevlín and other adjacent villages in the vicinity will gain a rail connection not only to Brno, but also to Vienna, or to Vienna-Schwechat Airport, i.e. the terminus of suburban trains on the Austrian side. It should be clarified, how this data will be obtained.

The number of trains transferred from the corridor will vary (increase by up to 50 %) - trains that would not otherwise have left the capacity-poor corridor at all will also be taken into account – which means it is benefit for the CBA along the entire train route not only because of time savings but also because of the additional freight transported.

The attitudes of the individual municipalities are different – the mayor of Laa an der Thaya is rather negative about the project, i.e. the increase in the number of freight trains, because of, among other things, higher noise pollution; the municipality of Hevlín, on the other hand, would welcome the reopening of the line to relieve road freight traffic, which is currently routed through the centre of the municipality. As similar attitudes can be expected in other municipalities where road freight traffic is routed towards the A5 motorway and where no bypass road is built, further surveys of the opinion of the municipal leadership (especially villages around the B6, B46 and B219) could be carried out (FHSTP).

In view of the negative attitude in Laa an der Thaya, the option of a new line in the outskirts for rail freight (bypass) has been named, this option will be designed, but is not very likely to be implemented due to its lower profitability.

The line via Hevlin and Laa as an alternative for possible diversions in case of emergency events on the corridor has lower capacity for passenger and freight traffic than originally assumed; the capacity for diverted freight trains is 53 trains/day, especially at night and regardless of power supply.

Two problems were mentioned for increasing the number of freight trains via Hevlin (in the case of the diversion route): the traction system at Mistelbach station is not sufficient for a significant increase in transport capacity, and the opposition of the municipalities (especially Laa an der Thaya).

Other benefits/costs include potential delays for passenger and freight crews at longer intervals at level crossings.

Savings for replacement bus service in the event of an emergency on the corridor are not possible to the extent shown due to limited capacity for passenger service on the project alignment.

In terms of train operation costs, the calculations for the Czech and Austrian parts are different (differentiation between electric and diesel traction), the results will be averaged in the CBA.

With the exception of the above comments, the CBA processing was generally accepted.

Bypass Laa: Hirut will design new variant until end of next week and coordinate it with VUT.

**Elaborated by**: CDV, FHSTP