



Press release

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Line relocation between Soběslav and Doubí u Tábora opens in South Bohemia

On Sunday, 11 September, first trains will run on the new line relocation between Soběslav and Doubí u Tábora. This will mark the end of the modernisation of the penultimate section of the railway corridor from Prague to České Budějovice. Full double-track operation will start in mid-December. Construction of the 8.8 km long section of the new railway started in September 2019; the contractor is an association of STRABAG Rail, EUROVIA CS and METROSTAV. Estimated costs amounted to CZK 4.8 billion. The project is co-financed by the European Union from the Cohesion Fund under the Operational Programme Transport 2014–2020.

One of the most significant investments in the railway infrastructure in the Czech Republic is ending with the start of train operation. The aim of the project was to replace the capacitively and structurally inadequate single-track line with a new double-track relocation, partly running parallel to the D3 motorway. This will significantly increase the safety of transport, its fluency and the capacity of the railway. *"We are completing the modernisation of another part of the line from Prague to České Budějovice. The last one remains between Nemanice and Ševětín,"* Jiří Svoboda, Director General of Správa železnic says. According to him, thanks to the new line, the travel time of trains from Prague to the South Bohemian metropolis will be shortened again. *"Expresses can now make this journey in 100 minutes instead of the original 122,"* he adds. The recent commissioning of another relocation between Sudoměřice u Tábora and Votice will also contribute to a significant reduction in travel times of long-distance trains.

"Relocation of the Soběslav – Doubí line is one of the most modern railway construction projects in the Czech Republic. Both the construction elements and the latest technologies used in this construction will ensure comfortable, fast and safe operation on the relocated line," STRABAG Rail CEO Jakub Svoboda stated.

Most important construction parts include the 370 metres long Zvěrotice tunnel, the elevate track over the valley of the brook Černovický potok with a length of 832 metres, the elevate track over the pond Kamenný rybník (263 metres) and the relocation of the II/135 road. As part of the construction, a new stop Myslkovice was established. On the other hand, trains left the station Roudná. In the following weeks, only one track will be used in this section. For the first five days,

the trains will run at speed of 80 km/h, then will increase to 110 km/h, with the exception of approximately 800 metres at the junction of the old and new lines in Doubí u Tábora, where the safety restriction of 50 km/h around the workplace will remain for the time being, and the speed will be reduced to 30 km/h at the pedestrian crossing in Soběslav until the pedestrian underpass is completed. The double-track operation will be launched from 1 November, the only restriction will remain on the track development at the station Soběslav. Full double-track operation will start on 12 December. The maximum speed will be 110 km/h until the so-called rapid pantograph test of the overhead contact line is carried out in spring 2023, after which it will increase to 160 km/h. Further increases will only be possible after the installation of the ETCS system.

Thanks to the commissioning of the new section, five level crossings and a pedestrian crossing in Soběslav, where a pedestrian underpass was built, will be cancelled.

From 11 September, traffic will start on the new relocation near Soběslav, but trains from Prague to České Budějovice will end in Veselí nad Lužnicí. A continuous closure continues between this station and České Budějovice due to extensive work on the railway infrastructure.