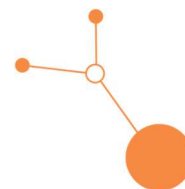


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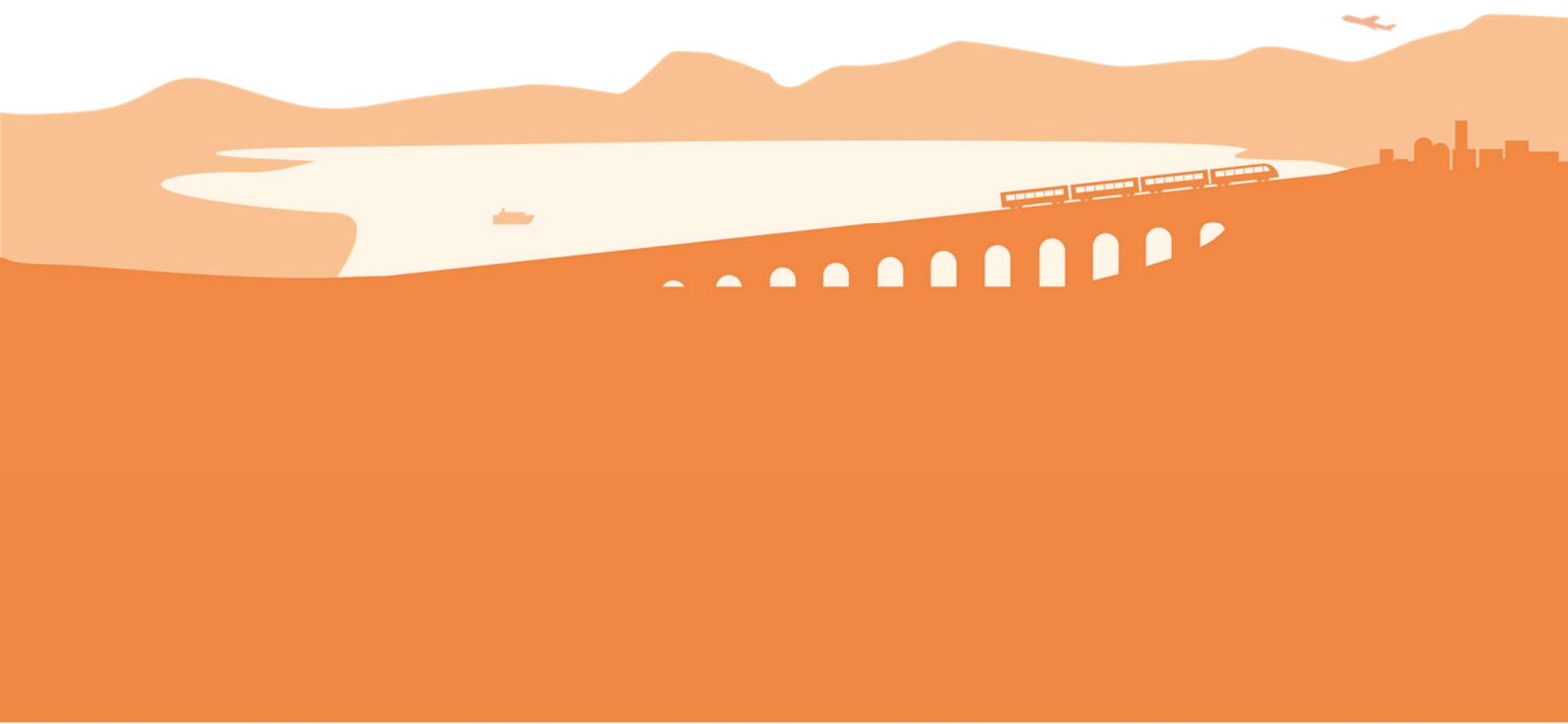
Rail4Regions

ACTION PLAN

South Moravian Region, Czechia



Final version
January 2026





A. General information

- **Region Covered:** South Moravian Region

B. Regional context

Policy Application Processes

The transport policy is set by the state and first and foremost deals with prioritization of transport infrastructure construction, financing from the State Fund for Transport Infrastructure and the EU, which does not affect sidings in most of the cases, as these are private investments.

Spatial Planning in the Czech Republic

Land-use planning employs two main types of tools:

1. Land-use planning documents

These serve as an **analytical basis** for further planning:

- **Land-use analysis documents (ÚAP)** – these map the current state and values of the territory, land-use limits, and issues to be addressed.

They are prepared by municipalities with extended powers and regions.

2. Spatial planning documentation

It has a **normative character** (binding for decision-making regarding the territory):

1. Spatial Development Policy (PÚR ČR)

- A document at the national level, approved by the government.
- It defines national priorities and corridors for transport and energy infrastructure.

2. Spatial Development Plan

- Specifies the objectives defined in the Spatial Development Policy in accordance with the goals and tasks of spatial planning and defines additional objectives.
- Considers requirements arising from the strategic concepts of the Czech Republic and international commitments and contributes to their fulfilment.

3. Principles of Spatial Development (ZÚR)

- A document at the regional level.
- Establishes regional priorities, spatial corridors, and areas of supra-local significance.

4. Spatial Plan (ÚP)

- A document at the municipal level.



- Defines the municipality's development concept and the functional use of areas (residential, industrial, green spaces, etc.).
- A binding basis for building authorities.

5. Regulatory Plan (RP)

- More detailed than the spatial plan.
- Establishes specific conditions for construction in a particular part of the municipality.

Rail Transport in the Czech Republic

Rail transport in the Czech Republic is organized at the national and regional levels, involving state institutions, infrastructure managers, carriers, and regional authorities.

- National level: The Ministry of Transport oversees the implementation of transport policy and infrastructure, which is managed by the Railway Administration (SŽ)—the owner and operator of state-owned national and regional railway infrastructure.
- Regional level: Since 2003, regions have assumed responsibility for regional rail transport—they plan routes, service frequency, and operational funding, often in cooperation with the state. Regions also coordinate rail and bus transport through integrated transport systems (e.g., IDS JMK, PID).
- Railway operators: These include both state-owned and private companies (e.g., České dráhy, RegioJet, Arriva, ČD Cargo, METRANS Rail, EP Cargo), which provide services either commercially or through public service contracts for passenger transport.

Summary

Regions play a central role in both spatial planning and rail transport in the Czech Republic. They bridge national strategies with local needs, ensuring effective coordination, implementation, and long-term sustainability in land use and public transport.

Transport and spatial planning actors

- The South Moravian Region – public authority responsible for regional spatial planning
- Správa železnic - owner and provider of national and regional railway infrastructure owned by the state (the most of railways in the Czech Republic).
- Private companies – usually own industrial sidings

The South Moravian Region acts in accordance with the South Moravian Region Development Strategy. The aim is to maintain the current network of sidings and preserve the possibility of transport by train to industrial enterprises. Therefore, the South Moravian Region is looking for solutions to utilize sidings, even though the demand for freight rail transport is low.

Správa železnic communicates with the South Moravian Region regarding preparation and implementation of projects enhancing the railway infrastructure.



Private companies are mostly end users of railways who need to interact with Správa železnic to ensure smooth transport connections between industrial sidings and the national railway network.

Private investors have little interest in rail transport, and investments in railway sidings are subsidized by the state using European funds. Currently, only one company in the South Moravian Region has taken advantage of the opportunity to use subsidy funds to expand the capacity of its siding.

It would also be advantageous for the region and publicly owned companies to know where the sidings and loading points are located. Transport of wood chips to the heating plant in Brno-Maloměřice and construction of new nuclear units in the power plant Dukovany are currently planned projects which would take advantage when an online portal addressing this issue already existed. For this reason, it is recommended that a catalogue of loading points is compiled.

The provision of information from private companies is meant on volunteer basis in the current moment as no legislation support to anchor such duty for owners of sidings is in force.

Freight transport is considered environmentally friendly, but its use is low. Regions in the Czech Republic can hardly influence this. However, they can try to support the preservation of sidings for alternative uses – passenger transport and, if they have an overview of the available infrastructure, they can create better incentives for industrial companies, but also, for example, for rail vehicle operators, who can use sidings for vehicle servicing, parking, etc.

C. Adopted solutions

The Rail4Regions project developed solutions to increase the potential of rail freight transport in regions. Considering the competences of the South Moravian Region within the hierarchy of actors responsible for support of rail freight transport, solutions relating to loading points and Branch and feeder lines are considered to be adopted. These two solutions are incorporated in solutions and action as specified below. Based on specific regional context, solutions to be applied in the South Moravian Region are:

- Support for the development of freight rail transport – the main problem in the Czech Republic is insufficient rail capacity for freight transport – the solution is systematic support from the South Moravian Region for the development of high-speed rail in the Czech Republic, which will free up capacity on conventional lines.
- Raising investor awareness of the existence of a network of rail sidings in the region – the region is interested in fostering cooperation with new investors and encouraging them to locate their facilities near rail infrastructure. The first step will be to create a catalogue of rail sidings in the form of an online map.
- Furthermore, the possibility of using sidings for both freight and passenger transport, thereby reducing the maintenance costs will be considered in development of public transport services in the future. After the reconstruction of the siding, the plan is to introduce passenger transport while also preserving the original purpose of the siding – freight transport would continue to use it. The use of freight transport would also become more efficient, as the siding would be reconstructed and electrified. This would allow the use of electric locomotives, which are faster and would eliminate the need for re-coupling.

The development of railway infrastructure is dependent on national investments, however support in of modernization and development of the rail transport network (high-speed lines, modernization of stops and stations, etc.) is anchored in the Development Strategy of the South Moravian Region 2021+.



The solutions contribute to maintaining operational infrastructure for rail freight transport, even though this sector is not currently experiencing a positive development trend due to changes of commodities to be transported.

D. Stakeholder Engagement

In the Czech Republic, the main operator of railway sidings is Správa železnic as a state organization, but sidings are also owned by private companies – key players in this area. Neither the South Moravian Region nor KORDIS have direct authority to intervene in sidings, but they can use soft measures – i.e. support the development of freight rail transport by way of communication with the Ministry of Transport, Správa železnic, Regional chamber of commerce or investors in logistics parks. The South Moravian Region can also charge the development agency JINAG to communicate with them.

As part of the Rail4Regions project, KORDIS strived for identification of few case studies and contacted several owners of industrial sidings to discuss with them the prospective use of the sidings.

The list of stakeholders who has consulted the action plan is derived from competences to influence development of conditions for freight rail transport on the territory of the South Moravian Region. The competent and also interested parties are:

- South Moravian Region – SMR (Jihomoravský kraj – JMK)
- Railway Infrastructure Operator (Správa železnic – SŽ)

Further stakeholders are:

- Regional Economic Chamber (Regionální hospodářská komora - RHK)
- South Moravian Agency for Public Innovation (Jihomoravská agentura pro veřejné inovace – JINAG)
- Ministry of transport (Ministerstvo dopravy)
- Investors focused on industrial and logistic estates

KORDIS JMK addressed the stakeholders at the Capacity building workshop on 13 June 2025. The four solutions developed by the Rail4Regions working groups were introduced to them. Based on the attendees' feedback relevant actions and solutions for the territory of the South Moravian Region have been suggested.



E. Proposed actions

Action #1: Cooperation of the South Moravian Region (SMR) on strategic planning of rail freight transport

Objective

The aim of the action is to ensure quality transport infrastructure for the operation of freight and passenger trains at all levels of the railway network in the South Moravian Region - from regional lines rarely used by freight trains to the prospect high-speed lines.

Description

Investments in railway infrastructure are the responsibility of the Railway Infrastructure Operator (Správa železnic, SŽ). Modernisation of existing tracks includes increasing the carrying capacity of bridges, reconstructing the superstructure and substructure and upgrading signalling and communications equipment. The aim of the modernisation is to achieve shorter travel times and contribute to reduction of transport costs. Electrification of railway lines or possible use of locomotives supplied with electricity from batteries can significantly contribute to decarbonisation in rail transport.

The South Moravian region (SMR) will lobby SŽ for development of high-speed rail and systematic support for modernisation and maintenance of those regional lines that have potential for passenger and freight transport. SMR will monitor the possibilities of freight transport within its territory and seek for suitable conditions for reconstruction of lines and construction of high-speed lines. For SMR, the closest partner in this matter is SŽ, that can be contacted by transport operators or municipalities also in matters of railway sidings. In the framework of the preparation of strategic documents, the needs of infrastructure development for rail freight transport will be communicated with SŽ. SMR will actively promote cooperation between companies, railway carriers, SŽ and municipalities in the development of rail freight transport as necessary.

To support the rail freight transport within the South Moravian Region, the loading points are the crucial prerequisites however a systematic concept of existing sidings or loading points at railway stations publicly available is missing. SMR will monitor the preparation of conceptual documents regarding loading points in the Czech Republic and will support use of freight rail transport in regional development.

Specific opportunity for rail freight transport in the South Moravian Region bring the construction of new nuclear power units in Dukovany (EDU). SMR is interested in negotiations with the contractor of EDU to discuss import of raw materials for construction foremostly on rail and will lobby the state company ČEZ to ensure that such negotiations take place.

Activities

- Regional Strategic plans of transport infrastructure development by 2030 (General dopravy) – monitoring of implementation, monitoring of compliance with the national document: Transport Sector Strategy Phase 3 – Medium-Term Plan for the Maintenance, Development, and Financing of Transport Infrastructure for the Period 2024–2033 with an Outlook to 2050.
- Regular discussion with representatives of SŽ about development plans for railway infrastructure in the territory of SMR and relevant budget outlook.



- Consultations with owners of sidings, logistic companies, owners of industrial properties, etc. in the building permit process if their property rights may be directly affected by a construction or a modernization of a railway track.
- Solving any inconsistencies in declared strategic documents by addressing relevant state bodies (e.g. Ministry of Transport, Ministry of Regional Development, Ministry of Environment), or if necessary, convening discussion with local and regional stakeholders (municipalities, private entities) striving for sharing ideas and joint actions

Responsible Actors

SMR, SŽ, ŽESNAD, railway carriers, municipalities, national ministries and politicians

Challenges and Requirements

- Political: Not relevant, participation on the action is motivated by interests of the regional representatives who can act for the region within their competence given by law.
- Environmental: The development of infrastructure will be discussed in compliance with relevant laws in the field of environment.
- Financial: The action does not require any extra financial resources. The action is feasible within the common administrative processes of the South Moravian Region.
- Regulatory: Generally, not relevant. Regulations will be discussed within particular investment actions.

Financing Resources:

Modernisation and reconstruction of railways in possession of the Czech Republic will be funded by public money which consists of mixture of national funding and EU funding.

Financial support from European Union funds for the transport sector in the Czech Republic is implemented through the “Transport Program 2021-2027”. The planned high-speed rail which will pass through the South Moravian Region will be part of the TEN-T, hence it will be possible to use support from the Connecting Europe Facility (CEF)

Generally, the construction works on railways will be financed from the State Fund for Transport Infrastructure (SFTI). The fund administers besides the national sources also money granted from Recovery and Resilience Facility (through the National Recovery Plan - a plan for reform and investment in the Czech Republic to mitigate the effects of the COVID-19 pandemic and restart the economy).

The Czech government intends to use PPP financing for the construction of certain sections of high-speed railways. However, this idea is still new and untested in practice.

Timeframe:

- Start Date: [01/2026]
- End Date: [12/2036]

This timeframe includes currently planned investments. Development of railway infrastructure in the South Moravian Region will be monitored according to this list of investments continuously and in case of need the Region will lobby the Railway infrastructure operator, Ministry of transport to ensure smooth implementation of infrastructure development.

Risks and Mitigation:

The implementation of railway infrastructure development plans depends on political decisions and the financial constraints of the state budget. Mitigating the postponement of certain investments due to a lack of public funds requires justification of regional needs and efforts to ensure a fair redistribution of state budget revenues.



Action #2: Development of logistic terminal connections to rail

Objective:

The aim of the action is to support transport operators or possible investors in industrial estates to use freight rail transport in their supply chain

Description:

SMR supports the construction of transshipment (intermodal) terminals in the region to enable efficient movement of goods between rail and road transport. In accordance with the Czech Republic's spatial development policy, SMR envisages the construction of two public terminals with a link to the logistics centre in the Spatial Development Principles. Specific areas are defined in Brno and Břeclav.

Public logistic centres have been still only planned, and numbers of existing industrial sidings aren't used intensively. To encourage the potential users of sidings, SMR can provide an online catalogue of sidings that will depict their accessibility from the state and regional railway network.

SMR will try to persuade investors through its organisations to connect their potentially emerging logistics terminals to the railway. Digital map of available sidings will serve for regional development agencies and transport planners for getting insight of potential facilities for rail freight business in SMR.

Similar tool as Rail Hub Finder in Thuringia could support the awareness of incoming investors about the existence of a network of sidings in SMR. A map displayed in the GIS standard makes possible to add further features or upscale the solutions for wider area.

Activities:

- Creation of a digital map of sidings
- Addressing the regional development agency on possible ways of dissemination among potential investors
- Discussion with regional stakeholders on possible further features of the map and upscaling of its use

Responsible Actors:

SMR, SŽ, owners of the sidings, operators of the sidings, railway carriers

Challenges and Requirements

Political: This action aims to support regional development. Support of relevant stakeholders is supposed as they are in charge of regional development.

Environmental: Not relevant, at this stage. GIS standards enable sharing of data between spatial planners and experts in transportation or experts in regional development.

Financial: The action does not require any extra financial resources. The action is feasible within the common administrative processes of the South Moravian Region.



Regulatory: Not relevant for planning instrument in form of a digital map.

Financing Resources:

- The map will promote possible private investments in infrastructure for railway transport.

Timeframe:

- Start Date: 06/2025
- End Date: 06/2027

Risks and Mitigation:

The success of the planning tool in a form of digital map depends on data resources and dissemination among potential investors of logistic centres / loading points, industrial facilities connected to railway. Data will be gained through addressing the owners of the sidings and regional track, The dissemination of the map will be ensured by development agency.

Action #3: Supporting the preservation of rail freight infrastructure

Objective:

The aim of the action is to find use of infrastructure for rail freight transport

Description:

There are approximately 100 industrial sidings in the territory of SMR. Most of them are owned by private companies and only a few of them are intensively used. The volume of transported materials on rail declines over the years, road transport dominates nowadays. Therefore, some of the sidings in industrial areas degrades and their owner may decide to remove them. Despite it, construction of a new siding requires detailed preparation of a project, environmental assessment and bureaucratic process that can discourage investors to use rail freight transport. Based on this contrast, SMR will strive for preservation of sidings and regional tracks and find a new use for them. If there is an interested party for the operation of rail freight transport, SMR will support it through its regional development agency providing information on available sidings and plans for infrastructure upgrades.

To prevent the removal of underused tracks and sidings, SMR will consider possible alternative use, e.g. use for passenger transport (as it was investigated as pilot action in the Rail4Regions project). This condition minimizes the risk that the rail transport could not be restored in the future again due to diverse land use. In case an owner of a siding decides to remove his connection to railway network, he is not obliged to inform about that the Regional Authority. That is why communication between SMR, owners of sidings, operators of sidings, the Rail Authority and the Regional development agency should be established.

Activities:

Examine the possibilities of establishing a new agenda for the regional development agency concerning the mapping of railway sidings and establishing contacts with their operators.

In case the addressed owners of sidings are interested, the development agency is able to create a platform of siding operators, who can share ideas, formulate common needs for the revival of rail freight transport and indicate their interest in usage of existing infrastructure.



In case a siding is not perspective for freight transport anymore, an alternative use e.g. for passenger transport, parking or maintaining rolling stock will be considered by the owner supported by regional development agency, KORDIS or South Moravian Region.

Responsible Actors:

SMR, SŽ, KORDIS, ŽESNAD, sidings owners, sidings operators, JINAG, (municipalities, Rail authority)

Challenges and Requirements

- Political: The action will be discussed with representative of regional development agency and politicians responsible for regional development.
- Environmental: Not relevant, the action does not suppose construction of new sidings or significant changes in usage.
- Financial: The action does not require any extra financial resources. The action is feasible within the common administrative processes of the South Moravian Region or its subordinated organisations.
- Regulatory: Not relevant.

Financing Resources:

Only soft measures are foreseen without a need of investments.

Timeframe:

- Start Date: 01/2026
- End Date: 12/2027

Risks and Mitigation:

The interest of siding owners in providing information about the use of their sidings may be low. Measures to reduce this risk include preparing an awareness campaign and exploring the possibilities for SMR to request relevant information in accordance with legislation, e.g., for the purposes of spatial planning.

F. Monitoring and Evaluation

Monitoring Mechanism

In the coming years, KORDIS and Transport department of SMR will monitor developments in freight rail transport in the region and support capacity development on the main lines in the Czech Republic. The online map of sidings will be published. Feedback from sidings owners or freight transport operators is welcomed. Suggestions of changes or updates in data might be delivered via email to KORDIS. Number of responses will be monitored continuously.



G. Conclusion and Next Steps

Representatives of the South Moravian Regional Authority, as an associate partner of the Rail4Regions project, have been monitoring the project's implementation and have expressed interest in the solutions developed by the consortium. The South Moravian Region will continue to collaborate with Rail4Regions partners to promote and utilize these results.

The action plan presents possible steps to support the rail freight transport that can be taken by public bodies at the regional level. Driving forces of rail freight transport development still remain in hands of private sector. Industrial enterprises, freight transport operators, logistic providers, etc. are the key actors who fulfil the transport needs and eventually set requirements on changes in economy or transport policy.

Both, the transport policy and spatial planning, are foremostly set at the national level. Regions in the Czech Republic adapt foremostly their strategies to the given planning structure and financing processes governed from the national level. Despite that, the region can adopt actions in regional development that can contribute for fostering of rail freight transport.

All proposed actions take into account the current state of rail freight transport in the region, as well as the conditions for possible development of transport infrastructure, which are limited primarily by the availability of financial resources. The action plan contributes to the creation of favourable conditions for the preservation of rail freight transport infrastructure and the region's readiness for its possible development, as rail freight transport is perceived as environmentally friendly and sustainable mode of transport.

This action plan will be attached to the South Moravian Region Transport Service Plan and discussed by the political bodies of the South Moravian Region.

Both the South Moravian Region and KORDIS will continuously monitor the development of freight rail transport in the South Moravian Region. If they identify an investor interested in building a new logistics centre (freight transport village), they will offer them suitable locations served by rail.

H. Annexes (optional)

- Online map of sidings in the South Moravian Region: <https://idsjmk.cz/R2r/>



This Action Plan was elaborated within the Rail4Region project co-funded by the European Union.

Rail4Regions partners co-design solutions addressed to transport and spatial planners to integrate regional rail lines to the freight transport network as means to improve the accessibility and economic feasibility of rail freight transport. With a focus on regional rail lines, the partnership elaborated and tested approaches focussing on sidings, single waggon transport, loading points and branch lines. The Action plan was elaborated as one of the project deliverables enhancing conditions for rail freight transport in the South Moravian Region.

Representatives of the South Moravian Regional Authority, as an associated partner of the Rail4Regions project, monitored the implementation of the project and expressed interest in the solutions achieved by the consortium. The South Moravian Region will continue to work with Rail4Regions partners to promote and utilize these results.