

KLADNO, 7 October 2021

## **Further Progress in the Preparation of the Line Modernisation Praha – Kladno**

Preparation of the modernisation of the railway line from the centre of Prague to Kladno has reached another crucial point. Správa železnic has announced a tender for the contractors of construction works for the section from Kladno to Kladno-Ostrovec. The construction is planned to start next year and will include a complete reconstruction, double-tracking and electrification of the entire section. Completion of all stages of the project is expected in 2029.

*"The construction will completely change the shape of the railway in Kladno. It also includes the reconstruction of the station building at Kladno station, which will get a more dignified appearance. The preparation of the project is also intensively going on for other sections between Kladno and Prague, so that the commute between the two cities will be both faster and more comfortable in 2029," Jiří Svoboda, Director General of Správa železnic, said.*

For Kladno, which is the largest city in the Central Bohemia Region, this is a crucial project. More than 16,000 people commute to Prague every day, not only from Kladno but also from surrounding municipalities. Thanks to the double-tracking and electrification of the entire line, the inhabitants of Kladno region will be able to travel by modern and ecological transport of the 21st century, which will bring a significant alternative to the current individual car transport. According to calculations, 2.5 thousand cars, which are used for transport from Kladno to Prague and back today, will be reduced in the streets of Prague 6 every day.

Currently competed Kladno – Kladno-Ostrovec stage will also include the construction of a P+R interceptor car park at Kladno station with a capacity of almost 300 spaces, which will provide better transport services for the entire district. The new railway superstructure and substructure, noise protection measures and especially the deployment of modern train sets will result in noise reduction in the vicinity of the line and greater passenger comfort.

Part of the modernisation will include the installation of out-of-level crossings, which will replace today's level crossings and will help traffic flow to be smoother both on the road and on the tracks. This will also remove perception of the railway as a barrier in the area. At the same time, line speed will be increased, which will allow reduction of travel times. The journey from Kladno to Masaryk railway station in Prague will take less than half an hour instead of today's almost 53 minutes by passenger train.

### **Kladno station with modern platforms and station building**

The modernisation preparation has reached another crucial point with the announcement of the tender for the contractor of the construction works for the section between Kladno and Kladno-Ostrovec stations, including the reconstruction of the track facility and the station building at Kladno station. The construction will include a complete reconstruction of the section, its double-tracking and electrification. Approximately 5.3 kilometres of the railway line

will be modernised. Buildings at the stops Kladno město (town) and Kladno-Ostrovec will be repaired as well.

Kladno railway station will be modernised and new platforms and a barrier-free pedestrian underpass will be built. The interior of the building will be reconstructed, which will allow the creation of safe and comfortable spaces for passengers or more commercial services. The Kladno město stop will be moved towards the centre of Kladno, essentially a new stop will be created. Out-of-level access to the platform will be created from the pavements of the road overpass, via stairs and escalators, and barrier-free access will be provided by lifts. A new transfer hub for public transport will be built directly at the stop. A new underpass with stairs and barrier-free access to the platform will be built at Kladno-Ostrovec station. It will be completed in 2024; the planned cost is estimated at CZK 4.020 billion, which may be the highest allowable bid price.

### **Other sections are also being intensively prepared**

The railway project Praha-Ruzyně – Praha-Letiště Václava Havla (Prague-Václav Havel Airport) is divided into several sections. On the railway branching of Kladno railway station, the current stage will be followed by the next one, namely the modernisation of the line Praha-Ruzyně – Kladno. It is currently at the phase of preparing documents for the construction permit and will be implemented in the years 2022 to 2025. The next stage will include the modernisation of the line section Praha-Veleslavín – Praha-Ruzyně. A new railway station Praha-Veleslavín will be built, whose open architecture will create a comfortable and transparent environment for passengers and thanks to its multi-level design it will become a high-capacity transport hub enabling transfer from trains to the metro and other Prague public transport lines. The project is currently in the phase of preparation the necessary documentation and will be implemented between 2024 and 2027.

A tunnel will replace the current line between the stations Praha-Dejvice and Praha-Veleslavín between 2025 and 2029. The Praha-Dejvice station will be newly built as an underground station. Construction work between Praha-Bubny and the new Praha-Výstaviště stop is planned to be carried out between 2022 and 2024. A tender for a contractor is currently being prepared. The modernisation and completion of the Praha Masarykovo nádraží (Masaryk railway station) will start in 2023 and will take approximately three years. The construction includes a comprehensive modernisation of the station, the extension of the current number of tracks from seven to nine and the construction of a new vestibule and platform above the track facility.

The reconstruction of the line from the centre of Prague to Kladno will be followed by a new construction in the section Praha-Ruzyně – Praha-Letiště Václava Havla (Prague-Václav Havel Airport). This will be implemented in the years 2024 to 2029. A new transfer terminal Dlouhá Míle with a P+R capacity car park will be built within this project. Construction will start in 2024 and will be completed five years later. It will be an underground station and will take passengers directly to both airport terminals. In 2026, work should start on the creation of the circular loop line of the railway connection to Prague Airport. The railway link from the airport towards Jeneč will enable its direct connection to Kladno.