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Diploma thesis

Social, economic, and environmental impact of high-speed  
rails in the Czech Republic:  
Expected impacts of  
high-speed rails on the Ústí nad Labem region

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## ASSIGNMENT OF DIPLOMA THESIS

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### Theses guidelines

The aim of the thesis is to explore and present the expected social, economic, and environmental impacts of high-speed rail on the region of Ústí nad Labem.

The theoretical part will present the historical experience with conventional rail in this region and the experience with high-speed rail in France. The discourse of methodological indicators used for the final evaluation will be provided.

The practical part will consist of two separate research. The first will be a questionnaire survey aimed at the general public who will be affected by the construction. The second research will be based on interviews with experts and stakeholders from Správa železnic, the Czech Railway Administration that is managing the entire planning and construction. In both cases, the expected influence of high-speed rail will be asked as well as the future of this mode of transport.

The findings from both research will be compared to each other and with the experience gained through history and in France. Thanks to this comparison, the expected impacts will be specified.

Extent of work report: **50 – 60 pages**  
Extent of graphics content: **as necessary**  
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#### Recommended resources:

Hlavačka, M. (1995). *Železnice Čech, Moravy a Slezska*. NN III.

Kvizda, M. (2006). *Ekonomické dějiny železniční sítě České republiky: mýty, omyly a iluze v hospodářské politice a path dependence železných drah*. Masarykova univerzita.

Seidenglanz, D. (2006). *Železnice v Evropě a evropská dopravní politika*. Masarykova univerzita.

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Disman, M. (2011). Jak se vyrábí sociologická znalost: příručka pro uživatele (4., nezměněné vydání). Karolinum.

Bonnafous, A. (1987). The regional impact of the TGV. *Transportation*, 14(2), 127-137. <https://doi.org/10.1007/BF00837589>

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Blanquart, C., & Koning, M. (2017). The local economic impacts of high-speed railways: theories and facts. *European Transport Research Review*, 9(2). <https://doi.org/10.1007/s12544-017-0233-0>

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At this page, I would like to thank all my teachers and especially Miloslav Lapka for his excellent guidance of my thesis. A special thanks belongs to my family, who has been my support throughout my studies. Last but not least, I would also like to thank the staff of *Správa železnic* for their help and time.

## **Annotation**

The commissioning of the first high-speed lines in the second half of the 20th century not only breathed new life into the receding railway, but this mode of transport has become the backbone of transport in many developed countries around the world. Among its greatest advantages are both the minimal environmental impact and the associated socio-economic benefits. This thesis introduces the issue of high-speed lines in the North Bohemian region of Ústí nad Labem and examines the expected impacts of the new infrastructure from the perspective of residents and passengers, as well as from the perspective of the experts in charge of planning and building high-speed lines in the country.

## **Key words:**

high-speed line, HSL, Czech Republic, Ústí nad Labem Region, socio-economic, environmental, impact

## **Anotace**

Uvedení prvních vysokorychlostních tratí do provozu ve druhé polovině 20. století nejen vdechlo nový život ustupující železnici, ale tento dopravní mód se stal páteří dopravy v mnoha vyspělých státech po celém světě. Mezi jeho největší výhody patří jak minimální dopad na životní prostředí, tak i související socio-ekonomické přínosy. Tato diplomová práce přibližuje problematiku vysokorychlostních tratí v severočeském Ústeckém kraji a zabývá se očekávanými dopady nové infrastruktury jak z pohledu obyvatel a cestujících, tak z pohledu expertů, kteří mají plánování a budování vysokorychlostních tratí v ČR na starosti.

## **Klíčová slova:**

vysokorychlostní trať, VRT, Česká republika, Ústecký kraj, sociálně-ekonomický, environmentální, dopad

## **Abstract**

The aim of the thesis is to define and present the expected social, economic and environmental impacts of future high-speed lines in the Czech Republic, specifically in the Ústí nad Labem Region. Based on the available literature and other factual sources, the theoretical part of the thesis presents the region from the socio-economic and environmental point of view. Furthermore, the basic historical experience of the region with conventional railways and the experience of foreign regions through which high-speed lines already pass are given. Finally, the plan for building the high-speed network in the Czech Republic, the so-called Fast Connections, is introduced with special attention to the Ústí nad Labem Region.

The practical part of the thesis is based on two researches, quantitative and qualitative. Quantitative research in the form of a questionnaire survey was conducted among residents and passengers from the Ústí nad Labem Region. The qualitative research was based on interviews with four experts from *Správa železnic*, Czech Railway Administration, who are involved in the preparation of high-speed lines in the Ústí nad Labem region. Interviews were semi-structured with prepared question, and some more were added spontaneously during interviews.

The final part of the paper presents the results and compares the two surveys. It was found out that the socio-economic impacts are expected to be positive, both by the experts and questionnaire participants. They include a reduction of unemployment, increase in population of the region or the development of industry and services. In the case of environmental impacts, the opinions of the respondents were less homogenous than in the previous case. A significant number of participants are concerned about negative impacts of the new high-speed line. Experts are also aware of possible problems and offer possible solutions to minimize these externalities.



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# 1 Introduction and aim of the thesis

The ability to move people and freight quickly and safely is one of the basic requirements for a well-functioning society. The importance of good roads linking major centres was already recognised by the ancient Romans. Equally important are the connections to the network of neighbouring countries, enabling cooperation and economic growth.

The invention of the steam locomotive was certainly a revolution in transportation. The first such machine ever was constructed by the Englishman Richard Trevithick in 1804 (Svoboda, 2022). Thus began the era of steam locomotives, which were gradually improved, and eventually replaced by diesel or electric locomotives and trains. Despite its success, after the Second World War it seemed that rail transport was outdated and would be replaced by individual car transport or, for longer distances, by air transport. However, the introduction of Japan's Shinkansen high-speed train, which showed that rail transport still had something to offer, put these considerations to rest and the concept quickly spread to other countries.

High-speed and reliable rail transport has been standard in many European and other countries for decades. This modern mode of transport follows the old trade routes and allows the capacity of existing corridors to be increased. However, its importance is not only economic but also environmental, as the freed-up capacity of conventional rail allows a large part of the freight to be transported using electricity, eliminating the need for cars and trucks with internal combustion engines. Thanks to the rapid connections of major centres, the social and cultural aspects of our lives are also being developed. Today, we are, or should be, able to build such routes sustainably so that they benefit not only us, but also future generations, while respecting the environment.

The extension of the already existing Western European network to Central and Eastern Europe is a topic of discussion, not only in the context of the planned European transition to a carbon neutral economy, but also in the context of the improvement of the trans-European transport network, of which high-speed rail is a part.

The Czech Republic, due to its location in the centre of Europe, is crossed by several international rail corridors. On one hand, despite long-standing plans, the country does not have high-speed rail at all yet. On the other hand, this mode of transport is becoming

an increasingly debated topic, with plans gradually taking real forms and the positive and negative impacts of the constructions becoming more concrete and clearer.

Given the planned size of the Czech high-speed rail network and the complexity of its impacts on the territory, this paper focuses on the expected social, economic, and environmental impacts of the cross-border section between Prague and Dresden via Ústí nad Labem. More specifically on the region of Ústí nad Labem.

The Ústí nad Labem Region was chosen as an example for two main reasons. Firstly, it is a region with many social, economic, and environmental problems that originate from its historical development. The second reason is that the planned branch of the high-speed rail network that goes through the region is a key railway connection between the Czech Republic and Germany. (Kolovratník, 2020)

First of all, it was important to better understand the region and to get to know the high-speed line system. The region itself, its historical background, and the current social, economic and environmental situation are described in the first part of the thesis. This is followed by the regional experience with conventional rail and the current layout of the corridor and its limits. General information on high-speed lines is also provided, together with examples from selected European countries. The chapter concludes with a description of the intended high-speed lines in the Czech Republic, especially in the Ústí nad Labem Region.

The practical part consists of presenting two researches, qualitative and quantitative, and the aim of this thesis is to identify the expected social, economic and environmental impacts of the planned high-speed lines in the North Bohemian Ústí nad Labem Region. The necessary data was collected through quantitative research among residents and passengers in the region and qualitative research among employees of *Správa železnic*, the Railway Administration, which is responsible for the preparation and implementation of Czech high-speed lines. It will be particularly interesting to see where the expectations of the region's general public and experts from *Správa železnic* match and where they differ.

## 2 Ústí nad Labem Region

For centuries, the region was inhabited mostly by Germans, who lived in symbiosis with the Czech population. The traditional textile and glass industry has been gradually extended by the chemical industry from the 19th century onwards. This economic structure provided a relatively sufficient number of jobs for the inhabitants who possessed the appropriate qualifications. After the Second World War, when the German population was forced out, the region faced not only a drastic loss of workforce, but also a fundamental change in its economic structure. During the resettlement, traditional light industry was slowly replaced by heavy industry, in which coal mining and the associated energy industry played a major role. The newly emerging industries required mainly large numbers of lower-skilled workers, who moved to the Ústí nad Labem Region from all over the former Czechoslovakia. Due to these changes *“the whole region ... started to fall behind when it came to education and qualification level in comparison to the other parts of the republic.”* (Kuchař & Vaska, 2013, pp. 34-35)

It should be noted that the current arrangement into 14 regions, including the Ústí nad Labem Region, was established in 2000 due to changes in the territorial arrangement of local government in the Czech Republic. At that time, the four eastern districts of the original region (the North Bohemian Region) were separated, and then formed part of the Liberec Region. However, this change could not affect the primary tendencies observed in this area (Balek et al., Koutský, 2012, p. 5). Today's Ústí nad Labem Region forms the north-eastern part of the North-Western Cohesion Region of the Czech Republic. Its territory is one of the 14 traditional Czech regions corresponding to the European NUTS III classification (Plevák, 2021).

The north-western border of the Ústí nad Labem Region is also the state border, and the region borders the German federal state of Saxony. Clockwise, the region borders other Czech regions, namely regions of Liberec, Central Bohemian Region, Pilsen Region and finally Karlovy Vary Region ("Charakteristika kraje", 2017). The region covers an area of 5 339 km<sup>2</sup>, which is almost 7% of the whole territory of the Czech Republic and is administratively divided into seven districts (districts of Děčín, Chomutov, Litoměřice, Louny, Most, Teplice and Ústí nad Labem). These districts are further subdivided into 354 municipalities, 59 of which have the status of towns.

According to the Czech Statistical Office and their publication *Basic tendencies of demographic, social and economic development of the Ústí nad Labem Region (2020)*, almost 821 000 inhabitants lived in the region at the end of 2019. That corresponds to 7.7% of the total population of the Czech Republic. The population density reaches nearly 154 persons per km<sup>2</sup>, which is above the national average (134 inhabitants per km<sup>2</sup>) and made the Ústí nad Labem Region the fourth most densely populated region. The Louny district is the largest and the most sparsely populated part of the region. On the contrary, the most densely populated part is the district of Ústí nad Labem, which is the fifth most densely populated district in the Czech Republic with almost 295 inhabitants per km<sup>2</sup>. The city of Ústí nad Labem is the largest city and the administrative centre of the entire region. Urbanisation in the region reaches almost 80% and is the third highest in the country after Prague and the Karlovy Vary Region.

The geography of the region is very diverse. The border with Germany is flanked by the Ore Mountains, which are made up of deep-seated igneous rocks and primordial shales. In contrast, the south-east of the region is dominated by plains, from which the Bohemian Central Highlands and the historically important Říp Mountain stand out. The Elbe River, which flows through Litoměřice, Ústí nad Labem, Děčín and then into Germany, is also important. The river not only defines the characteristic landscape, but also serves as an ancient transport route connecting the inland to the North Sea. Thanks to its location on the border with Germany, the region has important transport connections with the European Union. ("Charakteristika kraje", 2017)

Apart from the Elbe River, there are several road border crossings and the E55, a road of European importance connecting the south and the north of Europe, also passes through the region. Another important road construction is the connection between the Karlovy Vary and Liberec Regions along the Ore Mountains. ("Charakteristika kraje", 2017). Particularly important is the railway border crossing Děčín-Bad Schandau, which is currently the only electrified double-track border crossing to Germany and is used by up to 95% of all freight trains going to or from the Federal Republic of Germany. (Sůra, 2021a)

## **2.1 Social background**

As far as the social structure of the population is concerned, the Ústí nad Labem Region differs significantly from the national average. Within the regions of the Czech

Republic, it has for long had the highest unemployment rate. Four districts are consistently among the 10 districts with the highest unemployment rate in the country. The region is also among the worst in terms of social pathology. The districts of Most, Chomutov, Teplice and Ústí nad Labem are among the 10 districts with the highest crime rates (Balek et al., Koutský, 2012, p. 63). This chapter will focus on education, unemployment, income and expenditures and migration in the Ústí nad Labem Region. To better understand long-term trends, the data from the Czech Statistical Office will be used.

### **2.1.1 Education**

The level of education is an important indicator, especially in terms of economic and social development prospects. The current state of education is the result of long-term economic, political and social development. Therefore, we are interested in the development of education, as well as the educational structure of individual age groups (Balek et al., Koutský, 2012, p. 63).

Although the level of education has been increasing across the whole Czech Republic since the 1970s, the increase in reached education in the Ústí nad Labem Region has been much slower than the national average. The consequence of the change in the economic structure of the region (and the related need for a large number of less skilled workers), in the second half of the twentieth century, began to appear strongly with the introduction of the market economy in the 1990s. While in 1970 there were only about 2% more people with primary education in the North Bohemian Region compared to national average, the difference in 2011 was already 4.5%. In contrast, in the case of university education, the region was only 1.4% behind the national average in 1970, but in 2011 the difference was already 5% (Kuchař & Vaska, 2013, p. 35). The 2001 census even showed that the Ústí nad Labem Region had the lowest proportion of its population with a university degree, only 5.3% (the national average was 8.9%). Ten years later, it surpassed Karlovy Vary Region with 7.8%, becoming the second worst region in the country (Balek et al., Koutský, 2012, p. 65).

According to data from the Czech Statistical Office, the difference in the educational structure between the Ústí nad Labem Region and the national average has not improved over the past few years. In 2014, the gap narrowed slightly, but five years later the indicators mentioned above have decreased. In 2019, the region had 6.1% more

economically active residents with primary education compared to the national average. The proportion of the workforce with a university degree was of 8.7% lower than the national average (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje, 2020, p. 26*).

### **2.1.2 Unemployment**

At the beginning of the 1990s, unlike other regions of the Czech Republic, employment in the Ústí nad Labem Region was high, especially in the mining industry. However, the restructuring of the economy between 1993 and 1994 changed the situation and high unemployment is one of the biggest problems of the region today. The unemployment rate of the Ústí nad Labem Region has since then copied the unemployment rate of the whole country, but it is 50-80% higher and regularly reaches the highest numbers in the country (Kuchař & Vaska, 2013, pp. 41-42)

According to data presented by the Czech Statistical Office for 2019, the Ústí nad Labem Region has the lowest employment rate of all regions in the Czech Republic, at less than 56% (the average is 59.2%). The structure of the employed by education is not any better. The region has the highest share (over 10%) of employees falling into the category of elementary or no education. If we look at the other side of the spectrum, we find out that, together with the Karlovy Vary Region, it has the lowest share of employees with a university degree (approximately 15%). (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje, 2020, p. 105*)

Over the past ten years, the highest proportion of unemployed people was in 2013, at approximately 11% (the national average remained below 8%). Since then, the proportion of unemployed has gradually declined to 3.9% in 2019, which was approximately 1% higher than the national average. Among women, there were 1% more unemployed than among men in 2019. Most job seekers are people with no more than secondary education without a high school diploma. The majority of them are over 35 years old, but only about a quarter have been looking for work for more than one year. Although the proportion of long-term unemployed, meaning over 12 months, has been falling in recent years, their share of the economically active people is still one of the highest in the country at 0.95% (the national average is 0.65%). (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje, 2020, pp. 33-35*)



The monitored region also has the worst values in the number of applicants per 1 free job position. The worst situation was in 2009 and 2012, when this indicator was close to 35 applicants per 1 vacant job. Since then, it has gradually declined to 2.3 job seekers. In the inter-county comparison, it is at second place, while the national average was 0.6 applicants per job vacancy (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje*, 2020, p. 32).

### **2.1.3 Income and expenditures**

Even in terms of annual net income per person, the Ústí nad Labem Region is not better off. It was found that in 2018 this income was the second lowest in the interregional comparison, at CZK 178 516, which is 8.5% below the national average and almost 29% less than in Prague, where the average net income per person was the highest. (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje*, 2020, p. 37)

The region scores better when comparing average wages. According to the Ministry of Finance and the Ministry of Labour and Social Affairs, the average gross wage in the Ústí nad Labem Region in 2019 was CZK 33,188. This is the eighth highest wage among the regions, being by CZK 3,100 lower than the average (8.7%). The research also confirmed higher wage levels for men than for women. The difference between the average salary of men and women in the Ústí nad Labem Region was 21.1%, which is 2% lower than the national average. Compared to other regions, it is the sixth lowest. (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje*, 2020, p. 40)

Interestingly, the cost of housing in the Ústí nad Labem Region was the second highest among the regions, at CZK 6116 per month. This is CZK 317 more than the average cost and almost CZK 2,000 less than the most expensive Prague. More than half of the housing costs were rent (28.1%) and electricity (24.1%). Then gas (11.9%), heat and hot water (14.2%), water and sewerage (10.8%), solid and liquid fuels (4.4%) and other services (6.3%). Only rent (3.6% difference) and heat and hot water (2.9% difference) were significantly above the national average. (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje*, 2020, p. 38)

### **2.1.4 Migration**

Between 1992 and 2003, almost 2.5 thousand inhabitants of the Ústí nad Labem Region were lost due to internal migration. The analysis of this migration confirmed that the city of Ústí nad Labem was one of the least attractive of Czech cities in the period under review. After Ostrava and Karlovy Vary, it ranked third among the regional centres (Balek et al., Koutský, 2012, p. 66). Towards the end of the period until 2009, population growth was positive, especially due to immigration. For the following nine years, until 2018, the population declined again due to natural decline and emigration from the region. Over the long term, we observe that external migration is positive, while internal migration of residents is negative. High immigration in 2019 caused the population to increase slightly again, and as of 31 December 2019 there were 820,965 inhabitants living in the Ústí nad Labem Region. (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje*, 2020, p. 11)

The migrant population with higher education was subjected to a special analysis. It was found that the emigration of university-educated inhabitants was not sudden, but regular, and that the decline occurred in all districts. The Litoměřice district was an exception, where the loss of university graduates was much lower than in other districts. The main trend was the migration of these inhabitants to the Central Bohemian Region, as a hinterland of the capital city of Prague. (Balek et al., Koutský, 2012, pp. 66-67)

## **2.2 Economic background**

As mentioned in the introduction to this chapter, the economic structure of the Ústí nad Labem Region underwent a significant change in the second half of the last century. However, these changes generated problems that reached a critical point at the end of the millennium. For this reason, conceptual political, financial and institutional support was provided to develop the local economy. The main objective was to bring manufacturing capacity back to the region and thus maintain the industrial tradition. The result was increase of foreign investment, most of it in manufacturing, especially in sectors linked to the automotive and electrical industries. At the beginning of the 21st century, the problematic development came to a stop and the economic situation in the region was stabilised. (Koutský, 2011, p. 95)

### **2.2.1 Restructuring and foreign investments**

One of the most important restructuring processes is the stabilisation of the mining industry. Long-term decline strategies are being followed and the loss of workers is happening almost only naturally, through retirement. Significant regional enterprises have undergone changes in ownership structure, allowing the entry of large Czech or foreign investors.

As indicated above, foreign investment has been an important factor in stabilising the regional economy. Newly built industrial zones with available infrastructure were one of the attractions for foreign investors. The priority project of the Ústí nad Labem Region of this type was the *Triangle* industrial zone near Žatec, which was also included in the so-called “strategic industrial zones” within the whole country. Other regional incentives were, for example, low labour costs without higher qualifications or a low degree of regulatory measures, for example in relation to the environment. In retrospect, the high cost of projects, difficulties with current occupancy of zones and the overall lack of progressiveness and inability to follow contemporary trends appear problematic.

However, thanks to national and regional financial and institutional mechanisms, 185 investment projects were attracted to the Ústí nad Labem Region between 1993 and 2010, which together announced the creation of almost 30 000 jobs. (Koutský, 2011, pp. 95-96)

### **2.2.2 Employment by sectors**

Employment in the various sectors of the economy, i.e. primary (agriculture and forestry), secondary (industry and construction) and tertiary (services), has been stabilised after large fluctuations in the 1990s (Balek et al., Koutský, 2012, p. 34). In the first decades of the new millennium, they followed, more or less, the national average, although in 2018 we have already observed minor deviations from these trends.

The sector with the least number of people employed in both survey years was the primary sector. Only 3.5% of the workforce in 2001 and 2.1% in 2011 were employed in this sector. In both years, the proportion of the population working in agriculture was about 1% lower than the national average.

About 40% of the economically active population worked in industry and construction in the years under review. In 2001, approximately the same proportion of the working population worked in the sector as the average among the regions. Ten years later, the share in the Ústí nad Labem Region was almost 3% higher than in the rest of the country.

In terms of industry specialisation in 2011, the Ústí nad Labem Region had significantly more workers in mining (almost three times more) and in glass and ceramics industry compared to the national average. In contrast, the leather industry was significantly less represented.

The statistics show that already in 2001, the strongest sector was services. In the region, 54.7% of the economically active population worked in them and in 2011 even 58.8%. However, while in 2001 the Ústí nad Labem Region was half a percent above the national average, in 2011 it was already losing almost 2%. The share of workers in each tertiary sector was very similar to the national average in 2011. Only information and communication activities, which employed fewer people than the regional average, were significantly outstanding. (Balek et al., Koutský, 2012, pp. 30-34)

Data from the Czech Statistical Office for 2018 show that the number of workers in services, industry and construction has increased over the past 6 years. The share of workers in agriculture has remained stable and this sector still employs 2.1% of the workforce in the Ústí nad Labem Region. The share of workers in the secondary sector has increased to 43.1% and continues to move away from the national average (36.5%). On the other hand, the share of the economically active in services has fallen almost to the level of 2001 and accounted for 54.8%. In contrast, the average for the Czech Republic is 0.1% higher than in 2011, representing 60.6%. (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje*, 2020, p. 27)

### **2.2.3 Regional GDP**

Regional gross domestic product represents the sum of values added by manufacturing in all sectors. In 2017 and 2018, the Ústí nad Labem Region recorded a positive development and the total volume reached CZK 294,578 million, despite the fact that the share of the region's GDP in the total GDP of the country has been declining in the long term. While in 1995 the region contributed 7.7% to the total GDP, in 2018 it was only 5.5%.

GDP per capita is often used for regional comparisons. The long-term trend is that GDP per capita is increasing both in the country as a whole and in the Ústí nad Labem Region. However, while in 1995 the Ústí nad Labem Region ranked third in the inter-regional comparison, since 2014 it is already ranked thirteenth and the difference in GDP per capita is more than 28% less than the average. Anyway, it is important to mention

that all regions except the capital city of Prague are below the national average. (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje*, 2020, pp. 60-61)

The Ústí nad Labem Region generates a significantly higher GDP in industry and construction compared to the national average. It is also higher in public administration, education and health and social care. On the contrary, the information and communication activities, money and banking sectors, together with scientific, technical, administrative and support activities, generate less GDP compared to other regions. These trends have been observed over the long term since 1998. (*Základní tendence demografického, sociálního a ekonomického vývoje Ústeckého kraje*, 2020, p. 63)

## **2.3 Environmental background**

The presence of mineral resources and the subsequent development of mining, energy and other industries have negatively affected the environment. Important road links with Germany are not helping. Today, the situation is improving, thanks in particular to strict standards and the gradual closure of mines and quarries. There are also several important protected areas in the Ústí nad Labem Region, but it will be a long way before the region comes to terms with its industrial heritage and its impact on the environment.

Since 2015, the Ministry of the Environment regularly publishes reports of the environment in the Czech Republic and in individual regions, which deal in detail with environmental issues in individual administrative regions of the country. One of these reports, namely the Report on the Environment in the Ústí nad Labem Region (*Zpráva o životním prostředí v Ústeckém kraji*, 2021), served as the basis for this chapter.

### **2.3.1 Air and water**

The Ústí nad Labem Region has for long been one of the regions in the Czech Republic with poorer air quality, which is affected mainly by large pollution sources (industrial and energy enterprises) and locally also by household heating and transport. Despite slight fluctuations, there is a clear downward trend in air pollutant emissions over the period under review between 2005 and 2020. However, total emissions are still very high compared to other Czech regions. In the long term, the Ústí nad Labem Region is the third most polluted region in terms of emissions per area. In the case of sulphur dioxide production per area of the region, it even occupies the first place. In this respect, it has the highest values. In 2020, the largest sources of emissions were large stationary sources

(power plants, heating plants, industrial plants), but for example, particulate matter and carbon monoxide were mostly produced by small stationary sources, i.e. households.

Over the 15-year period, the largest decreases were observed for sulphur dioxide (reduction of more than 77%) and nitrogen oxide (a reduction of more than 60%). This decrease is related to the gradual desulphurisation and denitrification of large power and heating plants. For the first time since the monitoring began in 2005, the immission limit for the protection of human health for daily concentrations of PM10 (particulate matter smaller than 1 µm) was respected throughout the region. (*Zpráva o životním prostředí v Ústeckém kraji*, 2021, pp. 7-10)

Water quality in the region is significantly affected by industrial activities and mining, and there are also significant sources of municipal pollution. However, there have been no major changes compared to the previous years. Two streams, Chomutovka and Bystřice, were assessed as very heavily polluted, and three others, Bílina, Liboc and Belšanka, as heavily polluted.

Compared to other regions, the Ústí nad Labem Region is distinguished by an above-average share of the population supplied with water from the public water system (98.1% of the region's population). On the contrary, the number of wastewater treatment plants using tertiary treatment is below average, only half of all plants in the region. Daily household water consumption per person has fallen by around 20 litres over the last 20 years (93.4 litres in 2020). Even so, consumption is above average across the country. On the other hand, water consumption by other consumers is below the national average (33.3 litres per capita). (*Zpráva o životním prostředí v Ústeckém kraji*, 2021, pp. 11-14)

### **2.3.2 Landscape and nature**

According to the Land Register, the agricultural area in the Ústí nad Labem Region in 2020 covered more than 1/2 of the territory (274.6 ha). Of this, over 65% was cultivated land and another 27% was permanent grassland. The area of 5.6 thousand hectares were made up of hop farms, which is almost 60% of all hop farms in the country. The built-up area accounted for almost 16% of the region's area, which is an above-average share caused mainly by the region's industrialisation. Nationwide, the region had the third highest proportion of urbanized land in 2018, at 8.4% of the region's land area.

The area of all specially protected areas in 2020 was 148.8 thousand hectares (28.2% of the region's area). It includes 5 large special protected areas, mainly in the northern

part of the region. The most protected is the Bohemian-Saxon Switzerland National Park (7.9 thousand hectares), followed by the protected landscape areas of the Czech Central Highlands, the Elbe Sandstone Mountains, the Lusatian Mountains and the *Kokořínsko-Mácha Region*. In addition to these large-scale areas, there are 182 small-scale specially protected areas and a large number of natural monuments, reserves and parks.

Within the Natura 2000 network, there are total of 114 sites in the region. Of these, there are five extensive bird sites located mainly in the Ore Mountains near the border with Germany. The remaining 109 sites of European importance are scattered around the region. The total area of these sites in 2020 was 112.6 hectares, (21.1% of the territory of the region). (*Zpráva o životním prostředí v Ústeckém kraji*, 2021, pp. 15-18)

### **2.3.3 Industry**

Thanks to the lignite deposits in the North Bohemian Coal Basin, the Ústí nad Labem Region is the region with the largest volumes of mineral extraction in the entire Czech Republic. In 2020, 13,855 hectares (2.6% of the region's area) were affected by mining and approximately the same area has already been recultivated after mining. Lignite extraction has been gradually declining since 2012 and with it the total extraction of all minerals. Between 2019 and 2020, an annual decline of almost 19% has been observed. Other raw materials mined in the region include, for example, building stone, gravel, clay limestone or kaolin.

After the Central Bohemian Region, the Ústí nad Labem Region had the second highest number of IPPC (Integrated Pollution Protection and Control) installations in 2020 - 180. These plants are mostly located in the catchment areas of the rivers Bílina, Ohře and Elbe. These include power plants, heating plants, refineries in Litvínov, chemical industries, metal production and processing plants and waste management plants. The region also has 29 facilities covered by the Act on Prevention of Major Accidents.

Emissions of the monitored pollutants emitted by large and medium-sized stationary sources followed a decreasing trend between 2005 and 2020, with the only exception of carbon monoxide, whose emissions fluctuate. Very significant reductions were achieved in sulphur dioxide and nitrogen oxides emissions. This reduction in environmental impact was achieved mainly through compliance with emission limits and improvements in technology. (*Zpráva o životním prostředí v Ústeckém kraji*, 2021, pp. 24-27)

### 2.3.4 Transport

Due to the industrial focus of the region, the share of transport emissions is lower than in most other regions. However, in heavily trafficked localities it has a significant impact on air quality. The gradual development of road infrastructure, especially the construction of bypasses, is reducing the traffic load on large regional settlements.

The largest source of emissions and greenhouse gases is individual road transport. Its share in all monitored emission components exceeds 60%, in the case of carbon monoxide emissions it reaches even 86.3%. Road freight transport contributes significantly to the production of carbon dioxide, nitrogen oxides and particulate matter (in all cases around one third of emissions). Rail transport in diesel traction produces a relatively small amount of emissions compared to other modes of transport. It contributes the most to the production of nitrous oxide, at around 12%. Water and air transport produces an absolutely negligible amount of emissions, mainly because it is not represented so much in the region.

The production of almost all monitored emissions decreased between 2000 and 2020, which is related to the renewal and modernisation of the fleet and a higher share of vehicles meeting stricter EURO standards. The exception is carbon dioxide emissions, which increased by 50% over the 20-year period. This was due to the growth in the performance of both individual and freight road transport and the associated increase in fossil fuel consumption.

In 2020, there was a decline in all emissions and greenhouse gas production due to the Covid-19 pandemic and associated anti-epidemic measures, which affected both the transport sector and the economy as a whole.

The second traffic problem is noise pollution. In the Ústí nad Labem/Teplice agglomeration, it was observed in 2017 that more than 60% of the population of this area is exposed to noise pollution above 55dB from road traffic all day long. Between 2012 and 2017, the number of inhabitants exposed to all-day noise pollution decreased by 10%. Other places with noise pollution were the cities of Bílina and Děčín. Due to its location on the main line corridor, the region also detected more significant noise pollution from rail traffic. This affected approximately 5,000 inhabitants of the region living both in and outside of the Ústí nad Labem/Teplice agglomeration. (*Zpráva o životním prostředí v Ústeckém kraji*, 2021, pp. 31-34)



## 2.4 History of railways in the region

The foundations of the railway network in the Czech lands were laid in the 1830s and 1840s. The main strategic interests were pursued in this endeavour, namely connecting the centre of the monarchy, Vienna, with the capitals of the individual countries or with other states. This is the case of the first railway line in this country connecting Vienna with Prague and the line from Prague to Dresden.

Another impulse for the construction of railways was the need to secure and transport sufficient quantities of coal from the coal basins to other parts of the monarchy for the needs of industry and transport. One of the railways that were built in the Ústí nad Labem Region to transport coal was the Ústí-Teplice railway. This railway was one of the most important and profitable and had a major impact on the development of the entire region. (Cvrk, 1991)

### 2.4.1 Network in the Ore Mountains

With the rise of manufactures at the end of the 18th century, coal, used as fuel, began to be mined on a large scale. The intensive mining of this raw material took place in the Podkrušnohorský region in today's Ústí nad Labem Region. Due to transport of the coal in a more efficient way, many railway companies were established. One of them was the company *Ústecko-teplické dráhy* (German: *Aussig-Teplitzer Eisenbahn*), whose headquarters were in Teplice and whose main shareholders were local industrialists, entrepreneurs and German banks. (Lapáček et al., 2019, pp. 182-183)

By building the lines, the company helped to develop the entire region. In 1858, after less than two years of construction, it was the first to connect Teplice with Ústí nad Labem. The line was used not only to transport coal to the port of Ústí nad Labem, but also to transport passengers, especially visitors to the spa town of Teplice. In the following years, this line was extended to Duchcov, Most and then to Chomutov. Due to high traffic and insufficient capacity, the line was double-tracked on the busiest sections (Ústí nad Labem - Teplice in 1871 and Ústí nad Labem - Duchcov in 1889). In 1874, a second line to Bilina, which ran along the valley of the river of the same name, was opened. Local lines were incorporated into the main lines, allowing local residents to quickly connect to regional centres (Lapáček et al., 2019, pp. 183-184). Thanks to the construction of railway and downstream infrastructure (the port in Ústí nad Labem), various industries with high demands on coal consumption, such as glassmaking,

chemical industry, engineering and so on, thrived in the vicinity of the lines. Most of these factories were connected to the main lines by sidings and, thanks to successful cooperation, other railway companies in the region also benefited from coal mining. (Cvrk, 1991, p. 49)

Ústí nad Labem became the site of one of the largest marshalling yards in the former monarchy and the *Ústecko-teplické dráhy* was one of the most stable railway companies in Austria-Hungary thanks to lucrative coal transport. Not only freight trains, but also passenger trains (for example, express trains Prague - Ústí nad Labem - Cheb) operated busily on the lines built by companies like *Ústecko-teplické dráhy*. Its end came on 1 January 1923, when it was nationalized. (Lapáček et al., 2019, pp. 183-184)

After World War II, the North Bohemian mining industry became one of the most important state industries. This also had an impact on the *Podkrušnohorská* railway network. Due to the increasing coal mining, the lines had to be relocated in many places and electrification was decided for the main lines. The first electrified section was the line between Ústí nad Labem and Most, which was connected to the already electrified line Kolín – Mělník – Ústí nad Labem (the so-called *Right Bank line*). The electrification of the entire line connecting Ústí nad Labem and Karlovy Vary was completed in 2005. (Lapáček et al., 2019, p. 187)

#### **2.4.2 Railway line Prague - Dresden**

The railway link between the two centres - Dresden in Saxony and Prague in Bohemia - was first proposed in 1833 by the Leipzig professor Friedrich List. Preparations for the construction on the Czech territory began in 1844 and the operation of the entire section was launched in April 1851. Along with the opening of the line, a direct connection between Vienna, Prague and Berlin was introduced, with the journey from Prague to Berlin taking 17 hours.

In the following decades the so-called *Left Bank line* was gradually modernised, electrified, a second track and new station buildings were added. Gradually, more and more trains, both freight and passenger, began to use the line (for example, the legendary *Vindobona* - an express train connecting Vienna with Prague and Berlin - used to run here for 50 years). The fastest passenger connections today cover the Prague-Berlin route in approximately 4 hours and 30 minutes. (Černý et al., 2018, pp. 9-21)

This rail link winding through the Elbe valley is today an important part of the European TEN-T corridors connecting Hamburg/Rostock - Berlin - Prague - Vienna/Bratislava, and on to Hungary and Greece. In addition to this connecting function, it is also of great importance for international traffic between the Nordic and Mediterranean ports. From the Czech Republic's point of view, its importance also lies in connecting the capital city of Prague and regional centres with important cities and regions in Germany and other European countries (Leipzig, Dresden, Erfurt, Köln, Brussels, etc.). (Vachtl et al., 2015, p. 7)

### 3 High-speed lines

High-speed rail and the train services that operate on it provide a punctual, fast, comfortable and ecological way of travelling. What's more, over medium distances (approximately between 160 and 800km) they are very competitive with road and air transport “*because by connecting city downtowns, they avoid the need to commute from the airport and the inconvenience of traffic congestion*” (Albalate & Bel, 2012, p. 338). On the other hand, the construction of new lines suitable for high-speed trains involves large investments. Because of these input costs, it is important to correctly evaluate the economic, social and environmental benefits as accurately as possible. (Albalate & Bel, 2012, p. 338)

This specific type of railway is designed for higher speeds than conventional rail transport. Unfortunately, there are no standard rules applicable all around the world, but generally the term “*high-speed line*” is used to describe upgraded conventional tracks where the high-speed trains are capable to reach or overcome 200kph and the new built tracks that are designed for speeds exceeding 250kph. Today, trains on improved standard lines reach a speed up to 250km per hour, while on new lines, modern high-speed trains can travel up to 360 km per hour. (*High-speed Europe*, 2010, p. 4)

The pioneer of high-speed lines is considered to be Japan, which launched the Shinkansen in 1964 between Tokyo and Osaka (Albalate & Bel, 2012, p. 338) and became the first country to use high-speed trains. The Japanese project was considered a madness at a time when trains were believed to be outdated, slow and inconvenient compared to cars and planes. However, the Bullet Train, as the Shinkansen was nicknamed because of its shape, was a huge success and became a symbol of Japan's post-war reconstruction. The Shinkansen was not only fast, but also a very efficient, reliable, safe and profitable mean of transport that a densely populated Japan needed (Mustard, 2018).

Since the first high-speed trains such as the Shinkansen or, a few years later, the TGV entered service, it has undeniably been not only a technological, but also a commercial triumph. At the beginning, the main reasons for the considerable investment in new modern infrastructure were to decrease dependence on fossil fuels and to create a product suitable for export. These reasons were gradually joined by a desire to reduce traffic load, as well as concerns about climate change. (Blanquart & Koning, 2017, pp. 1-2).

In 2018, 54 years after the first high-speed line became operational, there are approximately 50,000 km of high-speed lines in many countries around the world. By far the longest network, more than half of the global network, is in China, which has built its entire system very quickly over the last 15 years, thanks to massive funding (Nunno, 2018). Although passengers pay more to use high-speed train services, the time savings are so considerable that it allows this mode of transport to compete with both car and air transport. (Blanquart & Koning, 2017, p. 4)

### **3.1 European high-speed line networks**

The first experiments with trains exceeding 200kph took place in the first half of the 20<sup>th</sup> century in Germany, followed by Italy and France. However, none of these countries did not operate the regular line at this speed ("High-speed rail", n.d.). The final push for European countries to start building high-speed lines was the oil crisis of the 1970s. Rising petrol prices forced them to find and develop a new mode of transport that was convenient, safe, environmentally friendly and above all not dependent on fossil fuels. (European Court of Auditors, 2018)

In 2018, the length of all high-speed lines in the European Union was almost 14,000 kilometres. More than 2,500 kilometres were under construction and over 2,000 kilometres were in the planning phase (Nunno, 2018). It is worth noting that there is no single Euro high-speed network, but the networks of the individual Member States are compatible with each other and in the vast majority of cases allow the use of high-speed trains on cross-border sections. Although the EU supports the construction of these lines, to date there is no legal instrument by which the EU can influence the construction of high-speed lines. (European Court of Auditors, 2018)

Since development of high-speed railways started as national projects, different countries have developed different strategies to build a network of high-speed lines. The motivations and conditions that influenced its implementation also differed. Two European pioneers, France and Germany, of these modern travel systems are briefly presented. Two other countries, Spain and the UK, were selected to illustrate different obstacles in building a high-speed network.

#### **3.1.1 France**

In the 1970s, a French railway infrastructure manager (SNCF) was commissioned to draw up a plan to link Paris and Lyon. One of the main reasons was the congestion of the

existing link, so it was decided to build a new line called Paris Sud-Est (Albalate & Bel, 2012, p. 339). This link was characterised by three main features which were essential for the success, as it later turned out. These attributes were “*dedicated line for passenger traffic, compatibility with existing railway network and high-frequency operations with short journey times*” (Arduin & Ni, 2005, p. 22).

Regular operation of high-speed trains in Europe began in 1981, when French railways started operating the *TGV Sud-Est* line at a maximum speed of 260 km/h (up to 270 km/h from 1983). This line was followed in 1989 by the *TGV Atlantique* line connecting Paris and Le Mans (also Tours from 1990), where *Trains à Grande Vitesse* (TGVs) were able to reach speeds of up to 300 km/h. Since then, the entire French high-speed network has been expanding. In 2016, it measured almost 2,000 kilometres and connects the most important French centres both to the capital and to each other. The maximum speed that high-speed trains can reach is 320 km/h. (Pyrgidis, 2016, pp. 295-297)

The specificities of the French model include the relatively low input cost of building the necessary infrastructure and the interoperability that allows TGV trains to also use the much denser network of conventional lines and thus serve centres without having to pass through Paris. The public has responded immediately to this new system, preferring it to other modes of transport, thanks to its short journey times, convenience, frequent services and affordable price (Arduin & Ni, 2005, pp. 22-25). The positive reception of the new transport system has also been influenced by the improvement of regional rail services, which serve the main hubs where high-speed trains stop. On the other hand, some HST nodes were located in non-urban areas and lacked adequate connections to other modes of transport. This resulted in a very low impact on the economic development of the area. (Albalate & Bel, 2012, pp. 339-340)

### **3.1.2 Germany**

Due to problems with legislation and also the more challenging terrain, the German InterCity Express (ICE), connecting Hannover with Würzburg and Mannheim, was put into service in 1991, ten years after the French TGV. Building of the German high-speed network consists more likely of upgrading existing lines rather than building new separate passenger traffic system. Network capacity is therefore allocated not only to high-speed trains but also to a large number of regional services and freight trains as well. This strategy is based on the original idea of improving connections between ports in northern

Germany, industrial areas and final consumers in the South of Germany. Compared to the French network, the German *Neubaustrecken* (new lines) are “*heavier, wider, and more expensive to run but offer greater flexibility*” (Albalate & Bel, 2012, pp. 340-341).

In addition, Nehra (2021) states that there are often delays on the lines due to mixed traffic. In addition, ICE trains can travel at a maximum of 300 kilometres per hour, although their design allows them to travel at speeds of up to 330 km/h. Last but not least, he also draws attention to the incompleteness of the entire network in Germany, which still has its gaps.

In general, German high-speed trains are not as profitable as French or Japanese ones in terms of passenger transport. For example, the high-speed connection between Cologne and Frankfurt is used by about 9 million passengers a year. This is almost three times lower than the number of passengers between Paris and Lyon (25 million). It is worth noting, however, that the German population structure is more even than the French one, which is characterised by large centres. The trains therefore have to stop much more frequently and thus lose their advantage. (Albalate & Bel, 2012, p. 341)

### **3.1.3 Spain**

On the occasion of the Universal Exposition held in Seville in 1992, the first Spanish high-speed railway was put into operation. This greatly accelerated the connection between Madrid and the south of the country. The train travels approximately 470 kilometres in two and a quarter hours. Interestingly, Spain did not choose the busiest section for its first high-speed line but wanted to promote “*economic development in the country’s poorer regions and favour cohesion*”. (Albalate & Bel, 2012, p. 341)

Today, Spain has the longest high-speed network in Europe, over 3,500 kilometres in 2021, and the second longest in the world (Jones, 2021). In building a separate high-speed network, they drew on French and Japanese experience and decided to acquire the technology by buying it, not by developing it themselves (Albalate & Bel, 2012, p. 341).

In Spain, interoperability is a problem because the conventional network is wide gauge (1668mm) and for the high-speed network the gauge used is 1435mm, which is used in most European countries. This problem can be solved by transferring to a train with a different gauge, replacing the bogie or placing a third track in the line. In recent years, experts have been working on so called *Automatic track gauge changeover systems*. These allow a change of gauge without the need for the lengthy and costly processes

mentioned above, so that trains can be used on lines with different gauges. (Alvarez, 2010, pp. 7-13)

Despite these difficulties, high-speed trains are popular in Spain. The first line between Madrid and Seville is an excellent example. Before it opened, 800 000 people a year travelled between these cities by train or air. Just three years after its launch, in 1995, 1.4 million journeys were recorded and the number of passengers travelling by air had fallen to 300 000. The increase in high-speed train passengers has also been reflected in conventional rail services, which have declined significantly over the years. (Albalate & Bel, 2012, p. 341)

#### **3.1.4 Great Britain**

The UK joined the imaginary club of countries with a working high-speed rail network in 2003 when they opened the first section of their High Speed One (HS1). Four years later, in 2007, the entire route linking London with the Channel Tunnel and Kent was operational. In 2009, the UK government decided to set up HS2 Ltd (High Speed Two) to design a detailed route linking London to the West Midlands (Phase 1), from where it would then split to Manchester and Leeds. (Oakervee et al., 2020, pp. 19-22)

The main reasons for building a new high-speed link between London and the north of the island were “*increasing capacity, improving connectivity and supporting economic growth*” (Oakervee et al., 2020, p. 24). The Task Force, led by Douglas Oakervee, produced a review which confirmed the benefits of this link by increasing capacity for passengers, whose numbers have grown significantly in recent years, while freeing up capacity for freight on conventional lines. The objective of connectivity has been confirmed by the significant reduction in travel times (between some cities by more than half). Finally, the potential for economic growth through high quality and fast connections between London and centres in the north of England was also acknowledged. (Oakervee et al., 2020, pp. 25-33)

Despite the huge potential benefits that the HS2 project represents, the construction has caused a wave of discontent among UK residents, especially in 2020. They particularly disliked the increase in cost to £106 billion, double the 2015 estimate. Another issue was the project's significant delay from the original plans (CNA, 2020). The project is expected to be completed between 2035 and 2040. According to the original



schedule, the entire branch was to be operational by 2033 at the latest. (Oakervee et al., 2020, p. 57)

### 3.2 Plans of the EU

In the field of transport, the EU promotes the so-called TEN-T (Trans-European Transport Network) policy, which “*aims at building an effective, EU-wide and multimodal transport network across the EU*”. This policy covers all transport options, including rail, road, river, maritime and air (European Commission, 2021).

In 2011, the European Commission published a white paper named “*Roadmap to a Single European Transport Area — Towards a competitive and resource efficient transport system*” (Pernice, 2022) in which the EU presented its goals:

- To transport majority of passengers for medium distances by train by 2050
- To triple the length of high-speed net by 2030 and to keep and maintain the density of conventional rail system in Member States
- To complete the European high-speed rail network in the long term

In addition, the document sets out 5 objectives for European railways to achieve, namely:

- Interoperability enabling safe and smooth crossing of Member States' borders
- Establishment of the European Railway Agency (in 2004), which is responsible for railway safety and contributes to the efficient operation of the railway and its competitiveness
- Social harmonisation representing the unification and mutual recognition of staff qualifications and certification of rolling stock across Member States.
- Access to infrastructure for railway undertakings, opening up the railway to all carriers wishing to operate on it
- European measures dealing with health protection, especially the reduction of noise produced by railways.

The European Union actively supports the construction of new, mainly cross-border sections of high-speed rail through funds that any Member State can apply for. In addition, a community of European railway operators (*Railteam*) was established in 2007 to guide and support high-speed cross-border transport. “*Developing a trans-European high-speed rail network is a stated goal of the European Union*”. (Nunno, 2018)

On the other hand, although the European Commission has a long-term vision for a European high-speed network and has invested more than €23.7 billion in infrastructure since 2000, the European Court of Auditors does not consider its strategy realistic. According to them, the European high-speed network is only a patchwork of national railway systems without sophisticated connections and sufficient cooperation. The auditors analysed European investment spending on almost 50% of high-speed lines in six European countries (Portugal, Spain, France, Italy, Germany and Austria) and had to conclude that the target of tripling the length (up to 30 000 km) of European high-speed lines by 2030 cannot be met. Among the reasons cited were the low interest in high-speed border crossings and the lack of Commission powers to force Member States to do so. (European Court of Auditors, 2018)

Tom Bateman (2021) confirmed that the plans of the European Commission are unrealistic. He points out that although the number of passenger kilometres on European rail has increased between 2001 and 2018 (from 340 billion to 407 billion), the rail utilisation rate has barely changed. In contrast, air transport utilisation increased by 3 per cent over the same period. So, if we are to meet our environmental commitments, we must increase the proportion of rail travel, which is 81% electrified in the EU.

### **3.3 Experience from abroad**

While the many reasons for building high-speed lines in a particular area vary, two of them are always present. The first, mainly from a political point of view, is to gain national prestige and access to the *club*. The second reason is confidence in the economic benefits of such connections. Studies looking at the impact of high-speed lines have usually confirmed mainly economic contributions, but other positive outcomes, such as time savings, environmental protection, or traffic safety, continue to be studied carefully and it is not yet clear what their impact is, how long they last or whether they come automatically with the construction of high-speed lines at all. (Blanquart & Koning, 2017, p. 2)

It is important to realize that the high-speed rail link is closer to an air link than a conventional rail link. This is mainly due to the distance of the two connected points, the high passenger capacity and the way it works, i.e. connecting two metropolises. The resulting impacts are therefore mainly on these two urban centres and their close surroundings. (Bonnafous, 1987, p. 129)

This subchapter presents several articles dealing with the impact of high-speed lines on the territory through which they pass, especially from the socio-economic and environmental point of view. Another aspect is the communication between the contracting authority and stakeholders affected by the construction. The articles selected were mainly those dealing with the European, particularly French, high-speed rail network. The reason for this is the planned use of the French methodology in the construction of this network in the Czech Republic.

### **3.3.1 Impact of construction**

Blanquart and Koning presented several implications in their article *The local economic impacts of high-speed railways: theories and facts* (2017). The first potential benefit is the construction itself. In this case, however, it depends on whether the workforce comes directly from the region or not. If so, the money earned largely stays in the region and the improvement in the local economy is much more obvious than if the workers commute from distant regions. Another consideration is building materials. The contractor's use of local resources (if available) can greatly boost the regional economy. The number of jobs created is a highly monitored indicator. In the case of the English HS2 project, which is to connect London to the North of England in 2026, the project and its implementation are expected to create up to 22,000 jobs directly or indirectly. Many more jobs are expected to be created by the high-speed link between Spain and France called the 'Basque Y'. In this case, it is estimated that the project will create up to 100,000 jobs. (Blanquart & Koning, 2017, p. 4)

It is worth noting that the benefits of building high-speed lines are much more obvious if the construction area is larger. On the other hand, large construction projects may destabilise local labour activities. However, the truth remains that both the public and private sectors invest in the location of the construction site in anticipation of the future benefits of the high-speed link and workers involved in the projects in any way can use the acquired experience in the future. Plus, “*by reducing unemployment and providing a cash infusion to the local economy, the construction effect can make HSR projects more politically acceptable*”. (Blanquart & Koning, 2017, p. 4)

### **3.3.2 Socioeconomic impact and tourism**

When high-speed lines are completed, the terminals that are found on them have almost the same effect as airports. Expectations are high, especially in the area of tourism.

Many argue that the increased mobility of the population can “*stabilize occupancy rates at hotels and reduce seasonal effects in the tourism industry*” (Blanquart & Koning, 2017, p. 7). On the other hand, the positive impact on tourism due to high-speed lines seems to be limited by the size of the city. While large cities and their surroundings have seen a high increase in demand in this sector, medium and smaller sized cities have seen only a marginal increase.

Bonnafous, in his study based on the Paris-Lyon connection, cites another tourism-related problem. He found that the hospitality industry experienced two contradictory trends after the launch of the TGV service. The first was a significant decline in overnight stays as the frequency and speed of the TGV service made it possible to return home in one day. The second trend was the development of “*tourist packages*” that used TGV connections. The emergence of these two trends had an impact on hotels depending on the distance from the TGV terminals. While hotels close to these terminals have experienced a very significant decline in guests, accommodation facilities, often only a few kilometres away, have seen an increase of up to 40%. (Bonnafous, 1987, p. 135)

The problem of the decline in tourists staying for one or more nights is also confirmed by Xueming Chen, who gives the example of visits to Hangzhou in China. After the opening of the high-speed link with Shanghai, a significant majority of visitors prefer to make only a one-day trip to Hangzhou and then return to Shanghai, where they stay overnight. (Chen, 2013, p. 119)

The increased mobility of the population caused by the introduction of high-speed rail links also has the potential to “*turn tourists into short-term or part-time residents*” (Blanquart & Koning, 2017, p. 8). The ability to commute more conveniently and quickly expands the labour market. In France, it has been observed that many people prefer to commute and work in Paris on a daily basis while living in a relatively remote but affordable and more pleasant area that offers fast connections to the capital. For example, the construction of the high-speed train terminal in Lille has contributed to the increase in the city's population. Residents then commute not only to Paris but also to London and Brussels. (Bruinsma et al., 2001, p. 11)

Similarly, businesses and companies can now afford to locate their headquarters on the outskirts of cities, or outside of them, while staying in close contact with their customers and competitors (Blanquart & Koning, 2017, p. 9). Moreover, Bonnafous uses

the example of the Paris-Lyon line to demonstrate that regional businesses that would have had to relocate to Paris in order to be competitive will no longer have to worry about this thanks to the new high-speed link. In addition, it was observed that Lyon companies used the connection to Paris approximately three times more than Paris companies. Thus, there was no expansion of the influence of the Parisian corporations, but the high-speed line instead helped to develop the companies from Lyon. (Bonnafous, 1987, pp. 135-136)

Another advantage for the regions is the creation of “multi-office companies”, which has been made possible by reduced travel and communication costs. These companies then create new jobs directly in the regions (Blanquart & Koning, 2017, p. 9). Moreover, Ahlfeldt and Feddersen found in their study of the impact of the high-speed line between Cologne and Frankfurt that the regions lying between these cities experienced a steady increase in per capita income. (Ahlfeldt & Feddersen, 2015, p. 13)

Etienne Fouqueray (2016) confirms the benefits of building high-speed lines and he states in his study that the construction of the *LGV SEA*, spread over three French regions between Tours and Bordeaux, created 13,800 jobs between 2011 and 2013, generated more than 2.3 billion euros in production and value added. In addition, Fouqueray reports that for every job created directly by construction, an additional 2.4 positions were created indirectly in the regional economy. He also mentions, that for every euro invested in the project, 91 cents of new wealth are created locally. (Fouqueray, 2016, pp. 408-410)

However, it is important to note that the great socio-economic benefits of high-speed lines cannot be generalised. A study carried out on a high-speed line in Spain found no major disparities in terms of employment between areas with and without high-speed lines (Graham et al., 2013). Similar observations of reduction in the positive effects of high-speed lines have also been found in Japan and France. (Blanquart & Koning, 2017, p. 10)

### **3.3.3 Environmental impact**

The issue of environmental impact was addressed by Bieler and Sutter (2021) in their study *Ecological comparison of transport modes on selected routes* for TGV Lyria that operates between France and Switzerland. By comparing CO<sub>2</sub> consumption, which included vehicle production, infrastructure construction, energy consumption and energy supply, they showed that the TGV is by far the least carbon dioxide emitted per person during a single journey. Existing trains produce approximately four times less carbon

dioxide per passenger (5.2 kg/journey/person) than coaches (19 kg/journey/person) and approximately twenty times less than an aircraft (98 kg/journey/person) or cars with combustion engines (93 kg/journey/person). The authors also compared so-called environmental and accident costs. This term represents, for example, noise, accident rates, climate or particulate air pollution. Even in this comparison, rail was more than twice as environmentally friendly as coaches, which came in second place. Air transport followed by a wide margin, followed by car transport. In an overall comparison of these four modes of transport, TGV long-distance trains came out as the most efficient and environmentally friendly per passenger. (Bieler & Sutter, 2021, pp. 5-7)

But the benefits of high-speed trains go beyond their low energy consumption and low environmental impact. The transfer of passenger traffic to the new high-speed lines will free up capacity on existing conventional lines that can be used by freight trains. This allows them to carry loads that would otherwise have to be transported by road, for example. (Chen, 2013, p. 119)

High-speed trains can also contribute to a reduction in air traffic. Bonnafous observed the changing trends in the use of two different modes of transport. It was air and rail passenger transport between Lyon and Paris. In the first years after the construction of the high-speed line, the number of passengers carried by TGV service increased by 151%. By contrast, the number of airline clients on the same route fell by 46%. While in 1980 the number of passengers carried by rail and air was approximately the same (52% and 48% respectively), five years later the impact of high-speed rail was very clear. In 1985, trains carried 83% of all passengers between Paris and Lyon. (Bonnafous, 1987, p. 132)

Arduin and Ni add that those new passengers who previously used road or air transport benefit primarily from “*shorter trip times, frequent services, high comfort and competitive fares*” (Arduin & Ni, 2005, p. 25). They also report that a decline in highway and air traffic density was observed on all routes where TGV began to compete, especially on routes shorter than 3 hours. Thus, high-speed trains indirectly reduce the production of pollutants that affect the environment. In addition, a cooperation between SNCF and airlines has been launched, which allows passengers to reach their destinations conveniently by high-speed train without having to use planes. Thanks to this synergy, the production of greenhouse gases and other harmful substances is further reduced. (Arduin & Ni, 2005, p. 25)

In terms of energy consumption, it is important to remember that the overall impact depends on whether passengers have changed mode or are new passengers who would not otherwise travel. As high-speed trains are electric, the total CO<sub>2</sub> produced by their operation is directly dependent on the energy mix of the country concerned. In addition, the actual construction, which often takes place in a new footprint, also generates large amounts of pollutants. What is more, the construction of new lines goes hand in hand with considerable land take and subsequent noise from operations. (Albalate & Bel, 2012, p. 345)

#### **3.3.4 Communication with involved stakeholders**

Planning large projects such as high-speed lines is a very complex process, involving not only many challenges and problems to be solved, but also many stakeholders involved. In the article *High-speed train planning in France: Lessons from the Mediterranean TGV-Line*, Stéphanie Leheis (2012) focused on the communication between the SNCF, the local authorities and all the other legal and natural persons involved in the construction of the high-speed line called *LGV-Méditerranée* (TGV Med). This project included the laying of 250 km of new tracks with three new train stations and the whole implementation process was “*different from those of previous train lines*” (Leheis, 2012, p. 39) because, for example, before and during the construction of the first high-speed line between Paris and Lyon “*state officials did not permit any public debate on how to distribute the HSR network and were immune to any social and regional pressure*”. (Albalate & Bel, 2012, p. 339)

The whole project began in early 1989 when SNCF was asked by the government to prepare a strategic proposal for future high-speed train services, which included an extension of the existing Paris-Lyon line and the Paris-Valence line under construction. At the end of the year, after preliminary studies and consultations, the SNCF came up with a single proposed option which passed outside densely populated areas and avoided protected areas. This option not only limited the need for expensive engineering constructions but was also routed outside valuable vineyards and agricultural fields. This proposed alternative was presented to elected representatives in Marseille prior to submission to the government, and key political leaders in the region expressed their approval of the proposed project. (Leheis, 2012, p. 38)

At the beginning of 1990, however, the French press got hold of the documents of the planned merger and the general public, including representatives of smaller municipalities, learned of the project at an advanced stage of planning without being consulted with them. This provoked a wave of opposition which led to many protests against the TGV, the largest of which took place at the end of the summer of 1990. (Leheis, 2012, p. 38)

This strong opposition forced the SNCF to propose other alternatives to the planned line. These suggestions were subsequently divided into three main options (Eastern, Central and Western routes). However, this step made the situation even worse as the number of stakeholders increased. In fact, each of the proposed options had to address an issue, such as the taking of agricultural farmland, going through the floodplains or cities, or increasing the impact on the population already affected by national highways or high-voltage lines. The situation became even more controversial after the intervention of French President François Mitterrand, who took the side of a wine-producer lobbying group. Consequently, the Eastern Option, which was planned through the vineyards, was completely abandoned. (Leheis, 2012, p. 38)

In response to the ongoing dispute, a consultation group was established by the government. Its task was to propose a solution from the remaining options that would respect local people and politicians as much as possible, regardless of the cost of implementation. The final route was proposed through natural and protected areas. Environmental constraints were therefore incorporated into the project from this point onwards. (Leheis, 2012, p. 39)

Lastly, since SNCF's reliability was called into question throughout the process, the State set up a College of Experts composed of eight experts from different fields. Their main task was to determine whether it was better to modernise the existing line or to build a new high-speed line. The process also included public meetings with local citizens, during which the experts discussed with the stakeholders present. The final conclusions of the College of Experts confirmed the intention of the State and the SNCF, and the line was ready to start construction in 1995. (Leheis, 2012, p. 39)

To conclude, this case forced SNCF to change its approach to newly built lines in several respects. One of the most important of these was to involve all the stakeholders concerned as early as possible, when there is still a good chance of incorporating their



comments. Prior to the creation of the College of Experts, the company only talked to key representatives of the region's largest cities and did not take into account smaller municipalities. It is the local authorities and the State, not SNCF with its projects based mainly on profitability, that have since become the main players in the preparation of new lines. Furthermore, SNCF introduced architects and landscape designers to this project for the first time. This change was later described by a member of the project team as a “*cultural revolution*”. (Leheis, 2012, pp. 41-44)

The French government itself has also been affected by the LGV Med case. The proposed route through protected areas led to a knock-on effect between the Ministry of the Environment and the Ministry of Infrastructure. The whole case served as a catalyst for the creation of important legislative documents on nature protection and for closer cooperation between the ministries. (Leheis, 2012, pp. 42-43)

### **3.4 Czech high-speed dream**

The first ideas for the construction of a high-speed railway on the territory of the former Czechoslovakia first appeared in the 1970s. The main reason was the insufficient capacity of the backbone lines. Unfortunately, political changes and a decline in the performance of rail freight transport caused the projects to be abandoned. The idea resurfaced in the 1990s. (*Vysokorychlostní železnice v ČR*, 2022)

During the first half of the 1990s, conceptual documentation was drawn up for high-speed lines in the former Czechoslovak Federal Republic for speeds of up to 300 km/h. This documentation included the routing conditions, the necessary parameters and alternative HSL solutions. The locations of the foreign crossings were also agreed on the basis of this documentation. However, after a comparative economic study had been carried out, it was decided that instead of high-speed lines, the existing corridor lines would only be modernised and optimised, and only up to a speed of 160 km/h. (Janovský, 2014)

In May 2017, the Government of the Czech Republic approved the preparation of the Fast Connections system by Resolution No. 389 on the Programme for the Development of Fast Rail Connections in the Czech Republic (*Vysokorychlostní železnice v ČR*, 2022). The idea of high-speed lines has been revived and their development has advanced significantly. Since then, feasibility studies, various documentation and the first architectural competitions for future terminals have been drawn up.

### 3.4.1 General description

In order to accelerate and take advantage of proven experience, cooperation between *Správa železnic* and *SNCF Réseau* was established in 2019 (Sůra, 2019). The advantageous nature of this partnership is evidenced by the fact that the contract was extended for another 8 years in 2021. The Czech side expects this to better integrate the lines into the landscape and, above all, to reduce the number of potential errors that could make construction significantly more expensive. The French approach also has the advantage of rail links to the existing network, so the trains can serve much larger population. (Sůra, 2021b).

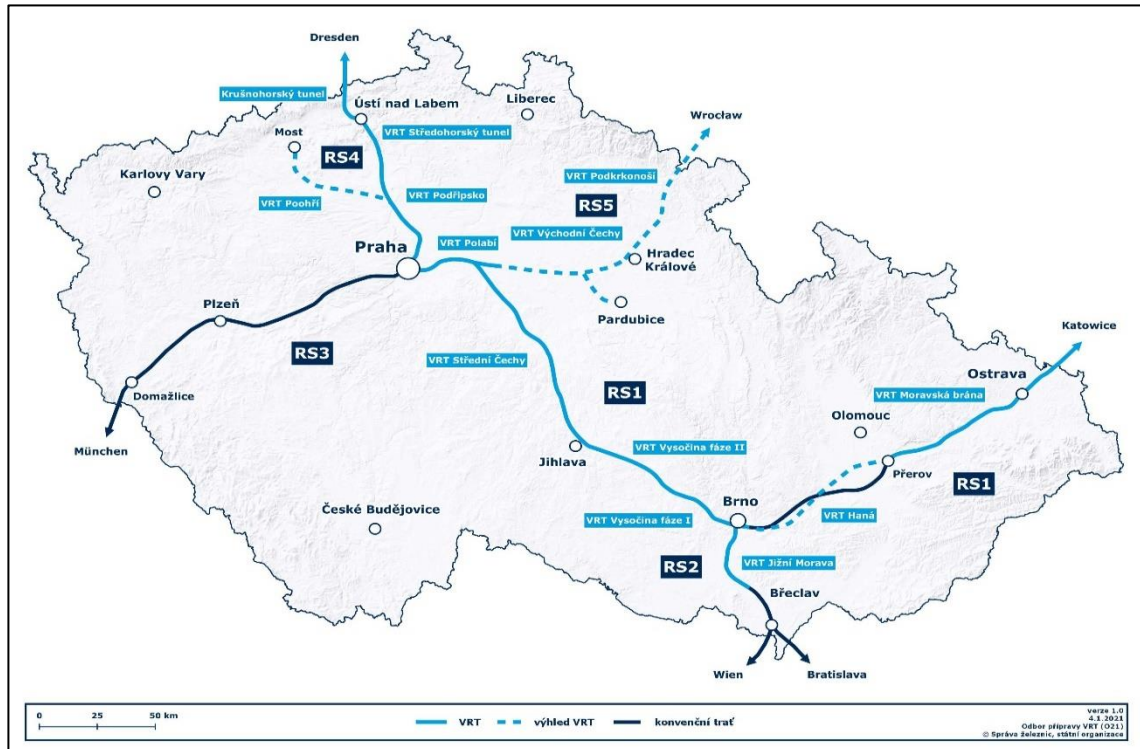
The new high-speed lines will be designed for speeds between 200 and 350 km/h. However, the maximum speed will initially be limited to 320 km/h. Only passenger trains (except for a few sections) and trains with a pressurised box will be allowed to enter. (*Vozidla a provoz na VRT*, 2022)

High-speed rail in the Czech Republic is planned in the so-called Fast Connections (*Rychlá spojení – RS*) system. In addition to new high-speed lines, modernised conventional lines with high-speed parameters are also included (*Vysokorychlostní železnice v ČR*, 2022). Two categories of trains will run on the high-speed lines: High-speed express and Regional high-speed. The first type, which will connect the largest centres, will be allowed to reach a maximum speed of 320 km/h. Regional high-speed trains will converge to conventional rail and thus serve wider regions. Their maximum speed on the new line will be limited to 250 km/h. (*Vozidla a provoz na VRT*, 2022)

### 3.4.2 Planned connections

With regard to the Fast Connections, five main routes have been identified to be served by the system. These connections are shown in *Figure 1 - Fast Connections in the Czech Republic*. Future high-speed lines are shown in light blue and planned HSL in dashed lines. Dark blue shows Fast Connections using conventional tracks.

**Figure 1 - Fast Connections in the Czech Republic**



Source: *VRT v České republice*. Správa železnic. Retrieved April 29, 2022 from <https://www.spravazeleznic.cz/vrt/mapy/ceska-republika>

The first of these Fast Connections (RS1) connects Prague via Jihlava with Brno and then continues via Přerov to Ostrava, from where it heads towards Katowice in Poland. RS2 enables a faster connection of Brno with Vienna and Bratislava through Břeclav. Travel time between the two largest Czech cities, Prague and Brno, will be reduced from almost three hours to approximately 50 minutes. Once the entire section is completed, it will also be possible to travel from Prague to Ostrava in 1.5 hours. Thanks to the new terminals, interchanges and interconnections with conventional rail, the Vysočina Region in particular will enjoy significantly better transport services. The line is also important from an international point of view and will enable significantly faster connections between Berlin and Vienna, for example. (*VRT Praha – Brno – Ostrava a Brno – Břeclav*, 2022)

The RS3 section from Prague via Pilsen, Domažlice and on to Bavaria consists of a modernised conventional line and the high-speed railway RS4 running through the Ústí nad Labem Region is detailed in the following subchapter.

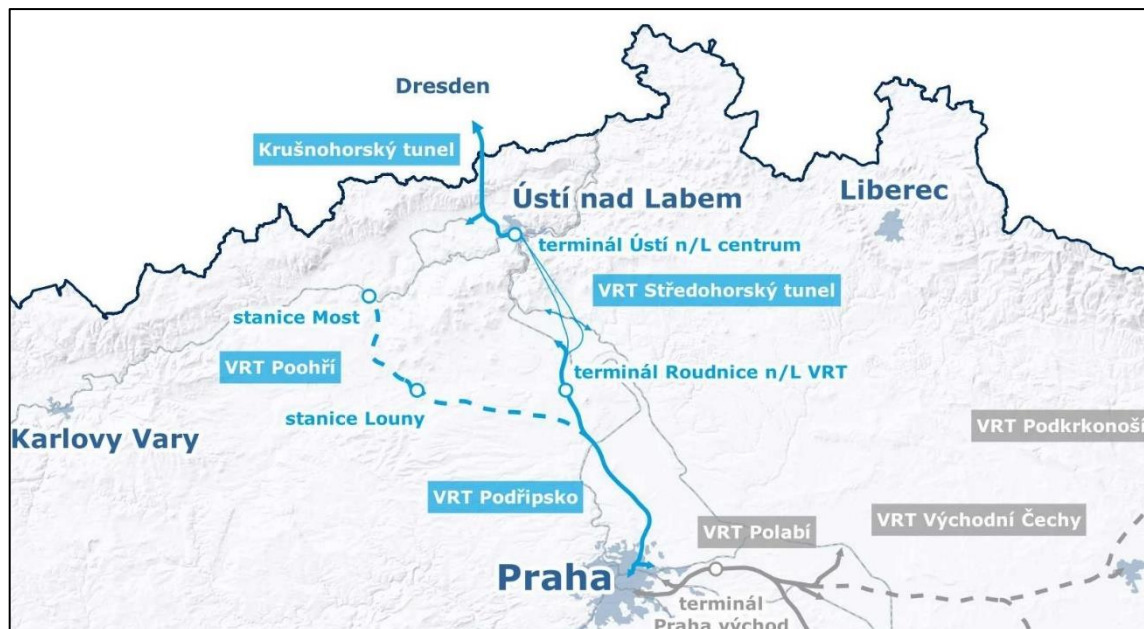
The last part of the Fast Connections network in the Czech Republic is the RS5 section. This branch will enable a high-speed connection between Prague, Hradec Králové,

Pardubice and Poland in the direction of Wrocław. A feasibility study for this section is currently being prepared. It is expected not only to provide faster connections between the Czech and Polish cities to Prague, but also to significantly free up the existing corridor for freight traffic. (*VRT Praha – Hradec Králové/Pardubice – Wrocław*, 2022)

### 3.4.3 Routing through Ústí nad Labem Region

The high-speed line RS4, also called New Rail Link Prague – Dresden, which crosses the Ústí nad Labem Region, is divided into three phases which are described in more detail below. These are the HSL Podřipsko, the HSL Středohorský tunnel and the HSL Krušnohorský tunnel. The feasibility study for this section was completed in 2020 (Hruška et al., 2020).

**Figure 2 - Fast Connections in the Ústí nad Labem Region**



Source: *VRT Praha – Ústí nad Labem – Drážďany*. Správa železnic. Retrieved June 17, 2022, from <https://www.spravazeleznic.cz/vrt/praha-usti-nad-labem-drazdany> - Edited

The construction of the main branch Prague – Ústí nad Labem – Dresden also includes the implementation of two major passenger transport terminals enabling transfers between long-distance and regional trains as well as between other means of public and individual transport. In the south of the Ústí nad Labem Region, this is the Roudnice nad Labem terminal and, in the area of the existing Ústí nad Labem West railway station, the Ústí nad Labem Centre terminal.

Prospectively, a branch line to Louny and Most is also envisioned, which would ensure a significant acceleration and improvement of transport services not only for the western

part of the Ústí nad Labem Region, but also for the Karlovy Vary Region. This project is still only in the conceptual phase, so I will not describe it in detail. (*VRT Praha – Ústí nad Labem – Drážďany*, 2022)

The time savings that this new connection will bring are significant. In the case of High-speed express connections, the Prague - Ústí nad Labem route will take 25 minutes (instead of the current 71 minutes). The entire New Rail Link Prague - Dresden is estimated to last 51 minutes. Compared to the current situation, there is a time saving of 89 minutes. Even with slower Regional high-speed connections, travel times are reduced by several tens of minutes. For example, the train from Prague to Lovosice now takes 71 minutes and after the completion of the project should cover the route in about half an hour. (Hruška et al., 2020, p. 14)

- **HSL Podřipsko**

The route starts at the Prague-Balabenka transport station, from where it heads to the Střížkov tunnel. On the outskirts of Prague, the line comes to the surface again and crosses the planned D0 highway via a railway viaduct. From Líbeznice to the new terminal in Roudnice nad Labem, the line runs on the surface, except for the passage through the village of Ledčice, where an excavated tunnel is planned. Two branch lines are planned in this section, namely the Úžice turn-off (at km 27,700) and the Zlosyň turn-off (at km 30,000), from which a high-speed line to Louny and Most is planned.

Beyond Roudnice nad Labem, the routes are available in two variants. The first, called *Mrchový kopec*, runs north through a mined tunnel through the regional biocentre. However, when choosing this option, it is necessary to take into account the geologically unstable area, the negative impact on the right bank of the Elbe and the complicated connection to line 072.

The second variant, *Holý vrch*, leads in an easterly direction, crosses the Elbe via a viaduct and continues on the surface to the area of the Křešice turn-off. This variant is longer and involves a larger number of municipalities. However, the negative impact on line 072 is eliminated.

This section is for passenger transport only. It is expected to be operational in 2031 and the maximum operating speed of the new line is 320 km/h. (Hruška et al., 2020, p. 8)

- **HSL Středohorský tunnel**

After the Křešice turn-off, the line runs through a foot tunnel under the Bohemian Central Mountains. Its projected length is 18 km. This tunnel ends at the station Ústí nad Labem-Centrum and crosses the Elbe either by a tunnel or a bridge. Depending on the chosen option, the design of the Ústí nad Labem-Centrum station will be decided.

This section should serve not only passenger traffic but also freight traffic. When the line becomes operational in 2046, the maximum possible speed on this section will be 250 km/h. (Hruška et al., 2020, p. 12)

- **HSL Krušnohorský tunnel**

The final part is the Krušnohorský tunnel (Erzgebirge tunnel), which is 11.7 km long on the Czech side. Before this tunnel, the Stradov railway station is proposed, at the German end of which an exit to the Chabařovice station is envisaged, where a maintenance centre for the New Rail Link is suggested.

This section is also planned for mixed traffic with a predominant share of freight trains. The expected maximum speed is 200 km/h. The key construction is the Krušnohorský Tunnel with a total length of 26 km and the entire section should be operational in 2039. (Hruška et al., 2020, pp. 11-12)

- **Roudnice nad Labem Terminal**

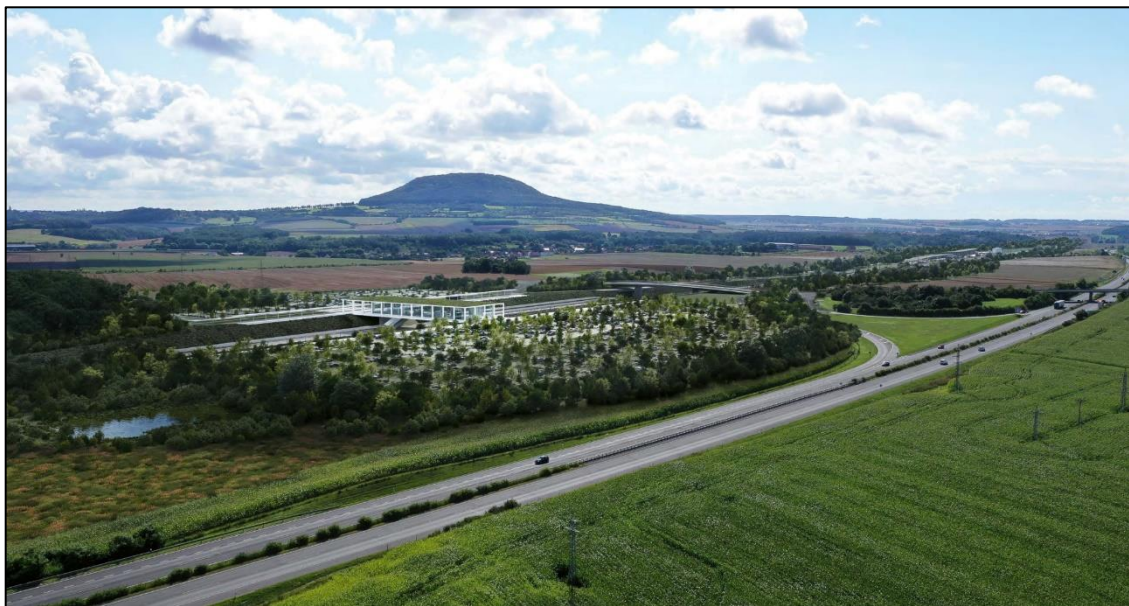
While the exact location and form of the terminal in Ústí nad Labem has not yet been decided, the transfer terminal in Roudnice nad Labem has already received its shape thanks to an architectural competition. Thanks to its location near the D8 motorway, it will be very accessible and will be used especially by residents of the south-eastern part of the Ústí nad Labem Region and neighbouring parts of the Central Bohemia Region. A large P+R car park is planned in the immediate vicinity of the terminal and the connection to the local railway line will also help improve accessibility. The terminal will provide passengers with a comfortable and fast connection not only with Prague or Ústí nad Labem, but also with other Czech and foreign cities. (*Terminál Roudnice nad Labem VRT, 2022*)

The architectural competition was won by Martin Rusina and Martin Frei. The above-ground terminal buildings are reduced to a minimum and the terminal hall itself is transparent so as not to disturb the landscape. The surroundings of the terminal and the

high-speed line are lined with strips of woodland and drainage polders. (*Terminál Roudnice nad Labem VRT: 1.místo*, 2022)

The following visualisations show the future shape of the terminal in Roudnice nad Labem. In *Figure 3*, the D8 motorway is visible in the foreground and the iconic Říp mountain in the background. *Figure 4* illustrates the view from the future terminal and platform.

**Figure 3 - Visualisation of the terminal in Roudnice nad Labem**



Source: *Terminál Roudnice nad Labem VRT: 1.místo*. (2022). Správa železnic. Retrieved July 19, 2022, from <https://www.spravazeleznic.cz/vrt/terminal-roudnice-nad-labem/1-misto>

**Figure 4 - View from the terminal hall and platform**



Source: *Terminál Roudnice nad Labem VRT: 1.místo*. (2022). Správa železnic. Retrieved July 19, 2022, from <https://www.spravazeleznic.cz/vrt/terminal-roudnice-nad-labem/1-misto>

## 4 Research methods

To obtain a sufficient amount of relevant data in a relatively short time, I decided to conduct quantitative research by means of a questionnaire survey among the residents of the Ústí nad Labem Region and passengers using train connections in this region.

In order to be able to compare the expectations of the participants of this survey with the expectations of *Správa železnic*, I also conducted several interviews with experts involved in the preparation of high-speed lines. Thanks to getting to know the experts, I also had the opportunity to take part in a meeting between them and the city councillors of Ústí nad Labem. This gave me a more precise idea of the communication between *Správa železnic* and the municipalities affected by the construction of high-speed lines.

Results of the research projects are presented, evaluated, compared, and the interpretation is done verbally and with the help of clear charts.

During the preparation of both researches and the evaluation of the obtained data, Miroslav Disman's book *Jak se vyrábí sociologická znalost* (2011) was a source of valuable advice for me.

### 4.1 Quantitative research

In the quantitative research I followed a deductive method based on theory (Disman, 2011, pp. 76-77). Thus, before starting, I set out three hypotheses which will either be refuted or confirmed based on the results of the questionnaire survey. The hypotheses are as follows:

- H1 – Passengers are interested in the high-speed train service, which will take them from Ústí nad Labem to the centre of Prague or Dresden in a short time, about 30 minutes.
- H2 – Passengers are willing to pay more money for a high-speed connection, but not more than 150% of the current price of a standard ticket.
- H3 – Residents of the Ústí nad Labem Region perceive the socio-economic and environmental impacts of HSL on the region as generally positive.

#### 4.1.1 Questionnaire creation

In compiling and selecting the questions for the questionnaire I mainly followed the structure presented by Peter Gavora (1996, pp. 53-64). The resulting questionnaire, which is presented in *Annexe 1 - Questionnaire*, consists of two parts.



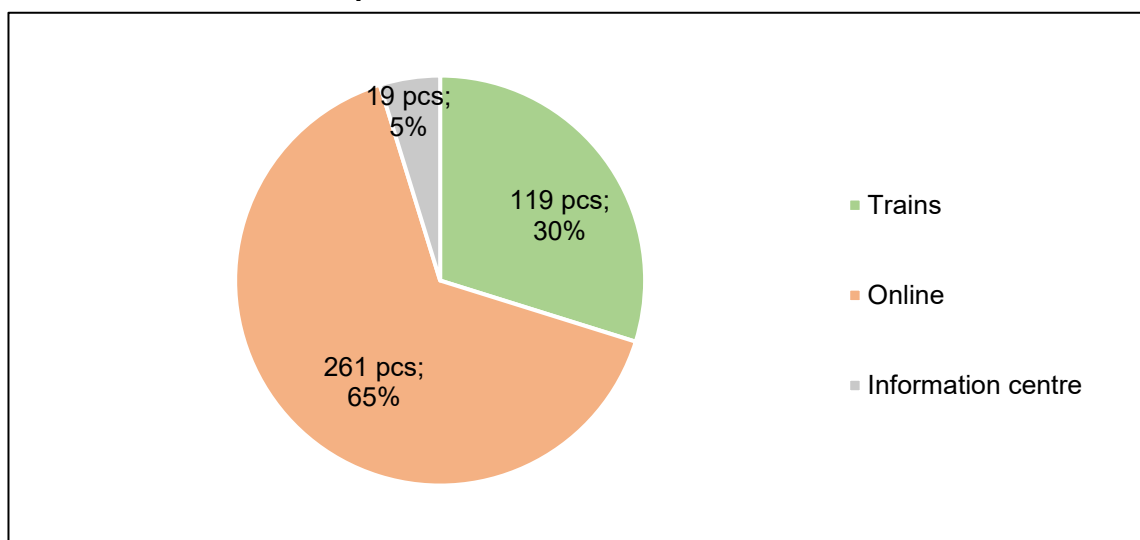
The opening section contained a short introduction of the reason and topic of the research, me, and a contact for any questions regarding the research was also provided. Furthermore, I briefly described the intention of *Správa železnic* regarding high-speed lines in the Ústí nad Labem Region for a better understanding of the surveyed residents and passengers.

This was followed by a section with questions that were open, closed, semi-open, or in table form. The total number of questions was 13, with question 9 having 9 sub-questions, and were based on publications by Disman (2011) and Gavora (1996) and my own experience. Before the distribution of the questionnaire to respondents, the questions were consulted with both the thesis supervisor and experts from *Správa železnic*. The questionnaire took respondents approximately 10 minutes to complete.

#### 4.1.2 Data collection

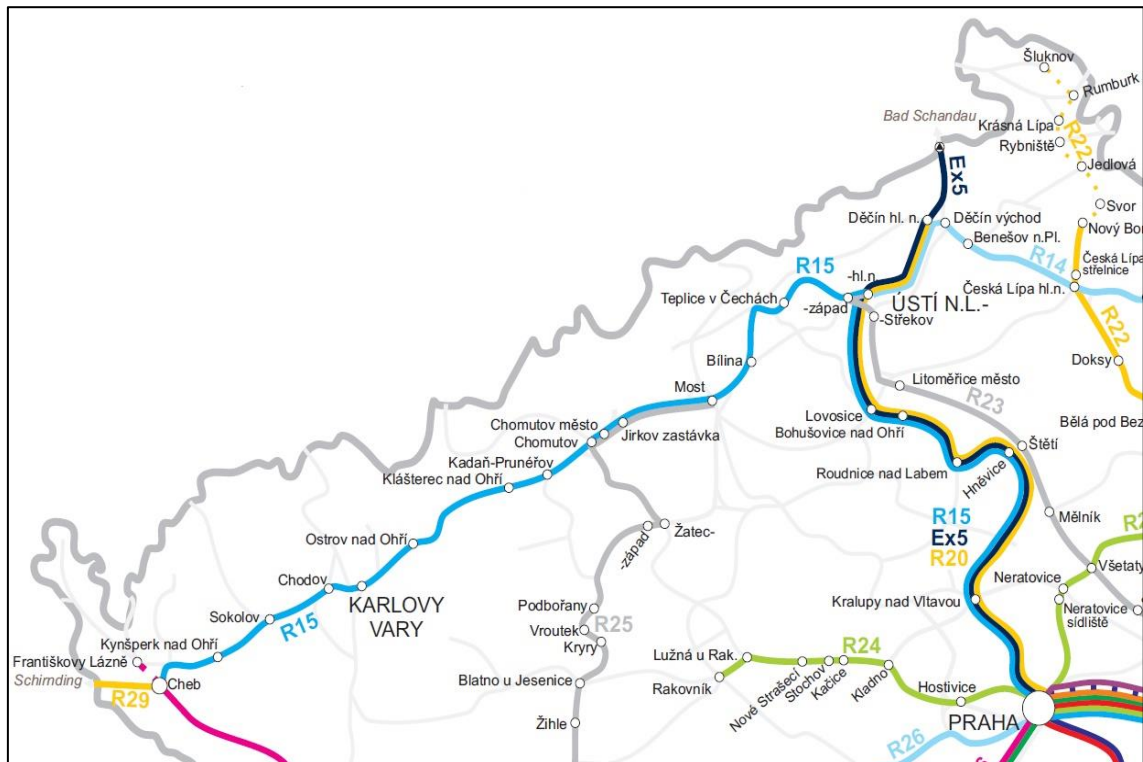
In order to be able to reach a sufficient number of various respondents, the questionnaire survey was conducted between 11 May and 30 June through several channels: by directly addressing passengers on trains between Prague and Ústí nad Labem, by asking visitors in the information centre of *Správa železnic* in Ústí nad Labem and through an online questionnaire. The total number of returned completed questionnaires is 399. Most of them were obtained through the online form (261 pieces), followed by direct contact with passengers on trains (119 pieces) and the least by asking visitors to the information centre of the *Správa železnic* in Ústí nad Labem (19 pieces). The proportions of each channel are shown in the following chart.

**Chart 1 - Distribution of questionnaires**



Direct addressing of passengers on trains took place between 1 June and 22 June. The carrier on this route is the joint stock company České Dráhy, which also issued me an official permit to collect data on its trains. The permit can be found in *Annexe 2 - Authorisation to collect data*. 119 questionnaires were collected on three long-distance train lines between Prague and the Ústí nad Labem Region: R15, R20 and Ex5. The diagram of these lines is shown in the following figure.

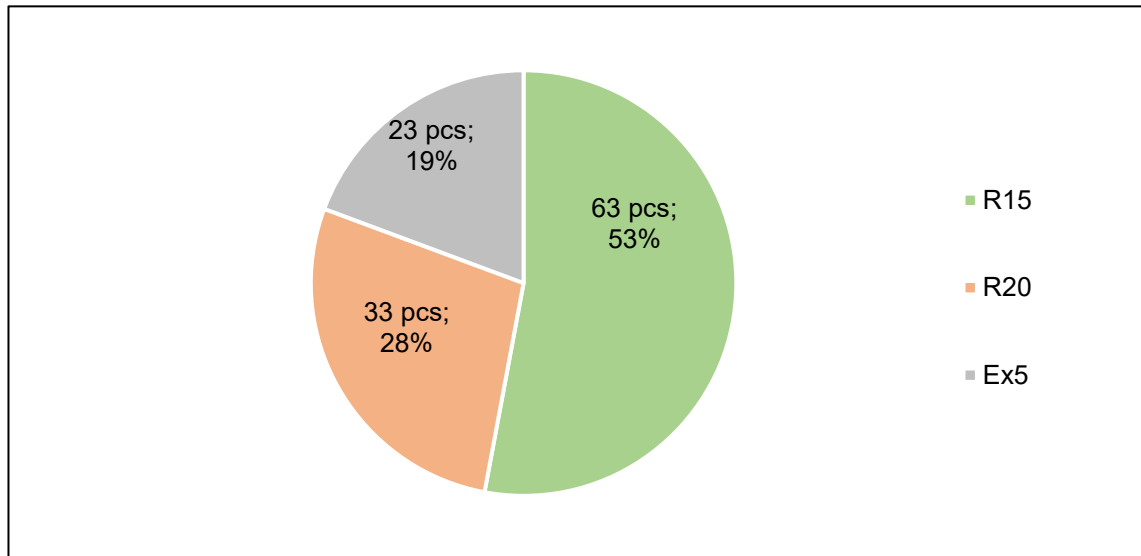
**Figure 5 - Long-distance train lines between Prague and the Ústí nad Labem Region**



Source: Krýže, P., & Fuksa, D. (2021). *Linkové vedení vlaků dálkové osobní dopravy v objednávce Ministerstva dopravy: Stav pro JŘ 2022*. Správa železnic. Retrieved June 12, 2022, from [https://provoz.spravazeleznic.cz/portal/Show.aspx?path=/Data/Mapy/linky\\_dalkove\\_dopravy.pdf](https://provoz.spravazeleznic.cz/portal/Show.aspx?path=/Data/Mapy/linky_dalkove_dopravy.pdf) - Edited

All three lines start in Prague. The R20 line stops between Prague and Ústí nad Labem at several stations and ends in Děčín. For the R15 line, after leaving Prague, the first station is Ústí nad Labem and it continues along the Erzgebirge mainline via Most, Chomutov and several other stations to Cheb, where it ends. The Ex5 line is an international line which, after stopping in Ústí nad Labem and Děčín, continues to Germany. The final number and proportion of respondents using each line is shown in

**Chart 2 - Respondents from trains**



Passengers were addressed completely randomly on different days and at various times of the day. Approximately 30-40% of those who were approached, agreed to complete the questionnaire. The largest number of completed questionnaires was obtained on the R15 line (63 pieces), followed by the R20 line (33 pieces) and finally the Ex5 line (23 pieces).

Other respondents were approached at the information centre at the railway station in Ústí nad Labem. *Správa železnic* has opened a centre there for those interested in information about high-speed lines, and I was allowed to leave the questionnaires there. Visitors of the centre were asked by employees of *Správa železnic* and left the completed questionnaires on the spot or sent me a scanned copy by e-mail.

The final method of obtaining data for the research was through an electronic questionnaire that was created and distributed through the Google Forms platform. The electronic questionnaire was completely identical to the paper form, and this method of data collection allowed us to reach not only regular passengers but a much wider public. The dissemination of the questionnaire in this form among teachers and students at the University of Jan Evangelista Purkyně in Ústí nad Labem was a great contribution to the research.

After the data collection was completed, the results of all questionnaires were entered into Microsoft Excel spreadsheets, which were used to create charts and identify basic trends.

## 4.2 Qualitative research

Since there are considerably fewer experts working on high-speed lines than there are passengers or residents from the Ústí nad Labem Region, I decided to conduct several interviews directly with employees of *Správa železnic*. This made it possible to obtain the desired information even from a very small sample of respondents (Disman, 2011, p. 141).

I contacted and asked for an interview 4 experts from *Správa železnic* working on the RS4 Prague – Dresden. They were Tom Bareš, Jan Janoušek, Lenka Janhubová and the head of the department Pavel Hruška. The introduction of each interview partner and overviews of interview processes are given below.

The interviews were semi-structured. The basic questions were the same for all respondents, which made it possible to compare their statements. Their order depended on the flow of the interview and additional questions were asked if necessary. The exception was an interview with Lenka Janhubová, which focused specifically on the environmental impacts of the future high-speed line.

With the consent of the interviewees (see *Annexe 3*, *Annexe 4*, *Annexe 5* and *Annexe 6*), all interviews were recorded in Czech language on a mobile device and subsequently transcribed with the help of the software *Descript* and further edited in *Microsoft Excel*. Since the main purpose of the interviews was to obtain factual rather than linguistic information, I decided to use the *Intelligent Verbatim Transcription*. This method allows to leave out all the sighs, padded words and do basic editing of the text to make it easier for the reader to read the transcript (Walker, 2018). For ease of reference, the transcript is divided into sections and given a time track that is given alongside the text of the paper with the initials of the expert. Only pauses longer than 3 seconds are marked in the transcripts.

Original recordings and transcripts of the interviews in Czech are part of this thesis and can be found in *Annexe 7*, *Annexe 8* and *Annexe 9*. They also contain a brief summary of each section in English.

**Pavel Hruška** is the head of the department responsible for the preparation of the high-speed lines RS4, direction Prague-Dresden, and RS5, direction Prague-Wroclaw. He leads the preparation of these lines and is also the technical preparer for the construction of the Krušnohorský Tunnel (PH [0:15-0:28], [0:36-0:48]).

The interview with Pavel Hruska took place on 25 May in a separate and quiet room in the building of *Správa železnic*. After a brief welcome and a quick introduction of the structure, the interview itself began and lasted approximately 41 minutes. We were not disturbed by anyone during the interview, and everything went smoothly.

**Tom Bareš** was the second interviewee, who works at *Správa železnic* as a preparer of the first section Prague-Dresden, meaning the section Prague-Balabenka – Lovosice exit (TB [0:15-0:33]).

I met with Tom Bareš for an interview on 2 June in his office, where two of his colleagues were present. Before the recording began, I was assured that he did not mind this fact. Unfortunately, during the interview we were interrupted by an urgent phone call that lasted approximately 8 minutes. For this reason, the recording had to be suspended and resumed after the call had ended. The final length of the interview is slightly over 17 minutes.

**Jan Janoušek** is responsible for the control of the geometric position of the track, superstructure, and substructure. He is a co-author of the manual for high-speed lines design in the Czech Republic and works on all sections of high-speed line network in the Czech Republic, namely RS1, RS2, RS4 and RS5 (JJ [0:15-0:52]).

The interviewee requested questions in advance and the actual interview took place on 21 June in the respondent's office in the presence of his colleagues. I was assured that he did not mind their company, and after a brief introduction of the structure we began the interview itself, which took place without interruptions or complications. The total length of the recording is just under 16 minutes.

The last interviewee was **Lenka Janhubová**, who works in the RS4 and RS5 preparation department as an environmental specialist (JL [0:15-0:31]). She agreed to the interview only under the condition that neither the recording nor the transcript of the interview be made public. For this reason, the transcript of the interview is not part of the thesis, and the recording of the interview is not available.

Lenka Janhubová also asked for questions to be sent in advance and the interview itself took place on 28 June in a quiet room with no other persons present. We were not disturbed by anyone or anything and the whole interview, focusing in particular on environmental impacts, went smoothly. The total length of the recording is approximately 9 and a half minutes.

## 5 Results

The beginning of this chapter is devoted to specifying the structure of respondents to the questionnaire survey. Subsequently, data obtained from both quantitative and qualitative research are presented and compared.

### 5.1 Structure of questionnaire respondents

In collecting data for the questionnaire, I tried to reach a group of respondents as diverse as possible, taking into account gender, economic activity, place of residence and regularity of travel. The final composition is as follows.

Of the 399 respondents, 191 are women (48 %) and 208 are men (52 %).

Next, respondents were asked to indicate which of the four economic groups they belong to: working, students, pensioners, or non-working. According to the answers, 282 working people (71%), 104 students (26%), 11 pensioners (3%) were reached. 2 respondents did not give any answer to this question.

As for the place of residence, all districts of the Ústí nad Labem Region were represented in the survey. By far the largest number of respondents, 182, came from the district of Ústí nad Labem (46%). This is followed by the districts of Litoměřice (33; 8%), Teplice (31; 8%) and Děčín (30; 8%). 20 respondents (5%) came from the district of Most and the least number of respondents came from the district of Louny (5; 1%). The remaining 85 respondents (21%) do not live in the Ústí nad Labem Region.

Only 12% (48 out of 399) of respondents indicated that they do not travel regularly between Ústí nad Labem and Prague or between Ústí nad Labem and Dresden. Of those who travel regularly, 135 travel less than once a month (34%), 103 travel 1-3 times a month (26%), 63 travel 1-2 times a week (16%) and 49 travel more than 3 times a week (12%).

The vast majority of respondents (249; 62%) said they use trains as their main mode of transport for their journeys. Just under one third (118; 30%) of them use a car for these journeys and 28 (7%) use a bus. 4 respondents did not answer this question.

### 5.2 Expected impacts

Respondents were asked to express their expectations of the impact of the high-speed line on nine given areas, namely employment and education, development of industry and

services, development of Ústí nad Labem as a regional centre, overall development of the region, density of road and train traffic, and finally impact of the high-speed line and the operation of high-speed trains on the environment. Responses were recorded on a scale with options of very positive, positive, neutral, negative, and very negative.

The expected impacts from the perspective of residents and passengers are generally positive, with the exception of environmental impacts. In this case, the positive and negative expectations are very balanced and the number of respondents who chose the “neutral” option has significantly increased.

Regarding the opinion of experts, Janoušek concludes, based on foreign experience, that especially in localities where the high-speed train will stop, the effect and economic growth rate will be enormous (JJ [7:06-7:39]). Bareš also expects a very positive impulse for the socio-economic situation in the region, mainly due to the significant reduction in commuting times between the Ústí nad Labem Region and the rest of the country or Germany. As another example, he cites appreciation of land, particularly in the vicinity of the planned terminals, and the increased accessibility (TB [9:06-9:39]). Hruška agrees with Bareš and says that the fact that people will stay living locally and will not move to bigger cities is the alpha and omega of the whole system (PH [30:14-30:33]).

On the other hand, all four experts admit that the construction of the high-speed railway line will have some negative impacts, especially on the environment (PH [24:12-24:36] and TB [7:30-8:15] and JJ [9:20-9:37] and JL [2:58-3:57]). However, *Správa železnic* is trying to prevent and minimise these effects wherever possible. Janhubová adds that trains are the most environmentally friendly means of transport compared to cars or planes (JL [1:40-2:05]).

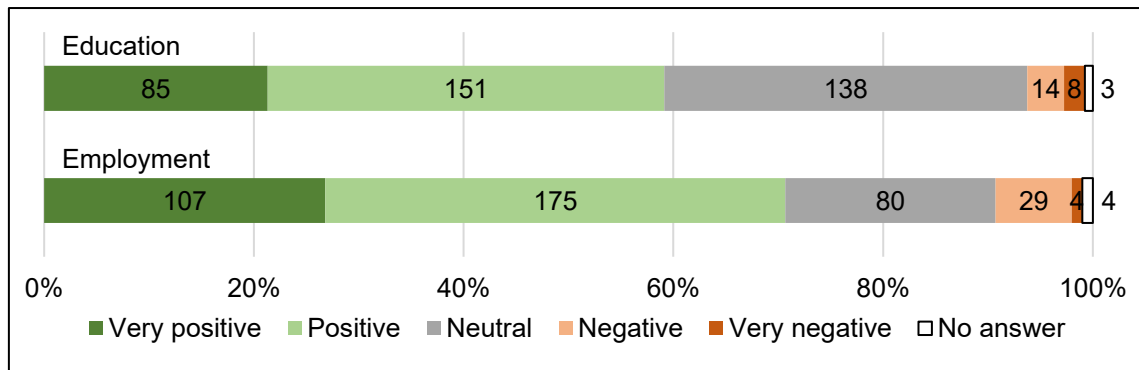
Further comments on each area, as well as comparisons with the qualitative research findings, are provided below. For a better overview of the survey results, clear graphs are presented.

### **5.2.1 Employment, education, and residence**

More than 280 respondents (71.4%) believe that high-speed rail will have a positive or even very positive impact on employment in the Ústí nad Labem Region. Approximately one-fifth think that the impact will be neither positive nor negative, and 33 respondents (8.4%) said that the impact of high-speed lines on employment in the region will be negative or very negative.

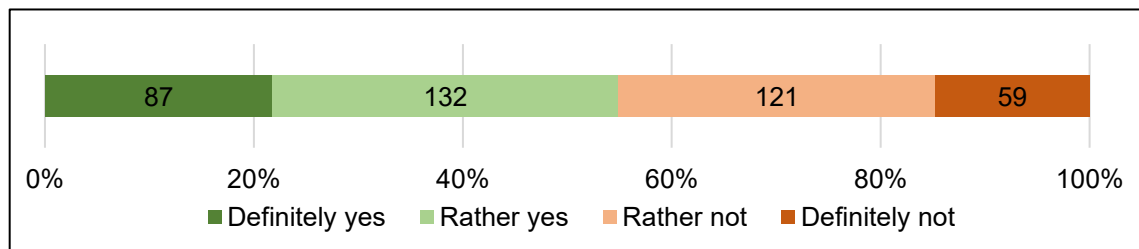
The majority of respondents also see a benefit in the area of educational attainment in the region (almost 60%). The number of people taking a neutral stance here has increased compared to the previous question (35%), while the number of respondents who consider the impact of high-speed lines to be negative was only 5.5%.

**Chart 3 - Expected impacts on education and employment**



In one of the following questions, residents and passengers were asked whether the presence of high-speed lines in the Ústí nad Labem Region, and the associated possibility of fast connections to Prague or Dresden, would play a role in their choice of where to live, work or study. More than one fifth of respondents (22%) said that this option would have a very strong influence on their decision. Another third (33%) admitted that it would have some impact on their decision. Slightly fewer respondents (30%) indicated that the presence of high-speed rail, and its associated benefits would be more likely to have no impact on their decision. Only 15% of residents and passengers, who participated in the survey, responded that this factor would definitely have no effect on their choice of where to live, work or study.

**Chart 4 - Would a fast connection to Prague or Dresden influence your decision about where to live, work or study?**



Interviewees expect similar results as participants in the survey, namely a reduction in unemployment and an influx of new residents to the region. As Hruška states, commuting to work, for example to Prague, will be possible much faster. Therefore, people will not spend so much time travelling, and they will want to move to big metropolitan areas even



less (PH [31:12-31:34]). Janoušek expects an influx of new residents who will be higher paid and will travel to Prague, Dresden, or even Berlin for work, and will choose the Ústí nad Labem Region to live in mainly because of the availability of cheaper housing. They will spend their money here, bring up their children and so on. Not only will people not move away, but at the same time new residents will settle here (JJ [7:40-8:17], [8:18-8:43]).

Both Janoušek and Hruška agree that the high-speed lines will also attract investors to the Ústí nad Labem Region, because the costs of establishing a company based outside Prague are dramatically different from the costs of establishing a company in Prague (PH [33:16-33:40] and JJ [8:44-9:19]). Newly established companies or their branches will thus be easily accessible from Prague, (JJ [8:44-9:19]) and the investor will be able to visit offices, ministries, his parent company or business partners without any problems. All this without having to build a company on the outskirts of Prague, where staff would have to commute anyway, for example by city public transport (PH [32:20-32:38]). These investments will also create and expand the supply of jobs that can be filled directly by residents of the Ústí nad Labem Region.

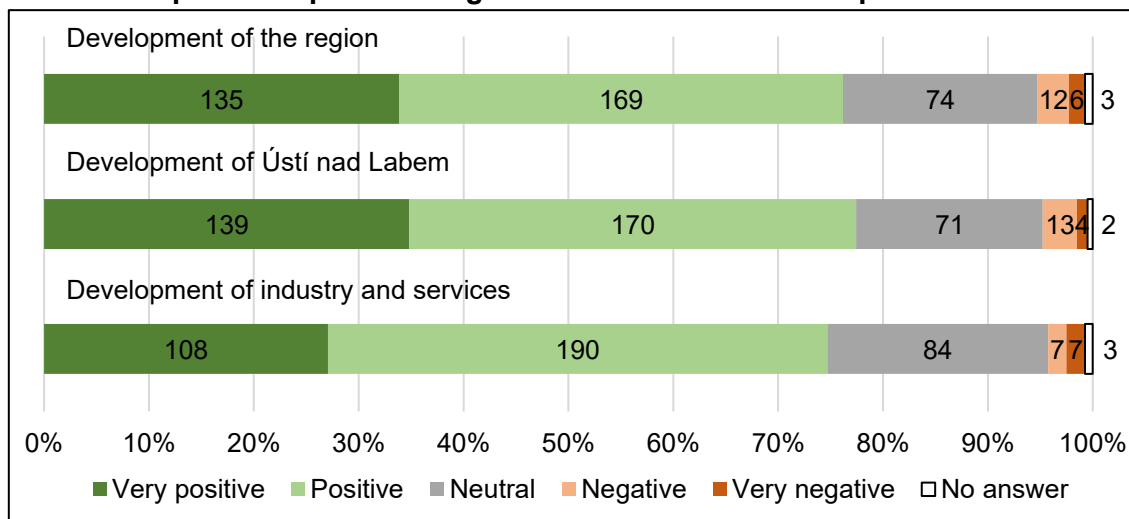
### **5.2.2 Regional and economic development**

The impact of the high-speed lines on the development of the region, the development of industry and services and especially the development of Ústí nad Labem as a regional centre was perceived very favourably. In all three cases, more than three quarters of respondents (76.8%, 75.3% and 77.8% respectively) expect a positive or very positive impact. Moreover, over one third of the survey participants anticipate a very positive influence on the development of Ústí nad Labem (35%) and the region as a whole (76.8%).

These three questions also recorded the lowest number of negative expectations of all nine areas. Only 4.5% of respondents expect negative or very negative impacts on the development of the region, 4.3% on the development of the city of Ústí nad Labem and only 3.6% on the development of industry and services.

The number of respondents who chose the “neutral” option was also one of the lowest in these cases, between 18% and 21%. The responses are very one-sided, and expectations are high.

**Chart 5 - Expected impacts on regional and economic development**



The very positive expectations of the residents and passengers from the Ústí nad Labem Region are in line with the opinions of experts interviewed. Based on foreign experience, they anticipate development of the regions through which the high-speed line will pass. The general outflow of population and their relocation to large centres, such as Prague, should cease due to the use of the important element of time accessibility. It is estimated that these metropolises should no longer grow so dynamically (PH [25:30-26:12]).

Janoušek states that high-speed rail will have a significant effect especially on places where trains will stop (for instance Ústí nad Labem, Roudnice nad Labem, Lovosice), and these locations should develop at a fast pace (JJ [7:06-7:39]). Bareš also identifies the future high-speed terminals as growth points and adds that the construction of public amenities, schools, kindergartens, shopping centres in their vicinity and residential districts at greater distances is expected (TB [10:00-10:32]). He also mentions the economic advantage of running companies based in the Ústí nad Labem Region, whereby administrative matters or travel to clients can be handled by the high-speed line (TB [10:57-11:31]).

Hruška takes this idea further, saying that the creation of new businesses and services in the regions will attract more residents to cities connected to high-speed rail. Here they will be able to use and consume the services offered by metropolitan areas within commuting distance. At the same time, over time, they will demand the creation of these services in their place of residence as well, as their daily commute becomes difficult. Through this system, the connected settlements will cyclically acquire requirements and

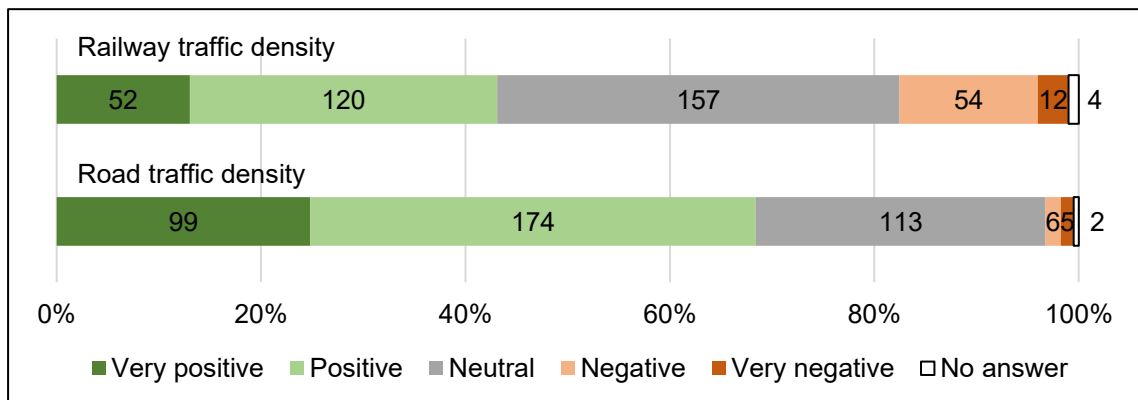
accommodate them, and the large metropolises will be all the slower to develop (PH [33:41-34:28]).

### 5.2.3 Traffic

Another aspect was the change in traffic density, both road and rail. More than two thirds of respondents (68.7%) expect a positive or very positive impact on road traffic, meaning a reduction in density. Only 2.8% of survey participants expressed concerns about the negative development of road traffic and an increase in its density. The remaining respondents (28.5%) chose a neutral attitude.

This was not the case for the expected development in rail traffic density. In this context, the construction of high-speed lines was described as positive or very positive (density reduction) by less than half of the respondents (43.5%), and as negative or very negative by 16.7%. The number of survey participants who chose the “neutral” option increased. Their number reached almost 40%.

**Chart 6 - Expected impacts on traffic**



Experts foresee the transfer of traffic from road to rail (JJ [12:45-13:33]). Road usage will therefore decline and so will traffic density. Given current trends, Bareš considers the transfer of freight and passenger public transport to the railways to be very likely (TB [9:40-9:56]). Hruška specifies that it is important to realise that high-speed lines are not only about the passengers who use them. It is also about freeing up capacity on conventional lines, which can then be filled by environmentally friendly rail transport. Finally, he adds that the current corridor capacities are completely full (PH [24:36-25:11]). Thus, there should not be more trains than now.

Hruška further explains that the whole system of connecting and strengthening the existing corridors is oriented towards passenger transport and long-distance trains will be

transferred to this high-speed network. This will free up slots on the conventional railway to allow the development of regional and suburban transport as well as freight transport (PH [5:29-5:57], [5:58-6:32]).

The use of rail transport should therefore increase and it would seem that many times more freight trains will start running on the existing corridor along the Elbe River. However, the Ústí nad Labem Region has one big specificity within the Czech high-speed network, and that is two sections where both passenger and freight traffic is envisaged (PH [13:26-13:40]). These are the Středohorský tunnel and the Krušnohorský tunnel (PH [14:44-15:05]).

One of the reasons is the line management, which gradually allows the long-distance lines to divert to conventional lines or to the high-speed line in the direction of Louny and Most. This creates open slots in the section from the Středohorský tunnel to Dresden that can be occupied by freight traffic (PH [13:56-14:43]). Bareš adds economic reasons. Due to the financial cost of tunnel constructions, it is not worth building them only for passenger transport, which will not exhaust their capacity. Both tunnels should remove part of freight traffic from the Elbe Valley, where trains have to take a longer route. What is more, in the Krušnohorský tunnel, freight traffic should even outweigh passenger traffic (TB [13:02-13:30], [13:30-13:51], [13:52-14:01]).

#### **5.2.4 Environment**

The last area where respondents expressed their expectations was the environment. Specifically, the impact of the high-speed line and the operation of the high-speed trains. Compared to previous areas, the number of “positive” or “very positive” responses decreased significantly in both surveyed areas.

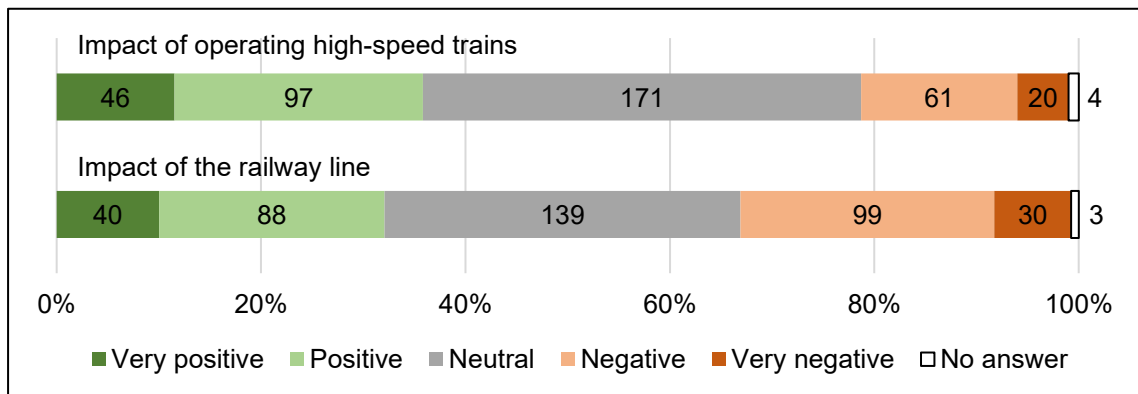
More than one third of the respondents (36.2%) expressed positive or very positive expectations regarding the expected environmental impact of the operation of high-speed trains. On the other hand, more than one fifth of the survey participants (20.5%) expect negative or very negative impacts. This question recorded the highest number of “neutral” responses at 43.3%.

Residents and passengers from the Ústí nad Labem Region are most worried about the negative environmental impact of the high-speed railway body itself. 7.6% of respondents expect a very negative impact and another 25% a negative impact, in total 32.6%. On the

other hand, 32.3% of the survey participants anticipate a positive or very positive effect and 35% consider it neutral.

Respondents are not homogeneous on the issue of environmental impacts. They are divided and all groups are well represented.

**Chart 7 - Expected environmental impacts**



Every infrastructure construction has an impact on the environment (JL [1:01-1:39]) and a linear construction such as the high-speed line will have both positive and negative impacts. An example of a positive effect is the substantial reduction in the carbon footprint of passenger and freight transport (PH [24:12-24:36] and JL [2:13-2:26]). Compared to other transport modes, thus rail transport is the most environmentally friendly (JL [1:40-2:05]).

Despite the potential benefits, all experts interviewed are aware of the possible negative impacts of the construction and operation of high-speed lines. *Správa železnic* tries to prevent these impacts (PH [27:06-27:38]). Already when selecting the route, high-speed lines are planned to minimise the influence on the surrounding area (JL [2:58-3:57]). The project has already been assessed several times in terms of environmental impacts in the feasibility study. There is also a strategic environmental assessment (SEA) and an environmental impact assessment (EIA) (JL [1:01-1:39]). Various surveys, such as geological, natural history or nature assessments, are also carried out to reduce negative impacts (JL [5:00-5:45]).

These assessments and preliminary evaluations are particularly important because the high-speed lines pass through several protected areas in the Ústí nad Labem Region. Examples include the *České Středohoří* protected landscape area, the *Babinské louky* nature monument and the *Špičák u Krásného Lesa* nature reserve. There are also European important sites of the Natura 2000 system, such as the Eastern Ore Mountains,

Porta Bohemica and others (JL [4:06-4:53]). A concrete example is the procedure for the protection of the Black Grouse in the Eastern Ore Mountains. Here, the tunnel must be planned in a sufficient depth to avoid affecting its habitat. In addition, the period of mating call and breeding seasons must be respected (JL [5:46-6:18]).

One negative mentioned by all four experts interviewed was landscape fragmentation and reduced permeability through the landscape (PH [27:06-27:38] and TB [7:30-8:15] and JJ [9:20-9:37] and JL [7:28-8:07]). As mentioned above, a high-speed line is a linear structure that connects two places and has to pass through the area. No part of it can be skipped (JJ [9:50-10:22]). Therefore, when planning such structures, it is important to maintain permeability, not only for people, but also for animals (JJ [10:23-10:58] and JL [8:08-8:23]). Ecoducts, bridges, underpasses, culverts or tunnels are planned to eliminate this impact (TB [7:30-8:15] and JJ [10:23-10:58] and JL [8:08-8:23]). Nevertheless, Bareš admits that the problem arises, for example, in the case of beetle populations. These cannot easily be displaced from their natural habitat, which will disappear if it lies in the railway line (TB [7:30-8:15]). Another option to avoid further fragmentation of the landscape is to bring the high-speed railway closer to existing infrastructures such as motorways or high voltage lines (PH [27:06-27:38]).

From the point of view of preserving the permeability of the landscape, tunnels are very advantageous. They also significantly reduce intervention in protected areas and noise pollution (JL [6:29-7:10]). On the other hand, tunnel construction can affect runoff conditions, groundwater levels and quality (TB [8:16-8:44] and JL [6:29-7:10]). Such impacts can be avoided by using appropriate technologies and hydrogeological surveys (JL [6:29-7:10]). Nevertheless, in the event that a water source is affected, reduced in yield or even lost, compensation or the construction of a new water source is required (JL [8:24-8:45]).

Another negative contribution of the high-speed lines that will be built in the new track is the inevitable grabbing of land that could otherwise be farmed for agriculture or forestry (PH [28:08-29:17] and JJ [11:36-12:22]). The overall width of the right-of-way varies between 30 and 50 metres, but the line itself in its basic form, a double-track line, is approximately 15 metres wide, equivalent to a two-lane A-road (PH [28:08-29:17] and JJ [11:36-12:22]). The actual body of the railway is thus up to three times narrower than a motorway of similar capacity (PH [28:08-29:17]). The rest of the space will be filled

with grassland, which will be mowed regularly and where insects, for example, can find a place to live (JJ [11:36-12:22]).

The last-mentioned negative impact of high-speed lines is noise and vibration. *Správa železnic*, as the investor of the project, is obliged by the law to protect the population from these externalities (JJ [10:59-11:35]). Noise levels will be investigated and assessed by acoustic studies and, if the legal limits are exceeded, appropriate infrastructure measures will be proposed, such as the alignment of the line in a cutting, the construction of noise barriers or embankments, landscape features or measures at the sources (PH [27:39-28:08] and JJ [10:59-11:35] and JL [7:28-8:07]). In the case of excessive vibrations, individual assessment of each case and measures in consultation with experts are envisaged (JJ [10:59-11:35]).

### **5.3 Future use of high-speed lines**

The questionnaire was also used to determine the potential use of the future operation of high-speed trains by residents and passengers from the Ústí nad Labem Region. In addition to direct questions about the use of these services, respondents were also asked about the amount they would be willing to pay more for this service, as well as their preferences regarding travel times and transfers.

Great majority of respondents said they would use the high-speed lines. 63.9% are definitely convinced and another one quarter of all the respondents (23.8%) expect to use them. Other residents and passengers surveyed indicated that they would probably not or definitely not use these services (8.5% and 3.5% respectively). A graphical representation of the responses obtained can be seen in *Chart 8 - Would you use high-speed train services?*.

Respondents also had the opportunity to express their reasons why they would rather use or not use high-speed rail transport between the Ústí nad Labem Region and Prague or Dresden. In the case of positive comments, speeding up transport and the related time savings were very often mentioned. Furthermore, the higher comfort of trains compared to cars and buses was frequently noted. This is also linked to the possibility to do other activities during the journey, such as work, reading newspapers or relaxing. Many respondents also cited saving money on fuel, parking and less stress when driving, especially in Prague. Last but not least, the emphasis on greener transport, the

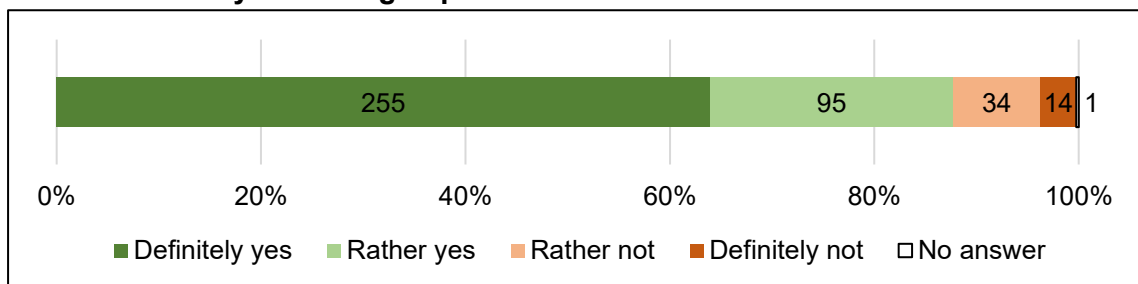
international importance of the whole construction or the reliability of rail transport were mentioned several times.

A concrete example is a student from the Most district who states that train is more comfortable than bus, but the current routing is longer, and the new high-speed route should remove this disadvantage. Another respondent, a man from Ústí nad Labem, sees the advantages of the whole system, which would allow him to travel across the Czech Republic much faster than now, using transfer hubs.

As noted above, the number of residents and passengers who were in favour of not using high-speed trains was significantly lower. This is related to the number of responses, which were few and practically none were repeated. One respondent simply does not like high-speed lines as such, two others do not like the current routing near Chlumec. Another is worried about fare increases, and someone else finds the buses simpler and easier to understand. There were also responses that the trains would not be used enough on this route or that they were too warm and could not be smoked on.

One of the few respondents who specified their answer was a woman from the Litoměřice district. She would be happy to get to work on time and back home at least by an ordinary express train. High-speed trains will not solve the problems of people who commute every day from smaller towns and villages, she thinks.

**Chart 8 - Would you use high-speed train services?**



On one hand, interviewed experts from *Správa železnic* also anticipate interest in the use of high-speed trains, including not only for daily commuting but also for leisure time. On the other hand, although Janoušek assumes a shift of traffic from road to rail, he points out that many subjective views must also be taken into account. “*Some people are simply born with a steering wheel and, no matter how much petrol costs, they will not move from their cars*” he says, adding that those who opt for a more economical or environmentally friendly option will undoubtedly choose rail. Time and cost savings will also come into



account. (JJ [12:45-13:33], translation of: “*někteří lidi se prostě narodili s volantem a ať bude benzín stát kolik chce, tak prostě z toho auto nepřesednout*”).

Hruška also expects interest in travelling by high-speed trains when he points out that passengers can get to the centre of Prague faster from the terminal in Roudnice nad Labem (in 19 minutes), than from the end of the longest Prague metro lines (PH [26:13-26:32], [26:32-27:06]). Thanks to this, they will have access to a wider package of services. People could “*go to the theatre, to a party, to a visit and still sleep in their own bed that day*” he adds (PH [30:34-31:06], translation of: “*jít do divadla, na večírek, jít na návštěvu a zároveň ještě ten den spát ve vlastní posteli*”).

The total number of passengers leaving or entering Prague daily in the northbound direction to Dresden is expected to be 47,000 (PH [36:31-36:54]). These estimates include all connecting junctions as well as the high-speed segments of the future high-speed line (PH [36:54-37:02]).

### **5.3.1 Price**

The future use of the new mode of transport, high-speed rail, may certainly be influenced by the eventual ticket price for such a service. For this reason, respondents were asked whether or not they would be willing to pay more for a high-speed train ticket.

Almost four-fifths of the respondents (77.9%) would be willing to pay for the use of high-speed trains and the associated time savings for travelling between Ústí nad Labem and Prague or Dresden. Approximately one fifth of the participants (22.7%) stated that they would not want to pay more for the service than they do now.

In case of a positive response, survey participants were further asked to specify the amount by which they would be willing to pay more than the current price of a regular ticket. The current price of the fastest connection Prague - Ústí nad Labem, which travels the route in 1 hour and 12 minutes, varies between CZK 156 and CZK 172 depending on the time of ticket purchase. Therefore, the average price of a regular ticket is CZK 166.

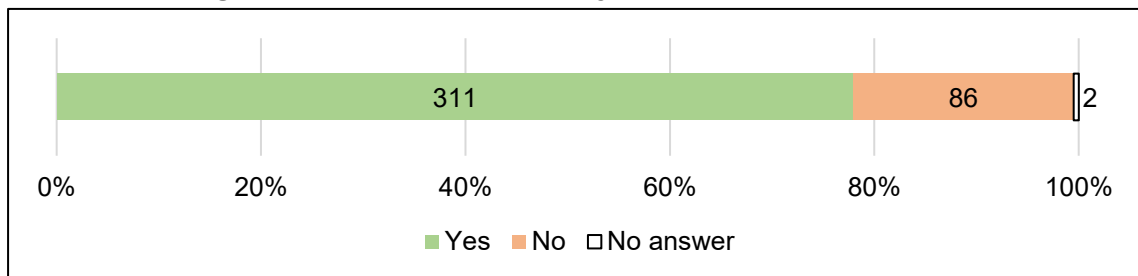
Of the 311 respondents who would be willing to pay more for a high-speed train ticket, 34 either did not indicate their answer or were unable to decide. Their answers were expressed as zeros in the survey and its evaluation.

The rest gave their answers either in absolute numbers or as a percentage. The minimum value obtained from potential users of high-speed trains was 5% of the current

price, equivalent to approximately CZK 8. In contrast, the maximum amount someone would be willing to pay was CZK 500, which corresponds to approximately 300% of the current regular ticket. The median response was equal to CZK 50 or 30% of the current regular ticket. On average, respondents would be willing to pay about CZK 83 or, in other words, 50% more.

The response of one respondent, a man who currently uses mostly car but would prefer a high-speed connection, was interesting. He suggested that a high-speed train ticket should be equivalent to a conventional first-class train ticket. This would equate to extra charge of CZK 58, a 35% increase on the current regular second-class ticket.

**Chart 9 - Willingness of respondents to pay more**



The question of ticket prices for future high-speed trains is quite frequent (PH [37:29-37:58]). Although survey results show that residents and passengers would be willing to pay extra to use high-speed trains, the Ministry of Transport claims that the price of tickets for trains ordered by it, which should be the majority, will be standard fare, meaning that the tickets will not be more expensive than the national tariff (PH [37:29-37:58] and JJ [13:59-14:34]). For lines that would be operated at commercial risk, the ticket price depends directly on the carrier's tariff and pricing policy (PH [37:58-38:29] and JJ [13:59-14:34]). Janoušek adds that he would be willing to accept an increase in price in exchange for some extra service, for example, for a guarantee of a seat (JJ [14:53-15:27]).

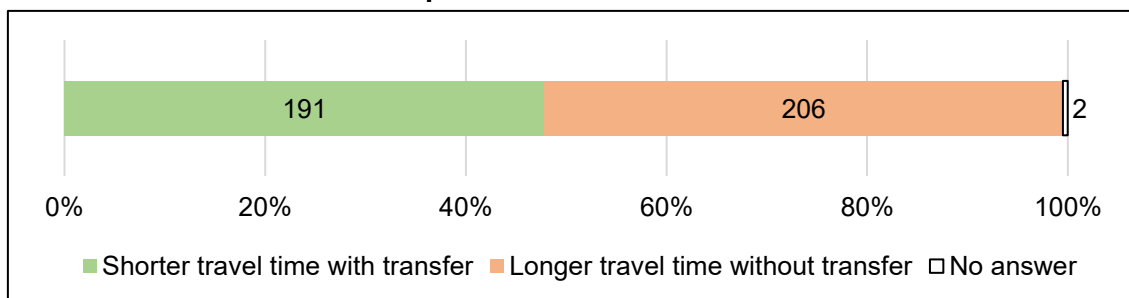
The question of price is also related to the construction of the line itself. Hruška states that the entire Prague-Dresden branch, including preparatory work, should cost around CZK 150 billion, according to current estimates (PH [11:11-11:42]). These estimates are made on the basis of a new ministerial methodology and should therefore cover all possible risks that the construction of the high-speed line in the Ústí nad Labem Region will encounter (PH [11:11-11:42], [12:06-12:15]).

### 5.3.2 Train services

Another important prerequisite for the use of new infrastructure is transport accessibility. Long-distance rail transport will be shifted to high-speed lines (PH [5:29-5:57]) and transfer terminals and stations, which are one of the key points of the whole system, will gain in importance (PH [39:55-40:35]). In this context, residents and passengers from the Ústí nad Labem Region were asked whether they prefer shorter travel times with transfers or longer travel times without transfers.

The result of this question was very close. Slightly more than half of the respondents (51.6%) prefer a direct connection without the need to change trains, even at the cost of more time spent travelling. In contrast, 47.9% of the survey participants prefer faster travel, even if they have to transfer.

**Chart 10 - Travel and transfer preferences**



Thanks to the possibility of using high-speed lines that are compatible with conventional railways, the railway transport service of the Ústí nad Labem Region will be improved, especially thanks to shorter travel times of long-distance passenger trains connecting regional centres with Prague or Dresden. The high-speed line should bring three train lines to the terminal in Ústí nad Labem: once every two hours the Prague - Berlin connection, once an hour the Prague - Dresden connection, and once an hour the so-called *Krušnohor*, which continues along the Erzgebirge mainline towards Most and Cheb (PH [ 34:53-35:53]). Thus, 2 and a half pairs of trains per hour should stop at the Ústí nad Labem terminal. In addition, the fast train R20 will stop here, which is expected to run every half an hour at peak times. This train will converge at Lovosice and reach Ústí nad Labem via conventional lines. This means two more pairs of trains per hour at peak times (PH [35:54-36:23]).

A relatively big change should be made to the routing of the already mentioned *Krušnohor*. Hruška explains that this connection is planned to continue from Ústí nad Labem to Most, where the train would end. The part from Most to Cheb would then be

served by another line, which would leave Prague on the high-speed line via Louny directly to Most, from where it would continue along the Erzgebirge mainline to Cheb (PH [38:48-39:22]). Thanks to this, both lines will serve their half of the Krušnohorská mainline significantly faster, and passengers will not waste time on a detour to Ústí nad Labem (PH [39:23-39:49]).

The transfer node in Most must definitely be linked to the centralised transfer in order to maintain continuity of the connection. Passengers who take the regional train to Most will be able to continue by high-speed train directly to Prague (PH [39:55-40:35]).

#### **5.4 Attitude towards the planned high-speed lines**

The overall attitude of respondents towards the planned construction of high-speed lines in the Ústí nad Labem Region is positive. More than half of the survey participants (57.6%) were definitely in favour and another one fifth (19.8%) were rather in favour. On the other hand, 4.3% of respondents were fundamentally opposed to the current planning of the new line and 3.3% expressed their opinion as “rather against”. The remaining 15% held a neutral view.

In the case of this question, respondents were invited to elaborate on their answer if they wished, which they largely did. The most common reason given for being supportive of the planned construction of high-speed lines was that it would speed up transport and save time. Respondents often mentioned reducing traffic density on roads and high-speed lines as an environmentally friendly, fast or reliable alternative to individual car transport. Other reasons often given were to increase the supply of jobs, develop regional centres and the region as a whole.

One of the respondents, a woman living in the Ústí nad Labem district, considers high-speed trains to be a modern, ecological and efficient way of travelling. She assumes that the high-speed line and terminal in Ústí nad Labem will enable higher competitiveness (higher real estate prices, access to the labour market, culture, etc.) of peripheral localities that will be connectable with big cities (Prague, Dresden). She also thinks that regional disparities will be evened out. At the same time as the high-speed lines are being built, the surroundings and infrastructure in the cities through which the line will run will be modernised.

Another respondent expects a similar impact, namely a new modern construction of the city of Ústí nad Labem, an influx of new people and dealing with the visible legacy of the past. She also believes in the development of tourism.

A man who does not live in the Ústí nad Labem Region but uses the Prague-Dresden connection, thinks that the construction of motorways has made the railway less competitive, which would be made attractive again by the construction of high-speed lines.

Survey participants who were negative about the planned high-speed lines expressed concerns about environmental damage or cutting off small communities among their reasons. Among the respondents were also several residents of the Ústí nad Labem Region who live near the planned corridor. These residents expressed very often that they would welcome high-speed lines in the region, but they do not like the current alignment around their homes.

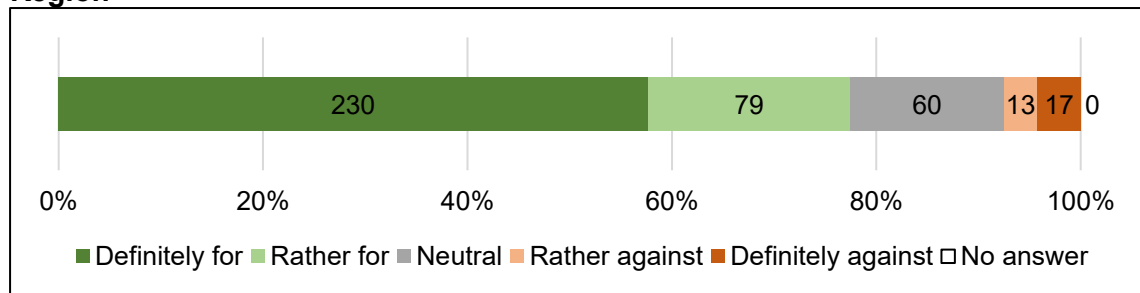
One survey participant, a working man living in the district of Ústí nad Labem, considers the positive effect in terms of industrial development, increased employment, demographic or educational aspects too optimistic, inadequate to the negative consequences of the changes related to high-speed trains.

Another man from the Chomutov district, considers high-speed lines to be a big investment that will benefit only foreigners and tourists and will be too expensive for ordinary people.

Many respondents commented on this question, often seeing the same impact from different angles. An example is a man from the district of Ústí nad Labem, who fears that towns in the Ústí nad Labem Region will slowly become “satellites” and “dormitories” and considers the idea of building a terminal in Roudnice nad Labem to be completely wrong.

This is contradicted by the opinion of a woman from the same district. She thinks it is brilliant, because the Ústí nad Labem Region has a great potential due to its location, but for various reasons it is not fulfilling it. She expects that with the introduction of high-speed trains, the region will essentially become an agglomeration of Prague and Dresden, which could bring more people and capital to the region.

**Chart 11 - Attitude towards the planned construction of HSL in the Ústí nad Labem Region**



During the questionnaire survey, respondents were asked whether they thought that building high-speed lines was the right direction to take. The question was open-ended and therefore allowed the answer to be elaborated.

All responses to this question are given in *Annexe 10 - Respondents' opinions on building high-speed lines* in both Czech and English.

#### 5.4.1 Specific problems in the region

Although the majority of the inhabitants of the Ústí nad Labem Region agree with the currently planned routing of high-speed lines in the Ústí nad Labem Region, the experts of *Správa železnic* are aware that the line has, of course, its opponents and obstacles. These are often caused by characteristics that do not occur anywhere else in the Czech Republic.

Compared to other regions in the Czech Republic, Janoušek considers the demographic composition of the Ústí Region to be particularly specific. The original inhabitants were forced to leave their homes in 1945 and the new immigrants no longer have the same relationship to the area as their predecessors (JJ [5:07-5:36]). This is a hindrance when planning large infrastructure developments because the new residents cannot rise above the area and the region. “*They cannot see beyond the fence of their garden*”, adds Janoušek (JJ [6:23-6:52]). He also considers as specific and problematic the fact that practically the entire region is crossed by two mountain ranges, Czech Central Highlands, and the Ore Mountains (JJ [5:37-5:52]).

According to Bareš, the biggest obstacle to building high-speed lines in the Ústí nad Labem Region is politics (TB [14:49-15:04]). As an example, he cites the update of the Principles of Territorial Development. Compared to the Central Bohemia Region, the process takes much longer, there are more comments, and the regional council does not have a coherent view on the issue (TB [15:48-16:17]). According to him, high-speed lines

are a very political issue, especially in the Ústí nad Labem region, and not every politician wants to make a decision during his mandate that could anger his voters (TB [15:10-15:40]). Bareš also mentions construction legislation, which, however, hinders not only railway and road projects, but practically the entire spectrum of construction in the Czech Republic (TB [16:26-16:52]).

According to Hruška, the resistance of affected residents and municipalities to the design of high-speed lines is understandable (PH [18:12-18:31]). The newly planned high-speed lines leave the original corridor of the territorial reserve, which has been included in the Principles of Territorial Development since 2011 (PH [15:21-15:50]).

The original route was based on studies that were prepared in 1998 and updated 5 years later. This proposal envisaged connecting European metropolises, in this case Prague and Dresden. The high-speed railway was seen as a “*plane on rails*” and was only supposed to pass through the Ústí nad Labem Region and would therefore have no direct impact (PH [16:12-16:37], [16:38-16:55], translation of: “*letadlo na kolejích*”).

Subsequently, the government's decision and approval of the government's programme of fast connections led to a reassessment and support for the construction of lines that would enable cross-border transport but at the same time serve the Ústí nad Labem Region as much as possible (PH [16:56-17:26]). However, this does not correspond to the original zoning reserve. Therefore, the Principles of Territorial Development are currently being updated and a new routing between Roudnice nad Labem and Ústí nad Labem has been found (PH [17:27-18:11]). However, the municipalities have long been counting on a completely different routing than the one currently proposed by *Správa železnic* (PH [18:12-18:31]).

#### **5.4.2 Groups and associations**

Municipalities and citizens affected by the planned high-speed line set up groups and associations, with which representatives of *Správa železnic* often negotiate, and try to find a mutually beneficial solution (PH [20:38-20:52]). In the interview, Hruška presented three basic ones located in the Ústí nad Labem Region.

***FOCH – Fórum občanů Chlumecka*** (“Chlumeck Citizens Forum”) is an association that deals with the issue of the Krušnohorský tunnel north of Chabařovice, west of the town of Chlumeck (PH [20:53-21:09]).

The *RozVRTaná krajina* association (“Drilled landscape”; “VRT” is a Czech abbreviation of “high-speed lines”) brings together the municipalities of Litoměřice and Roudnice nad Labem. In this area, the route is planned outside the originally intended corridor (PH [21:10-21:35]) through densely populated part of the region with a large number of smaller villages, which are largely supported by agricultural production and the high-speed line would run through their land (TB [4:40-5:13]). Complications are expected here, also due to the fact that this is an area of the Bohemian Central Highlands with many nature protection areas (TB [3:42-4:22]).

The third group active in the Ústí nad Labem Region is the *D8* association, which brings together municipalities along the D8 motorway (Prague – Dresden) and its main purpose is to address noise problems on the motorway. Currently, it also focuses on landscape protection and the use of landscape tools for the placing of the high-speed line (PH [21:35-22:12]).

## **5.5 Communication**

When building infrastructure of this size and importance, communication is essential. Mutual dialogue is even more crucial when it is a completely new type of infrastructure, to which the inhabitants of the areas concerned are not accustomed and with which local experts have no experience. High-speed lines in the Czech Republic are certainly that kind of infrastructure.

Not only the above-mentioned associations, but especially the citizens and municipal councillors themselves are partners of the experts from *Správa železnic* in dialogues on the future routing and form of high-speed lines in the Ústí nad Labem Region.

Important negotiations are also being conducted with the French company *SNCF Réseau*, from which the Czech Republic is adopting the know-how. Experts from both countries are discussing not only the experience from France, but also possible technical solutions.

### **5.5.1 Municipalities and citizens**

According to Hruška, the route of the high-speed line as a new infrastructure in the landscape is perceived very sensitively by the municipalities and their residents (PH [22:12-22:25]). For this reason, I consider communication between the experts in charge of building such infrastructure and the residents of the areas concerned to be very

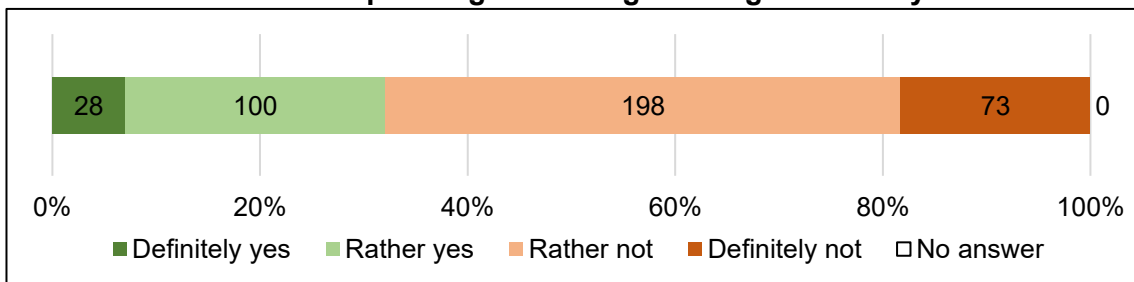


important. In the questionnaire survey, respondents were asked whether they felt sufficiently informed by *Správa železnic* about its plans for high-speed lines in the Ústí nad Labem Region.

According to the answers of the respondents, it seems that *Správa železnic* does not inform the municipalities and their inhabitants about its intentions. The majority of residents and passengers who took part in the survey feel under-informed. Only 7% of respondents felt very well informed and one quarter (25.1%) responded that they were rather well informed. On the other hand, almost one half (49.6%) feel rather poorly informed and the remaining 18.3% even feel inadequately informed.

The fact that the inhabitants of the affected region feel insufficiently informed is confirmed by the comment of one respondent in the questionnaire survey. A man living in the Ústí nad Labem district, who said he felt rather under-informed, complained about the non-transparent discussion of the possible routing of the new high-speed line without public participation. He also dislikes the ignorance of this topic by the city councillors.

**Chart 12 - Residents' and passengers' feeling of being sufficiently informed**



In the case of the construction of high-speed lines, *Správa železnic* started to communicate with the affected municipalities at a very early stage of the preparation, which is not a classic procedure. Bareš specifies that during the feasibility study, communication is usually limited to the state administration authorities concerned (departments of regional authorities, environmental protection authorities or river basin authorities) (TB [5:25-6:03]). Almost immediately after the feasibility study was completed, the municipalities were informed and *Správa železnic* started to collect their feedback (TB [6:04-6:17]).

Employees of *Správa železnic* proactively offer and encourage negotiations with citizens and municipalities. First, they contacted individual councils and held meetings for municipalities in smaller regions. The talks were organised for Prague and for the surroundings of Kralupy nad Vltavou, Roudnice nad Labem, Litoměřice, Ústí nad Labem

and Chabařovice. Discussions with residents and councillors are subsequently conducted in response to requests from individual municipalities (PH [19:44-20:37]).

Hruška adds that the attitude of residents and their understanding of the new high-speed line is different compared to the conventional line because it is a completely new influence in the area. The locals cannot imagine it well and are afraid of it (PH [22:26-22:42], [22:42-23:25]). Through dialogue, they try to give them enough information and remove their concerns. They inform councillors and citizens about what the high-speed line is, how it affects them, what benefits it will bring to the region, and what measures it offers to prevent or reduce negative impacts (PH [22:42-23:25], [23:25-23:56]). Hruška also stresses that they are seeking as much inputs as possible from locals who know their region. They can then incorporate these ideas into the project and ensure that the track is as environmentally friendly as possible (PH [23:25-23:56]).

As part of the cooperation with the experts from *Správa železnic*, I was invited to a meeting between representatives of this organisation and the city councillors of Ústí nad Labem, which took place on Monday 13 June 2022 in the afternoon. Approximately 25 people were present, some of whom left or arrived during the meeting. Among others, there were 3 representatives of *Správa železnic*, 4 city councillors of Ústí nad Labem and 3 to 5 members of the working group established by the city council to facilitate communication between the Ústí nad Labem Region and *Správa železnic*.

At the beginning of the meeting, employees of *Správa železnic* presented possible solutions for the routing of high-speed lines through Ústí nad Labem, as well as variants of the location of the future terminal Ústí nad Labem Centrum. Based on the requests of the councillors from the previous meeting, which took place in autumn 2021, the proposals were modified, and their benefits and disadvantages were also illustrated. A lively and lengthy discussion followed.

It showed that the councillors were not satisfied with the proposals of *Správa železnic*. On the other hand, they admitted that they themselves have not yet delivered any specific request and are not united in their opinion on the future shape of the city (of which the high-speed railway will be a part). It is also worth noting that out of a total of 55 councillors, only 4 were present. When discussing a project of such importance, this fact is astonishing to say the least. The approach of the working group, whose members also

did not stand together, was surprising as well. At one point it seemed that their opinions were perhaps even more divergent than those of the councillors.

### **5.5.2 SNCF**

As Czech engineers have no experience with high-speed lines in the Czech Republic, cooperation was established with the French company *SNCF Réseau* in order to accelerate the construction of the future network (JJ [1:12-2:03]). Thus, the Czech Republic can benefit from more than 40 years of experience in the construction and operation of high-speed lines (PH [2:01-2:33] and TB [1:06-1:40] and JJ [1:12-2:03],).

The French concept was evaluated as the most favourable for the Czech environment (PH [1:40-2:00]) because the Czech system foresees the redirection of long-distance passenger transport, which is also the basis of the French one (PH [3:23-4:02] and TB [1:06-1:40] and JJ [1:12-2:03]). The advantage is also the interconnection of the high-speed network with the conventional network. The fact that the line is designed only for passenger traffic makes it much better integrated into the landscape than, for example, the German approach (PH [3:23-4:02]). Tracks for passenger high-speed units can be designed with much higher gradients and not as many artificial objects are needed (PH [4:02-4:40], [4:40-4:59]).

Cooperation with French colleagues is described by Czech experts as very helpful and so far, there have been no major communication problems. (PH [1:40-2:00] and JJ [2:17-2:53]). Thanks to this collaboration, the Czech side receives the most up-to-date knowledge of the experience with operations and possible improvements (JJ [2:17-2:53]). The French are also actively involved in the preparation of individual sections and give comments on the upcoming terminals. All the findings are subsequently used, both in the planning of the overall concept, and in the solution of individual details (PH [2:34-2:58]).

## 6 Conclusion and discussion

The aim of this thesis was to determine the expected social, economic, and environmental impacts of future high-speed lines in the Czech Republic, specifically in the Ústí nad Labem Region. In order to do so, two separate researches were conducted, namely a quantitative research among residents and passengers from the studied region and a qualitative research among the employees of *Správa železnic*, the organisation in charge of the preparation and construction of high-speed lines in the Czech Republic. The results of both researches were then evaluated and compared with each other.

The final number of residents and passengers from the Ústí nad Labem Region who took part in the survey was almost 400 and included respondents from different social groups and parts of the region. For the purposes of this thesis, the sample is considered to be sufficiently large and diverse to identify the fundamental trends and opinions of the population concerned.

Before starting the quantitative research, three hypotheses were set. The first one assumed that residents and passengers are interested in using the services of high-speed trains, which will allow connecting Ústí nad Labem with Prague or Dresden in a short time, approximately 30 minutes. This hypothesis was confirmed when more than 87% of respondents indicated an interest in using high-speed lines.

The second hypothesis was also confirmed, when it turned out that the majority of residents and passengers are willing to pay more money to use high-speed trains. On average, respondents would be willing to pay 150% of the price of a current standard ticket, which is also consistent with the hypothesis which assumed that the maximum price increase passengers would be willing to pay would be 50%.

Even though the majority of respondents would be willing more for the use of high-speed trains, the interviewed experts said that the price tariff on trains that will use new high-speed lines and that will run under the order of the Ministry of Transport, should be the same as everywhere else. Ticket prices should therefore remain the same as for conventional trains.

As for the third hypothesis, it can only be partially confirmed. Socio-economic effects are generally perceived as positive by respondents. On the other hand, in the area of environmental impacts, the opinion of individual residents and travellers varies widely, and there is an increase in the number of respondents with a neutral attitude.

The Ústí nad Labem Region and its development is closely linked to the railway, which was widely used in the past centuries, not only to transport coal from coal mining areas, but also to transport tourists to famous spa towns. The dense railway network in the Ore Mountains also enabled the connection of many production plants in the chemical, glass, and engineering industries. Also, thanks to its position between Prague and Dresden, the town of Ústí nad Labem became an important transport hub on the railway.

Experience from foreign projects shows that the socio-economic benefits of high-speed lines could be enormous and regions where high-speed trains stop can profit greatly. For the inhabitants of these regions, the new infrastructure brings, among other things, more job opportunities and enables development of services and tourism, thus boosting competitiveness. When building such infrastructure projects, communication is essential, particularly between the state as an investor and local authorities.

The experts from *Správa železnic* are aware of the importance of communication and mutual dialogue. They started discussing the future route of the high-speed line with the concerned municipalities and residents at a very early stage of preparation and are always ready to provide further information. However, there must also be an interest in obtaining this information on the part of the municipalities and the citizens themselves and although most respondents feel under-informed, the experience in Ústí nad Labem shows that sometimes even the councillors are not interested in a dialogue.

To conclude, the participants of the questionnaire survey and the interviewed experts from *Správa železnic* have very similar expectations regarding socio-economic impacts and foresee a very positive impulse. Examples cited included: reduction of unemployment, increase in business and job opportunities, improved transport connections, influx of new residents to the region or improvement in their social status.

The region's historical experience with conventional rail indicates that the socio-economic benefits of high-speed rail could be enormous. This is confirmed by reports from foreign regions where this infrastructure is already passing through, and which have high-speed rail terminals on their territory. However, it is mainly up to the inhabitants of the Ústí nad Labem Region and their political representation to decide how to exploit this potential.

For environmental impacts, it is certain that they will be both positive and negative. It is clear from the survey that people are interested in the environment in their region, they

are not indifferent, and they are afraid of possible negative externalities. In this case, it is primarily up to the experts in charge of the preparation of high-speed lines to communicate sufficiently with the residents to help allay their concerns and to promote measures to minimise negative impacts as much as possible.

It would certainly be interesting to carry out similar or even more detailed research over a period of several years to see how the expectations and opinions of the population living in the region and experts change as the preparation of high-speed lines progresses. Similarly, it would be interesting to compare the expectations of residents of other parts of the Czech Republic, or even other countries. When the whole project is completed, it would surely be worth comparing the actual impacts with the expected ones.

My research could help to reveal whether the actions of *Správa železnic*, which represents the state, are in line with the expectations and wishes of the people of the Czech Republic. The results can be used in the further development of high-speed lines, especially in the area of communication with individual municipalities and their citizens.

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## Annexe 1 - Questionnaire

A copy of the questionnaire in the Czech language, which was distributed to respondents on trains and in the information centre of *Správa železnic* in Ústí nad Labem. The questionnaire in electronic form contained exactly the same questions in the same order.

### DOTAZNÍK K DIPLOMOVÉ PRÁCI

Social, economic, and environmental impact of high-speed rails in the Czech Republic: Expected impacts of high-speed rails on the Ústí nad Labem region

Dobrý den,  
žádám Vás o pár minut Vašeho času k vyplnění následujícího dotazníku, který se týká očekávaného dopadu plánovaných vysokorychlostních tratí na Ústecký region.

Studuji druhý ročník magisterského programu *Regional and European Project Management* na Ekonomické fakultě Jihočeské univerzity a tento dotazník bude sloužit jako podklad k mé diplomové práci. Vše bude zpracováno zcela anonymně. Pokud jakoukoli jinou otázku týkající se dotazníku, neváhejte se zeptat přímo mě nebo na emailu [tomsto00@ef.jcu.cz](mailto:tomsto00@ef.jcu.cz). Tomáš Toms

#### Plán vysokorychlostních tratí (VRT):

Cestovní doba Praha – Ústí nad Labem se zkrátí až na 30 minut v závislosti na typu spoje (nyní 1h15).

Předpokládaná jízdní doba Praha – Drážďany pak bude méně než 60 minut (nyní 2h26).

Součástí plánu jsou i dva nové přestupní terminály: Roudnice n/L, Ústí n/L centrum

Po vybudování odbočné větve na Most se dočká výrazného zlepšení dopravní obslužnosti nejen západní část Ústeckého kraje, ale i kraj Karlovarský.

Obě trati se plánují v nové stopě, to znamená mimo stávající trať.

Otázka 1: Jsem ...

- a) Žena                                      b) Muž                                      c) Jiné

Otázka 2: Patřím do skupiny ...

- a) Výdělečně činný/á                      b) Student/ka  
c) Důchodce/důchodkyně                d) Nepracující

Otázka 3: Bydlíte v Ústeckém kraji? Pokud ano, v jaké oblasti?

- a) Nebydlím v Ústeckém kraji            c) okres Chomutov                      f) okres Most  
b) okres Děčín                                d) okres Litoměřice                    g) okres Teplice  
e) okres Louny                                h) okres Ústí nad Labem

Otázka 4: Cestujete pravidelně mezi Prahou a Ústeckým krajem, případně mezi Ústeckým krajem a Německem? Pokud ano, jak často?

- a) Ano, ale méně než 1 měsíčně                      d) Ano, více než 3 krát týdně  
b) Ano, 1-3 krát měsíčně                              e) Necestuji  
c) Ano, 1-2 krát týdně

Otázka 5: Jaký typ dopravy pro tyto cesty nejčastěji využíváte?

- a) Automobil                                      b) Autobus                                      c) Vlák

Otázka 6: Využil/a byste služeb vysokorychlostních vlaků? Z jakého důvodu?

- a) Určitě ano                                      c) Spíše ne  
b) Spíše ano                                      d) Určitě ne

Důvod:

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Otázka 7: Jste ochoten/ochotna zaplatit vyšší cenu za využití vysokorychlostních vlaků a tím pádem dorazit do cíle své cesty rychleji? Pokud ano, o kolik?

Příklad: aktuálně nejrychlejší spoj Praha-Ústí nad Labem: 1h12min (159Kč – 172Kč)  
plánovaný vysokorychlostní spoj: cca 30 min

- a) Ano, o \_\_\_\_\_ Kč více                      b) Ne

Otázka 8: Jak se stavíte k plánovanému budování vysokorychlostních tratí na území Ústeckého kraje? Pokud chcete, můžete odpověď upřesnit, sdělit důvod.

- a) Jsem určitě pro    d) Jsem spíše proti  
b) Jsem spíše pro    e) Jsem zásadně proti  
c) Neutrální postoj

Prostor pro upřesnění, důvod:

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Otázka 9: Jaký bude mít, podle Vás, VRT dopad na Ústecký region v jednotlivých oblastech? Označte zaškrtnutím příslušného pole, vždy jedno v každém řádku.

|   | Velmi pozitivní | Spíše pozitivní | Neutrální | Spíše negativní | Velmi negativní |
|---|-----------------|-----------------|-----------|-----------------|-----------------|
| Zaměstnanost v regionu  |                 |                 |           |                 |                 |
| Úroveň vzdělání v regionu                                     |                 |                 |           |                 |                 |
| Rozvoj průmyslu a služeb v regionu                            |                 |                 |           |                 |                 |
| Rozvoj Ústí nad Labem, jakožto centra regionu                 |                 |                 |           |                 |                 |
| Celkový rozvoj regionu  |                 |                 |           |                 |                 |
| Hustota silničního provozu (pozitivní vliv = snížení hustoty) |                 |                 |           |                 |                 |
| Hustota železničního provozu                                  |                 |                 |           |                 |                 |
| Dopad tratí na životní prostředí (ŽP)                         |                 |                 |           |                 |                 |
| Dopad provozu vysokorychlostních vlaků na ŽP                  |                 |                 |           |                 |                 |

Otázka 10: Vyberte, prosím, možnost, která Vám více vyhovuje:

- a) Kratší doba cestování s přestupem                      b) Delší doba cestování bez přestupu

Otázka 11: Ovlivnila by možnost rychlého spojení s Prahou/Drážďanami Vaše rozhodnutí ohledně místa k bydlení / výběru místa zaměstnání nebo studia?

- a) Určitě ano    c) Spíše ne  
b) Spíše ano    d) Určitě ne

Otázka 12: Cítíte se být dostatečně informován/a o plánech Správy železnic týkajících se VRT?

- a) Určitě ano    c) Spíše ne  
b) Spíše ano    d) Určitě ne

Otázka 13: Myslíte si, že je budování vysokorychlostních tratí obecně správnou cestou, kterou bychom se měli ubírat? Proč?


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## Annexe 2 - Authorisation to collect data

The authorisation for data collection from passengers on ČD trains was valid between 1 June and 31 July on long-distance train lines R15, R20 and EX5.

The permit also included a badge, which I used to identify myself to the train crew.



**České dráhy**  
Národní dopravnice

### POVĚŘENÍ č. 1 k provádění přepravního průzkumu

**Platné:** 1. 6. - 31. 7. 2022

---

**Držitel:** Tomáš TOMS **Narozen/a:** ██████████


---

**Trvalé bydliště:** ██████████  
██████████

---



Držitel tohoto pověření je oprávněn provádět přepravní průzkum ve vlacích Českých drah všech kategorií na linkách dálkové dopravy R 15, R 20 a Ex 5 v rámci sběru dat pro diplomovou práci. Na požádání je držitel povinen se prokázat průkazem totožnosti.  
Držitel tohoto pověření není oprávněn ke sběru a zpracování osobních údajů.

v Praze dne 1. 6. 2022



**Pověření vydal**

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Strana 1 / 2



## PODMÍNKY OCHRANY OSOBNÍCH ÚDAJŮ

Osobní údaje zpracováváme pouze na základě a v rozsahu dovoleném obecným nařízením Evropského parlamentu a Rady č. 2016/679, o ochraně osobních údajů a předpisů souvisejících.

### SPRÁVCE OSOBNÍCH ÚDAJŮ – ČD

Správce osobních údajů zpracovávaných v souvislosti s **vystavením pověření k provádění přepravního průzkumu** je společnost **České dráhy, a.s.**, IČO: 709 94 226, se sídlem Nábřeží L. Svobody 1222, 110 15 Praha 1, zapsaná v obchodním rejstříku vedeném u Městského soudu v Praze, oddíl B, vložka 8039.

### POVĚRENEC PRO OCHRANU OSOBNÍCH ÚDAJŮ

Ohledně záležitostí souvisejících se zpracováním osobních údajů můžete kontaktovat pověřence pro ochranu osobních údajů působícího v ČD na [dpo@cd.cz](mailto:dpo@cd.cz).

### ÚČELY ZPRACOVÁNÍ A JEJICH PRÁVNÍ TITUL

**Údaje:** jméno, příjmení, datum narození, bydliště **zpracováváme výhradně k účelu vystavení pověření k provádění přepravního průzkumu a k účelu případné kontroly během průzkumu.** Na uvedeném zpracování máme **oprávněný zájem** spočívající v provádění přepravních průzkumů a zkvalitňování našich služeb a **můžeme toto zpracování dle právních předpisů činit i bez Vašeho souhlasu.**

### PŘÍJEMCI OSOBNÍCH ÚDAJŮ

Osobní údaje neposkytujeme žádným příjemcům osobních údajů. Osobní údaje však mohou být poskytnuty orgánům veřejné moci v případě, kdy to vyžadují právní předpisy.

### DOBA ULOŽENÍ

Zpracování osobních údajů za účelem vystavení pověření k provádění přepravního průzkumu ukončíme neprodleně po předání pověření k provádění přepravního průzkumu příslušnému tazateli. Zpracování osobních údajů za účelem provedení případné kontroly ukončíme neprodleně po ukončení daného průzkumu.

### PRÁVA SUBJEKTU ÚDAJŮ

Ohledně svých osobních údajů máte vůči nám tato práva: právo na přístup k osobním údajům, právo na opravu osobních údajů, právo vznést námitku proti zpracování, právo na omezení zpracování, právo na výmaz osobních údajů a právo podat stížnost u dozorového úřadu. Způsob uplatnění Vašich práv jsou totožné jako u zákazníků a naleznete je na webové stránce <https://www.cd.cz/kontakt-formular/>



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Strana 2 / 2



### Annexe 3 - Declaration of consent: Pavel Hruška

Declaration of consent to the collection and processing of the obtained data signed by Pavel Hruška. The interview took place on 25 May 2022 and the interviewee did not insist on being anonymised.

#### Prohlášení o souhlasu se shromažďováním a zpracováním osobních údajů

Téma rozhovoru: Sociální, ekonomické a environmentální dopady vysokorychlostních tratí v České republice: Očekávané dopady na Ústecký kraj  
Instituce: Jihočeská univerzita v Českých Budějovicích  
Tazatel: Tomáš Toms  
Datum rozhovoru: 25.5.2022

#### Popis rozhovoru s odborníkem

Rozhovor bude proveden za účelem sběru dat do diplomové práce s názvem *Social, economic, and environmental impact of high-speed rails in the Czech republic: Expected impacts of high-speed rails on the Ústí nad Labem region*. Rozhovor bude zaznamenán nahrávacím zařízením, následně převeden do písemné podoby, vyhodnocen a citován.

Osobní kontaktní údaje budou uloženy odděleně od údajů z rozhovorů a nebudou přístupné třetím stranám. Po dokončení úkolu budou vaše kontaktní údaje vymazány.

Účast na rozhovoru je dobrovolná. Máte možnost kdykoli zrušit rozhovor, odmítnout další rozhovor a odvolat svůj souhlas s nahráváním a přepisem rozhovoru, aniž by vám vznikly jakékoli nevýhody.

**Přejete si, aby byli veškeré informace, které by mohly vést k Vaší identifikaci z textu odstraněny?**

Ano


(V tom případě budou všechny informace, které by mohly vést k identifikaci Vaší osoby změněny nebo z textu odstraněny. Ve vědeckých publikacích budou rozhovory citovány pouze ve výňatcích, aby bylo vůči třetím stranám zajištěno, že celkový kontext událostí nemůže vést k identifikaci Vaší osoby.)

Ne

**Souhlasíte s účastí na odborném pohovoru za výše popsanych podmínek?**

Ano

Ne

  
Jméno a příjmení

  
Datum, místo, podpis

## Annexe 4 - Declaration of consent: Tom Bareš

Declaration of consent to the collection and processing of the obtained data signed by Tom Bareš. The interview took place on 6 June 2022 and the interviewee did not insist on being anonymised.

### Prohlášení o souhlasu se shromažďováním a zpracováním osobních údajů

Téma rozhovoru: Sociální, ekonomické a environmentální dopady vysokorychlostních tratí v České republice: Očekávané dopady na Ústecký kraj  
Instituce: Jihočeská univerzita v Českých Budějovicích  
Tazatel: Tomáš Toms  
Datum rozhovoru: 2. 6. 2022

#### Popis rozhovoru s odborníkem

Rozhovor bude proveden za účelem sběru dat do diplomové práce s názvem *Social, economic, and environmental impact of high-speed rails in the Czech republic: Expected impacts of high-speed rails on the Ústí nad Labem region*. Rozhovor bude zaznamenán nahrávacím zařízením, následně převeden do písemné podoby, vyhodnocen a citován.

Osobní kontaktní údaje budou uloženy odděleně od údajů z rozhovorů a nebudou přístupné třetím stranám. Po dokončení úkolu budou vaše kontaktní údaje vymazány.

Účast na rozhovoru je dobrovolná. Máte možnost kdykoli zrušit rozhovor, odmítnout další rozhovor a odvolat svůj souhlas s nahráváním a přepisem rozhovoru, aniž by vám vznikly jakékoli nevýhody.

**Přejete si, aby byli veškeré informace, které by mohly vést k Vaší identifikaci z textu odstraněny?**

Ano

(V tom případě budou všechny informace, které by mohly vést k identifikaci Vaší osoby změněny nebo z textu odstraněny. Ve vědeckých publikacích budou rozhovory citovány pouze ve výňatcích, aby bylo vůči třetím stranám zajištěno, že celkový kontext událostí nemůže vést k identifikaci Vaší osoby.)

Ne

**Souhlasíte s účastí na odborném pohovoru za výše popsaných podmínek?**

Ano

Ne

Tom Bareš  
Jméno a příjmení

2. 6. 2022  
Datum, místo, podpis

## Annexe 5 - Declaration of consent: Jan Janoušek

Declaration of consent to the collection and processing of the obtained data signed by Jan Janoušek. The interview took place on 21 June 2022 and the interviewee did not insist on being anonymised.

### Prohlášení o souhlasu se shromažďováním a zpracováním osobních údajů

Téma rozhovoru: Sociální, ekonomické a environmentální dopady vysokorychlostních tratí v České republice: Očekávané dopady na Ústecký kraj  
Instituce: Jihočeská univerzita v Českých Budějovicích  
Tazatel: Tomáš Toms  
Datum rozhovoru: 21.6.2022

#### Popis rozhovoru s odborníkem

Rozhovor bude proveden za účelem sběru dat do diplomové práce s názvem *Social, economic, and environmental impact of high-speed rails in the Czech republic: Expected impacts of high-speed rails on the Ústí nad Labem region*. Rozhovor bude zaznamenán nahrávacím zařízením, následně převeden do písemné podoby, vyhodnocen a citován.

Osobní kontaktní údaje budou uloženy odděleně od údajů z rozhovorů a nebudou přístupné třetím stranám. Po dokončení úkolu budou vaše kontaktní údaje vymazány.

Účast na rozhovoru je dobrovolná. Máte možnost kdykoli zrušit rozhovor, odmítnout další rozhovor a odvolat svůj souhlas s nahráváním a přepisem rozhovoru, aniž by vám vznikly jakékoli nevýhody.

**Přejete si, aby byli veškeré informace, které by mohly vést k Vaší identifikaci z textu odstraněny?**

Ano

(V tom případě budou všechny informace, které by mohly vést k identifikaci Vaší osoby změněny nebo z textu odstraněny. Ve vědeckých publikacích budou rozhovory citovány pouze ve výňatcích, aby bylo vůči třetím stranám zajištěno, že celkový kontext událostí nemůže vést k identifikaci Vaší osoby.)

Ne

**Souhlasíte s účastí na odborném pohovoru za výše popsanych podmínek?**

Ano

Ne

Jan Janoušek  
Jméno a příjmení

21.6.2022 Jan Janoušek PRAHA  
Datum, místo, podpis

## Annexe 6 - Declaration of consent: Lenka Janhubová

Declaration of consent to the collection and processing of the obtained data signed by Lenka Janhubová. The interview took place on 25 May 2022 and the interviewee did not insist on being anonymised. However, Lenka Janhubová did not wish to have the transcript of the interview published, nor did she wish to publish the recording.

**Prohlášení o souhlasu se shromažďováním a zpracováním osobních údajů**

Téma rozhovoru: Sociální, ekonomické a environmentální dopady vysokorychlostních tratí v České republice: Očekávané dopady na Ústecký kraj  
Instituce: Jihočeská univerzita v Českých Budějovicích  
Tazatel: Tomáš Toms  
Datum rozhovoru: 28.6.2022

**Popis rozhovoru s odborníkem**

Rozhovor bude proveden za účelem sběru dat do diplomové práce s názvem *Social, economic, and environmental impact of high-speed rails in the Czech republic: Expected impacts of high-speed rails on the Ústí nad Labem region*. Rozhovor bude zaznamenán nahrávacím zařízením, následně převeden do písemné podoby, vyhodnocen a citován.

Osobní kontaktní údaje budou uloženy odděleně od údajů z rozhovorů a nebudou přístupné třetím stranám. Po dokončení úkolu budou vaše kontaktní údaje vymazány.

Účast na rozhovoru je dobrovolná. Máte možnost kdykoli zrušit rozhovor, odmítnout další rozhovor a odvolat svůj souhlas s nahráváním a přepisem rozhovoru, aniž by vám vznikly jakékoli nevýhody.

**Přejete si, aby byli veškeré informace, které by mohly vést k Vaší identifikaci z textu odstraněny?**

Ano   
(V tom případě budou všechny informace, které by mohly vést k identifikaci Vaší osoby změněny nebo z textu odstraněny. Ve vědeckých publikacích budou rozhovory citovány pouze ve výňatcích, aby bylo vůči třetím stranám zajištěno, že celkový kontext událostí nemůže vést k identifikaci Vaší osoby.)

Ne

**Souhlasíte s účastí na odborném pohovoru za výše popsanych podmínek?**

Ano  Ne  *pod podmínkou neanonymizace, nahrávky a celého přepisu rozhovoru.*

LENKA JANHUBOVÁ  
Jméno a příjmení

28.6.2022, PRAHA, Janhubová  
Datum, místo, podpis

28.6.2022 Janhubová

## Annexe 7 - Interview transcript: Pavel Hruška

Transcript of an interview with Pavel Hruška, who is identified as a speaker “PH”. I am the speaker “TT”. In the text of the work, the interview is referred to by the initials of the interviewee and a time code: (PH [time]).

The recording of the interview is available at the following link: [Interview with Pavel Hruška \(25.5.2022\)](#)

| Speaker | Time coding | Transcription of the interview in the original language  | Brief summary in English   |
|---------|-------------|--|--|
| TT      | 0:00-0:08   | Nahráváme? Nahráváme. Dobrý den, jenom se na začátek zeptám, prosím Vás, souhlasíte s nahráváním rozhovoru?  | Introduction and presentation of the interviewee   |
| PH      | 0:08-0:10   | Souhlasím s nahráváním rozhovoru.  |  |
| TT      | 0:10-0:14   | Děkuji. Mohl byste se nám, prosím, představit? Kdo jste? Čím se zabýváte?  |  |
| PH      | 0:15-0:28   | Tak, moje jméno je Pavel Hruška. Na Správě železnic jsem na odboru přípravy vysokorychlostních tratí vedoucí oddělení přípravy RS4, RS5. To znamená směru Praha-Drážďany a Praha-Wroclaw.  |  |
| TT      | 0:28-0:37   | Děkuju. A na kterých konkrétních projektech spolupracujete? Říkal jste tedy Praha-Wroclaw a Praha-Drážďany.  |  |
| PH      | 0:36-0:48   | Praha-Drážďany, přesně tak. Vedu jejich přípravu, zároveň jsem technickým přípravařem na úsek, na samostatnou stavbu Krušnohorského tunelu.  |  |
|         | 0:49-0:59   | A moji kolegové vedou zpracování jednotlivých dokumentací pro územní rozhodnutí.   |  |
|         | 0:59-1:20   | Jedná se o úseky Praha-Lovosice, Ústí nad Labem-státní hranice, respektive portál Krušnohorského tunelu, a dále studie proveditelnosti. Studie proveditelnosti Praha-Hradec Králové-Wroclaw, to se týká RS5, a potom Praha-Louny-Most, ta se týká RS42, odbočná větev Praha-Drážďany.  |  |
| TT      | 1:21-1:40   | Dobře, děkuju. Správa železnic při projektování vysokorychlostních tratí navázala spolupráci s francouzskou SNCF Réseau. Můžete nám přiblížit, jak tato spolupráce probíhá, jestli se vyskytly nějaké problémy, například v komunikaci, nějaká nedorozumění nebo případně jestli jsou francouzští kolegové vstřícní?                       |  |
| PH      | 1:40-2:00   | Francouzští kolegové jsou velmi vstřícní. Pracujeme vlastně na několika úrovních, kdy ten první po hledání toho vlastního konceptu vysokorychlostních tratí v České republice, který už máme za sebou, byl vyhodnocen ten francouzský model jako nejpříznivější pro české prostředí.   | Communication with SNCF is very helpful. Their model is the most suitable for the Czech environment. We bought their know-how, using 40 years of experience. French colleagues are actively involved in the preparation. |
|         | 2:01-2:33   | Navázali jsme s nimi spolupráci v tom režimu, že máme u nich koupené know-how, které je 40 let vyzkoušené a rozvíjené, a na základě kterého je teď možné navrhovat dokumentace pro územní řízení jednotlivých staveb. Zároveň spolupracujeme s našimi francouzskými kolegy tak, že se aktivně účastní na přípravě těch jednotlivých úseků. |  |
|         | 2:34-2:58   | Dávají nám připomínky jak k jednotlivým dokumentacím na tratě, tak i k jednotlivým terminálům, na které se zpracovávají architektonické soutěže. To znamená, že my jejich zkušenosti využíváme nejenom z hlediska celkové koncepce, ale i při řešení jednotlivých detailů při navrhování té trati.   |  |
| TT      | 2:59-3:23   | Super. Děkuju. A vy už jste to lehce zmínil, ale co bylo tím hlavním důvodem, proč se... Nebo, zeptám se možná jinak. Jaké byly jiné metodiky, které bylo možné převzít, například od Němců, od Deutsche Bahn? Proč, když porovnáme francouzskou a německou metodiku, proč ta německá nebyla převzata?                                     |  |

|           |  |  |  |
|-----------|--|--|--|
| PH        | 3:23-4:02  | Francouzský model je založen na provozování zpravidla, nebo takřka výhradně, osobní dopravy a pro ni budování samostatné sítě, která v jistých stanovených bodech navazuje na síť konvenční. Je to návrh tratí, které jsou pojižděny pouze osobní dopravou. Jako taková tato trať umožňuje daleko vyšší začlenění do krajiny než ten německý přístup.  | The French model is designed for passenger trains. This allows better integration into the landscape. The lines may be designed with a higher gradient than conventional or high-speed lines of the German type. These are intended for both passenger and freight traffic. Freight traffic requires lower gradients and therefore more artificial structures. Combined transport routes cannot respect the landscape as much. |
|           | 4:02-4:40  | Je to dáno především tím, že tratě provozované pouze osobními jednotkami dokáží, nebo, můžeme je navrhovat s daleko většími sklony, stoupáním oproti klasické, konvenční síti anebo oproti německému přístupu. Francouzský model tudíž je jen zaměřený pouze na osobní dopravu. Ten německý model je zaměřený na kombinovanou dopravu, to znamená osobní i nákladní.   |  |
|           | 4:40-4:59  | Pakliže provozujeme nákladní dopravu po trati, stoupání jsou tam daleko menší. A znamená to tudíž postavení, správu většího množství umělých objektů, estakád, jednotlivých mostů, tunelů. Má to vliv i na jejich délky.   |  |
|           | 4:59-5:28  | Právě proto, že když ta trať pro kombinovanou dopravu, která je velmi podobná, co se týká stoupání, klasické tratí, a naopak musí být velmi příčná pro možnost pohybu těch rychlých souprav, pro které je důležitý směr, nikoliv převýšení, tak vlastně té krajině nedokáže tolik odpovídat.   |  |
|           | 5:29-5:57  | Systém napojování a posilování těch koridorů je u nás orientován právě na osobní dopravu a rozvoj rychlých spojení, které mají základ právě v osobní dopravě. Přičemž stávající koridory by měly zůstat pro rozvoj té nákladní. Dálková rychlostní doprava bude převedena na novou síť vysokorychlostních tratí v několika rychlostních segmentech.  |  |
| 5:58-6:32 | Ta příměstská a regionální zůstává na konvenčních tratích a o to, o co my vlastně ochudíme ty stávající trati těmi dálkovými segmenty - převod rychlíků z konvenční sítě na tu vysokorychlostní síť - tak můžou být tyto volné sloty nahrazeny. A to buďto rozvojem regionální dopravy u jednotlivých aglomerací anebo uvolněním kapacity právě pro ten nákladní segment, kterému ta stávající konvenční síť vyhovuje. |  |  |
| TT        | 6:33-6:47  | Dobře. Děkuju. Teď bychom se tedy přesunuli přímo do regionu ústeckého. Na začátek bych se vás rád zeptal, v jaké fázi přípravy jsou ústecké vysokorychlostní tratě a kdy se plánuje jejich zprovoznění?   |  |
| PH        | 6:47-7:29  | Vysokorychlostní trať Praha-Drážďany a odbočná větev Praha-Louny-Most. První fází je zpracování studie proveditelnosti. Studie proveditelnosti na tu hlavní větev Praha-Drážďany byla odsouhlasena, byla schválena centrální komisí v prosinci 2020. Na základě této studie teď připravujeme další stupně dokumentací na tu hlavní trasu. Studie proveditelnosti ve směru odbočné větve přes Louny na Most se předpokládá zpracovávat od letošního roku. | Description of the preparation of individual parts of the high-speed line Prague - Dresden.  |
|           | 7:29-7:51  | Na studie proveditelnosti navazují dokumentace pro územní řízení, přičemž dokumentace pro územní řízení na trasu z Prahy po sjezd Lovosice, což je takzvané VRT Podřipsko, budeme zpracovávat od tohoto roku. V současné době probíhá výběrové řízení na zhotovitele této dokumentace.   |  |
|           | 7:52-8:34  | Pro úsek takzvaného VRT Krušnohorský tunel, který obsahuje dvě části, a to je česká část mezi Labem přímo v Ústí nad Labem až po portály Krušnohorského tunelu, respektive železniční stanici Chabařovice, tam se předpokládá, že v brzké době začneme hledat zhotovitele dokumentace pro územní řízení a vlastní Krušnohorský tunel, na kterém spolupracujeme s našimi německými partnery z DB Netz, už je ve fázi                                      |  |

|    |             |  |  |
|----|-------------|--|--|
|    |             | přípravné, to znamená zpracovávání dokumentace pro územní řízení, tam už dodavatele máme něco přes rok.  |  |
|    | 8:35-8:57   | Poslední část, která bude zadávána je Středohorský tunel, který by měl spojit právě ten úsek mezi sjezdem Lovosice a Ústím nad Labem jako takovým. Ten se ale, předpokládám, zprovozní jako poslední. Tam zatím zpracovatele dokumentace pro územní řízení nemáme.   |  |
|    | 8:57-9:02   | Souvisí s tím i územní příprava. Vráťím se k tomu.   | Planned start of operation of individual sections.   |
|    | 9:02-9:31   | Postupný zprovoznění této větve by mělo být takové, že úsek úvodní, VRT Podřipsko, bychom měli zprovoznit do roku 2030. Následně by měl být zprovozněn Krušnohorský tunel s předpokladem 2038 až 40. A jako poslední ten spojující článek, VRT Středohorský tunel, někdy kolem roku 2043 až pět.   |  |
|    | 9:32-10:04  | S tou přípravou souvisí nejenom vlastní činnosti Správy železnic, ale územně plánovací příprava. Pro stavby je potřeba vymezit v územních plánovacích dokumentacích prostor pro to, aby takováto liniová stavba mohla být vůbec postavena. Začíná se politikou územního rozvoje, která ukládá úkoly jednotlivým sektorům pro zavedení takovýchto koridorů.   | Spatial planning preparations for new corridors.   |
|    | 10:05-10:30 | Praha-Drážďany má na základě studie proveditelnosti možnost teď vymezit návrhové koridory. V Praze a ve Středočeském kraji se jedná o jeden invariantní koridor, pro který jsme již požádali a bylo odsouhlaseno pořízení aktualizací zásad územního rozvoje.  | Spatial planning preparations for new corridors. In Prague and the Central Bohemia Region there is one variant that has already been approved. In the Ústí nad Labem Region, three variants are available and have to be assessed. |
|    | 10:30-10:55 | V Ústeckém kraji máme tři varianty, které proces aktualizace posoudí, vybere jednu nejvhodnější pro Ústecký kraj a teprve na základě této vybrané varianty budeme schopni určit, které trasování přes České středohoří, a které trasování sjezdu směrem na Lovosice budeme moci připravovat dál v předprojektové přípravě.   |  |
| TT | 10:56-11:10 | Výborně. A kolik by, prosím Vás, měla tato část české vysokorychlostní sítě stát? A předpokládá se nebo očekává se případné prodloužení nebo prodražení výstavby případně přípravy výstavby?   |  |
| PH | 11:11-11:42 | Současné odhady na tuto větev z Prahy do Drážďan jsou něco okolo sto padesáti miliard korun. Je to včetně realizace, samozřejmě. S tím, že v současné době byla studie proveditelnosti již sestavená podle nové resortní metodiky pro oceňování staveb železniční infrastruktury ve stádiu záměru projektu a studie proveditelnosti. Strašný název, to tam nedávejte.  | The entire preparation and construction of the high-speed line to Dresden should cost around CZK 150 billion. This price is determined according to a new ministerial methodology, which should anticipate all possible risks.     |
|    | 11:43-12:05 | Ta už obsahuje rizika. Rizika obsahuje z hlediska znalosti prostředí, z hlediska složitosti toho kterého technického řešení a z hlediska dalších vnějších vlivů, která mohou být i sociálně ekonomická a ostatní.  |  |
|    | 12:06-12:15 | To znamená, že ty odhady, které my dneska máme, by měly pokrýt všechna rizika, která nás do budoucna čekají.   |  |
| TT | 12:15-12:24 | Máme teď problém s inflací, bezprecedentní, řekněme. Je to tam také zahrnuto?  |  |
| PH | 12:24-13:10 | Problém inflace je stranou. Ekonomické hodnocení jako takové pracuje s absolutními čísly, inflace se do něho promítá potom v objemu prostředků, které musí být uvolněny pro vlastní stavbu. Nicméně nemá vliv na ekonomické hodnocení, protože to se vztahuje k tzv. cenové úrovni, cenové hladině a inflace jako taková nemá vliv na hospodářský výsledek výstavby a provozování té trati jako takové, protože se zvětšující se inflací | Inflation is not a problem. If it increases costs, it will also increase final incomes.  |



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|    |             | budou nejenom dražší náklady na výstavbu, ale budou samozřejmě větší i příjmy právě o tu vlastní inflaci.   |   |
| TT | 13:11-13:25 | Dobře. A v případě projektování, případně následné výstavby vysokorychlostní trati v Ústeckém kraji, je něco, čím je tento kraj v oblasti toho budování specifický?   |   |
| PH | 13:26-13:40 | Co se týká Ústeckého kraje, máme tady velké specifikum, a to jsou dva úseky, které budou provozovány smíšenou dopravou, nikoliv čistě vysokorychlostní.   | High-speed lines in the Ústí nad Labem region are specific in that they run through two tunnels. Due to the free capacity of the line, mixed traffic, both passenger and freight, is envisaged.   |
|    | 13:40-13:56 | Do Ústeckého kraje až po křížení s tratí Kolín-Děčín, to znamená tratí, která prochází Litoměřicemi, bude vysokorychlostní trať navrhována standardním francouzským způsobem. To znamená čistě pro osobní dopravu.  |   |
|    | 13:56-14:43 | Protože linkové vedení ale postupně nechává odbočovat linky osobní dopravy na konvenční tratě nebo na vysokorychlostní tratě, to znamená odbočka ve směru vysokorychlostní tratě ve směru Louny a Most, následuje odbočka na Lovosice, stávající tzv. levobřežní trať do Děčína západ, odbočka na konvenční trať tzv. pravobřežní do Střekova a Děčína východ, tak zbývá v tom úseku Středohorský tunel až Drážďany dostatek prostoru pro to, aby výsledně uvolněné sloty bylo možné obsadit nákladní dopravou. |   |
|    | 14:44-15:05 | V těchto dvou úsecích se tedy jedná o dopravu smíšenou, přesto Středohorský tunel bude navrhován na rychlost 250 kilometrů za hodinu a Krušnohorský tunel potom na rychlost dvou set kilometrů za hodinu. Toto jsou specifika, která se nikde v rámci ČR už neopakují.  |   |
| TT | 15:07-15:21 | A existuje něco, co přípravu vysokorychlostních tratí v tomto kraji brzdí, případně akceleruje, oproti ostatním krajům nebo oproti klasické, řekněme, rychlosti přípravy?   |   |
| PH | 15:21-15:50 | Příprava vysokorychlostní trati v Ústeckém kraji naráží na jednu svou vlastnost, a to je opuštění původního koridoru územní rezervy, který je uveden v zásadách územního rozvoje od doby jejich vzniku, to znamená od roku 2011, jestli se nemýlím.   | The planned corridor in the Ústí nad Labem Region leaves the originally intended alignment, which was designed for the old understanding of high-speed rail. It was supposed to connect European metropolises and just pass through the region under consideration. |
|    | 15:50-16:11 | Tento koridor byl součástí už původního územně plánovacího dokumentu a to byl ... teď si nejsem úplně jistý, jak se to jmenovalo. Územní plán širšího celku nebo něco takového. Co si, co předcházelo územnímu plánu.   |   |
|    | 16:12-16:37 | Tahle trasa vycházela ze studií, které byly zpracovány v roce 1998, respektive aktualizovány v roce 2003 a měly úplně jiný účel. Bylo to ještě staré zadání a chápání vysokorychlostních tratí, kdy vysokorychlostní trať měla sloužit jako tzv. letadlo na kolejích.   |   |
|    | 16:38-16:55 | Měla spojit evropské metropole a neměla v podstatě přinášet žádný přímý vliv regionům, kterými procházela. Takový vlak měl zastavovat pouze v Praze a v Drážďanech a Ústecký kraj nechat bez povšimnutí.  |   |
|    | 16:56-17:26 | Následně se rozhodnutím vlády a schválením vládního programu rozvoje rychlých spojení přešlo k podpoře výstavby tratí, které umožňují tento dálkový segment zachovat v plném rozsahu, ale zároveň volnou kapacitu přenechat nebo použít pro vnitrostátní spoje, které by obsluhovaly regiony a přibližovaly je mezi sebou.  |   |
|    | 17:27-18:11 | Proto ale to původní trasování nebylo vhodné. Modely ministerstva dopravy, přepravní modely, tohle jednoznačně potvrzují a bylo tudíž nutno najít takové trasování, které zároveň umožní přeshraniční rozměr zachovat a obsloužit region ústecký co nejvíce. Došlo tedy k tomu, že bylo hledáno a bylo nalezeno trasování mezi Roudnickem a Ústím nad Labem, které neodpovídá té původní územní rezervě a v rámci toho probíhá ta stávající aktualizace zásad územního rozvoje.                                 |   |

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|    | 18:12-18:31 | Narážíme tady na pochopitelný odpor místních obcí, které s takovýmto záměrem nepočítaly, neboť územně plánovací dokumentace jim dlouhodobě ukazovala, že vysokorychlostní trať by měla vést jiným koridorem.   | The municipalities did not anticipate this change and are fighting against it. A new routing is being looked at to allow both cross-border traffic and service to the region. |
|    | 18:32-19:15 | Po změně toho režimu přípravy vysokorychlostních tratí a s nalezením toho nového konceptu, ale nedokážeme zachovat nebo si vystačit s tím stávajícím koridorem a ten nový je třeba hledat. I proto je v zásadách územního rozvoje žádáno o posouzení třech variant, které Ústeckým krajem prochází tak, aby bylo možné najít jednu z variant, která je jak dostatečně přínosná z hlediska dopravní infrastruktury, tak dostatečně šetrná z hlediska územního plánování, ochrany životního prostředí a všech dalších složek které jsou v aktualizaci posuzovány.          |   |
| TT | 19:17-19:43 | Dobře. A vzhledem k tomu, že došlo ke změně územního rozhodnutí, k rozhodnutí, že ta vysokorychlostní trať půjde jinudy než se posledních dvacet let, třicet let plánovalo nebo než se plánovalo před dvaceti lety, probíhá určitě nějaká komunikace se samosprávami a dotčenými obyvateli. Jak tato komunikace probíhá? Jsou tam nějaké problémy? Opravdu je ten odpor tuhý?  |   |
| PH | 19:44-20:37 | Komunikace probíhá tak, že Správa železnic nejdříve kontaktovala jednotlivá zastupitelstva obcí. Nabízí jednání právě se zastupiteli, nejdříve to bylo po skupinkách některých obcí po trase. Měli jsme jednání, kde byly seznámy vždycky obce v blízkém regionu. Měli jsme jednání pro Prahu, pro okolí Kralup nad Vltavou, v Roudnici, v Litoměřicích, v Ústí nad Labem, v Chabařovicích a následně jsme přistoupili i k jednotlivým jednáním s obcemi ve chvíli, kdy ony sami požádají nebo nabízíme jednání s obyvateli a se zastupiteli. Samozřejmě po vlastní ose. | Správa železnic encourages the affected municipalities to engage in negotiations and dialogue.  |
|    | 20:38-20:52 | Často jednáme také se spolky, které se sdružují a snaží se vyjednat podmínky, za jakých by bylo možné vysokorychlostní trať v okolí obcí sdružených v těchto spolkách vést.  | Introduction of the three basic societies.<br><i>FOCH, RozVRTaná krajina and D8.</i>  |
|    | 20:53-21:09 | Máme tady několik spolků. Máme spolek FOCH, Fórum občanů Chlumecka, které se zabývá problematikou Krušnohorského tunelu severně od Chabařovic, západně od města Chlumec.   |   |
|    | 21:10-21:35 | Potom máme spolek RozVRTaná krajina. RozVRTaná krajina, VRT je psáno s velkými písmeny, které sdružují spolky Litoměřicka a Roudnicka, což jsou právě obce, kde jde vysokorychlostní trať mimo tu původně zamýšlenou trasu zakotvenou v zásadách územního rozvoje.   |   |
|    | 21:35-22:12 | Potom máme spolek D8, což je spolek, který sdružuje obce podél dálnice D8 a řeší především hlukové problémy té dálnice vlastní a v současné době se zaměřuje na ochranu krajinného rázu a využití jakéhosi synergického efektu výstavby vysokorychlostní trati a možností použít krajinné nástroje pro umístění té vysokorychlostní trasy jako takové. To jsou asi základní spolky, které máme.  |   |
|    |             | 22:12-22:25  | Trasa vysokorychlostní trati je jako další infrastruktura, nová infrastruktura v krajině vnímána jednotlivými obcemi a jejich obyvateli dost citlivě.                         |
|    | 22:26-22:42 | Máme tady přece jenom trošičku jiný přístup nebo jiné chápání vzniku takové trasy, takové dopravní stavby než u konvenčních tratí a jejich přeložek.   |   |
|    | 22:42-23:25 | Jedná se o zcela nový vstup, zcela nový vliv v tom území, který si místní málo dokáží představit a mají z něho obavy. My se snažíme ty obavy nějakým způsobem rozptýlit, předat dostatek informací, abychom informovali ty jednotlivé zastupitele a občany o tom, co je to vysokorychlostní trať, jak se projevuje, jaké bude mít výhody region v tom, že vysokorychlostní trať jím bude procházet.  |   |

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|    | 23:25-23:56 | Jaká můžeme nabídnout opatření pro to, abychom zabránili negativním vlivům, které vysokorychlostní trať v tom území bude mít a snažíme se od nich, jako od místních, kteří mají právě tu důležitou místní znalost, dostat co největší množství podnětů, které my potom následně budeme moci zpracovat právě do těch dokumentací pro územní řízení, aby ta trať byla v místě co možná nejšetrnější.  | get as much input as possible.   |   |
| TT | 23:57-24:12 | Vy jste mluvil o těch negativních dopadech. Bude mít ta stavba a ten provoz vysokorychlostních tratí vliv na životní prostředí, ať už negativní, pozitivní, přímý nebo nepřímý?   |  |   |
| PH | 24:12-24:36 | Liniová stavba jako je vysokorychlostní trať bude mít vlivy jak pozitivní, tak negativní. Zásadní pozitivní vlivy vysokorychlostní trati, jako každé železniční infrastruktury, jsou například zásadní snižování uhlíkové stopy v rámci dopravy cestujících i zboží.  | The impact of the line will be both positive and negative. Reducing the carbon footprint is a positive. The high-speed line will also free up capacity on the conventional line.   |   |
|    | 24:36-25:11 | Musíme si uvědomit to, že rozvoj vysokorychlostní trati neznamena pouze cestující na vysokorychlostních tratích, ale právě uvolněné kapacity na konvenčních tratích, které je možné obsadit ekologicky šetrnou železniční dopravou, to znamená i přesun přepravy zboží z dálnic na železnice. Na kapacity, které budou výstavbu vysokorychlostních tratí uvolněny a které v současné době železniční koridory nenabízejí, protože jsou vyčerpané. |  |   |
|    | 25:12-25:29 | Další přínos je vlastně sociálně ekonomický, a to je rozvoj jednotlivých regionů, kterými vysokorychlostní trať prochází a na které se napojuje.  | Socio-economic benefits are expected in the form of regional development. People will stop moving to large centres and their dynamic growth will slow down.  |   |
|    | 25:30-26:12 | Ze zahraničí máme spoustu kladných příkladů o tom, že města napojená na vysokorychlostní železnice začínají růst, přestává obecný odliv obyvatelstva a jejich stěhování do center, jako je například Praha. Naopak tato velká centra už se nerozvíjí tak dynamicky jako před výstavbou vysokorychlostních tratí, protože se tam využívá toho významného prvku, a to je časová dostupnost.   |  |   |
|    | 26:13-26:32 | Na příkladu úseku Ústí-Praha-Drážďany máme například zastávku vysokorychlostní trati v Roudnici nad Labem, která znamená dostupnost cestujících z Prahy hlavního nádraží na terminál vysokorychlostní v Roudnici nad Labem za 19 minut.   |  |   |
|    |             | 26:32-27:06   | Pro cestujícího ve vlakové dopravě to znamená, že je v centru Prahy z takového terminálu dříve než z konce nejdelších linek pražského metra. Takže tehle ten přístup znamená udržení obyvatel v místě, konzumace služeb v místě, ve kterém bydlí a zase menší nároky na přepravu jako takovou.   | From Roudnice nad Labem to the centre of Prague in 19 minutes means keeping residents and consuming services in regional centres.   |
|    |             | 27:06-27:38   | Co se týká výstavby a negativních vlivů, snažíme se jim co nejvíce předcházet. Jedním z negativních vlivů by mohlo být například dělení území. Tomu se snažíme předcházet tím, že vysokorychlostní trať přiblížíme ke stávajícím liniovým stavbám, pokud možno dálnicím, velkým vedením vysokého napětí a podobně.   | We try to prevent negative impacts. Fragmentation of the landscape is prevented by bringing the line closer to existing linear structures. Noise is reduced by noise barriers or bunds. |
|    |             | 27:39-28:08   | Negativní vlivy třeba na hluk se snažíme (pause 6 seconds) zmenšovat protihlukovými opatřeními. Ať už stavbou protihlukových valů nebo protihlukových stěn. (pause 5 seconds)  |   |
|    |             | 28:08-29:17   | Další negativa. Negativa vysokorychlostní trati. Negativa vysokorychlostní trati v území. Záběr krajiny, záběr ploch, které je možné obhospodařovat, ať už polnohospodářsky nebo lesnictvím. Je pravda, že vysokorychlostní trať zabere území v krajině. Na druhou stranu vysokorychlostní trať ve svém základním tvaru, to znamená dvoukolejná trať, je široká přibližně jako komunikace první třídy, dvoupruhá. K tomu nějaká další opatření. Když bychom budovali dálnici o podobné kapacitě, bavíme se tady o dvou hlavních pružích v každém směru plus jeden odstavný pruh. To znamená že ze zásady vysokorychlostní trať v tom svém vlastním koridoru, v tom | Landscape encroachment is inevitable, but much less compared to a motorway.   |

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|    |             | nejužším místě je až třikrát užší než dálnice pro podobné kapacity.   |   |
|    | 29:17-29:21 | (pause 4 seconds)   |   |
|    | 29:21-29:38 | Další negativa mě asi nenapadají. Zmínili jsme hluk, zmínili jsme zábor půdy. Všeobecné emise jsme zmínili, ty byly pozitivní. Teď mě asi nic jiného nenapadá.  |   |
| TT | 29:40-29:58 | To je v pořádku, můžeme se posunout dál. Vy už jste zmínil nějaké ty socio-ekonomické dopady, zmiňoval jste, že ti lidé zůstanou bydlet například v Roudnici nad Labem a za dvacet minut jsou schopni dostat se ráno do práce do Prahy do centra a večer tedy za 20 minut zpátky.   |   |
|    | 29:58-30:13 | Napadají vás nějaké další socio-ekonomické přínosy vysokorychlostních tratí a těch měst, která budou mít to štěstí a mít přímé napojení třeba na Prahu nebo Drážďany?   |   |
| PH | 30:14-30:33 | V podstatě to, že lidé zůstanou bydlet v tom místě a nebudou se stěhovat do větších měst, je vlastně alfou a omegou celého systému.   | The main benefit is population retention in the regions. At the same time,  |
|    | 30:34-31:06 | Oni budou nejenom mít komfort dostupnosti nějakého širšího balíku služeb v té metropoli, v Praze, v Ústí nad Labem, dostupný tak, že budou moci, v uvozovkách, dojet do Prahy, jít do divadla, na večírek, jít na návštěvu a zároveň ještě ten den spát ve vlastní posteli.   | these inhabitants can conveniently use the services offered by the metropolis.  |
|    | 31:06-31:11 | Ale tím, že oni budou zůstat bydlet v tom...  |   |
|    | 31:12-31:34 | Druhá věc: dojíždění za prací je možné právě i do Prahy výrazně rychleji. To znamená, že lidé nebudou trávit tolik času cestováním. O to spíše se nebudou chtít stěhovat do těch velkých metropolí.   | Commuting will be reduced.  |
|    | 31:35-32:20 | Naopak, ten rozvoj sítě umožní přemýšlet investorům o tom, kde mají začít zakládat svoje firmy. Vybudování nové firmy, která potřebuje mít vztah k velkému městu, například ku Praze, jsou poměrně zásadní. Když dneska bude investor, který má v Praze potřebu navštěvovat úřady, ministerstva, svojí mateřskou společnost nebo svoje obchodní partnery, tak když bude budovat takovou společnost v centru jsou ty náklady extrémní. | Economic advantage of establishing a company in Ústí nad Labem compared to Prague. Rents are lower and the commuting time from the outskirts of Prague to the centre is comparable. |
|    | 32:20-32:38 | Aby zůstal v Praze, bude ji budovat někde na jejím okraji – Černý Most, Zličín, a podobně, Dáblice. Nicméně od těchto okrajů stejně do centra města bude muset zajistit nějaké dojíždění městskou hromadnou dopravou.   |   |
|    | 32:38-33:15 | Časová náročnost takového dojíždění je opět poměrně velká a povrchovou dopravou, teď nemluvím o metru, může být ještě delší než vysokorychlostní tratí. To znamená, že takový investor si rozmyslí a zjistí, že ty lidi, které potřebuje dostat, ať už z Prahy do své provozovny anebo ze své provozovny do Prahy, tak tohle to množství lidí je schopen zajistit právě tou vysokorychlostní tratí ve stejném, ne-li kratším čase.    |   |
|    | 33:16-33:40 | A náklady na pořízení firmy mimo Prahu, to znamená v Roudnici, v Lovosicích nebo v Ústí nad Labem, u kterého se bavíme pořád o dojezdových časech dvaceti šesti minut, Ústí nad Labem Centrum-Praha hlavní nádraží, jsou diametrálně odlišné od nákladů na vybudování společnosti, firmy, sídla firmy přímo v Praze.  |   |

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|    | 33:41-34:14 | To bude opět přitahovat další obyvatele, aby zůstávali v těch městech, které jsou tedy napojeny a aby mohli za prvé, jak jsem říkal, konzumovat ty služby, které nabízí to velkoměsto v dostupné vzdálenosti, ale zároveň oni budou vyžadovat vznik a nabídku těch služeb v tom místě, ve kterém bydlí. Protože za nějaký čas se jim stane obtížným i tohle každodenní dojíždění a budou vyžadovat, aby ty služby vznikaly i v tom místě, kde budou bydlet.   | Cyclically, there will be more and more demand for services in regional centres and therefore more job opportunities.   |
|    | 33:41-34:28 | Tímhle systémem vlastně neustále nabývají cyklicky na požadavcích a jejich vyhovování ta sídla, která jsou napojena a o to pomaleji se rozvíjí ta velká centra.   |   |
| TT | 34:30-34:52 | Dobře, už to bude jedna z posledních otázek. Zmínili jsme terminál v Roudnici nad Labem, další velký přestupní terminál by měl vzniknout v Ústí nad Labem – Ústí nad Labem Centrum. Víte již nyní s jakou frekvencí zde budou rychlovlaky zastavovat? (pause 3 seconds) Můžu ještě doplnit jednu otázku, jaká se předpokládá vytiženost těchto spojů?   |   |
| PH | 34:53-35:53 | Tak, to je správná otázka. Ze studie proveditelnosti to určitě máme, v hlavě to nemám, takže to umíme dodat. Budu počítat. Z Prahy do Drážďan bude jezdit nejvyšší segment rychlostní, který máme k dispozici, a to je sprinter, který má zvládnout trasu z Prahy do Berlína za 4 hodiny, to je jednou za dvě hodiny. Potom tam máme jednou za hodinu spoj Praha-Drážďany, jednou za hodinu převod tzv. Krušnohoru, to znamená vlaku, který zastaví v Praze, v Ústí nad Labem a dále po Krušnohorské magistrále pokračuje ve směru na Most a Cheb. A to jsou tři linky, které přijedou do Ústí nad Labem po vysokorychlostní trati. | Serving Ústí nad Labem by long-distance connections. Connections between Prague and Germany, train Krušnohor.   |
|    | 35:54-36:23 | To znamená dva a půl párů vlaků za hodinu. K tomu máme rychlík R20, kde se očekává takt ve špičkách půl hodiny, který bude sjíždět na Lovosice, respektive na Litoměřice a dostane se do Ústí nad Labem Centrum po stávajících tratích – pravobřežní, levobřežní. To máme další dva páry vlaků za hodinu ve špičce.   | Service by fast train R20.  |
|    | 36:24-36:31 | Ve směru na Ústí nad Labem mě teď z hlavy nic dalšího nenapadá.   |   |
|    | 36:31-36:54 | Obsazenost těchto spojů výpočtovou z hlavy nevím, nicméně předpokládá se, že celkový počet cestujících, kteří by měli opouštět Prahu, respektive vjíždět do Prahy v tom severním směru, by mělo být 47 tisíc denně.   | The number of passengers is expected to be 47,000 per day, including all speed segments and transfer nodes.   |
|    | 36:54-37:02 | Je to včetně všech těch návazných uzlů, kterými ty vlaky všech segmentů budou projíždět.  |   |
| TT | 37:03-37:13 | A zeptám se jenom, dnes je to jaké číslo? Pro porovnání, jestli je to třeba dvojnásobné číslo, přibližně. Jestli se bavíme ...  |   |
| PH | 37:13-37:16 | To z hlavy nevím, ale určitě to umíme, ty čísla, taky dodat.  |   |
| TT | 37:16-37:29 | Dobře, a moje úplně poslední otázka bude, jestli se očekává vyšší cena při využití těchto vysokorychlostních tratí a případně o kolik?  |   |
| PH | 37:29-37:58 | Rozumím. To je poměrně frekventovaná otázka. Ten vládní dokument program rozvoje rychlých železničních spojení uvádí, že cena takovýchto spojů by měla být standardní tarifová, protože velká část těch spojů bude pod objednávkou ministerstva dopravy jako převedení těch stávajících linek z konvenčních tratí na vysokorychlostní tratě.  | The price of tickets for connections ordered by the Ministry of Transport should be the same as the national tariff. In the case of a train operated at commercial risk, it depends on the carrier. |
|    | 37:58-38:29 | Takovéto linky by měly jezdit za devadesát sedm haléřů na kilometr plus nástupní taxa dvaceti korun. Zůstává tam potom několik linek, jako například ten zmíněný sprinter, které by teoreticky mohly být provozovány na tzv. komerční riziko, a tam už potom bude záviset na dopravci, jaký tarif pro takovou trasu zvolí. To už není v režii sektoru dopravním.  |   |

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| TT | 38:29-38:47 | Dobře. Vráím se ještě, zmínil jste vlak Krušnohor, který vlastně jede z Prahy do Ústí a potom se sklání na Krušnohorskou magistrálu, tedy na Most a Cheb. Je možné, že tento vlak bude převeden úplně mimo Ústí nad Labem po možném dobudování odbočné větve na Most a Louny?   |   |
| PH | 38:48-39:22 | S touto linkou je počítáno tak, že bude jezdit do Ústí nad Labem stále s tím, že by měla použít nějakou část Krušnohorské magistrály ve směru na Most, možná až do Mostu. Naopak ten směr z Mostu potom dále na jih by byl provozován další linkou, která by vyjela po vysokorychlostní trati z Prahy přes Louny, Most a tam by sjela a jela by více na jih.  | The Krušnohor train line will be changed to serve the Ore Mountains significantly faster. It will make use of branch high-speed line to Louny and Most. |
|    | 39:23-39:49 | Je to z toho důvodu, že jak jedna, tak druhá linka potom budou schopny ve výrazně rychlejších časech obsloužit svoji polovinu Krušnohorské magistrály a cestující nebudou tudíž ztrácet čas dojezdem do Ústí a potom tím úsekem z Ústí nad Labem do Mostu, když budou mít vlastní linku vysokorychlostní přímo do Mostu a pak teprve, pak hned můžou jet na jih.  |   |
| TT | 39:49-39:54 | Takže je tam plánované vlastně spojení, pokud by někdo z Ústí, řekněme, do Chebu, přestupní v Mostu?  |   |
| PH | 39:55-40:35 | Ano, z toho linkového vedení rychlých spojení je to takhle plánováno s tím, že ten uzel v Mostě musí být určitě navázán, stejně jako Ústí nad Labem, na nějaký centralizovaný přestup. To znamená, že nedokážu dneska říct, jestli rychlíkem nebo sprinterem, teda rychlíkem nebo spěšným vlakem dojedete do Mostu a tam přistoupíte na tu vysokorychlostní soupravu, která přijela do Mostu z Prahy. Centrální přestupy jsou jedním z klíčových bodů toho nového systému a směřujeme k nim v podstatě v každé stanici. | Transfer nodes, for example in Most or Ústí nad Labem, are one of the key points of the whole system.   |
| TT | 40:35-40:52 | Dobře. Na závěr se ještě zeptám: napadá vás něco, na co jsem se třeba nezeptal a něco byste k tomu rád dodal? K vysokorychlostním tratím v Ústeckém kraji a jejich dopadům sociálním ekonomickým nebo ekologickým?  |   |
|    | 40:52-41:05 | (pause 13 seconds)  |   |
| PH | 41:05-41:16 | Nenapadá mě momentálně, co bysme neprobrali a co by bylo možný dodat.   |   |
| TT | 41:17-41:18 | Dobře.  |   |
| PH | 41:18-41:19 | Ne, bohužel.  |   |
| TT | 41:19-41:23 | Dobře, nic se neděje. V tom případě, já mockrát děkuji za rozhovor a přeju hezký den.   |   |
| PH | 41:22-41:23 | Děkuji.   |   |
|    | 41:23-41:29 | (pause 6 seconds)   |   |

## Annexe 8 - Interview transcript: Tom Bareš

Transcript of an interview with Tom Bareš, who is identified as a speaker “TB”. I am the speaker “TT”. In the text of the work, the interview is referred to by the initials of the interviewee and a time code: (TB [time]).

The recording of the interview is available at the following link: [Interview with Tom Bareš \(2.6.2022\)](#)

| Speaker | Time coding | Transcription of the interview in the original language   | Brief summary in English   |
|---------|-------------|---|--|
| TT      | 0:00-0:01   | A nahráváme. Tak, dobrý den.  | Introduction and presentation of the interviewee   |
| TB      | 0:01-0:02   | Dobrý den.  |  |
| TT      | 0:02-0:05   | Napřed se musím zeptat, souhlasíte s nahráváním tohoto rozhovoru?   |  |
| TB      | 0:05-0:06   | Souhlasím s nahráváním.   |  |
| TT      | 0:07-0:14   | Děkuji. Mohl byste se, prosím, představit? Kdo jste? Čím přesně se zabýváte? Co děláte na Správě železnic? Na kterých projektech spolupracujete?  |  |
| TB      | 0:15-0:33   | Dobře, jmenuji se Tom Bareš. Pracuji jako přípravář pro Správu železnic a mám na starosti stavbu prvního úseku Praha-Drážďany, takže je to úsek Praha-Balabenka – sjezd Lovosice.   |  |
| TT      | 0:34-1:04   | Děkuju. Přesuneme se asi přímo k těm vysokorychlostním tratím rovnou. Správa železnic při projektování vysokorychlostních tratí navázala spolupráci s francouzskou SNCF Réseau. Jaké další metodiky byly brány v úvahu a proč zrovna byla navázána spolupráce s Francouzi? A v čem je ta jejich metodika výhodná pro to naše prostředí? | Advantages of the French know-how: 40 years of experience, passenger only lines, gavel railway bed |
| TB      | 1:06-1:40   | Tak, to jsou takový dvě otázky. Tak rozebereme nejdřív to francouzské know-how. Francouzské know-how bylo pořízeno z důvodů čtyřicetiletých zkušeností Francouzů s provozem a výstavbou vysokorychlostních tratí. Další výhodou je, že tratě jsou tam pro osobní dopravu a že nepoužívají pevnou dráhu. Používají šterkové násypy.      |  |
| TT      | 1:41-1:46   | A v čem je výhoda těch šterkových násypů oproti pevné jízdni dráze?   |  |
| TB      | 1:47-2:03   | Tak určitým způsobem je to trošku levnější. (pause 5 seconds) Částečně i propustnější pro vodu. Je to spíš taková věc vkusu.  |  |
| TT      | 2:04-2:27   | Dobře. A vyhovuje ta metodika těm našim podmínkám, které tady máme? Přece jenom Francie je mnohem nejrozlehlejší země, osídlení tam je taky trochu jiné než u nás. Vyhovuje ta metodika přímo téhle naší malé České republice?  |  |
| TB      | 2:27-2:37   | Vzhledem k tomu, že specialisti z ministerstva dopravy se rozhodli toto know-how využít, tak věřím, že ano.   | Suitability of the French methodology in the Czech environment                                     |
| TT      | 2:39-2:50   | Dobře. Přesuneme se teda ještě rovnou přímo do regionu Ústí nad Labem. V jaké fázi přípravy jsou ústecké vysokorychlostní tratě a kdy se plánuje jejich zprovoznění?  |  |
| TB      | 2:52-3:20   | Tak, samotný úsek Praha-Balabenka – sjezd Lovosice zasahuje na Ústecký kraj až posledních deset kilometrů. Možná něco více, možná to bude patnáct. Takže tam ten zásah bude zatím nepatrný. Ale tento úsek má být dokončen v roce 2030.   | Estimated timetable for the construction of the section Prague - Dresden.                          |
|         | 3:21-3:40   | Celkově úsek až do Ústí včetně Krušnohorského tunelu, ten bude až v roce 2050 s tím, že vlastně nejnáročnější část té   |  |

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|    |           | stavby, úsek Středohorského tunelu, se bude stavět až jako poslední.   |   |
|    | 3:42-4:22 | S projednáním toho Středohorského tunelu, to trasování v této oblasti, předpokládáme komplikace. Je to oblast Litoměřicka, je to oblast Českého středohoří. Je tam velké množství předmětů ochrany přírody, vody. Včetně akumulace zásoby vody pitné, ptačí oblasti. A celkově předměty ochrany přírodního charakteru.   | Possible complications in the routing of the HSL Středohorský tunnel section - environmental impact.                        |
| TT | 4:23-4:32 | Takže ta trasa vlastně naráží na ochranu životního prostředí, na problémy s ochranou životního prostředí, pokud jsem to dobře pochopil?  |   |
| TB | 4:32-4:33 | Také.  |   |
| TT | 4:34-4:39 | Jsou tam nějaké další problémy, na které ta trasa, to vedení této trasy, naráží?   |   |
| TB | 4:40-5:13 | V oblasti Litoměřicka je to husté osídlení. To znamená větší množství menších obcí, které často jsou živeny zemědělskou výrobou. Těm se samozřejmě nelíbí, že přes jejich zemědělské pozemky povede vysokorychlostní trať. Takže zde to bude ještě předmětem jednání.  | Possible complications in the routing of the HSL Středohorský tunnel section - land grabbing.                               |
| TT | 5:14-5:24 | Snaží se tedy správa železnic jednat s těmito obcemi a přímo s dotčenými oblastmi? A jak tato jednání probíhají? Jsou vidět nějaké posuny, nějaké výsledky?  |   |
| TB | 5:25-6:03 | Správa železnic komunikuje s těmito obcemi. Komunikuje s nimi dokonce ještě před zpracováním dokumentace pro územní rozhodnutí, což se většinou nedělá. Během studie proveditelnosti se většinou komunikuje pouze s dotčenými orgány státní správy, to znamená povodí, životní prostředí, agentury pro ochranu přírody, různé odbory krajských úřadů a podobné.  | Communication with the municipalities started earlier than in the case of other constructions.                              |
|    | 6:04-6:17 | A správa železnic ihned v podstatě po studii proveditelnosti začala informovat obce a zjišťovat jejich připomínky.   |   |
| TT | 6:18-6:46 | Vy jste zmínil, že ta trať povede územím, kde je zvýšená ochrana přírody. Jak se plánuje zajistit to, že ta trať nebude mít negativní dopad? Respektive, bude mít ve výsledku ta trať negativní nebo pozitivní dopad na to životní prostředí a v případě negativního dopadu, jak se plánuje ho co nejvíce snížit?  |   |
| TB | 6:48-7:20 | Tak, když to vezmu na příkladu Českého středohoří, tak podstatná část té trati bude vedena v tunelu. Je možné, že tam budou nějaké povrchové stavby. Ale v jakém rozsahu budou se dozvíme až po zpracování dokumentace pro územní rozhodnutí. Většinou se to řeší odborným posudkem, který je zpracován a z jehož doporučení poté projektant vychází.  | A large part of the line will run in a tunnel. Its impact on the environment is being addressed by a specialist assessment. |
| TT | 7:21-7:28 | A jaké konkrétní dopady by mohla mít ta trať? Jak by ovlivnila to životní prostředí? Čím?  |   |
| TB | 7:30-8:15 | No tak hlavně svým střetem. Pokud se jedná o povrchový střet, tak je to tak trochu bariéra v krajině. To znamená, že se využijí například biodukty, podchody. (pause 3 seconds) Může se využít i tunel či zářez s nějakým nadchodem pro zvířata. Těžší už je to například u brouků, které prostě nevyženete z jejich přírodního biotopu a který vlastně v tom místě dráhy zmizí, pokud je to povrchově vedeno. | Conflict with the landscape and minimization of negative impacts (tunnel, ecoducts, footbridges, bridges, ...).             |
|    | 8:16-8:44 | V případě nějakých tunelů, tak se může stát že se změní odtokové poměry, což má zase trošku dopady na půdu, její saturaci, případně i na zdroje vody v okolí. Ale toto všechno právě musí být vyhodnoceno v odborných posudcích a poté se to řeší tedy přijetím jejich doporučení.   | Problem with insect population. Negative environmental  |



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|    |             |  | impacts of tunnels: impacts on groundwater resources in the vicinity.                                  |
| TT | 8:45-9:05   | Dobře. Jaký bude podle vás největší dopad té vysokorychlostní trati, třeba až ve chvíli, kdy bude kompletní, na ústecký region a na obyvatelstvo? Ptám se hlavně na sociálně-ekonomické dopady trati.  |  |
| TB | 9:06-9:39   | Tam je očekáván velice pozitivní impuls. Je to tím, že vzdálenost mezi Ústeckým krajem a v podstatě zbytkem republiky a Německem se razantně zkrátí. Pozemky v Ústeckém kraji poblíž vysokorychlostní tratě a jejich terminálů stoupnou na ceně. Lidé budou mít dobrou dostupnost.   | Expectation of positive boost in case of socio-economic impacts. Increased mobility of the population. |
|    | 9:40-9:56   | Je možné očekávat přenesení nákladní dopravy a osobní hromadné dopravy na železnici. Vzhledem k současnému globálnímu vývoji je to i dost pravděpodobné.   | Transfer of traffic from road to rail.   |
|    | 9:56-9:59   | <b>pause</b>   |  |
|    | 10:00-10:32 | Předpokládá se, že vysokorychlostní terminály budou určitým bodem růstu. To znamená, že kolem nich se předpokládá, že vyrostou ať už nějaké veřejné vybavenosti, školy, školky, nákupní centra, a samozřejmě v nějaké delší vzdálenosti i obytné čtvrti.   | High-speed terminals as growth points.   |
| TT | 10:34-10:56 | Dokážete si představit, že firmy, které potřebují ten kontakt s hlavním městem, jakožto s centrem administrativním, že začnou vznikat i třeba v Ústeckém kraji mnohem více a díky té vysokorychlostní trati, díky těm zkráceným dojezdovým vzdálenostem?   |  |
| TB | 10:57-11:31 | Určitě to pro ně bude výhodné řešení. To z důvodu rozdílu v nájmech v Praze a v Ústeckém kraji a zkrácením vzdálenosti pomocí vysokorychlostní trati. Je možné, že část firem bude mít sídlo v Ústeckém kraji. Neodkladné administrativní věci budou řešeny cestou do Prahy, případně cesta za klienty může být řešena právě vysokorychlostní tratí. | Economic advantage of establishing a company in Ústí nad Labem compared to Prague.                     |
| TT | 11:32-11:39 | Vy už jste zmínil vysokorychlostní terminály. Na území Ústeckého kraje se plánuje vysokorychlostní terminál v Roudnici nad Labem a v Ústí nad Labem.   |  |
| TB | 11:40-11:41 | Je to tak.   |  |
| TT | 11:42-11:50 | Víte, s jakou frekvencí se budou rychlovlaky zastavovat? Případně jaká bude vytíženost těchto vlaků?   |  |
| TB | 11:51-11:56 | Vytíženost bude taková, jaká bude.   |  |
| TT | 11:56-12:03 | A odhady? Třeba vaše osobní? Myslíte si, že ty vlaky budou jezdit plné nebo třeba jen ze šedesáti procent?   |  |
| TB | 12:03-12:14 | To já nemůžu takhle předpokládat, asi záleží na špičce, na čase. Co se týká kolik vlaků bude zastavovat.   |  |
|    | 12:14-12:17 | <b>Phone call (8 minutes)</b>  |  |
| TT | 12:17-12:28 | Tak, byli jsme bohužel vyrušeni. Nicméně, bavili jsme se o přestupních terminálech. Víte, prosím vás, už nyní s jakou frekvencí by zde měli rychlovlaky zastavovat?  |  |
| TB | 12:28-12:38 | Víme to, takhle z hlavy vám to neřeknu, je to předmětem dopravní technologie a ta je zase součástí studie proveditelnosti.   |  |
| TT | 12:38-13:00 | Děkuju. A na závěr se zeptám: na dvou úsecích budoucích vysokorychlostních tratí se počítá se smíšeným provozem nákladních i osobních vlaků. Jaký je ten důvod? A bude ta následná uvolněná kapacita konvenční trati dostatečná pro ty požadavky nákladních a případně i osobních dopravců?  |  |

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| TB | 13:02-13:30 | Tak nákladní doprava bude jezdit hlavně v tunelových stavbách, to znamená ve Středohorském tunelu a v Krušnohorském tunelu. V krušnohorském tunelu bude dokonce dominovat. Důvody jsou ekonomické. Jelikož jeden tunel má mít kolem 18 kilometrů, druhý 23 km, jsou to velké stavby, budou to drahé stavby, nevyplatí se je stavět pouze pro osobní dopravu. | For economic reasons, the tunnels will be used for passenger and freight transport.                    |
|    | 13:30-13:51 | Navíc tunelové propojení Česko-Německo, ten Krušnohorský tunel, je sám o sobě velice důležitý. Stáhne se tam část nákladní dopravy, která nyní jezdí mnohem delší trasou podél Labe.   | The Czech-German tunnel link is very important. Both tunnels will remove traffic from the Elbe Valley. |
|    | 13:52-14:01 | A co se týká toho Středohorského tunelu, ten zase odvede část nákladní dopravy z údolí Labe.   |  |
|    | 14:02-14:30 | Co se týká typu dopravy, budou tam jezdit spíš lehčí nákladní vlaky, které nebudou tolik brzdit ten osobní provoz. V podstatě osobní provoz kapacitně ty tunely, ten Středohorský tunel nevyčerpá. Nejezdí tam tolik osobních vlaků, aby se to ekonomicky vyplatilo, takže v mezičase se tam hodí nákladní doprava.  | Passenger trains will not use all the capacity.  |
| TT | 14:32-14:48 | To bude z mé strany všechno. Já se vás ještě zeptám: napadá vás něco, co byste rád dodal? Co vás takhle napadá, že jsme třeba nezmínili ohledně socio-ekonomických dopadů nebo dopadů na životní prostředí tohoto spojení?   |  |
| TB | 14:49-15:04 | Ptal jste se ještě na největší překážky, co vlastně brzdí plánování té trasy. V první řadě to bude asi politika.   | Politics hinders the preparation of HSL.   |
| TT | 15:05-15:08 | A to v jakém smyslu?   |  |
| TB | 15:10-15:40 | Ne každý politik chce za svého působení například udělat to rozhodnutí, že zde bude vysokorychlostní trať a popudit si například své voliče. Vysokorychlostní trať je velice politické téma, a hlavně v Ústeckém kraji. I to může zahýbat s přípravou docela dost.   | Politicians are afraid to make unpopular decisions. The high-speed line is a political topic.          |
| TT | 15:41-15:47 | Co tím myslíte "hlavně v Ústeckém kraji"? Narážíte na nějaký konkrétní příklad?  |  |
| TB | 15:48-16:17 | Tak například aktualizace zásad územního rozvoje. Ve Středočeském kraji se to dělá mnohem kratší dobu než v Ústeckém kraji. Je tam méně připomínek, krajské zastupitelstvo na to má ucelenější názor. V Ústeckém kraji je to velice rozdrobené a i vyrovnané.  | HSL preparation is easier in the Central Bohemia Region than in the Ústí nad Labem Region.             |
| TT | 16:18-16:25 | Kromě té politiky, je tu ještě nějaký další element, který brzdí tu přípravu?  |  |
| TB | 16:26-16:52 | Možná trochu ty legislativní problémy. Kdyby byl nějaký zákon nastaven malinko lépe, šlo by to rychleji. Ale tak, stavební řízení a stavební legislativa celkově v České republice brzdí nejen železniční stavby a silniční stavby, ale i vlastně běžné rodinné domy, takže tam se to promítá do celého spektra výstavby.                                    | Legislative problems slow down all construction in the Czech Republic.                                 |
| TT | 16:54-17:02 | Dobře. Tak ještě něco dalšího vás napadá? Mě bohužel už nenapadají žádné otázky.   |  |
| TB | 17:02-17:03 | Může to být všechno.   |  |
| TT | 17:04-17:06 | Já vám mockrát děkuju za rozhovor a přeji hezký den.   |  |
| TB | 17:07-17:10 | Není zač, také děkuju. Hezký den.  |  |

## Annexe 9 - Interview transcript: Jan Janoušek

Transcript of an interview with Jan Janoušek, who is identified as a speaker “JJ”. I am the speaker “TT”. In the text of the work, the interview is referred to by the initials of the interviewee and a time code: (JJ [time]).

The recording of the interview is available at the following link: [Interview with Jan Janoušek \(21.6.2022\)](#)

| Speaker | Time coding | Transcription of the interview in the original language   | Brief summary in English   |
|---------|-------------|---|--|
| TT      | 0:00-0:01   | Dobrý den.  | Introduction and presentation of the interviewee   |
| JJ      | 0:01-0:02   | Dobrý den.  |  |
| TT      | 0:02-0:05   | Napřed bych se Vás rád zeptal, souhlasíte s nahráváním tohoto rozhovoru?  |  |
| JJ      | 0:05-0:06   | Ano   |  |
| TT      | 0:06-0:14   | A mohli byste se nám, prosím, pane Janoušku, představit? Kdo jste, čím se zabýváte? Případně, na kterých konkrétních projektech na Správě železnic spolupracujete?  |  |
| JJ      | 0:15-0:52   | Tak, jmenuji se Jan Janoušek. Pracuji na Správě železnic na odboru přípravy vysokorychlostních tratí. Na starosti mám veškerou kontrolu geometrické polohy koleje, svršku a spodku. Jsem spoluautorem manuálu pro projektování VRT u nás v Čechách. Konkrétně spolupracuji tedy na všech úsecích VRT v České republice, RS1, RS2, RS4 i RS5.  |  |
| TT      | 0:53-1:11   | Dobře, děkuji. Správa železnic při projektování vysokorychlostních tratí navázala spolupráci s francouzskou SNCF Réseau. Můžete nám prozradit, jak tato spolupráce probíhá? Případně z jakých důvodů právě byla navázána spolupráce s Francouzi.  |  |
| JJ      | 1:12-2:03   | Spolupráce s Francouzi byla navázána proto, abychom co nejrychleji mohli v ČR stavět vysokorychlostní tratě, protože u nás s těmito tratěmi a s takto vysokou rychlostí zkušenosti zatím nemáme. Po Evropě je několik států, které již rychleji jezdí, rychleji než 200 kilometrů v hodině, a Francie je v tomto nejdál. Má čtyřicetiletou praxi a pro náš systém český, kde potřebujeme vlastně odklonit dálkovou osobní dopravu na vysokorychlostní trať je tento systém nevhodnější. | Cooperation with SNCF to build on years of experience. In the Czech Republic, we want to divert long-distance passenger transport. |
| TT      | 2:04-2:16   | Nastaly při spolupráci nějaké problémy? Případně, ukázalo se, že tento systém je v některých ohledech v ČR neaplikovatelný?   |  |
| JJ      | 2:17-2:53   | Problémy zásadního typu jsme zatím neobjevili, takže můžeme aplikovat vlastně celý ten systém francouzský TGV i k nám do ČR. Ta komunikace je velmi vstřícná a dostáváme od kolegů z Francie ty nejčerstvější informace o tom, jaké mají zkušenosti s provozem a co kde vylepšit.   | Communication with French colleagues is helpful, no problems have occurred so far.   |
| TT      | 2:54-3:15   | Přesuňme se rovnou do Ústí nad Labem, do regionu. (Pause 3 seconds) Trať Praha-Drážďany je na české straně rozdělena do tří úseků a výhledově se plánuje odbočka na Louny a Most. V jaké fázi jsou ústecké vysokorychlostní tratě a kdy se plánuje jejich zprovoznění?  |  |

|    |           |  |  |
|----|-----------|--|--|
| JJ | 3:16-3:51 | Tak, vysokorychlostní trať Praha-Ústí nad Labem-Drážďany má schválenou studii proveditelnosti, takže na tomto úseku již se rozbíhají práce na dokumentacích pro územní rozhodnutí. V úseku Praha-Lovosice bychom měli začít jezdit v roce 2030. Z Ústí nad Labem do Drážďan asi okolo roku 2038. Ten zbylý úsek mezi Lovosicemi a Ústím počítáme okolo roku 2045 | Estimated timetable for the construction of the section Prague - Dresden.  |
|    | 3:52-4:14 | Co se týče větve na Louny a Most, tak v letošním roce bychom na Správě železnic měli začít zpracovávat studie proveditelnosti, zda tato větev má smysl, případně v jaké podobě. Jestli pouze pro osobní dopravu nebo pro smíšený provoz jak osobní, tak i nákladní dopravy.  | Preparation of a feasibility study for the branch to Louny and Most  |
| TT | 4:15-4:37 | Vy jste zmínil data zprovoznění jednotlivých úseků. Očekáváte vy konkrétně, že budou ty úseky v těchto datech opravdu zprovozněny? Nebo si myslíte, že se ta výstavba prodlouží, případně prodraží oproti očekávání?   |  |
| JJ | 4:38-4:54 | Naším úkolem na přípravě VRT je tyto termíny dodržovat a všichni děláme všechno pro to. Jestli se tyto termíny nedodrží nebo se nějakým způsobem zpozdí, tak naší snahou je, aby to nebylo na naší straně.   | The task of Správa železnic is to ensure that the deadlines are met.   |
| TT | 4:54-5:06 | Děkuju. Je něco, čím je Ústecký kraj, na rozdíl od jiných krajů ČR, v oblasti budování vysokorychlostních tratí specifický?  |  |
| JJ | 5:07-5:36 | Velmi specifický je zejména v tom demografickém složení Ústeckého kraje, protože to byly dřív tzv. Sudety. Původní obyvatelstvo v roce 1945 bylo nuceno opustit své domovy a přišli tam noví obyvatelé, kteří dané lokalitě danému místu nemají takový vztah jako jeho původní obyvatelé.  | The specificity of the region lies in its demographic composition.   |
|    | 5:37-5:52 | To je první veliký specifikum a druhé je to, že vlastně celým Ústeckým krajem prochází dvě pohorí, České středohoří a Krušné hory.   | Mountain ranges are also specific to the region.   |
|    | 5:53-5:56 | <b>Pause</b>   |  |
| TT | 5:56-6:23 | Vy jste zmínil výměnu obyvatel ve čtyřicátých letech. Odsun a následně znovu osídlení těch Sudet. To, že ti lidé nemají ten vztah k tomu kraji, je to podle vás přítěž pro vás, jakožto budovatele vysokorychlostních tratí, anebo je to naopak ulehčení?  |  |
| JJ | 6:23-6:52 | Je to přítěž, protože ty obyvatelé znají pouze svoji zahrádku, svůj malý dvorek. Popřípadě jednu svoji vesnici nebo městečko, ale nedokáží se povznést nad celou oblast a nad celý kraj. Takže nedokáží dohlédnout za plot své zahrady.  | Demographic composition is a burden in building HSL.   |
|    | 6:53-6:57 | <b>Pause</b>   |  |
| TT | 6:57-7:05 | Jaké očekáváte dopady té vysokorychlostní trati na tyto obyvatele a obecně na celý region?   |  |
| JJ | 7:06-7:39 | Tak, co se týče obyvatel v oblastech, kde by vysokorychlostní trať měla zastavovat, což znamená zejména Ústí nad Labem, Lovosice, Roudnice nad Labem, tak zde to bude mít výrazný efekt pro rozvoj daných lokalit a to obrovským tempem, jak můžeme vidět i z příkladů třeba z Francie, Lille apod. Takže tam ten efekt bude obrovský.                           | Terminals and stations of high-speed trains will have a significant effect on the development of the localities. |
|    | 7:40-8:17 | Co víme, tak počítáme s tím, že může být snížena nezaměstnanost. Bude příliv vlastně nových lidí do regionů, kteří jsou platově výš, kteří jezdí za prací nejenom do Prahy, ale i třeba do Drážďan, do Berlína, tak si mohou lokalitu Ústeckého kraje prohlídnout zejména z důvodů levnějšího bydlení a dostupného bydlení.                                      | Expectations of reduced unemployment and an influx of new residents seeking affordable housing.                  |
|    | 8:18-8:43 | Tam je ten rozvoj druhotný, že tito obyvatelé budou utrácet své peníze právě v tom regionu, budou tam vychovávat své děti, a tak dále, a tak dále. Takže to má vlastně efekt i ten, že nejenom, že se lidi nebudou muset vystěhovávat z Ústí nad Labem, ale že se tam budou i lidi nastěhovávat.   | The secondary effect is that people will stay in the region, spend their   |

|    |             |   |   |
|----|-------------|---|---|
|    |             |   | money and raise their children.   |
|    | 8:44-9:19   | Další věc, co je z podnikatelské sféry, tak pro menší podniky, nebo i pro větší, potom nebude problém si otevřít pobočku v Ústí nad Labem nebo v Roudnici nad Labem, protože bude ta jejich pobočka velmi dobře dostupná do Prahy a cena za metr čtvereční kanceláře se pohybuje úplně v jiných částkách než v Praze. Takže to je další efekt, který může vysokorychlostní trať přinést   | Economic advantage of establishing a company in Ústí nad Labem compared to Prague.  |
|    | 9:20-9:37   | Samozřejmě, má to potom své negativní dopady, ať je to vlastně průchodem krajinou, což je trošku nějaká fragmentace krajiny, co ta dráha přinese. Plus i ohrožení hlukem a vibracemi.   | Negative impacts include landscape fragmentation, potential noise and vibration.  |
| TT | 9:39-9:49   | Vy jste zmínil ty negativní dopady. Jak se bude snažit Správa železnic je snížit, případně jim zcela zabránit?  |   |
| JJ | 9:50-10:22  | Tak zcela zabránit tomu nelze nikdy, protože provádíme liniovou stavbu, což je stavba z místa A do místa B a musí procházet nějakým určitým územím. Nemůžeme vynechat nějakou část, takže je to liniová stavba, to přináší svá negativa v tom, že rozdělíme pozemky na dvě části. Ztížíme trochu průchod krajinou   | The high-speed line is a linear structure, it must pass through the landscape and creates a barrier.  |
|    | 10:23-10:58 | Opatření k tomu, abychom tohle snížili je, abychom nepřerušili přirozené cesty. To znamená, že budeme budovat jak železniční mosty, tak nadjezdy tak, aby lidé mohli putovat z jedné strany na druhou. Netýká se to jenom lidí, ale i zvířete, takže v plánu jsou i ekodukty, případně i rozšíření železničních mostů v údolích potoků a řek. Takže to jsou ty infrastrukturní opatření   | Measures to reduce this impact are overpasses, ecoducts. Both people and wildlife are being considered.                                       |
|    | 10:59-11:35 | Dále máme povinnost chránit obyvatele před hlukem a vibracemi, takže jako infrastrukturní opatření budeme budovat protihlukové stěny, případně protihlukové valy. Co se týče vibrací, tak to bychom řešili potom individuálně taky nějakými infrastrukturní opatřeními po dohodě s odborníky. Takže tyto největší negativa  | Obligation to protect residents from noise by building noise walls and bunds. Possible vibrations are dealt with individually.                |
|    | 11:36-12:22 | Další negativum je, že zabíráme zemědělskou půdu a lesní půdu, bez toho se neobejdeme. Na druhou stranu je fakt, že šířka toho pásu je nějakých 30 až 50 metrů, přičemž jenom u toho asfaltu, toho betonu tam bývá v šíři patnácti metrů. Zbytek je vlastně tráva, která se bude pravidelně sekat, takže nějaká zeleň tam bude vždycky. Takže nějaký hmyz tam může být, rostliny tam můžou v pohodě růst.   | However, the actual body of the track is very small. Insects and plants can easily live in its vicinity.                                      |
| TT | 12:23-12:44 | Tato vysokorychlostní trať by mohla a možná i měla konkurovat dálnici D8. Očekává se, že bude doprava z dálnice, tedy ze silnice obecně, převedena v nějaké výraznější míře na tu železnici?  |   |
| JJ | 12:45-13:33 | Tady se přiznám, že ty počty přesně neznám, ale předpokládá se i převedení dopravy ze silnice na železnici. Musíme tady teda zohlednit plno i subjektivních pohledů, protože někteří lidi se prostě narodili s volantem a ať bude benzín stát kolik chce, tak prostě z toho auto nepřesednout. Ale pro ty, kteří volí ekonomičtější řešení, případně ekologičtější, anebo v případě vysokorychlostní trati už výrazně začne hrát hledisko času a úspory času, tak ti si nepochybně vyberou železnici pro své cesty. | The transfer of traffic from road to rail is assumed, but subjective views need to be taken into account. Rail will become a more economical, |

|    |             |   |  |
|----|-------------|---|--|
|    |             |   | environmentally friendly and time-saving alternative.  |
| TT | 13:34-13:58 | Ještě se vás zeptám na závěr. Myslíte si, vy osobně, že by využití vysokorychlostních tratí, konkrétně například v úseku Praha-Ústí nad Labem mělo cestující stát více peněz než konvenční tratí? Respektive, měla by být jízdenka dražší než jízdenka konvenčním způsobem, pomalou soupravou řekněme?  |  |
| JJ | 13:59-14:34 | Co se týče u vlaků objednaných ministerstvem dopravy, tak tam ministerstvo dopravy stále tvrdí, že ty lístky nebudou dražší, jak celostátní tarif, takže tam bude platit celostátní tarif na těchto vlacích, které budou objednávané ministerstvem dopravy. Co se týče jízdenky u soukromníků, tak tam je to na jejich cenové politice a na jejich byznysplánu. | The price of tickets for connections ordered by the Ministry of Transport should be the same as the national tariff. |
| TT | 14:35-14:52 | A vy osobně? Byl byste ochoten zaplatit víc za ten ušetřený čas? Za jízdenku vysokorychlostní soupravou než za jízdenku klasickou konvenční soupravou? Bavíme se tady o rozdílu přibližně čtyřiceti pěti minut.   |  |
| JJ | 14:53-15:27 | Nějaké to navýšení to bych byl ochoten zaplatit třeba v garanci místa nebo nějakou místenku. Takže tam bych si dokázal představit, že ten rozdíl bude. Ale potom, jedná se o to, jestli ještě vůbec to dává smysl dojíždět z Ústí nad Labem do Prahy nebo ne.   | I can imagine increasing the price in exchange for a guarantee of a seat, for example.                               |
| TT | 15:29-15:39 | Dobře. Já vám děkuji, to bude z mé strany vše. Na závěr se ještě zeptám: Napadá vás něco, co jsem se třeba opomněl zeptat a vy byste rád doplnil?   |  |
| JJ | 15:40-15:41 | Myslím, že to je asi všechno.   |  |
| TT | 15:42-15:43 | Dobře. Já Vám děkuji a přeji hezký den.   |  |
| JJ | 15:43-15:45 | Taky děkuju, na shledanou.  |  |
| TT | 15:45-15:46 | Na shledanou.   |  |

## Annexe 10 - Respondents' opinions on building high-speed lines

This annexe expands on chapter 5.4 *Attitude towards the planned high-speed lines* and includes respondents' answers to the question “*Do you think that building high-speed lines is generally the right way to go? Why?*”

The letter “R” with a number indicates the respondent's rank in the database of surveys received. This is followed by the original answer in the Czech language and then by its translation into English. In order to preserve the authenticity of the statements, I have made only a basic grammatical correction. If a respondent did not answer a question, it is not included in the annexe.

|            | <b>Myslíte si, že je budování vysokorychlostních tratí obecně správnou cestou, kterou bychom se měli ubírat? Proč?</b>          | <b>Do you think that building high-speed lines is generally the right way to go? Why?</b>                                      |
|------------|---|--|
| <b>R1</b>  | Ano, snížení automobilové dopravy.  | Yes, reducing car traffic.   |
| <b>R2</b>  | Nevím. Obávám se, aby se investice do nových tratí navrátila.   | I don't know. I'm worried about recouping the investment in new lines.   |
| <b>R3</b>  | Ano, zkrácení času cestování je pozitivní.  | Yes, reducing travel time is a positive.   |
| <b>R4</b>  | Myslím, že VRT mají význam pro mezinárodní cesty po Evropě, ale nelíbí se mi zásah tratí to krajiny.                            | I think HSL are important for international travel in Europe, but I don't like the encroachment of the lines on the landscape. |
| <b>R5</b>  | Ano. Proč ne?   | Yes. Why not?  |
| <b>R6</b>  | Možná ano, ale využít stávající tratě.  | Maybe so but use the existing lines.   |
| <b>R7</b>  | Je správnou cestou, spojuje-li větší města bez častých zastávek.  | It is the right way to go if it connects major cities without frequent stops.  |
| <b>R8</b>  | Ano. Šetří čas – peníze.  | Yes. Saves time - money.   |
| <b>R9</b>  | Ano, pro dnešní dobu určitě.  | Yes, nowadays for sure.  |
| <b>R10</b> | Ano, rychlejší spojení.   | Yes, faster connections.   |
| <b>R11</b> | Ano, pro rychlejší přesun, ekologičtější.   | Yes, for faster movement, greener.   |
| <b>R13</b> | Nevím, má to plusy i minusy.  | I don't know, there are pros and cons.   |
| <b>R14</b> | Ano, ušetření času, dojezd za prací.  | Yes, time savings, commuting.  |
| <b>R16</b> | Ano – lepší spoje do zaměstnání (školy, univerzity). Větší využití vlakové dopravy – snížení využívání aut.                     | Yes - better connections to work (schools, universities). Greater use of train services - reduced use of cars.                 |
| <b>R17</b> | Snad méně aut na silnici.   | Hopefully fewer cars on the road.  |
| <b>R18</b> | Čistě subjektivně to vnímám pozitivně (dostupnost, vzdělání a práce). Z hlediska životního prostředí nedokážu dopady odhadnout. | Purely subjectively I see it as positive (accessibility, education, and work). Environmentally, I can't estimate the impact.   |
| <b>R19</b> | Ano, přesun ze silnice na železnici, zkrácení cestování, popřípadě dopravy zboží.   | Yes, a shift from road to rail, a reduction in travel time or goods transport.   |
| <b>R20</b> | Myslím si, že ano. Minimálně z důvodu redukce husté silniční dopravy.   | I think so. At least because of the reduction in heavy road traffic.   |

|            |   |   |
|------------|---|---|
| <b>R21</b> | Ano, snížení cestovní doby je žádoucí pro všechny cestující. Studenti si mohou volit pro ně optimálnější školy, nebudou se bát dojíždění.             | Yes, a reduction in travel time is desirable for all travellers. Students can choose more optimal schools for them, and they won't be afraid of commuting.              |
| <b>R22</b> | Ekologická mobilita, zkrácení doby dojezdy. Z důvodu vysoké mobility obyvatel – vysoká vytíženost tratí. Otázka využití více i pro nákladní přepravu. | Greener mobility, shorter commuting times. Due to the high mobility of the population - high occupancy of the lines. Question of using more also for freight transport. |
| <b>R23</b> | Ano, zkrácení doby cestování, větší rozvoj železniční dopravy – tím pádem snížení té silniční → dopad na životní prostředí.                           | Yes, shorter travel times, more development of rail transport - thus reducing road transport → environmental impact.  |
| <b>R24</b> | Nemám dostatek informací.   | I don't have enough information.  |
| <b>R25</b> | Ano. Propojení, ekologie.   | Yes. Connectivity, ecology.   |
| <b>R26</b> | Ano, budovat lodní překladiště u terminálu Ústí nad Labem (Bílina → Labe)   | Yes, build a ship transshipment terminal at the Ústí nad Labem terminal (Bílina → Elbe).  |
| <b>R27</b> | Asi to bude lepší.  | It's probably better.   |
| <b>R28</b> | Jsmen jeden z mála států, který ji nemá. Odlehčí silnicím a dálnicím.   | We're one of the few states that doesn't have it. It'll take the pressure off the roads and highways.   |
| <b>R29</b> | Ano, možná větší komfort, kratší doba cestování, eliminace zácp.  | Yes, maybe more comfort, shorter travel times, elimination of congestion.   |
| <b>R30</b> | Kvůli času určitě ano.  | For the sake of time, yes.  |
| <b>R31</b> | Rychlost spojení. Ale těch dálnic máme taky málo.   | Speed of connection. But we don't have enough highways either.  |
| <b>R32</b> | Ano, snížení emisí a individuální dopravy, možnost krátkých letů a tak dále.  | Yes, reduction of emissions and individual traffic, possibility of short flights and so on.   |
| <b>R34</b> | Modernější cestování.   | More modern travel.   |
| <b>R35</b> | Ano, rozvoj cestovního ruchu.   | Yes, the development of tourism.  |
| <b>R36</b> | Ano.  | Yes.  |
| <b>R37</b> | Ano, ale je otázkou, zda se tak nemělo dít už výrazně dříve a nestavíme dnes už technicky zastaralé řešení.   | Yes, but the question is whether this should not have been done much earlier and we are building a technically outdated solution today.                                 |
| <b>R38</b> | Ano – více využití vlakové dopravy než automobilové, lepší dopad na životní prostředí.  | Yes - more use of train transport than car transport, better environmental impact.  |
| <b>R39</b> | Pokud bude návaznost na tratě v zahraničí, může pomoci redukovat leteckou dopravu.  | If there is connectivity to lines abroad, it can help reduce air traffic.   |
| <b>R40</b> | Nevím, nemám dostatek informací.  | I don't know, I don't have enough information.  |
| <b>R41</b> | Plus pro životní prostředí – velký přínos.  | A plus for the environment - a great benefit.   |
| <b>R42</b> | Ano.  | Yes.  |
| <b>R43</b> | Spojení se světem, náhrada aut a letadel, rozvoj.   | Connecting to the world, replacing cars and planes, development.  |
| <b>R44</b> | Ano. Pokud chceme být konkurenceschopným regionem, republikou, je rychlost přepravy obyvatel a zboží rozhodující.                                     | Yes. If we want to be a competitive region, a republic, the speed of transporting people and goods is crucial.  |
| <b>R45</b> | Asi nemám dost informací k tomu, abych měla nějaký názor. Pocitově ale ano – rozvoj dopravní obslužnosti, snížení hustoty silničního provozu, ...     | I probably don't have enough information to have an opinion. But I feel that it is – the development of transport services, the reduction of traffic density ...        |
| <b>R46</b> | Určitě ano. Hlavně z důvodu modernizace a celkového zkrácení doby cestování.  | I'm sure it is. Mainly because of modernisation and overall reduction in travel time.   |



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| <b>R47</b> | Ano, vzhledem k otázce fosilních paliv (cena) přesun cestujících na VRT.   | Yes, due to the fossil fuel issue (price) shifting passengers to HSL.  |
| <b>R48</b> | Ano, lepší volba pro přemísťování na delší vzdálenosti zatím není.   | Yes, there is no better option for moving longer distances yet.  |
| <b>R49</b> | Zrychlení spojení je dobré v dnešní rychlé době, ale samozřejmě záleží na krajině a využití trati. Drahá trať se spornou trasou přinese akorát negativní emoce. Chtělo by to dobrou propagaci. | Speeding up connections is good in these fast times, but of course it depends on the landscape and the use of the line. An expensive line with a questionable route will only bring negative emotions. It would need a lot of publicity. |
| <b>R50</b> | Ano, železniční doprava je efektivnější a ekologicky méně náročná v porovnání se silniční. Tímto by se část silniční dopravy přesunula na železnici.   | Yes, rail transport is more efficient and environmentally less demanding compared to road. This would shift some of the road traffic to rail.  |
| <b>R51</b> | Více lidí by cestovalo vlaky a méně auty. Snížení emisí, hluku i provozu obecně.   | More people would travel by train and less by car. Reducing emissions, noise and traffic in general.   |
| <b>R52</b> | Ano.   | Yes.   |
| <b>R53</b> | Ano.   | Yes.   |
| <b>R54</b> | Obecně to má vždy své pro i proti, ale doba jde dopředu, tak je asi načase se i posunout   | Generally, there are always pros and cons, but times are moving on, so it's probably time to move on.  |
| <b>R56</b> | Myslím, že ano. Zrychlení dopravy bude mít většinou přínos.  | I think so. Speeding up traffic will mostly be beneficial.   |
| <b>R57</b> | Ano.   | Yes, it will.  |
| <b>R58</b> | Neumím posoudit, ale vnímám negativní dopady na obyvatele v místě plánované stavby.  | I can't judge, but I perceive negative impacts on residents at the site of the proposed development.   |
| <b>R59</b> | Nevím.   | I don't know.  |
| <b>R60</b> | Ano.   | Yes.   |
| <b>R61</b> | Protože pokud budou elektroauta a zruší se spalovací motory, tak v budoucnu bude problém s použitými bateriemi → větší ekologický důraz, vlak je na tom lépe.                                  | Because if there are electric cars and internal combustion engines are abolished, there will be a problem with used batteries in the future → more environmental emphasis, the train is better off.                                      |
| <b>R62</b> | Ano, budování lepší infrastruktury by mohlo přilákat více turistů atd.   | Yes, building better infrastructure might attract more tourists, etc.  |
| <b>R63</b> | Jde o zvýšení efektivity veřejného transportu, snížení dopadů na životní prostředí.  | It's about increasing the efficiency of public transport, reducing environmental impact.   |
| <b>R65</b> | Ano, rychlost cestování.   | Yes, the speed of travel.  |
| <b>R66</b> | Ano, ušetření času.  | Yes, saving time.  |
| <b>R67</b> | Myslím, že ano. Ušetřím čas, budu rychleji v cíli.   | I think so. I'll save time, get to my destination faster.  |
| <b>R68</b> | Nevím.   | I don't know.  |
| <b>R69</b> | Jednoznačně, více lidí ze silnic do vlaků.   | Definitely, more people from the roads to the trains.  |
| <b>R70</b> | Spíše ano, ale jako hlavní negativum vidím špatný dopad na životní prostředí.  | More likely yes, but the main negative I see is the bad environmental impact.  |
| <b>R71</b> | Určitě ano. Zmizí tolik aut ze silnice, zmizí tolik škodlivý smog.   | Definitely yes. So many cars will disappear from the road, so much harmful smog will disappear.  |
| <b>R72</b> | Ano, nalezení nových možností cestování.   | Yes, finding new ways to travel.   |

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| <b>R73</b> | Ano, lepší infrastruktura dopravy.   | Yes, better transport infrastructure.  |
| <b>R74</b> | Rozhodně, úspora času pro lidi, širší možnosti vzdělávání, zaměstnání a kultury.   | Absolutely, time savings for people, wider opportunities for education, employment, and culture.   |
| <b>R75</b> | Spíše ne nežli ano. Už takhle se vegetace ničí u silnic a dálnic je mnoho, tak jako železnice.   | More likely no than yes. There is already a lot of vegetation being destroyed by roads and highways, just like rail.   |
| <b>R76</b> | Nemyslím si. Buďte tam, kde jste, to stačí.  | I don't think so. Be where you are, that's enough.   |
| <b>R78</b> | Ano, lepší flexibilita.  | Yes, better flexibility.   |
| <b>R79</b> | Osobně lepší, pohodlnější cestování do zaměstnání než vozidlem.  | Personally, better, more comfortable commuting than by vehicle.  |
| <b>R80</b> | Nejspíš ano. Kvůli nesmyslnému protěžování elektroaut a z toho vyplívající omezování mobility obyvatelstva.  | Probably yes. Because of the senseless promotion of electric cars and the resulting restriction on the mobility of the population.   |
| <b>R81</b> | Ano, šetříme čas. Jako student, který jezdí 6 hodin domů/školy, bych VRT uvítala.  | Yes, we save time. As a student who commutes 6 hours to home/school, I would welcome HSL.  |
| <b>R82</b> | Životní prostředí.   | Environment.   |
| <b>R83</b> | Ano, jedná se o modernizaci a budoucnost.  | Yes, it is about modernisation and the future.   |
| <b>R84</b> | Při dobrém projektu ano.   | With a good project, yes.  |
| <b>R85</b> | V kombinaci ještě s něčím jiným ano.   | In combination with something else, yes.   |
| <b>R86</b> | Nejdůležitější v dnešní době je úspora času.   | The most important thing nowadays is saving time.  |
| <b>R87</b> | Určitě je to nová cesta na železnici. Záleží, jaké budou spoje a zastávky, ale určitě rychlé propojení s Německem se hodí nejen z pracovních důvodů.   | It's definitely a new way to rail. It depends on the connections and stops, but certainly a fast connection to Germany is useful not only for work reasons.  |
| <b>R88</b> | Asi ano, mnoha lidem to usnadní dojíždění za prací/rodinou. Bližší názor na to nemám.  | I guess so, it will make it easier for many people to commute for work/family. I don't have a closer opinion on this.  |
| <b>R89</b> | Infrastruktura je základ pro celkový rozvoj regionu.   | Infrastructure is the basis for the overall development of the region.   |
| <b>R90</b> | Ano, vyžaduje si to doba ohledně pokroku ve všem.  | Yes, the times demand it regarding progress in everything.   |
| <b>R91</b> | Ano, pro zlepšení cestování a ušetření času stráveného na cestách.   | Yes, to improve travel and save travel time.   |
| <b>R92</b> | Asi ano. Bude to rychlejší.  | I guess so. It'll be faster.   |
| <b>R93</b> | Spíše ano, rozvoj průmyslu a dopravy.  | More likely, yes, the development of industry and transport.   |
| <b>R94</b> | Ano.   | Yes.   |
| <b>R95</b> | Ano.   | Yes.   |
| <b>R96</b> | Z pohledu cestujícího ano, z pohledu obyvatel, kterých se bude týkat nová trasa spíše ne (někteří přijdou o bydliště, pozemku). Z pohledu životního prostředí je také určitě přínosnější vlaková doprava než silniční. | From the passenger's point of view, yes, from the point of view of the residents affected by the new route, rather no (some will lose their homes, their land). From an environmental point of view, train transport is also definitely more beneficial than road transport. |
| <b>R98</b> | Úspora času.   | Saving time.   |
| <b>R99</b> | Ano, mohlo by jezdit méně aut a cesta by byla pohodlnější.   | Yes, there would be fewer cars and the journey would be more comfortable.  |

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| <b>R100</b> | Správná cesta to určitě bude, jen to není zrovna věc, o kterou se zajímám.  | The right way would definitely be, it's just not really my thing.  |
| <b>R101</b> | Asi ano, ušetřilo by to spoustě lidem čas.  | I guess yes, it would save a lot of people time.   |
| <b>R102</b> | Ano, modernizace je přirozená.  | Yes, modernisation is natural.   |
| <b>R103</b> | Ano.  | Yes.   |
| <b>R104</b> | Nevím.  | I don't know.  |
| <b>R105</b> | Ano, zlepšení podmínek pro cestování mladých lidí bez řidičského průkazu.   | Yes, improving the travel conditions for young people without a driving licence.   |
| <b>R106</b> | Měli, protože tratě v ČR zaostávají v porovnání se světem.  | They should because the lines in the Czech Republic are lagging behind the world.  |
| <b>R107</b> | Ano, pokud se to udělá správně.   | Yes, if it's done right.   |
| <b>R108</b> | Asi ano, ušetří to čas.   | Probably yes, it will save time.   |
| <b>R109</b> | Ano, rozvoj průmyslu a služeb.  | Yes, the development of industry and services.   |
| <b>R110</b> | Myslím, že je to rozhodně krok vpřed (průmysl, ...), rychlá doprava. Na druhou stranu dražší a se špatným dopadem na životní prostředí.   | I think it's definitely a step forward (industry, ...), fast transport. On the other hand, more expensive and with bad environmental impact.   |
| <b>R111</b> | Vůči životnímu prostředí to moc vhodné není, ale pro občany a dopravu je to dobré.  | It's not good for the environment, but it's good for citizens and transport.   |
| <b>R112</b> | Spíše ano. Vše by se stalo snadněji přístupným, když by byla cesta rychlá.  | Rather, yes. Everything would become easier to access if the road was fast.  |
| <b>R113</b> | Je to dobré, protože proč ne.   | It's good because why not?   |
| <b>R114</b> | Asi ano.  | It probably is.  |
| <b>R115</b> | Spíše ne, protože by to mohlo mít negativní dopad na životní prostředí.   | More likely not, because it could have a negative impact on the environment.   |
| <b>R116</b> | Snížení provozu, rozvoj, cenová dostupnost.   | Traffic reduction, development, affordability.   |
| <b>R117</b> | Ano, rozvoj, snížení hustoty provozu.   | Yes, development, reducing traffic density.  |
| <b>R118</b> | Ano, rychlejší doprava.   | Yes, faster traffic.   |
| <b>R119</b> | Spíše ne, řekl bych, že by to nemělo dobrý dopad na životní prostředí.  | Rather no, I would say it would not have a good environmental impact.  |
| <b>R120</b> | Silniční doprava stále roste, i když se již dlouho ví, že má negativní dopad na životní prostředí i na životní kvalitu.   | Road traffic is still growing, even though it has long been known that it has a negative impact on the environment and on the quality of life.   |
| <b>R121</b> | Ano, pomůže tím snížit CO2. Urychlí lidem cestu do práce, školy atd.  | Yes, it will help reduce CO2. It will speed up people's journeys to work, school, etc.   |
| <b>R122</b> | Ano, pomůžeme tím snížení CO2, urychlí to lidem cestu.  | Yes, it will help reduce CO2, it will speed up people's journeys.  |
| <b>R123</b> | Myslím si, že ano. Kvůli rychlosti cestování, ekologii, zácpám na dálnicích atd.  | I think so. Because of the speed of travel, the ecology, the congestion on the highways, etc.  |
| <b>R124</b> | Samozřejmě, železniční doprava je rychlý, kapacitní, ekologický a moderní způsob dopravy. Zkrácení cestovních dob zvýší atraktivitu regionu nejen pro investory a lokalita se může stát jádrovou oblastí. | Of course, rail is a fast, high-capacity, environmentally friendly and modern mode of transportation. Reducing travel times will increase the attractiveness of the region, not only for investors, and the location can become a core area. |
| <b>R125</b> | Ano, pro slepičí kvoč.  | Yes, because.  |
| <b>R126</b> | Ano.  | Yes.   |
| <b>R127</b> | Rozhodně, VRT už tu měly být, jedná se o udržitelnou formu dopravy.   | Absolutely, HSL should already be here, it is a sustainable form of transport.   |

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| <b>R128</b> | Určitě ano. Hlavní důvod: socio-ekonomické dopady.  | It certainly is. The main reason: socio-economic impact.  |
| <b>R129</b> | Ano!  | Yes!  |
| <b>R130</b> | Ano, vývoj nezastavíš. Jedná se o rychlý, ekologický způsob dopravy.  | Yes, you can't stop evolution. It's a fast, environmentally friendly mode of transport.   |
| <b>R131</b> | Určitě je správnou cestou.  | It's definitely the way to go.  |
| <b>R132</b> | Ano, jednoznačně.   | Yes, definitely.  |
| <b>R133</b> | Zdá se to být jako správná cesta. Nejvíce je přínosem ekologie a rozvoj průmyslu.   | It seems like the way to go. The biggest benefit is the ecology and the development of the industry.  |
| <b>R135</b> | Zkvalitnění všech služeb, lepší dostupnost, vyšší úroveň.   | Improvement of all services, better accessibility, higher standards.  |
| <b>R136</b> | Částečně nahradí neekologickou leteckou dopravu. Zkapacitnění železničních tratí pro nákladní dopravu.  | Partly replacing non-eco-friendly air transport. Capacity of rail lines for freight transport.  |
| <b>R137</b> | Ano, zkvalitnění dopravy, kultury cestování.  | Yes, improving the quality of transport, the culture of travel.   |
| <b>R138</b> | Ano, je správnou cestou. Zjednodušení a větší pohodlí cestování.  | Yes, it is the right way. Simplify and make travel more comfortable.  |
| <b>R139</b> | Nevím...  | I don't know...   |
| <b>R140</b> | Moderní cestování s nízkým dopadem na životní prostředí, bezpečnější než automobilem.   | Modern travel with low environmental impact, safer than by car.   |
| <b>R141</b> | Ne, kdo pracuje v Praze, ten už tam dneska jezdí, a to i bez VRT. Zrychlení dopravy může znamenat naopak odliv pracujících z Ústeckého kraje do Prahy, a tedy i odliv služeb a pokles zaměstnanosti v Ústeckém kraji. Dále nesouhlasím, aby všichni financovali segment, který využívají jen někteří. | No, those who work in Prague already drive there today, even without HSL. Speeding up transport may mean, on the contrary, an outflow of workers from the Ústí nad Labem Region to Prague, and therefore an outflow of services and a decline in employment in the Ústí nad Labem Region. Furthermore, I do not agree that everyone should finance a segment that is used only by some. |
| <b>R143</b> | Ano, je třeba rychlé a bezpečné spojení mezi regiony ČR.  | Yes, we need fast and safe connections between the regions of the Czech Republic.   |
| <b>R144</b> | Ano. Rozvoj regionu.  | Yes. Regional development.  |
| <b>R145</b> | Ano.  | Yes.  |
| <b>R146</b> | Nevím. Pro mě osobně by bylo jistě dobré zkrátit dobu cesty, ale nevím, jaké by trať měla dopady na životní prostředí a obecně na kvalitu života většiny obyvatel.  | I don't know. For me personally, it would certainly be good to reduce travel time, but I don't know what impact the line would have on the environment and the quality of life in general for most residents.   |
| <b>R147</b> | Ano, urychlilo a zlepšilo by mi to život.   | Yes, it would make my life faster and better.   |
| <b>R148</b> | Efektivita.   | Efficiency.   |
| <b>R149</b> | Ano, zlepšení úrovně cestování a zároveň ušetření času, i když vlak využívám spíše k soukromým účelům, ale velmi ráda.  | Yes, improving the level of travel and saving time at the same time, although I use the train more for private purposes, but very happily.  |
| <b>R150</b> | Nesmysl, nejsme Francie ani Japonsko.   | Nonsense, we are not France or Japan.   |
| <b>R151</b> | Ano, úspora času, větší komfort cestování, méně jízdy auty, osvědčený trend v rozvinutějších částech planety.   | Yes, saving time, more travel comfort, less driving, a proven trend in more developed parts of the planet.  |
| <b>R152</b> | Ano, i Chorvatsko bych jel vlakem, kdyby to trvalo do 8 hodin.  | Yes, I would take the train to Croatia too if it took under 8 hours.  |

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| <b>R153</b> | Nemyslím si, že bude využita.  | I don't think it will be used.   |
| <b>R154</b> | Určitě, ušetřený čas cestováním je velmi zásadní.  | Certainly, the time saved by travelling is very crucial.   |
| <b>R155</b> | Nechci mít v místě bydliště tuto, jinde bych ji uvítala  | I don't want this one where I live, I would welcome it elsewhere   |
| <b>R156</b> | ANO.   | YES.   |
| <b>R157</b> | Nevím.   | I don't know.  |
| <b>R158</b> | Ano. Sníží se dopad uhlíkové stopy.  | Yes. The carbon footprint will be reduced.   |
| <b>R159</b> | Obecně ano. Jde o pokrok, který nelze zastavit.  | In general, yes. This is progress that cannot be stopped.  |
| <b>R160</b> | Ano, celkový rozvoj.   | Yes, overall development.  |
| <b>R161</b> | Ano.   | Yes.   |
| <b>R162</b> | Ano, pro rozvoj je to nezbytné. Region bude více konkurenceschopný vůči dalším. Nabídne lepší podmínky pro žití s možností rozhodnout se, kam bude člověk jezdit za prací.   | Yes, it is essential for development. The region will be more competitive with others. It will offer better living conditions with the possibility to decide where to go to work.  |
| <b>R163</b> | Zpřístupnění regionu, zvýšení atraktivnosti, zlepšení kvality života obyvatel (dojíždění do práce).  | Making the region more accessible, increasing its attractiveness, improving the quality of life of its inhabitants (commuting to work).  |
| <b>R164</b> | Ano, ekologická, dostatečně hustá a rychlá železniční doprava je krokem vpřed  | Yes, an environmentally friendly, sufficiently dense, and fast rail transport is a step forward  |
| <b>R165</b> | Ano.   | Yes.   |
| <b>R166</b> | Ano.   | Yes.   |
| <b>R167</b> | Určitě ano. Zrychlení vlaků povede k nárustu cestujících a tím se uleví přetížené silniční dopravě.  | Definitely yes. Faster trains will lead to an increase in passengers and thus relieve congested road traffic.  |
| <b>R168</b> | Ano, protože to stálo už takového úsilí.   | Yes, because it has already taken so much effort.  |
| <b>R169</b> | Efektivní nakládání s časem.   | Efficient use of time.   |
| <b>R170</b> | Ano, šetří se čas lidí na přesuny, není nutné použítí auta.  | Yes, it saves people's time to move around, no need to use cars.   |
| <b>R171</b> | Ano. Protože proto.  | Yes. Because that's why.   |
| <b>R172</b> | Ano.   | Yes.   |
| <b>R173</b> | Rozhodně ano.  | It certainly does.   |
| <b>R174</b> | Ústí jako důležitý přepravní a spojovací uzel mezi Německem (Berlínem, Hamburkem, Lipskem) a Prahou (popř. Vídní, Budapeští, Bratislavou) - ideální by byly přímé spoje.   | Ústí nad Labem as an important transport and connection hub between Germany (Berlin, Hamburg, Leipzig) and Prague (or Vienna, Budapest, Bratislava) - direct connections would be ideal.   |
| <b>R175</b> | Ano, protože to pomůže v rozvoji regionu ve všech směrech.   | Yes, because it will help in the development of the region in all directions.  |
| <b>R176</b> | Ani ne, dlouhý časový plánovaný horizont dokončení (a následného skutečného dokončení), skutečná úspora času nebude ve skutečnosti tak velká (protože výjimky na trati), černá díra na investice z rozpočtu (stačí založit společnost, ať lidí investují do VRT a potom se skutečně dozvíme, jak hodně to lidi chtějí, pokud se peníze nevyberou, asi to tak dobrý nápad není a potom nevím, proč by do toho měl investovat stát). | Not really, the long time horizon for completion (and then actual completion), the actual time savings won't actually be that great (because of exceptions on the line), the black hole for budget investment (just set up a company, get people to invest in HSL and then we'll actually find out how much people want it, if the money isn't raised, it's probably not such a good idea and then I don't see why the state should invest in it). |

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| <b>R177</b> | Určitě ne.  | Definitely not.   |
| <b>R178</b> | Rychlé spojení krajských měst vítám, spojení do zahraničí nepotřebuji. Upřednostňuji vlaky před auty a autobusy, určitě chápu snahu o to, aby vlaky mohly konkurovat autům, ale nemělo by to být na úkor krajiny.   | I welcome fast connections to regional cities, I don't need connections abroad. I prefer trains to cars and buses, I certainly understand the effort to allow trains to compete with cars, but it shouldn't be at the expense of the countryside.   |
| <b>R179</b> | Stav současných dostupných komunikací a ekologie.   | The state of the current available roads and ecology.   |
| <b>R180</b> | Klimatická krize. Vyšší kvalita života. Příliv příležitostí, ekonomický rozvoj.   | Climate crisis. Higher quality of life. An influx of opportunities, economic development.   |
| <b>R181</b> | Jak jsem sdělil výše, tento typ infrastruktury se ukázal všude na světě jako velmi prospěšný. Pokud to bude pojato integrativně (ne zadarmo, ale ceny v běžném dosahu minimálně nižší střední třídy), tak to jednoznačně povede k rozvoji hospodářství, cestovního ruchu (už teď je náš kraj oblíbenou destinací na výlety našich německých sousedů) atd. | As I said above, this type of infrastructure has proved to be very beneficial everywhere in the world. If conceived in an integrative way (not free, but prices within the normal reach of at least the lower middle class), it will clearly lead to economic development, tourism (our region is already a popular destination for trips by our German neighbours), etc. |
| <b>R182</b> | Dle mého názoru jde o dobrou volbu. Výhodou je jistě ušetření času a menší dopad na životní prostředí.  | In my opinion, this is a good choice. The advantage is certainly the saving of time and less impact on the environment.   |
| <b>R183</b> | Ano. Protože proto.   | Yes. Because that's why.  |
| <b>R184</b> | Je to jistě správná cesta, ale trať nemá vést přes Děčín, proto je to pro mě nevýhodné.   | It's certainly the right way, but the line shouldn't go through Děčín, so it's disadvantageous for me.  |
| <b>R185</b> | Ano, rozvoj automobilismu není udržitelný, i elektroauta škodí mnohem více životnímu prostředí než vlak, ústecký region by byl propojen s centry – Berlín, Praha, Vídeň.  | Yes, the development of motoring is not sustainable, even electric cars are much more harmful to the environment than trains, the Ústí nad Labem Region would be connected to the centres - Berlin, Prague, Vienna.   |
| <b>R186</b> | Ano.  | Yes.  |
| <b>R187</b> | Ne.   | No.   |
| <b>R188</b> | Ano, snížení počtu osobních automobilů na uvedených trasách.  | Yes, reducing the number of cars on the routes mentioned.   |
| <b>R189</b> | Ano. 21.století.  | Yes. 21st century.  |
| <b>R190</b> | Ano. Jinde jsou už dost před námi.  | Yes, it is. Elsewhere, they're well ahead of us.  |
| <b>R191</b> | Ano.  | Yes.  |
| <b>R192</b> | Budování VRT podle stávajících plánů není správnou cestou, protože prospěje menšímu počtu lidí, než který postihne svými dopady na životní prostředí, na úroveň bydlení a ceny nemovitostí v okolí VRT apod.  | Building HSL according to current plans is not the way to go because it will benefit fewer people than it will affect with its impacts on the environment, housing standards and property prices around HSL, etc.   |
| <b>R193</b> | Ano, ale ne na úkor obyvatel dotčených míst. Příklad severní Německo.   | Yes, but not at the expense of the residents of the affected places. Example northern Germany.  |
| <b>R194</b> | Ano, určitě. Nároky na cestování se budou zvyšovat a Ústí nad Labem je na páteřním spojení Německo, Praha a dále.   | Yes, definitely. Travel demands will increase and Ústí nad Labem is on the backbone link between Germany, Prague and beyond.  |
| <b>R195</b> | Ano, v rámci propojení hlavních měst Evropy, ne na vzdálenost 100 km.   | Yes, in the context of connecting the capitals of Europe, not over a distance of 100 km.  |
| <b>R196</b> | Ano, protože to je jediná možná cesta v dnešní době.  | Yes, because that is the only way to go today.  |

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| <b>R197</b> | Nevím. V první řadě by asi bylo dobré uvést do dobrého stavu stávající železniční síť.  | I don't know. First of all, it would probably be a good idea to put the existing rail network in good condition.  |
| <b>R198</b> | Ne.   | No.   |
| <b>R199</b> | Ano, zvýší pravděpodobnost využívání veřejné dopravy na úkor automobilů.  | Yes, it will increase the likelihood of using public transport at the expense of the car.   |
| <b>R200</b> | Není to cesta. Rychlovlaky jsou alternativou letecké dopravy, a ne zastávky po 20 km.   | It's not the way to go. High speed trains are an alternative to air travel, not stopping every 20 kilometres.   |
| <b>R201</b> | ANO!!!  | YES!!!  |
| <b>R202</b> | Ano. Myslím, že to bude standard. Pokud by šlo vysoký nadstandard ve smyslu vysokých spotřebovaných nákladů, tak by to správná cesta nebyla. Tj. rozhodně ne za každou cenu a jen pro zviditelnění.   | Yes. I think it's going to be standard. If it was high above standard in the sense of high costs consumed, that would not be the way to go. I mean, certainly not at any cost and just for visibility.  |
| <b>R203</b> | Ano. Ekonomické a ekologické řešení.  | Yes. An economic and environmental solution.  |
| <b>R204</b> | Ne. Zasahuje do spokojeného žití lidí poblíž tratí.   | No. It interferes with the happy living of people near the tracks.  |
| <b>R205</b> | Ano.  | Yes.  |
| <b>R206</b> | Ano, měl by omezit počet aut.   | Yes, it should limit the number of cars.  |
| <b>R207</b> | Ano.  | Yes.  |
| <b>R208</b> | Je třeba dostat se na úroveň rozvinutých evropských zemí.   | We need to get to the level of developed European countries.  |
| <b>R209</b> | Vysokorychlostní trati jsou obecně správná cesta, ale ne v případě, kdy v nově plánovaném koridoru Praha – Ústí nad Labem – Drážďany dojde ke spojení osobní a nákladní dopravy, což Správa železnic moc neprezentuje a hluk z této dopravy bude mít negativní dopad na bydlení a životní prostředí v celé řadě obcí, které leží na nově plánované trati kvůli terminálu v Ústí nad Labem.                    | High-speed lines are generally the right way to go, but not if the newly planned Prague – Ústí nad Labem – Dresden corridor will combine passenger and freight transport, which Správa železnic does not present much, and the noise from this transport will have a negative impact on housing and the environment in a number of villages that lie on the newly planned line because of the terminal in Ústí nad Labem.   |
| <b>R210</b> | Spíše ano, dosavadní železniční doprava není efektivní.   | Rather, yes, the existing rail transport is not efficient.  |
| <b>R211</b> | Ano. Zkvalitnění cestování.   | Yes. Improving travel.  |
| <b>R212</b> | Ano, situace ČD je k smíchu, vlakové soupravy staré 50 let běžně jezdí, jejich funkčnost je přinejlepším pochybná a k bezpečnosti se ani nevyjadřuju. Nemluvě o tom, že každý, kdo chce cestovat s ČD, musí předem připočítat zpoždění aspoň 20 min   | Yes, the situation of the ČD is laughable, 50-year-old trainsets are running routinely, their functionality is questionable at best and I'm not even commenting on safety. Not to mention that anyone who wants to travel with ČD has to add at least 20 min delay in advance   |
| <b>R213</b> | Ano.  | Yes.  |
| <b>R214</b> | Jsme v 21. století.   | We are in the 21st century.   |
| <b>R215</b> | Rozhodně ano. Jedná se o moderní způsob cestování, je ekologické a efektivní. Umožní vyšší konkurenceschopnost (ceny nemovitostí, přístup na trh práce, kultury atd.) okrajových lokalit, které díky VRT budou propojitelné s velkými městy (Praha, Drážďany). Dojde k vyrovnání regionálních disparit. Současně s výstavbou VRT dojde k modernizaci okolí, infrastruktury atd. ve městech jimiž trať povede. | Absolutely. It is a modern way to travel, it is environmentally friendly and efficient. It will enable higher competitiveness (real estate prices, access to the labour market, culture, etc.) of peripheral localities, which thanks to HSL will be connected to big cities (Prague, Dresden). Regional disparities will be evened out. The construction of the HSL will be accompanied by the modernisation of the surroundings, infrastructure, etc. in the cities through which the line will pass. |
| <b>R216</b> | Ano.  | Yes.  |

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| <b>R217</b> | Ano.   | Yes.  |
| <b>R218</b> | Modernizace.   | Modernization.  |
| <b>R219</b> | Ano, zkracuje vzdálenosti, zvyšuje mobilitu pracovní síly, zvýší tlak na rozvoj a kvalitu služeb v Ústí nad Labem a v druhém sledu povede ke zvýšení sociokulturní úrovně regionu, resp. města Ústí nad Labem. Z pohledu Prahy pak zvyšuje dostupnost levnějšího bydlení.                      | Yes, it shortens distances, increases the mobility of the workforce, increases the pressure on the development and quality of services in Ústí nad Labem and, in the second sequence, leads to an increase in the socio-cultural level of the region or the city of Ústí nad Labem. From the perspective of Prague, it increases the availability of cheaper housing. |
| <b>R220</b> | Ano, zvýší se konkurenceschopnost železniční dopravy obecně.   | Yes, it will increase the competitiveness of rail transport in general.   |
| <b>R221</b> | Už dávno měly být.   | They should have been a long time ago.  |
| <b>R222</b> | Ano.   | Yes.  |
| <b>R223</b> | Ne. V tak malé krajině a členitém terénu?  | No. In such a small landscape and rugged terrain?   |
| <b>R225</b> | Ano, je nezbytně nutné následovat světový trend a nezabřednout v infrastrukturním skanzenu.  | Yes, it is imperative to follow the world trend and not get bogged down in an infrastructural open-air museum.  |
| <b>R226</b> | Ano, ekologie, útlum silniční dopravy.   | Yes, ecology, the decline of road transport.  |
| <b>R227</b> | Myslím, že ano. Tento region se potřebuje vyvíjet, aby se zde žilo lépe a kraj se stal pro okolí atraktivnější.  | I think so. This region needs to evolve to make it a better place to live and a more attractive region to live in.  |
| <b>R228</b> | Ano.   | Yes.  |
| <b>R229</b> | Ano.   | Yes.  |
| <b>R230</b> | Rychlejší cestování po republice, do Německa, v Evropě.  | Faster travel around the country, to Germany, in Europe.  |
| <b>R231</b> | Ne.  | No.   |
| <b>R232</b> | Ano, je to celosvětový trend.  | Yes, it is a worldwide trend.   |
| <b>R233</b> | Určitě ano, ekonomicky pomůže celému regionu   | Yes, it will help the whole region economically   |
| <b>R234</b> | ANO, krok vpřed.   | YES, a step forward.  |
| <b>R235</b> | domnívám se, že ano (viz i zahraničí).   | I believe so (see also abroad).   |
| <b>R236</b> | Ano. Jedná se o ekologický způsob přepravy velkého počtu cestujících.  | Yes. It is an environmentally friendly way of transporting large numbers of passengers.   |
| <b>R237</b> | Eliminace výfukových plynů, šetrné pro životní prostředí, přeprava velkého množství osob, rychlejší doprava.   | Elimination of exhaust fumes, environmentally friendly, transporting large numbers of people, faster transport.   |
| <b>R238</b> | Ano – funkční řešení nejen v Evropě.   | Yes - a workable solution not only in Europe.   |
| <b>R239</b> | Snížení hustoty automobilové dopravy, rozvoj regionu, zvýšení dopravní obslužnosti.  | Reduction of car traffic density, development of the region, increase of transport services.  |
| <b>R240</b> | Ano, je to nevyhnutelné!   | Yes, it is inevitable!  |
| <b>R241</b> | Čas.   | Time.   |
| <b>R242</b> | Ano. Menší podíl automobilové dopravy.   | Yes. Less car traffic.  |
| <b>R243</b> | Ano, protože by to měl být standard a pokud přejdeme na modernější standardy kolejí, trakčního vedení a vlakové dopravy jako celku, tak to zrychlí vlakovou dopravu v celé střední Evropě. I okolní státy, které přes nás vedou své spoje, budou moci nasadit modernější a rychlejší soupravy. | Yes, because it should be the standard and if we move to more modern standards of track, catenary and train services as a whole, it will speed up train services throughout Central Europe. Even neighbouring countries that run their services through us will be able to deploy more modern and faster trains.  |



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| <b>R244</b> | Věřím v omezení osobní automobilové dopravy po dálnici D8 a v souvislosti s tím ve větší bezpečnost na silnici a zlepšení ekologické zátěže.  | I believe in the reduction of car traffic on the D8 motorway and, in connection with this, in greater road safety and an improvement in the ecological burden.  |
| <b>R245</b> | Nejsem si jistý, zda už technologie VRT v době realizace v Česku nebude zastaralá.  | I am not sure that HSL technology will not be obsolete by the time it is implemented in the Czech Republic.   |
| <b>R246</b> | Nejsem si jistá.  | I am not sure.  |
| <b>R247</b> | Ano!  | Yes!  |
| <b>R248</b> | Pouze v návaznosti na další spoje po ČR.  | Only in connection with other connections across the Czech Republic.  |
| <b>R249</b> | Rychlejší spojení mezi regiony.   | Faster connections between regions.   |
| <b>R250</b> | Ano, přeprava lidí i zboží by se měla dít po železnici.   | Yes, transport of people and goods should happen by rail.   |
| <b>R251</b> | Ano, důvodem je možný pozitivní dopad na ŽP.  | Yes, the reason is the potential positive impact on the environment.  |
| <b>R252</b> | Ano. V konečném důsledku povede k rozvoji regionů.  | Yes. It will ultimately lead to regional development.   |
| <b>R253</b> | Ano.  | Yes.  |
| <b>R254</b> | Ano, nahradí snad auta a letadla (alespoň pro cesty po Evropě).   | Yes, it will hopefully replace cars and planes (at least for European travel).  |
| <b>R255</b> | Určitě.   | Absolutely.   |
| <b>R256</b> | Ano, ale větší význam mají VRT pro delší vzdálenosti než do Prahy nebo Drážďan...   | Yes, but HSL is more important for longer distances than to Prague or Dresden...  |
| <b>R257</b> | Nemám dostatek informací.   | I don't have enough information.  |
| <b>R258</b> | Ano, dostupnost regionu.  | Yes, the accessibility of the region.   |
| <b>R259</b> | Zkrácení časové dostupnosti jednotlivých regionů i Německa.   | Shortening the time availability of each region and Germany.  |
| <b>R260</b> | Cestování veřejnou dopravou musí být pro obyvatele celkově lepší než individuální doprava. Za současných podmínek takového stavu nelze čistě tržními mechanismy dosáhnout. Je třeba radikálních a dlouhodobých opatření řízených a financovaných na úrovni státu a nadnárodních regionů. Budování rychlostních železničních koridorů a jejich (dotovaný) provoz je jednou z mnoha částí komplexního řešení. | Travel by public transport must be better overall for the population than individual transport. Under current conditions, this cannot be achieved by pure market mechanisms. Radical and long-term measures are needed, managed, and financed at national and supranational regional level. Building high-speed rail corridors and their (subsidised) operation is one of the many parts of a comprehensive solution. |
| <b>R261</b> | Je to jediný konkurenceschopný způsob dopravy k autu.   | It's the only competitive mode of transportation to the car.  |
| <b>R262</b> | Infrastruktura je nutný základ pro rozvoj všeho ostatního.  | Infrastructure is the necessary basis for the development of everything else.   |
| <b>R263</b> | Je to správná cesta, do budoucna se bez VRT neobejdeme, pokud chceme region rozvinout více.   | It is the right way to go, we cannot do without HSL in the future if we want to develop the region more.  |
| <b>R264</b> | Ano, zátěž silnic a životního prostředí kvůli osobní automobilové dopravě je již nyní poměrně vysoká, ale znamená to přijmout i další opatření, ať už pozitivní nebo negativní motivace lidí.   | Yes, the burden on the roads and the environment due to car traffic is already quite high, but we need to take other measures, whether positive or negative to motivate people.   |
| <b>R265</b> | Ano, způsob spojení Ústí nad Labem – Praha na který se lze spolehnout.  | Yes, a way of connecting Ústí nad Labem to Prague that can be relied on.  |

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| <b>R266</b> | Je to cesta, kterou se ubírá většina vyspělých zemí, my jsme bohužel opět pozadu.  | This is the path that most developed countries are taking, and unfortunately, we are again lagging behind.   |
| <b>R267</b> | Snížení silniční dopravy, především kamionové.   | Reducing road traffic, especially truck traffic.   |
| <b>R268</b> | Myslím si, že ano. Jen na to musí být připravena i společnost (vyšší cena jízdného, akceptace vzniku nové trati, která může narušit ráz krajiny apod.).  | I think so. Society just needs to be prepared for it (higher fares, acceptance of a new line that may disrupt the landscape, etc.).  |
| <b>R269</b> | Myslím, že rychlejší spoj Praha – Ústí nad Labem přispěje k větší pracovní mobilitě. V ideálním případě si lidé vyberou raději rychlou cestu vlakem než delší cestu autem po dálnici.  | I think that a faster connection between Prague and Ústí nad Labem will contribute to greater labour mobility. Ideally, people will choose a fast train journey rather than a longer car journey on the motorway.  |
| <b>R270</b> | Všeobecně zkvalitňování služeb pro cestující.  | Generally improving services for passengers.   |
| <b>R271</b> | Ano. Konstrukce je správná, ale bohužel trvá dlouho.   | Yes. The design is right, but unfortunately it takes a long time.  |
| <b>R272</b> | Ano. Sníží se automobilová doprava.  | Yes. Car traffic will be reduced.  |
| <b>R273</b> | Je to jedna z možností diverzifikace dopravy, ale není to samozřejmě samospásné a nikdy taková forma dopravy nenahradí všechny ostatní beze zbytku. Může být alternativou pro některé lidi, v některých situacích (např. místo letecké dopravy, automobilu, pokud člověk cestuje sám nebo za účelem, ke kterému lze tento způsob využít) nebo pro jednorázovou přepravu většího objemu nákladů. Ale pokud člověk potřebuje jet z místa A do místa B a přitom ještě cestou řešit další věci (nakládku a vykládku zboží, zařizování a jednání, cestuje s malými dětmi, mění flexibilně své plány během cesty, má na cestě odbočky do mezilehlých bodů atd.), je pro něj rychlé spojení mezi A a B nepodstatné. | It is one way of diversifying transport, but of course it is not self-sustaining, and it will never replace all other forms of transport completely. It can be an alternative for some people, in some situations (e.g., instead of air transport, car if one is travelling alone or for a purpose for which this mode can be used) or for single transport of larger volumes of cargo. However, if a person needs to go from A to B and still have other things to do on the way (loading and unloading goods, making arrangements and meetings, travelling with small children, changing plans flexibly during the journey, making diversions to intermediate points on the way, etc.), a fast connection between A and B is irrelevant. |
| <b>R274</b> | Je správná. Proč? Na to se těžko odpovídá – obecně trend zrychlování pohybu, eventuálně náhrada letecké dopravy, která zatěžuje životní prostředí daleko více.   | It is correct. Why? That's a hard question to answer - the general trend is to speed up movement, eventually replacing air travel which puts far more strain on the environment.   |
| <b>R275</b> | Ano, jde o ekologický druh dopravy, který může konkurovat individuální automobilové dopravě.   | Yes, it is an environmentally friendly mode of transport that can compete with individual car transport.   |
| <b>R276</b> | ROZHODNĚ NE! Investice by měly směřovat na ŘÁDNOU údržbu stávajících tratí a zakoupení vlaků, ze kterých pohodlně vystoupí i starší cestující. Zkuste si s berlemi vystoupit z vlaku na nádraží Ústí nad Labem – Střekov a uvidíte.  | ABSOLUTELY NOT! Investments should be directed towards PROPER maintenance of existing lines and the purchase of trains from which older passengers can comfortably disembark. Try getting off the train at Ústí nad Labem - Střekov station with crutches and you will see.  |
| <b>R277</b> | Nemyslím si. Stávající modernizované tratě jsou dostačující. Vybudováním ještě rychlejšího spojení severních Čech s Prahou či Drážďany povede dle mého názoru mj. k odlivu využitelných pracovních sil z regionu pryč, ačkoliv se počet rezidentů pravděpodobně zvýší.   | I don't think so. The existing modernised lines are sufficient. Building an even faster connection between North Bohemia and Prague or Dresden will, in my opinion, lead to, among other things, an outflow of usable labour away from the region, although the number of residents will probably increase.  |
| <b>R278</b> | Ano, technologický pokrok.   | Yes, technological progress.   |

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| <b>R279</b> | Ano, určitě, v současné uspěchané době jsou rychlost a čas strávený na cestách pro každého velmi důležité.  | Yes, definitely, in the current hectic times, speed and travel time are very important to everyone.   |
| <b>R280</b> | Rozhodně není správnou cestou, je to nesmysl. Stávající tratě jsou dostatečné, rychlíky po nich mohou jezdit 160 km/h.  | It's definitely not the right way to go, it's nonsense. The existing lines are sufficient, fast trains can run 160kmph on them.   |
| <b>R281</b> | Ano. Samotná trať do Prahy nebo do Drážďan je ale zbytečná, protože jen cesta na vlakové nádraží v rámci obou měst spotřebuje podstatnou část celkového času. Vysokorychlostní vlaky by měly nahrazovat leteckou dopravu všude, kde je to možné. Trať je proto potřeba vést na mnohem delší vzdálenosti tak, aby bylo možné cestovat jak na dovolenou do Řecka, tak i na konferenci do Španělska pohodlně, rychle, bez omezení na hmotnost zavazadel, bez zbytečné potřeby fosilních paliv, bez kterých se letadla ještě velmi dlouho neobejdou. Rychlosti minimálně 200 km/h, spíše přes 300 km/h. | Yes. However, the line to Prague or Dresden alone is unnecessary, as just getting to the train station within both cities consumes a significant portion of the total time. High-speed trains should replace air travel wherever possible. The lines therefore need to be run over much longer distances so that it is possible to travel both on holiday to Greece and to a conference in Spain comfortably, quickly, without restrictions on luggage weight, and without the unnecessary need for fossil fuels, which planes will not be able to do without for a very long time. Speeds of at least 200 km/h, more like over 300 km/h. |
| <b>R282</b> | Ze všech výše uvedených důvodů. Příklady z Francie, Německa, Španělska i Itálie jednoznačně ukazují, že stavba VRT je funkčním nástrojem proti strukturálnímu postižení postižených regionů a že každé investované Euro se do ekonomiky vrátí přibližně 2–4,5x (údaje ze severozápadu Francie).   | For all the above reasons. Examples from France, Germany, Spain, and Italy clearly show that the construction of HSL is a workable tool against the structural handicap of the affected regions and that every Euro invested returns approximately 2 - 4.5 times to the economy (data from the Northwest of France).  |
| <b>R283</b> | Ne, ve státních výdajích a stavbách obecně by se měla udělat pauza, nejspíše desítky let.   | No, there should be a pause in state spending and construction in general, probably for decades.  |
| <b>R284</b> | Ne, zasáhne životní prostředí, ohrožené druhy fauny a flóry.  | No, it will affect the environment, endangered species of fauna and flora.  |
| <b>R285</b> | Záleží na variantě.   | Depends on the option.  |
| <b>R286</b> | Ano. Dopad na životní prostředí, možnost práce při přesunu, omezení množství aut.   | Yes. Impact on environment, possibility of work while moving, reduction in number of cars.  |
| <b>R287</b> | Ne, vysoká investice s minimálním bonusem pro obyčejné lidi...  | No, high investment with minimal bonus for ordinary people...   |
| <b>R288</b> | Ano, žijeme ve 21.století.  | Yes, we live in the 21st century.   |
| <b>R289</b> | Rychlost, šetrnost k životnímu prostředí, návaznost na mezinárodní síť, možnost odlehčit stávající železnici a opustit nesmyslné projekty jako plavební stupně na Labi.   | Speed, environmental friendliness, connection to the international network, possibility to lighten the existing railway and abandon pointless projects like the Elbe River crossings.   |
| <b>R290</b> | Ano, i vzhledem k životnímu prostředí, jen máme 40 let zpoždění.  | Yes, also with regard to the environment, we are just 40 years too late.  |
| <b>R291</b> | Je to správná cesta.  | It's the right way to go.   |
| <b>R292</b> | Životní prostředí, kvalita ovzduší, časová úspora.  | Environment, air quality, time savings.   |
| <b>R293</b> | Myslím, že spousta lidí si bude chtít najít práci v Praze a tím snad zlepšit své sociální postavení.  | I think a lot of people will want to find a job in Prague and hopefully improve their social status.  |
| <b>R294</b> | Ano, pomůže zrychlení dopravy a může i snížit automobilovou dopravu, což je záhodno kvůli klimatické krizi.   | Yes, it will help speed up transport and may even reduce car traffic, which is desirable because of the climate crisis.   |

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| <b>R296</b> | ANO, propojení Evropy.  | YES, the interconnection of Europe.   |
| <b>R297</b> | Spíše ne. Nejde jen a především o rychlost, kratší dobu dojezdu. Koridor na Německo bude z pohledu intenzity sloužit zejména nákladní dopravě, nikoliv rychlému spojení pro občany. Má negativní dopady na dotčené území.   | Rather no. It's not just and above all about speed, shorter range time. In terms of intensity, the corridor to Germany will mainly serve freight traffic, not a fast connection for citizens. It has a negative impact on the territory concerned.  |
| <b>R298</b> | Je to příležitost k snížení hustoty automobilového provozu. Není to však jediné nutné opatření k tomuto žádoucímu cíli.   | It is an opportunity to reduce the density of car traffic. However, it is not the only measure necessary to achieve this desirable goal.  |
| <b>R299</b> | Neznám rizika a náklady, proto nedokážu odpovědět. Obecně mám dojem, že stavba nové kolejové trati namísto původní může nést environmentální rizika. Nejsem s tím ale dostatečně seznámen.  | I do not know the risks and costs, so I cannot answer. My general impression is that building a new rail line instead of the original one may carry environmental risks. However, I am not sufficiently familiar with this.   |
| <b>R300</b> | Ano, například protože pohodlná a rychlá vlaková doprava může být konkurenceschopná alternativa k osobní automobilové dopravě.  | Yes, for example because convenient and fast train transport can be a competitive alternative to car transport.   |
| <b>R301</b> | Snížení provozu na silnicích, zrychlení dopravy.  | Reducing traffic on the roads, speeding up traffic.   |
| <b>R302</b> | Ano, nerozumím tomu, proč to tu ještě není... modernizace je důležitá, ČD je v hrozném stavu.   | Yes, I don't understand why it's not here yet... modernization is important, the CD ( <i>national carrier</i> ) is in terrible shape.   |
| <b>R303</b> | Není. Negativní dopady na krajinu, stav životního prostředí, strukturu městských a příměstských aglomerací a řada dalších.  | It's not. Negative impacts on the landscape, the state of the environment, the structure of urban and suburban agglomerations and many others.  |
| <b>R304</b> | Vzhledem k vyčerpání vlaků a jediného možného spojení (krom auta) směrem do Prahy je rychlovlak ideálním řešením.   | Given the train load and the only possible connection (besides a car) towards Prague, a high-speed train is the ideal solution.   |
| <b>R305</b> | Ano.  | Yes.  |
| <b>R306</b> | No, vzhledem k nefunkčnosti vozového parku a stávajícího kolejového svršku vidím velké rezervy zde. Ale samozřejmě se tam neprotočí miliardy pro kmotry a nebudeme se moci chlubit, že máme taky Šinkanseny. Ale nevím úplně, k čemu by byly, když cestování normálními místními spoji se svým kolegům často proměňuje v peklo. | Well, given the non-functionality of the rolling stock and the existing track superstructure, I see great reserves here. But of course, there won't be billions flowing in for the godfathers and we won't be able to boast that we have Shinkansen too. But I don't quite see what use they would be when travelling on normal local services often turns into hell for my colleagues. |
| <b>R307</b> | Ano, neboť by to bylo rychlejší cestování než jet autem, méně aut na silnicích, menší zátěž pro životní prostředí, výhoda třeba i v případě, že by člověk jel jen na výlet do Prahy, Drážďan. Rychlovlak obecně navýší úroveň a zpříjemní cestování v naší zemi. Je to moderní způsob dopravy vyspělých zemí.                   | Yes, because it would be faster than driving, fewer cars on the roads, less burden on the environment, an advantage even if one only goes to Prague or Dresden. High-speed trains in general will raise the level and make travelling in our country more pleasant. It is a modern way of transport in developed countries.   |
| <b>R308</b> | Tratě je určitě potřeba vylepšovat, nicméně je potřeba sladit tyto stavby s ostatními záměry a počítat s dlouhodobějšími cíli, delšími než jedno volební období.  | The lines certainly need to be improved, but it is necessary to coordinate these constructions with other plans and to consider longer-term goals, longer than one term.  |
| <b>R309</b> | Zrychlení dopravy je samozřejmě příjemné, ale vždy je otázka, za jakou cenu?  | Speeding up transport is of course nice, but the question is always, at what cost?  |
| <b>R310</b> | Ano, abychom drželi krok se zahraničím.   | Yes, to keep up with the rest of the world.   |
| <b>R311</b> | Nevím.  | I don't know.   |

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| <b>R312</b> | Modernizace veřejné dopravy.  | Modernization of public transport.  |
| <b>R313</b> | Ano, lepší dostupnost centra kraje, větší atraktivnost pro bydlení.   | Yes, better access to the centre of the county, more attractive for housing.  |
| <b>R314</b> | Ano, čas je dnes nejdražší komodita.  | Yes, time is the most expensive commodity today.  |
| <b>R315</b> | Asi ano, zlepší to možnosti, jak se dostat i do Ústí nad Labem pro spoustu lidí. A co vím, někteří nešli do Ústí z Prahy studovat právě kvůli délce cestování.  | I guess yes, it will improve the possibilities of getting to Ústí nad Labem for a lot of people. And as far as I know, some people didn't go to Ústí nad Labem from Prague to study because of the travel time.   |
| <b>R316</b> | Určitě ano, je potřeba modernizace.   | I'm sure it is, there is a need for modernization.  |
| <b>R317</b> | Ano.  | Yes.  |
| <b>R318</b> | Určitě ano, spousta lidí se rozmyslí nad cestou autem a cestou vlakem. Vlak je rozhodně příjemnější, však v dnešní době ne tak časově vhodný.   | I'm sure it is, a lot of people change their minds about driving and taking the train. The train is definitely more enjoyable, but not as convenient these days.  |
| <b>R319</b> | Ano.  | Yes.  |
| <b>R320</b> | Určitě ano, možnost rychleji cestovat mezi velkými městy bez potřeby řídit automobil, je velice zajímavým řešením pro spousty lidí. Jak za prací, tak za vzděláním.   | Definitely yes, being able to travel faster between big cities without having to drive is a very interesting solution for a lot of people. Both for work and education.   |
| <b>R321</b> | Ano.  | Yes.  |
| <b>R322</b> | Ano, sníží automobilový provoz, ulehčí dostupnost.  | Yes, it will reduce car traffic, make accessibility easier.   |
| <b>R323</b> | Proč by nemělo? Bez toho, aby člověk znal vnitřní strukturu SŽ a chodil na jednání na toto nemůže nikdo odpovědět.  | Why shouldn't it? No one can answer this without knowing the internal structure of the SJ and going to the meetings.  |
| <b>R324</b> | Možná.  | Maybe.  |
| <b>R325</b> | Záleží na konkrétním umístění, podmínkách provozu.  | It depends on the specific location, the operating conditions.  |
| <b>R326</b> | Rozhodně ano. Rychlejší cestování po česku po vzoru Evropských zemí tu chybí.   | Definitely yes. Faster travel in the Czech Republic along the lines of European countries is missing here.  |
| <b>R327</b> | Ano.  | Yes.  |
| <b>R328</b> | Ano, zkrátí to čas dojíždění, ale bohužel pouze pro ty, kteří jsou z hlavních měst. Pochybuji, že by VRT zastavoval i v městech jako je Roudnice n/L, Lovosice... například mně by to dojíždění nezkrátilo právě z důvodu, že dojíždím trasu Roudnice n/L – Ústí n/L. | Yes, it will reduce commuting time, but unfortunately only for those who are from major cities. I doubt that the HSL would stop in cities like Roudnice nad Labem, Lovosice... for example, it would not shorten my commute just because I commute the route Roudnice nad Labem - Ústí nad Labem. |
| <b>R329</b> | Ano, je to budoucnost.  | Yes, it's the future.   |
| <b>R330</b> | Vybudování vysokorychlostní tratě je určitě krok dopředu a daleko více lidí využívá železniční dopravu. Bylo by to daleko příjemnější strávit na cestě méně času v příjemnějších podmínkách.  | Building a high-speed line is definitely a step forward and many more people are using rail transport. It would be far more pleasant to spend less time on the road in more pleasant conditions.  |
| <b>R331</b> | Nevidím důvod, proč brzdit modernizaci, když je ta možnost.   | I see no reason to hold back modernisation when the opportunity is there.   |
| <b>R332</b> | Odklonění dopravy ze silnic na železnici.   | Divert traffic from roads to rail.  |
| <b>R333</b> | Určitě ano, může to oddělit místo pro bydlení/život od místa pracoviště. Lidé budou trávit méně času na cestě do/z práce a mohou  | Certainly yes, it can separate a place to live/live from a place to work. People will spend less time travelling to/from work and so  |

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|             | se tak věnovat jiným aktivitám, každodenní dlouhé cestování je vyčerpávající a má dlouhodobý vliv na psychiku.  | can pursue other activities, long journeys every day are exhausting and have a long-term effect on the psyche.  |
| <b>R334</b> | Ano, nabízí nové možnosti.  | Yes, it offers new possibilities.   |
| <b>R335</b> | Určitě, protože minimálně by přes nás jezdilo víc lidí, což znamená peníze pro ČR + Více lidí by cestovalo vlakem, protože by to netrvalo o moc déle, než jet autem a kor v dnešní době by to bylo i levnější.  | Definitely, because at least more people would travel through us, which means money for the Czech Republic + More people would travel by train, because it wouldn't take much longer than driving and it would be cheaper nowadays.   |
| <b>R336</b> | Ano.  | Yes.  |
| <b>R337</b> | Ano, silnice jsou stále více přeplněné, ať už nákladními či osobními vozidly. Dle mého názoru je zcela namístě zvolit alternativu osobní dopravy ve formě vysokorychlostních vlaků. Problém však bude dostat zpět do vlaků lidi, kteří nyní často upřednostňují auta. Jezdím vlakem dvakrát týdně (Krušnohorem) a třebaže se kvalita cestování zlepšila, vlaky mají stále a pravidelně zpoždění, spolu s cenami jízdenek bez slev se opravdu nelze divit, že cestující často upřednostňují individuální dopravu, která nyní ve výsledku není o mnoho dražší a časově je stále mírně rychlejší. Vysokorychlostní vlaky přinesou bonus v uspořené času, což už je dobrý argument. Pokud budou jezdit včas a cena nebude přemrštěná, mohlo by to fungovat. | Yes, the roads are getting more and more crowded, both with trucks and cars. In my opinion, it is entirely appropriate to choose the alternative of passenger transport in the form of high-speed trains. However, the problem will be getting people back on trains who now often prefer cars. I take the train twice a week (Krušnohor) and although the quality of travel has improved, trains are still and regularly late, coupled with ticket prices without discounts, it really is no wonder that passengers often prefer individual transport, which is now not much more expensive as a result and is still slightly quicker in time. High-speed trains bring the bonus of time savings, which is already a good argument. If they run on time and the cost is not exorbitant, it could work. |
| <b>R338</b> | Nevím.  | I don't know.   |
| <b>R339</b> | Touto cestou jsme se měli začít ubírat už tak před 20 lety. Kvalitní infrastruktura je pro rozvoj klíčová.  | We should have started down this path 20 years ago. Quality infrastructure is key to development.   |
| <b>R340</b> | Myslím si, že budování VRT je správnou cestou, jelikož zkrátí vzdálenost mezi významnými centry oblasti, kterou prochází.   | I think building HSL is the right way to go as it will shorten the distance between the major centres of the area it passes through.  |
| <b>R341</b> | Ano, jak jinak.   | Yes, how else.  |
| <b>R342</b> | Ano.  | Yes.  |
| <b>R343</b> | Měli bychom se touto cestou ubírat, ale až po tom, co bude fungovat naše železniční doprava bez rychlovlaků. V ČR nefungují přejezdy, rozbíjí se vlaky, každou chvíli je výluka, náhradní doprava nebo zpoždění. Až se tohle vyřeší, tak nastane čas na rychlovlaky. Protože nepotřebujeme další způsob dopravy, který bude stejně nefunkční a nepraktický, jako ty ostatní způsoby dopravy.  | We should go down this road, but only after our rail service is working without high-speed trains. There are crossings that don't work, trains that break down, and every now and then there is a closure, replacement service, or delay. When this is sorted out, it will be time for high-speed trains. Because we don't need another mode of transport that will be as dysfunctional and impractical as the other modes.   |
| <b>R344</b> | Pokud se správně domnívám, VRT jsou stavěny na elektřině, tudíž rozhodně lepší k životnímu prostředí než neelektrická auta.   | If I believe correctly, HSL are built on electricity, so definitely better for the environment than non-electric cars.  |
| <b>R345</b> | Nejsem si jistá, nutné zabezpečení stávajících tratí.   | I'm not sure of the necessary security for existing lines.  |
| <b>R346</b> | Ano, lze během cestování pracovat, to při jízdě autem moc nejde.  | Yes, it is possible to work while travelling, not so much when driving.   |
| <b>R347</b> | Protože to zlepší infrastrukturu a rychlost cestování.  | Because it will improve infrastructure and travel speed.  |

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| <b>R348</b> | Ano, povede to k rozvoji infrastruktury.   | Yes, it will lead to infrastructure development.  |
| <b>R349</b> | Ano, investice do infrastruktury je vždy jednou z nejdůležitějších investic. Dopravní uzel v Ústí nad Labem je největší vlakovým uzlem Ústeckého kraje, i kvůli vysoké škole (přiliv studentů).  | Yes, investment in infrastructure is always one of the most important investments. The transport hub in Ústí nad Labem is the largest train junction in the Ústí nad Labem Region, also because of the university (influx of students).   |
| <b>R350</b> | Určitě ano. Jedná se o budoucnost forem dopravy nejen pro studijní nebo pracovní účely, ale taky vysoké potenciální ekonomické příležitosti.   | It certainly is. It is the future of forms of transport not only for study or work purposes, but also high potential economic opportunities.  |
| <b>R351</b> | Rozhodně se jedná o krok kupředu, který bude vyžadovat kritické plánování. Celá věc na mě působí jako balíček mnoha pozitiv na jedné straně (rychlost, časová úspora, propojení regionů), které převažují, a na druhé straně několik nástrah, které mohou a budu mít i negativní vliv v rámci vyrovnaní rozdílů mezi spojenými regiony (ceny bytů na Ústecku budou růst, bude vyšší přísun vzdělaných lidí, pro které se nemusí najít uplatnění atd.). | It is definitely a step forward that will require critical planning. The whole thing strikes me as a package of many positives on the one hand (speed, time savings, connecting regions) that will prevail, and on the other hand several pitfalls that can and will have a negative effect in terms of levelling out the differences between the connected regions (housing prices in the Usti region will rise, there will be a higher supply of educated people for whom there may not be jobs, etc.). |
| <b>R352</b> | Ano, je.   | Yes, it is.   |
| <b>R353</b> | Autem už to bude neúnosné – množství aut na silnicích.   | It's getting unbearable by car - the number of cars on the roads.   |
| <b>R354</b> | Nevím. Nemám dost informací k tomu, abych byl problém schopen zhodnotit.   | I don't know. I don't have enough information to be able to assess the problem.   |
| <b>R355</b> | Ano.   | Yes.  |
| <b>R356</b> | Ano, míň aut, rychlost, bezpečnost.  | Yes, fewer cars, speed, safety.   |
| <b>R357</b> | Je to rychlejší, než auto a ve výsledku i pohodlné, takže určitě ano.  | It's faster than a car and ultimately more comfortable, so definitely yes.  |
| <b>R358</b> | Ano.   | Yeah, it is.  |
| <b>R359</b> | Ano, vysokorychlostní tratě jsou ve většině zemí již standardem a pokud chce patřit Česká republika mezi moderní země, tak vysokorychlostní tratě jsou jedna z možností, jak se tomu přiblížit. Otázkou spíše zůstává, jestli již už není pozdě.   | Yes, high-speed lines are already standard in most countries and if the Czech Republic wants to be a modern country, high-speed lines are one of the ways to get closer to that. The question is whether it is too late.  |
| <b>R360</b> | Vlak odvezie viac ľudí, netreba koľaje opravovať tak často ako diaľnicu D1 Praha – Brno.   | The train will take more people, the tracks do not need to be repaired as often as the D1 Prague-Brno motorway.   |
| <b>R361</b> | Ano – automobilová doprava je čím dál hustší, v cílových destinacích je problém s parkovacími místy, nehledě na ekologický přínos vlakové dopravy oproti automobilové.   | Yes - car traffic is getting denser, there is a problem with parking spaces in the destinations, not to mention the environmental benefits of train transport compared to car transport.  |
| <b>R362</b> | Ne, nejsme na to připraveni.   | No, we're not ready for that.   |
| <b>R363</b> | Ano, měli, je to dobré jak pro region, tak pro lidi.   | Yes, we should, it's good for the region and good for the people.   |
| <b>R364</b> | Ano.   | Yes, it's good for the region.  |
| <b>R365</b> | Ano, ale je třeba přitom myslet na všechny pozitivní i negativní vlivy, které může mít. Zároveň by se v Česku konečně mohlo něco jednou postavit kvalitně a v termínu (i když tomu sám nevěřím). Protože to zvýší mobilitu lidí v regionu a mohlo  | Yes, but you have to think about all the positive and negative impacts it can have. At the same time, something could finally be built in the Czech Republic in good quality and on time (although I don't believe it myself).  |

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|             | by to snížit uhlíkovou stopu našeho státu, za předpokladu, že by lidé raději než autem jeli vlakem.   | Because it will increase the mobility of people in the region and it could reduce our country's carbon footprint, assuming people would take the train rather than drive.                                      |
| <b>R366</b> | Ano, myslím si, že je to další krok vpřed v rozvoji naší země.  | Yes, I think this is another step forward in the development of our country.   |
| <b>R367</b> | Ano – musíme zkracovat doby dojezdu, zajistit vzdělanější obyvatele regionu a zajistit, aby neutíkali z regionu, ale pouze dojížděli.   | Yes - we need to reduce commute times, make sure the region's residents are better educated, and make sure they don't flee the region but only commute.  |
| <b>R368</b> | Za mě ano, ušetření času.   | For me, yes, time saved.   |
| <b>R369</b> | Asi ano, to ukáže čas.  | I guess so, time will tell.  |
| <b>R370</b> | Ano. Ve světě jsou vysokorychlostní tratě rozšířené. Myslím, že by trať mohla regionům pomoci i s turismem.   | Yes, it will. In the world, high-speed lines are widespread. I think the line could also help the regions with tourism.  |
| <b>R371</b> | Ano, protože nebudeme muset spoléhat na vlaky, kterým vypršela povolená provozuschopnost v roce 1990, ale používají se do dneška jen proto, že prošly rekonstrukcí sedadel a brzd.  | Yes, because we won't have to rely on trains that expired in 1990 but are still in use today only because they have had their seats and brakes refurbished.  |
| <b>R372</b> | Měrná spotřeba energie na osobokilometr je u dálkové železniční dopravy mnohem příznivější, než u dopravy silniční či letecké.  | The energy consumption per passenger-kilometre is much more favourable for long-distance rail transport than for road or air transport.  |
| <b>R373</b> | Ano. Efektivní hromadná doprava.  | Yes. Efficient public transport.   |
| <b>R374</b> | Ano, do železniční dopravy by se mělo investovat, a to nejen kvůli ŽP, ale i bezpečnosti.   | Yes, there should be investment in rail transport, not only for the environment but also for safety.   |
| <b>R375</b> | Ano, protože nám už asi 40 let obrazně řečeno "ujel vlak" a tento historický dluh je třeba napravit.  | Yes, because we have been figuratively 'missing the train' for about 40 years and this historical debt needs to be repaired.   |
| <b>R376</b> | Myslím si, že ne. Na krátké trasy to nemá smysl a na delší je tu letecká doprava.   | I think not. It makes no sense for short routes and there is air travel for longer ones.   |
| <b>R377</b> | Pohodlnější přesuny, rozlehlejší možnost bydlení.   | More convenient transfers, more extensive housing options.   |
| <b>R379</b> | Rozhodně!   | Absolutely!  |
| <b>R380</b> | Železnice je určitě udržitelnou formou dopravy, ale jak už jsem psala výše, mělo by se mnohem více mluvit a uvažovat o dopadech na půdu (její zastavění, zábor) a tento eliminovat! | Rail is certainly a sustainable form of transport, but as I wrote above, there should be much more talk and consideration of the impact on the land (development, encroachment) and this should be eliminated! |
| <b>R381</b> | Ne.   | No.  |
| <b>R382</b> | Je to určitý posun za tu dobu, co ta železnice je tady u nás, určitě to hodně pomůže životnímu prostředí a všem lidem co tím budou jezdit.  | It's a definite shift in the time the railway has been here in our country, it will certainly help the environment and all the people who will ride it a lot.  |
| <b>R384</b> | Určitě ano. Při dojížděcí za prací nutnost, dálnice jsou již kapacitně nedostačující a běžný vlak časově nevýhodný.   | I'm sure it is. A necessity for commuting, the highways are already insufficient in capacity and the regular train is not time efficient.  |
| <b>R385</b> | Určitě je to krok správným směrem. Cestování by nemělo trvat tak dlouho.  | Definitely a step in the right direction. Travel shouldn't take so long.   |
| <b>R386</b> | Myslím, že je to správná úvaha. Ovšem dle mého názoru bude spíše problematika s výkupem pozemků. Taktéž určitým způsobem i současné vedení trati pod Krušnými horami,               | I think it's the right thing to do. However, in my opinion, it will be more of a land acquisition issue. Also, in a way, the current alignment of the line under the Ore Mountains, which may                  |



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|             | <p>které může mít určitým způsobem problémy z geografického hlediska (podloží, typ půdy, možnost ohrožení Hornického regionu Krušnohoří).</p>           | <p>have some problems from a geographical point of view (bedrock, soil type, the possibility of endangering the Erzgebirge mining region).</p>   |
| <b>R387</b> | <p>Určitě, železniční síť máme jednu z největších v Evropě, bohužel zaostáváme v modernizaci vlaků, takže VRT je krok správným směrem.</p>              | <p>Absolutely, we have one of the largest rail networks in Europe, unfortunately we are lagging behind in modernising trains, so HSL is a step in the right direction.</p>             |
| <b>R388</b> | <p>Ano, vzhledem k nutné ochraně životního prostředí je potřeba zrychlit a zefektivnit ekologicky šetrné způsoby cestování.</p>                         | <p>Yes, given the need to protect the environment, we need to speed up and streamline environmentally friendly ways of travelling.</p>   |
| <b>R389</b> | <p>Ano, když bude rychlé, spolehlivé a pohodlné vlakové spojení mezi městy, nebude třeba využít automobilovou dopravu.</p>                              | <p>Yes, with fast, reliable and comfortable train connections between cities, there will be no need to use car transport.</p>  |
| <b>R390</b> | <p>Každá úspora času je v dnešní době vítaná. Z pohledu sebe jako matky s dítětem oceňuji spojení bez přestupů a cesty co nejkratší.</p>                | <p>Any time saving is welcome these days. From the point of view of myself as a mother with a child, I appreciate connections without transfers and journeys as short as possible.</p> |
| <b>R391</b> | <p>Úspora času. Možná i pozitivní vliv na životní prostředí.</p>  | <p>Saving time. Maybe even a positive effect on the environment.</p>   |
| <b>R392</b> | <p>Ano. Je schopna substituovat vnitrozemskou osobní leteckou dopravu středních vzdáleností, částečně nahradit kontejnerovou automobilovou dopravu.</p> | <p>Yes. It is able to substitute inland passenger air transport of medium distances, partially replacing container car transport.</p>  |
| <b>R393</b> | <p>Ano, rychleji jezdit po Zemi je lepší.</p>   | <p>Yes, going faster on Earth is better.</p>   |
| <b>R394</b> | <p>Ano, prázdnější silnice + potenciální ušetření času a peněz.</p>   | <p>Yes, emptier roads + potential time and money savings.</p>  |
| <b>R395</b> | <p>Hlavně v ušetření času.</p>  | <p>Especially in saving time.</p>  |
| <b>R397</b> | <p>Fosilní paliva do automobilů budou brzy nedostupná a elektromobilita své zápory teprve ukáže.</p>  | <p>Fossil fuels for cars will soon be unavailable and electromobility is yet to show its downsides.</p>  |
| <b>R398</b> | <p>Nemám dostatek informací a vyhraněný názor, ale pokud to pomůže redukovat automobilovou dopravu, tak ano.</p>  | <p>I don't have enough information or a strong opinion, but if it helps reduce car traffic, then yes.</p>  |
| <b>R399</b> | <p>Neutrální postoj.</p>  | <p>Neutral attitude.</p>   |