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## **SŽDC Presented the Current State of High-Speed Line Praha – Brno – Ostrava Preparation**

One of the main priorities of Správa železniční dopravní cesty (SŽDC) in the field of railway infrastructure construction is ensuring the implementation of the governmental Programme of Rapid Service connections development in the Czech Republic. To ensure its successful preparation and implementation, intense cooperation of SŽDC with state administration represented especially by the Ministry of Transport, the Ministry of the Environment, the Ministry of Regional Development and bodies of regional and local authorities is necessary. That is why the infrastructure manager prepared for this year a project of presentation meetings named Current state of preparation of high-speed lines (HSL) in the Czech Republic which continued today in Brno.

The main topic was presenting the progress achieved on high-speed lines preparation, especially for the HSL Praha – Brno – Ostrava and the HSL Brno – Šakvice. The lines are being prepared for speeds up to 320 kph.

SŽDC is already involved in updating principles for the South Moravia territorial development which specifies the route in the priority section Brno – Šakvice. After the approval of the Ministry of Transport, SŽDC will immediately apply for an update of the principles for territorial development also for the section leading from Brno to the Velké Meziříčí area so that it can be included among the priority ones.

The objective is to have the whole HSL from Prague to Brno under construction and in some sections already under operation in 2030.

### **Fast railway connection**

Future train operation is also being dealt with. The HSL construction will shorten journey times considerably and not only in the new line's axis. The newly built infrastructure is being prepared as a part of the nation-wide transport system which will be perceived by passengers especially by fast trains.

These fast trains will use both new high-speed lines and connecting modernized conventional lines for their rides. Express trains will connect main capitals at high speeds, other fast trains will ride from capitals and centres to the regions and ensure their servicing. Part of the capacity in some section will be also reserved for fast regional trains.

Passengers will thus be able to use not only express trains in the connections Praha – Brno – Ostrava continuing further abroad (Bratislava, Vienna, Berlin, Warsaw etc.) but also fast domestic trains e.g. in the connections Brno – Jihlava město or fast regional trains e.g. in the

connection Brno – Velké Meziříčí. This solution is common in countries already operating high-speed lines (France, Spain, Germany).

A possibility of building terminals right on the main line for servicing regions is also being verified. These can be e.g. the terminals Praha-východ, Jihlava or Brno-Vídeňská. The terminals allow both transit of very fast express trains at full speed and stops of slower trains.

### **Feasibility study and HSL route**

The shape of the new high-speed lines Praha – Brno – Ostrava and Brno – Šakvice is being verified by feasibility studies. These elaborate several options for leading the line and verify their different parameters such as suitable maximum speed of trains. Thanks to their elaboration, we have at our disposal important technical documentation for future design works and necessary documentation for evaluating environmental impacts. Lines on the territory of South Moravia Region are divided into two feasibility studies: HSL Praha – Brno – Břeclav and HSL Brno – Ostrava.

Works on the HSL Praha – Brno – Břeclav feasibility study are in their half and SŽDC receives results from this study continuously. At present it received the output from Phase 1 of the study elaboration which is a basic milestone.

The route leading from Prague loosely copies the D1 motorway. In the direction to the south, it passes through Modřice railway station and leads to the west from Rajhrad, Hrušovay u Brna and Vranovice. From Pouzdřany it copies the current railway corridor.

In Brno, both lines connect to the new railway station which will become the main site for boarding high-speed trains by inhabitants of the regional capital. Due to the city size and the importance of the whole adjoining region, a complementary terminal with a provisional name Brno-Vídeňská is also being suggested.

Complementary terminals at big cities draw the high-speed railway offer nearer to the neighbouring region as it is not always necessary to travel to the crowding city centres while travelling to the railway stations. They are thus a contribution to the cities as well. The completion of the railway junction Brno in its new shape by high-speed railway components deals with the capacity aspect and should provide high reliability of high speed trains.

Works on the HSL Brno – Ostrava feasibility study were launched by an introductory meeting at the beginning of this September. The first output is expected in six months. As far as the route part on the South Moravia Region territory is concerned, the study examines a necessity of the territory protection for situating the new HSL route which could allow increasing railway capacity in the region in a long-term prospective

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