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Press release

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Modernisation of last line section between Prague and Lysá nad Labem has started

Správa železnic officially launched the modernisation of the railway between Mstětice and Čelákovice. This is the last section of the very busy suburban line from Prague to Lysá nad Labem that has not been repaired yet. Construction will be carried out by the consortium of EUROVIA CS, Subterra, GJW Praha and Elektrizace železnic Praha for CZK 2.172 billion excluding VAT. The preparatory work has already begun and will start after the New Year and last until November 2025.

"We are continuing the modernisation of the highly used line to Lysá nad Labem. Its completion will bring greater comfort of railway transport to passengers in the form of time savings during commuting to work, new station buildings and overall safety in railway operation," says Minister of Transport Martin Kupka.

"The construction will mainly include two new relocations, which, once completed, will make it possible to increase the speed of trains up to 140 km/h or 160 km/h for tilting vehicles. The first one, 1.9 kilometres long, will stretch right after Čelákovice through the partially built-up local part of Záluží, while the second one will be approximately one kilometre long and will follow a gentler curve through the open countryside in front of the Mstětice station," describes the Director General of Správa železnic Jiří Svoboda.

On the remaining parts of this section, the railway superstructure and substructure will be completely reconstructed. In Mstětice, a new island platform with two boarding edges 220 metres long and 550 mm high above the track will be built. Passenger access to the trains will be provided by a new barrier-free underpass under the entire track facility. As part of the construction, two level crossings will be cancelled and new road relocations will be built. New line signalling equipment will be installed throughout the entire section.

The operation at the Mstětice station will be controlled from TCC Praha (Traffic Control Centre Praha) after the completion of the project. Radio and information equipment will also be installed here with the possibility of remote control from the Čelákovice station. Due to the necessity to maintain the maximum possible infrastructure capacity during the construction, a temporary Záluží branch-off point will be established in the intermediate section for approximately one year.

An archaeological survey is currently underway at the future site of the new relocations, and a temporary road is being built. Next year, work will be carried out on the construction of the embankment for the line relocation in the area of Záluží and on the retaining wall.

Traffic restrictions at Mstětice station will require work on shifting some of the station tracks to allow the pillars of the future bridge over the line to be built, which will replace the local level crossing. All these restrictions will be either during night or weekends, there are no plans for a complete interruption of traffic during the next year.

Work on the nearly 30-kilometre-long section Praha-Vysočany – Lysá nad Labem began in 2017. The modernisation of the entire arm was divided into four separate projects. The total investment costs will amount to approximately CZK 10.7 billion. Once all the works are completed, the speed will be increased to 160 km/h in some sections and travel times for long-distance traffic will be reduced by up to five minutes. Until ETCS is activated, the line speed will be limited to 100 km/h; the installation of ETCS will be dealt with as part of a separate construction. A significant benefit for passengers will be the creation of a new stop Praha-Rajská zahrada with a direct transfer link to public transport, which will be opened in autumn next year.

The project called Optimisation of the line section Čelákovice (excl.) – Mstětice (incl.) is co-financed by the EU from the Connecting Europe Facility (CEF) programme. Total investment costs of the construction amount to CZK 2,650,398,708 excluding VAT. The total amount of eligible project costs is CZK 2,422,205,216. The EU support rate is 84.73% of the eligible costs, the maximum amount of the subsidy is EUR 82 688 556.05, i.e. approx. CZK 2 052 334 479. National financing is provided by Státní fond dopravní infrastruktury (State Fund for Transport Infrastructure).

Note:

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