

PRAUGE, 5 January 2022

## **Správa železnic Concluded Contracts of Design Works for HSR Moravian Gate**

Designers will prepare documentation for zoning decisions on two construction sections of the high-speed railway (HSR) line VRT Moravská brána (HSR Moravian Gate), which will connect Prosenice with Ostrava. Správa železnic expects the construction to start in 2025. First trains will ride on the tracks four years later.

Správa železnic has concluded contracts for the preparation of the documentation for zoning decisions on the high-speed lines Moravian Gate I. and II. The designers will also prepare documents for the process of environmental impact assessment (EIA). The documentation will determine the exact routing of the lines, construction technology or measures to protect the population and the environment in the vicinity of the HSR line. It will allow arrangements for property rights settlement, too.

Správa železnic commissioned both public contracts using the Best Value method, which permeates the entire procurement process. This approach emphasises the suppliers' expertise, quality and autonomy.

In the tender for the VRT Moravská brána I. between Prosenice and Hranice na Moravě, the association of firms AFRY CZ, AF-Infrastructure and SAGASTA was successful. The design work for the section Hranice na Moravě – Ostrava-Svinov, designated as VRT Moravská brána II., will be carried out by the association of companies MORAVIA CONSULT Olomouc, SUDOP BRNO and METROPROJEKT Praha.

On the first, roughly 20-kilometre section, a traction substation will be erected in Prosenice ensuring power supply for the train operations. An exit to the existing railway network at the station Hranice na Moravě will be built as well. The contractors will also prepare the documentation for a zoning decision on a major modernisation of this station.

In addition to the documentation for a zoning decision of the line itself, the designers of the section VRT Moravská brána II. will prepare an exit to the current infrastructure in the direction to the railway station Ostrava-Vítkovice. A maintenance base will be established within its perimeter to service both sections of the high-speed railway. The length of the second part of the line will be approximately 45 km.

Maximum train speed on the VRT Moravská brána will be 320 km/h. The new line will serve only passenger trains and will relieve one of the busiest freight corridors in the country. A part of long-distance passenger transport, which currently uses the main line between Ostrava, Přerov, Břeclav and the capital, will be transferred to the HSR. However, the high-speed line may also bring benefits to regional transport in the Olomouc and Moravian-Silesian regions. New connections within integrated systems will be able to utilise the released capacity on the corridor.