

PRAGUE, 20 July 2020

Správa železnic Prepares the Construction of a Tunnel Between Prague and Beroun

Správa železnic announces a tender for the preparation of an update of the documentation for zoning proceedings for the construction of the new railway line Praha-Smíchov – Beroun. Its subject is the construction of a new double-track line on the 3rd transit corridor directly connecting the stations Praha-Smíchov and Beroun. The winner of the tender should be known this autumn.

The assumed price of the procurement for processing of the update of the documentation for zoning proceedings is CZK 160.5 million. The new double-track corridor line will start with the modification of the exit from the Praha-Smíchov station, where two more tracks will be added to the two existing ones. The route of the new line will lead mainly in a tunnel with a length of 24.7 kilometers, which will start under Barrandov and end near Beroun. Furthermore, the new corridor will continue with an overpass over the Berounka River valley. On the Prague side of the tunnel, a branch to the Branický bridge in the direction of Praha-Krč will be built, and on the Beroun side of the tunnel, a branch will be prepared for the adjoining new high-speed line in the direction of Hořovice/Plzeň. The new tunnel will be designed for a maximum speed of 200 km/h.

The main benefits of the new line include reducing the travel time in the section Praha-Smíchov – Beroun to about 12 minutes, speeding up and improving regional traffic in the section Prague – Beroun and also the entire south-western part of the Central Bohemian Region in relation to Prague, speeding up and improving domestic and international traffic in the section Prague – Pilsen – Nuremberg/Munich. Relieving the current congested railway line along the Berounka River from long-distance passenger and freight transport will then make it possible to increase the frequency of commuter trains on this line.

Most of the tunnels excavations will be performed by full-profile TBM tunnelling machines at a depth of approximately 150 meters below the surface. At present, there are only 13 longer railway tunnels in the world and a similar number is under construction or in a similar phase of preparation. Construction work is expected to begin in 2028 and complete in 2042.