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## **Správa železnic Announced Seventh Public Procurement for High-Speed Line Designer**

Documentation for zoning decision will be prepared by the designers for the section of the “VRT Střední Čechy” (HSR Central Bohemia) from Poříčany to Světlá nad Sázavou. This section is part of the new high-speed railway line (HSR) from Prague to Brno.

Správa železnic announces another public procurement for high-speed line documentation. This time for the section of the HSR Central Bohemia between Poříčany and Světlá nad Sázavou, which is connected to the already designed “VRT Polabí” (HSR Elbe Flatlands) line. The subject of the public procurement is not only the preparation of documentation for the zoning decision but also the preparation of documents for the Environmental Impact Assessment (EIA) process. Documentation for the zoning decision includes all the documents necessary for issuing a decision on the location of the high-speed railway construction in the area. The documentation also identifies the specific parcels of land required for the construction of the HSR and will propose the technical design of the line.

The contract is procured using the innovative Best Value method, which is based on emphasising the expertise of suppliers. Správa železnic expects that the use of the principles of this method will contribute to the selection of a quality contractor and reduce the risk of defects in the final work. The Best Value method is used not only in the offers evaluation process, but its principles are applied from the beginning of the procurement procedure to the implementation of the subject of the contract.

Správa železnic expects the zoning decision for the roughly 70-kilometre section of the HSR Central Bohemia in 2025. The construction should start two years later. The line will be designed for passenger service only with a maximum speed of 320 km/h. First trains should run on this section around 2031. “VRT Střední Čechy” is part of the new high-speed connection between Prague and Brno and Břeclav. The travel time between the Czech capital and the South Moravian metropolis should be reduced to less than one hour after the completion of the entire branch. Once the operation of this section is launched, the capacity of the railway infrastructure in this section will be significantly increased and travel times reduced. This may lead to extended offer of train connections for passengers or to enhanced reliability and timeliness of the rail service.

The project objectives set according to the Best Value method, which reflect to a greater extent the need to integrate HSR into the landscape, are included in the tender documentation. Among other things, Správa železnic requires contractors to ensure that the construction of the HSR section has minimal environmental impacts and blends into the landscape as much as possible, and that the designers' approach ensures that the project is effectively discussed in the affected area in terms of collecting and settlement of comments from the public and the authorities concerned. These project objectives thus reflect the previous experience with the public procurement for HSR preparation and the process of the HSR consultation in regions, and are an application of the principles of environmentally responsible public procurement. At the same time, Správa železnic applies elements of socially responsible public

procurement, placing high emphasis on innovation, which is the essence of the Best Value method used, requiring from suppliers a comprehensive approach to the bidding process and the implementation of the subject of the public contract.