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Designers Will Start Dealing with Line from Praha-Výstaviště to Veleslavín

Preparations for the construction of a railway connection to Václav Havel Airport advanced further. Správa železniční dopravní cesty (SZDC) selected a supplier of the Project Intent and the Documentation for territorial proceedings concerning modernization of a key section between Praha-Výstaviště (Prague Exposition Area) and Praha-Veleslavín Station. The tender was won by the companies METROPROJEKT Praha and SUDOP PRAHA with a price offer of CZK 64 million. The same documentation phase is now being prepared also for other constructions within this strategic railway project.

"Due to its demandingness, this extensive investment was divided into six parts. As far as the construction aspect is concerned, the most complicated one will be the construction between the newly built railway stop Praha-Výstaviště and Praha-Veleslavín Station. Trains will be running here almost exclusively underground, only a short section from Praha-Výstaviště through Stromovka Park will run on the surface", specifies Mr. Mojmír Nejezchleb, Deputy Director General of SZDC for Infrastructure Modernization.

Following a current short tunnel at the edge of Stromovka Park, the new route will run underground up to the recessed station Praha-Dejvice which will be relocated to the immediate vicinity of the current Hradčanská Station vestibule on the Prague metro A line. It will then continue by a double-track recessed tunnel to the Bruska water reservoir, further by a pair of tunnels to the Veleslavín heating plant and by a connecting double-track recessed tunnel up to Praha-Veleslavín Station. The planned tracks' recessing will allow closing all railway crossings in this section.

"In connection with the tunnels mentioned above, SZDC deals with impacts of vibrations from future train operation under the workplace of the Institute of Physics in Cukrovarnická Street which uses very sensitive measuring instruments. All requests will be incorporated into the documentation for the construction location. We deal with this issue intensely at SZDC from the preparations' beginning and we will continue to do so within related project works as well", adds Mr. Nejezchleb.

While the railway on the territory of our capital uses a 3 kV DC current power feeding, a 25 kV AC current traction power system will be introduced in the line section from Praha-Dejvice to our most important airport and to the biggest city in Central Bohemia based on a decision taken this January. In the future, practically all

electrified lines on the SŽDC network will be adapted to this system which is currently being used in the southern part of our country.

The feasibility study for the railway connection from Praha to Ruzyně Airport and to Kladno in its R1spěš variant was approved by the Central Committee of the Ministry of Transport in July 2015. The study mentioned above is currently being updated and should be finalized this December.

The course of the tender for a supplier of the Project Intent and the Documentation for territorial proceedings was delayed by an objection submitted to the Office for the Protection of Competition. The proceedings were terminated and SŽDC could finalize the tender and conclude a contract for work with the winning applicant. Preliminary talks already took place and project works were launched.

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