

PRAGUE, 8 January 2021

Feasibility Study for a New Line from Prague to Dresden is Approved

The Central Commission of the Ministry of Transport approved the Feasibility Study of the New railway connection Prague – Dresden. Based on this concept document, the preparation of this branch of the future rapid service network will take place now.

The study proved the feasibility of the line, the first section of which leading from Prague to Litoměřice will be used purely for passenger transport with a maximum speed of up to 320 km/h. The section across the České středohoří (Central Bohemian Uplands) and further to Germany will also be used by freight trains, thanks to which traffic in the narrow Labe (Elbe) Valley will be relieved. In the tunnel under the Central Bohemian Uplands, therefore, passenger trains will run at speeds of up to 250 km/h and in the Krušnohorský (Ore Mountains) tunnel 200 km/h. In addition to trains with passengers, it also counts the operation of up to 150 freight trains per day.

The new railway line Prague – Dresden is part of the TEN-T network and will connect the Czech Republic to Western European high-speed rail. Its construction will significantly reduce travel times not only in international transport. International express trains will be from Prague in the centre of Ústí nad Labem in 25 minutes and from Ústí nad Labem in Dresden in another 26 minutes. Thanks to the high-speed line, the national express trains will stop on their way from Prague at the new terminal on the outskirts of Roudnice nad Labem in just 19 minutes and will arrive in Lovosice or Litoměřice in 32 minutes.

Precisely the terminals on the outskirts of Roudnice nad Labem and in the centre of Ústí nad Labem will be significant constructions on the new line; architectural and urban design competitions will be announced for their design and appearance of their surroundings. Other important elements will be the Středohorský (Central Bohemian Uplands) tunnel with a length of about 18 kilometres and the Krušnohorský (Ore Mountains) Tunnel with a length of at least 26 kilometres (of which 11.7 kilometres in the Czech territory). Its preparation is being proceeded in cooperation with the German railway infrastructure manager – DB Netz AG. As part of this cooperation, a project management contractor has already been chosen, and suppliers' offers for processing documentation for zoning decision are currently being evaluated.