

Criteria for evaluating project clusters																										
Criteria	Preliminary proposal (Met)	Score by expert 1	Score by expert 2	Score by expert 3	Score by expert 4	Score by expert 5	Score by expert 6	Score by expert 7	Score by expert 8	Score by expert 9	Score by expert 10	Score by expert 11	Score by expert 12	Score by expert 13	Score by expert 14	Score by expert 15	Score by expert 16	Score by expert 17	Score by expert 18	Arithmetic mean	Median	Average deviation	Dispersion	Standard deviation	The resulting score	
Territorial importance																										
Criterion: TEN-T core network																										
The cluster is part of the TEN-T core network	30	30	30	30	20	30	30	30	30	20	35	30	30	60	30	30	30	30	15	30,00	30	4,67	90	9,49	30	
The cluster is <b>not</b> part of the TEN-T core network	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0,26	0	0	0	0	0	
Criterion: Extended TEN-T core network																										
The cluster is part of the extended TEN-T core network	20	20	20	20	15	20	20	25	20	20	25	20	20	40	20	20	20	20	10	20,79	20	3,60	37,33	6,11	20	
The cluster is <b>not</b> part of the extended TEN-T core network	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Criterion: Comprehensive TEN-T network																										
The cluster is part of the comprehensive network	10	7	15	10	10	10	10	15	10	5	15	10	10	20	10	10	10	10	5	10,63	10	2,91	14,96	3,87	10	
The cluster is <b>not</b> part of the comprehensive network	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Interconnection of metropolises – basic and auxiliary needs																										
Basic needs	50	40		50	50	50	55	50	50	30	50	50	50	50	50	50	50	50	30	47,50	50	5,47	52,67	7,26	50	
Auxiliary needs	15	13	20	20	20	20	10	20	30	20	15	15	15	15	15	15	15	15	20	17,26	15	3,61	20,38	4,51	15	
The cluster does not interconnect metropolises	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Infrastructure for freight transport																										
Backbone routes for freight rail and water transport	50	50	50	50	40	50	45	50	50	50	50	50	50	100	50	50	50	50	30	50,79	50	6,53	200,67	14,17	50	
Routes connecting strategically important industrial zones outside the backbone main routes	20	20			20	20	25	20	20	30	20	20	20	20	25	20	20	20	30	21,76	20	2,67	12,22	3,5	20	
In other cases	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Linking ITI agglomerations to the catchment metropolises - basic and auxiliary needs																										
Linking ITI agglomerations to their catchment metropolises	40	35	40	40	60	50	40	40	40	40	40	40	40	40	40	50	40	40	30	41,32	40	3,73	40,67	6,38	40	
Auxiliary needs	10	10	10	10	30	15	10	10	10	20	10	10	10	10	10	20	10	10	10	12,37	10	3,73	29,56	5,44	10	
Connection of neighbouring metropolises	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Suburban relations of metropolises																										
The section is key for sustainable urban mobility of the metropolis	30	20	30	40	60	40	30	30	30	30	30	30	30	30	30	40	30	30	30	32,63	30	5,6	72,89	8,54	30	
The section is not key for sustainable urban mobility of the metropolis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Interconnection of metropolises - target needs																										
A cluster where new benefits <b>can</b> be achieved	15	15	15	10	30	20	15	20	15	30	15	15	15	15	15	20	15	15	10	16,84	15	4,27	32,67	5,72	15	
A cluster where new benefits <b>cannot</b> be achieved	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Linking ITI agglomerations to the catchment metropolises - target needs																										
A cluster that meets basic needs and at the same time can achieve additional benefits.	10	10	10	10	20	10	10	10	10	20	10	10	10	10	15	15	10	10	20	12,11	10	3,2	16	4	10	
Otherwise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Interconnection of neighbouring ITI agglomerations																										
The cluster is another element of the basic national-level network, connecting neighbouring ITI agglomerations.	10	10	10	10	20	15	10	10	20	15	10	10	10	10	10	15	10	10	20	12,37	10	3,56	16,22	4,03	10	

Otherwise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0		
Criterion: Important international connections outside the TEN-T and connection to remote regions																										
Routes important for transit traffic that help to relieve congested routes around metropolises	15	15		20	15	20	15	20	20	15	20	15	15	15	20	15	15	15	30	17,50	15	4,24	36,97	6,08	15	
Routes ensuring important international connections outside the TEN-T to more important centres abroad excluding the metropolises	10	10		20	10	15	10	15	15	10	15	10	10	10	10	10	10	10	30	12,78	10	4,71	40,37	6,35	10	
Routes ensuring linkage to other important cities that are not part of an ITI and that are not on the TEN-T (e.g. Znojmo, Česká Lípa)	10	10		20	10	10	10	15	10	10	10	10	10	10	10	10	10	10	20	11,39	10	3,4	21,28	4,61	10	
Routes connecting remote regions with concentrated government support (e.g. Jeseník area or Šluknov Spur)	5	5		20	5	5	10	10	5	5	5	5	5	5	5	5	5	5	5	6,39	5	3,07	18,43	4,29	5	
In other cases	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Suburban relations in ITI agglomerations																										
Sections that are key for sustainable urban mobility in the centres of agglomerations	10	8	10	10	40	20	5	10	10	20	10	10	10	10	10	10	15	10	10	20	13,05	10	6,12	69,45	8,33	10
Otherwise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cluster functionality																										
Criterion: Basic needs																										
Basic needs are met - the cluster is fully functional and is excluded from evaluation as completed.																										
The cluster is in the implementation phase, it must be completed, it will be included in a separate evaluation of clusters under construction.	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,11	0	0,26	0,25	0,5	0	
The cluster is currently non-functional (missing link) and project preparation has not been started	30	20		30	30	30	30	30	30	30	25	30	30	30	30	30	30	30	20	28,61	30	4,5	65,09	8,07	30	
The cluster is currently non-functional (missing link) and it is currently being prepared for implementation	25	15		25	25	25	25	25	25	25	30	25	25	25	25	25	25	25	20	24,44	25	3,43	48,84	6,99	25	
The cluster is currently partly functional and project preparation has not been started	10	10		15	20	10	10	10	10	10	10	10	10	10	10	10	10	10	20	11,39	10	3,4	21,28	4,61	10	
The cluster is currently partly functional and project preparation has been started	0	0		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,56	0	1,29	6,22	2,49	0	
The cluster is not among basic needs	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Criterion: Auxiliary needs																										
Auxiliary needs are met - the cluster is fully functional and is excluded from evaluation as completed.						0																				
The cluster is in the implementation phase, it must be completed, it will be included in a separate evaluation of clusters under construction.	0	3		0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0,18	0	0,40	0,56	0,75	0	
Project preparation has not started	5	2		5	5	5	5	5	5		5	5	5	5	5	5	5	5	10	5,12	5	1,33	5,79	2,41	5	
Project preparation has started or it is not a cluster of auxiliary needs	0	2		0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0,12	0	0,27	0,25	0,50	0	
Criterion: Target needs																										
Target needs are met - the cluster is fully functional and is excluded from evaluation as completed.																										
The cluster is in the implementation phase, it must be completed, it will be included in a separate evaluation of clusters under construction.	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
The preparation of the target need cluster has started	15	15		15	15	25	15	15	15	10	15	15	15	15	15	15	15	15	20	15,56	15	2,86	25,99	5,1	15	
The preparation of the target need cluster has not started	5	5		10	10	10	5	5	5	0	5	5	5	5	5	5	5	5	10	5,83	5	2,5	9,72	3,12	5	
It is not a target need cluster	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0	
Environment																										
Criterion: Greenhouse gas emissions																										
Direct electrification and projects ensuring greater use of rail transport in electric traction and water transport with alternative propulsion	20	20		40	40	20	20	20	20	20	20	20	20	100	20	30	20	30	10	27,22	20	14,71	480,78	21,93	10	

Greater use of non-electrified rail transport and water transport, projects ensuring greater fluency of road traffic	10	10		20	10	20	10	10	10	15	10	10	10	20	10	10	10	0	10	11,39	10	4,17	26,25	5,12	5
Projects will not bring about a change in greenhouse gas emissions	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0		0
Projects inducing road transport or shifting transport from rail and water to road, or increasing energy consumption in road transport	-10	-10	-5	-10	-10	-10	0	-20	-10	-15	-10	-10	-10	-100	-10	-20	-10	-10	0	-14,74	-10	11,91	534,89	23,13	-5
Criterion: Pollutant emissions in urbanized areas																									
Direct electrification and clusters ensuring greater use of rail transport in electric traction and water transport	10	10		20	30	10	10	15	10	15	10	10	20	100	10	20	10	15	10	18,61	10	13,33	516,67	22,73	10
Clusters ensuring greater use of non-electrified rail transport and water transport, clusters ensuring greater fluency of road traffic, provided they do not induce road transport	5	5		10	5	10	5	10	5	10	5	5	10	5	5	5	5	0	10	6,39	5	2,76	9,12	3,02	5
Clusters will not bring about a change in pollutant emissions	0	0		0	0	0	0	0	0	-10	0	0		0	0	0	0	0	0	-0,59	0	1,33	6,23	2,5	0
Clusters inducing road transport and/or shifting transport from rail and water to road, or increasing energy consumption in road transport	-5	0		-5	-5	-5	0	-10	-5	-5	-5	-5	-10	-100	-5	-10	-5	-5	0	-10,28	-5	12,57	580,14	24,09	-5
Criterion: Energy intensity of transport																									
Direct electrification and projects ensuring greater use of rail transport in electric traction and water transport	10	10		20	30	10	10	10	10	20	10	10	10	10	10	20	10	15	0	12,50	10	5,29	52,21	7,23	30
Projects ensuring greater use of non-electrified rail transport and water transport. This also includes clusters ensuring greater fluency of road traffic, as long as they do not induce road transport at the same time	5	4		10	5	10	5	5	5	-15	5	5	5	5	5	5	5	0	0	4,94	5	3,29	31,51	5,61	15
Clusters will not bring about a change in energy intensity	0	0		0	0	0	0	0	0	-10	0	0	0	0	0	0	0	0	0	-0,56	0	1,29	6,22	2,49	0
Clusters inducing road transport and/or shifting transport from rail and water to road, or increasing energy consumption in road transport	-5	-5		-5	-5	-5	0	-5	-5	-15	-5	-5	-5	-5	-5	-10	-5	-5	0	-5,59	-5	2	12,07	3,47	-15
Criterion: Noise pollution																									
Clusters with a positive effect on noise reduction	5	5		50	5	5	5	5	10	5	10	5	10	5	5	5	5	5	10	8,61	5	6,21	127,75	11,3	10
Neutral cluster	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0
Criterion: Accident rate																									
Projects enabling a shift to modes of transport with a lower accident rate	15	10		30	20	10	10	15	10	20	15	15	15	15	15	15	15	15	5	14,72	15	4,74	0,13	0,36	15
The cluster removes black spots (risky places) on the infrastructure	10	10		15	10	20	10	10	20	15	10	10	10	10	10	10	10	10	10	11,67	10	3,67	22,21	4,71	10
Neutral cluster	0	1		0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,33	0	0,71	1,57	1,25	0
Criterion: Landscape fragmentation																									
Clusters focused on reducing landscape fragmentation	5	5			5	10	5	5	5	10	5	5	5	5	5	5	5	5	5	5,59	5	1,9	7,26	2,69	5
Neutral cluster	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0
Clusters that increase landscape fragmentation	-5	-3			-5	-5	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-4,29	-5	1,77	5,08	2,25	-5
Criterion: Land take																									
During its modernization, the cluster is routed in the same footprint, and thus has a neutral effect on land take	5	5			5	5	5	5	5	0	5	5	5	5	5	5	5	0	15	5,00	5	2	12,07	3,47	5
The cluster has a small impact on new land take (high-speed lines, expansion of existing roads, 2+1 projects without an additional accompanying road)	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	-5	10	0,29	0	1,33	6,23	2,5	0
2+2 roads with an accompanying road have a great impact	-5	-3			-5	-5	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-10	0	-4,29	-5	2	6	2,45	-5
Simplified cost and benefit analysis - time-based accessibility																									
Criterion: Average speed of reaching centres using great circle distance																									
Speed below 40 km/h	20	15			25	30	20	20	20	20	20	20	20	20	20	20	20	20	20	20,59	20	4,56	67	8,19	20

	15	12			20	25	15	15	15	15	15	15	15	15	15	15	15	15	15	15,71	15	3,88	42	6,48	15
40 – 49 km/h	15	15			20	25	15	15	15	15	15	15	15	15	15	15	15	15	15	15,88	15	3,85	41,97	6,48	15
	10	10			15	15	10	10	10	10	10	10	10	10	10	10	10	10	10	10,59	10	2,56	18,28	4,28	10
50 – 69 km/h	10	10			15	15	10	10	10	10	10	10	10	10	10	10	10	10	10	10,59	10	2,56	18,28	4,28	10
	5	5			10	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5,59	5	1,9	7,26	2,69	5
70 – 89 km/h	5	5			10	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5,59	5	1,9	7,26	2,69	5
	0	5			5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,59	0	1,23	2,9	1,7	0
90 km/h and more	0	3			5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,47	0	0,98	1,99	1,41	0
	0	3			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,18	0	0,4	0,56	0,75	0
Capacity, expected intensity																									
Criterion: Removal of bottlenecks																									
Clusters helping to eliminate capacity gaps	20	10		30	20	20	20	30	20	40	20	20	20	20	20	20	20	20	20	21,67	20	5,95	75,07	8,66	20
Otherwise	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0
Criterion: Capacity match																									
Clusters that show agreement between the design parameters of the cluster and the forecast intensities	0	0		0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0,59	0	1,29	6,22	2,49	0
Clusters with a slight excess of the design parameters over the forecast intensities	-10	-5		-10	-10	-10	0	0	0	-5	-10	-10	-10	-10	-10	-10	-10	-10	-10	-8,24	-10	3,79	19,94	4,47	-10
Projects with a high excess of the design parameters over the forecast intensities	-30	-20	-25	-20	-30	-30	0	-20	-15	-20	-30	-30	-30	-30	-30	-30	-30	-30	-30	-27,35	-30	6,23	73,78	8,59	-30
Improvement of conditions for multimodality																									
Criterion: Multimodal freight transport																									
The cluster is beneficial for multimodal freight transport	20	20		30	20	30	15	20	20	25	20	20	30	40	20	20	20	20	20	22,78	20	6,52	75,14	8,67	25
Otherwise	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0
Criterion: Multimodal passenger transport																									
The cluster is beneficial for multimodal passenger transport	10	10		20	20	15	5	10	10	20	10	10	20	20	10	10	10	10	10	12,78	10	5,38	37,04	6,09	15
Otherwise	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0	0	0	0	0
Technology																									
Cluster projects contribute to international digital interoperability	5	5			5	5	5	56	5	15	5	5	5	20	5	5	5	5	5	9,47	5	9,24	181,13	13,46	10
Projects contributing to the setup of a coordinated cross-border procedure of transport infrastructure operators for organizational measures in cases of extraordinary events having an impact on international transport	5	3		5	5	5	5	5	5	15	5	5	5	5	10	5	10	5	0	5,72	5	1,65	10,37	3,22	5
Projects contributing to the preparation of transport infrastructure for the introduction of automation in the transport sector	5	3		5	5	10	5	5	5	15	5	5	5	5	5	5	10	5	5	6,00	5	2,15	10,14	3,18	5
Digital projects of the cluster that help to optimise the infrastructure capacity	15	15	15	15	15	20	15	10	15	15	15	15	15	15	15	15	15	15	5	14,47	15	1,82	9,56	3,09	15
Clusters containing digital projects that contribute to increasing traffic safety	15	15	15	15	15	15	15	10	15	15	15	15	15	15	15	15	15	15	5	14,21	15	1,73	7,33	2,71	15
Clusters containing digital projects that support the creation of equal conditions for the accessibility of the transport system	5	4	5	4	5	5	5	5	5	10	5	5	5	5	5	5	10	5	0	5,16	5	0,88	3,45	1,86	5
Clusters containing projects that lead to further development of other digital services for users	5	5	5	5	5	10	5	5	5	5	5	5	5	5	5	5	10	5	5	5,53	5	0,62	1,56	1,25	5
The balance of the multimodal cluster development																									

The cluster of road or rail infrastructure will make a multimodal cluster functional	20	20	20	20	20	20	15	20	20	25	20	20	20	40	20	20	20	20	15	20,79	20	3,07	30,67	5,54	20
The cluster of road or rail infrastructure will improve the functioning of a multimodal cluster	5	5	5	10	5	10	10	10	5	10	5	5	5	20	10	5	5	5	10	7,63	5	3,2	16	4	5
The multimodal cluster is functional (both types of transport infrastructure are developing roughly equally)	0	0	0	0	0	0	0	0	0	5	0		0	0	0	0	0	0	0	0,28	0	0,62	1,56	1,25	0