

## Press Release

SOBĚSLAV, 10 May 2019

### **New Line Will Bring Shorter Journey Times Between Prague and České Budějovice**

Správa železniční dopravní cesty (SŽDC) has selected a supplier for modernization of another section of Czech Rail Transit Corridor IV between Soběslav and Doubí u Tábora. This order will be carried out by the association of companies Soběslav – Doubí, consisting of companies STRABAG Rail, EUROVIA CS and Metrostav for a price amounting almost to CZK 3.9 billion (VAT excluded). Construction works should be launched this September; a new construction led in a parallel way with the D3 motorway and replacing the original line will be built up to April 2023.

The construction takes up modernization of the section Veselí nad Lužnicí - Soběslav which took place in 2014 and 2015. The new line will allow speeds of 160 kph, higher capacity and thanks to a second track being added to the single-track line up to now, trains will not have to cross each other in Soběslav and Roudná. *"We start modernizing one of the last sections of Czech Rail Transit Corridor IV between Prague and České Budějovice. When the modernization is complete, journey times of express trains from České Budějovice to Prague will near a period of ne hour and three-quarters. Then only a reconstruction of the section from Ševětín to Nemanice will remain; we are intensely working on its preparation already",* said Mr. Jiří Svoboda, Director General of SŽDC.

The new line will be 8-8 kilometres long, approximately one half will lead quite close to the D3 motorway. At Soběslav Station, the current railway crossing will be closed and replaced by an underpass for pedestrians. Right behind the station in direction to Doubí u Tábora, a 370 metres long Zvěrotice tunnel will follow, then a 830 metres long bridge spanning over Černovice Creek; another scaffold bridge 263 metres long spans over the pond Kamenný rybník.

The highest place of the line will be situated at the new Myslkovice railway stop near the underbridge under the road leading to Janov. A tunnel bridge transfers the bio-corridor in Hluboká locality above the railway line, thus being a considerable contribution to the environment. Near the Doubí u Tábora stop, the line will be led close to its original design. There will be no railway crossings on the new relocation; the construction will have almost no impact on train operation between Soběslav and Tábor. Closures will be necessary only while connecting the new line to the original one.

The project is suggested for co-financing by the EU under the Operational Programme Transport 2014–2020; the maximum EU support amount will consist of 82.84% from total eligible costs. National financing will be provided by the State Fund for Transport Infrastructure.

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