

21 November 2024

## **Record number of investments will enable further development of railway, construction of high-speed lines will begin**

Správa železnic will have CZK 62.7 billion available for the renewal of railway lines and stations next year. This is almost a billion more than this year. A record 39.3 billion will be spent on investments, thanks to which, for example, the modernisation of the important Česká Třebová node will start. Next year, the construction of the first parts of the 200 km/h high-speed line from Brno to Přerov will also begin, and intensive preparation of high-speed lines will continue.

Dozens more important constructions will start on the Czech railway network in 2025. *"A major milestone will be the start of construction on the first line sections for 200 km/h speed within the framework of building a fast connection between Brno and Přerov. From the safety point of view, the first thing to mention is the exclusive operation of the modern European train control system ETCS, which will take place during January on 622 kilometres of corridor lines,"* says Minister of Transport Martin Kupka.

Správa železnic is currently reconstructing thirty station buildings, and work will start on more than twenty places next year. In total, almost CZK 2.3 billion will be spent on their maintenance, repairs and reconstruction. *"We are currently restoring, for example, historically valuable buildings in Pardubice, Ostrava-Vítkovice, Jaroměř or Lovosice, and new railway stations will be built in Praha-Bubny and Brno-Královo Pole as part of the overall modernisation. Next year, we will begin reconstruction of the remaining part of the Fanta building at Prague Main Station, and we will start building a completely new facility in Mladá Boleslav,"* describes Jiří Svoboda, Director General of Správa železnic.

### **Buildings to be launched in the next year**

The railway project to Václav Havel Airport will continue in 2025. The modernisation of the section from **Praha-Ruzyně to Kladno** will thus be added to the ongoing constructions. The reconstruction of the **main railway station in Hradec Králové** and also the **Česká Třebová** station, which will undergo a complete reconstruction corresponding to its importance for passenger and freight transport, will be fully launched.

On the important link between Brno and Přerov, Správa železnic will start the modernisation of two sections between **Nezamyslice** and **Přerov**. This will effectively create a high-speed line (HSL) that will be part of the future high-speed network in the Czech Republic. After the completion of the works, trains will be able to use the double-track line for the speed of 200 km/h. The total transformation of the cross-border connection between West Bohemia and Bavaria will start with the reconstruction of the existing line between **Plzeň, Nýřany** and **Chotěšov**. Work will also begin on the electrification and capacity increase of the line from **Týniště nad Orlicí** to **Solnice**.

Several sections will undergo cyclical renewal, including a part of the so-called right bank between **Nymburk and Liběchov** or the line from **Horní Lideč** to the **state border with Slovakia**. The cyclic renewal of the overhead contact line between **Úpořiny** and **Ohnič** in the Ústí nad Labem Region and in the section **Nymburk marshalling yard – Babín branch line** will be important especially for freight transport. A gradual replacement of the overhead contact line on the line **Tábor – Bechyně** will begin, and a simple reconstruction will take place in the sections **Olomouc – Blatec** and **Police nad Metují – Teplice nad Metují**.

A total of **73 kilometres** of upgraded lines will be completed this year. Another **47 kilometres** will be added next year.

## Preparation of high-speed lines

Preparation of high-speed lines is well underway, with half of the planned 750 km of the future network already designed. Správa železnic has also selected the designer of the last part of the high-speed line from Prague to Brno, namely the section between Světlá nad Sázavou and Velká Bíteš. At the same time, geological and engineering survey began in Prosenice and Přešov-Čekyně on the route of the future VRT Moravská brána (HSL Moravian Gate). Later this year, plans are also underway at the site of the Krušnohorský tunel (Ore Mountains Tunnel).

*"At the turn of the year we expect to receive a positive opinion on the EIA, i.e. the environmental impact assessment, for the VRT Moravská brána. This will allow us to start purchasing land. We are also continuing with architectural competitions, and in the coming days we will announce one for the planned HSL terminal Kořenice-Bečváry VRT. We should know its shape next spring,"* says Jiří Svoboda.

It is also being solved to ensure the traffic control of the HSL operation from the Traffic Control Centres in Prague and Přešov. In November we will start design work on a new building to be built in Prague's Balabenka.

## Repair and maintenance of lines

CZK 19.25 billion will be spent on repairs and maintenance of the lines next year. However, this amount will be increased by funds earmarked for flood damage repair. Among the most important events of the next year is the complete repair of the rack railway from **Tanvald** to **Kořenov**, as well as the repair of the line **Olbramovice – Sedlčany** or tracks and turnouts at stations **Příbram** and **Česká Kamenice**. The bridge over the Jihlava River between **Jihlava** and **Jihlava město** stations is also awaiting renewal.

## Where we have already finished

A significant improvement for passengers in eastern Bohemia was the completion of the overall reconstruction of the Pardubice main station; in addition, work on the subsequent section to Stěblová was also completed. Now almost the entire line between the two East Bohemian metropolises is double-tracked. The section from Střelice to Zastávka u Brna will get two tracks and additionally an overhead contact line for electric trains by the end of the year. A second track was also added in Prague on Braník Bridge (Branický most) and in the section up to the new Spořilov branch line.

From the point of view of international service, it is important to complete the modernisation of the line from Lanžhot to the state border with Slovakia. This year we will complete the reconstruction of the Vsetín railway station including the building of the terminal and open a new overpass over the corridor in Holická Street in Olomouc. After a complete reconstruction, trains have already returned between Vlkov u Tišnova and Křižanov.

Správa železnic completed the renovation of several large buildings in Pilsen, České Budějovice and Beroun. In Teplice, the first stage focused on the facade and roof of this historically valuable building has been completed. Builders also report that the construction is finished in Světlá nad Sázavou.

**Constructions starting in 2025**

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Modernisation of the line Praha-Ruzyně – Kladno

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Modernisation of the railway node Česká Třebová

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Modernisation of the railway node Hradec Králové

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Increase of line capacity Týniště nad Orlicí – Častolovice – Solnice

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Modernisation of the line Brno – Přerov

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**Constructions completed or commissioned in 2024**

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Modernisation of the railway node Pardubice

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Modernisation of the line Hradec Králové – Pardubice – Chrudim,  
3rd construction, double-tracking Pardubice-Rosice nad Labem – Stéblová

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Electrification of the line incl. pre-electrification adjustments  
Brno – Zastávka u Brna, 2nd stage

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Completion of Rail Corridor I in the line section Lanžhot (CZ) – Kúty (SK)

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Reconstruction of the line section Vlkov u Tišnova – Křižanov

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Reconstruction of the railway station Vlkov u Tišnova

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Reconstruction of the railway station Vsetín

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