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Správa železnic and SNCF Réseau Have Concluded a New Cooperation Contract for the Preparation of HSR Lines

Správa železnic continues its successful cooperation with the French State Railways on the high-speed railway (HSR) lines project. A new contract with SNCF Réseau will ensure consultation in the next stages of preparation for the coming 8 years.

Existing cooperation between Správa železnic and SNCF holding companies has shortened the preparation of high-speed lines in the Czech Republic by numerous years. The main reason for this is the use of French know-how based on more than 50 years of experience in designing and operating high-speed railways. The new contract, which must not exceed € 8.5 million, will allow the continuation and development of this cooperation. Jiří Svoboda, Director General of Správa železnic, considers the conclusion of the contract to be an important milestone in the preparation: *"If we want to keep the current schedule of works and start the construction of the first sections of the HSR lines in 2025, we need quality experts who have experience in the preparation and operation of such lines."* According to the current plans, the first sections of the HSR lines system to be implemented will be new lines in South Moravia, in the Elbe Flatlands region and in the area of the so-called Moravian Gate.

The subject of the contract is the provision of consultancy services for the next stages of HSR lines preparation. The contract also envisages periodical communication and supervision during the actual construction of the lines, their commissioning, maintenance and inspection. By involving experts who have vast experience in the design and operation of this technically advanced system, the risk of errors that could increase the cost of project implementation will be minimised. The experience of the French colleagues cannot be acquired or replaced on our own efforts.

The cooperation with SNCF Réseau, the French partner of Správa železnic, provides Czech experts with access to exemplary and practice-proven technical solutions. To France similarly, the Czech HSR lines are mainly prepared for passenger transport. This approach allows more efficient terrain replication, resulting in fewer tunnels or bridges. The lines can thus be better integrated into the landscape. The French approach also has the advantage of rail links between new and existing railways. High-speed trains will thus be able to cross between networks and serve areas not directly connected to the HSR lines as well.