



## Press Release

SOBĚSLAV, 16 October 2019

### Another Construction Launched on Corridor IV, Line Soběslav – Doubí Will Get Straightened

The reconstruction of Czech Transit Rail Corridor IV from Prague to South Bohemia enters its final phase. Today, Správa železniční dopravní cesty (SŽDC) festively launched modernization of last but one section between Soběslav and Doubí u Tábora. The construction with total costs exceeding CZK 4 billion will last until 2023. Due to the fact that this will be mostly a new line construction, it will have a minimal impact on passengers.

The modernized line will be led almost completely as parallel to the D3 motorway. This will allow a line speed increase up to 160 kph, in the prospective up to 200 kph. Adding a second track will result in a capacity increase and crossing of trains at Soběslav and Roudná will no longer be necessary. *"Today, we start building the last but one section of the whole corridor between Prague and České Budějovice. Only a reconstruction of the section from Ševětín to Nemanice remains now and we work intensely on its preparation. After the recent issue of the territorial decision by the South Bohemia Region, we are closer to implementation of this construction as well"*, said Mr. Jiří Svoboda, Director General of SŽDC. As he added, journey times from České Budějovice to Prague will get close to one hour and forty minutes when the corridor is finished.

The construction connects to a modernization of the section from Veselí nad Lužnicí to Soběslav which took place in 2014 and 2015. The new line will be 8.8 kilometres long; approximately one half will be led very close to the D3 motorway. At Soběslav station, the current railway crossing will be closed and replaced by an underpass for pedestrians. Right after the station in direction to Doubí u Tábora, the Zvěrotice tunnel 370 metres long will follow. A bridging of Černovice Creek 830 metres long connects to the tunnel; another scaffold bridge 263 metres long spans over Kamenný rybník (Stone Pond).

The line will be most high in the area of the new railway stop Myslkovice on the site of the new underbridge under the road to Janov. A tunnel bridge transferring the bio-corridor in the Hluboká locality over the railway will be an important environmental asset. After the stop Doubí u Tábora, the line will be connected to the already reconstructed section in direction to Tábor.

There will be no railway crossings on the newly relocated line; its construction will have almost no impact on train operation between Soběslav and Tábor. Line closures will be necessary only when connecting the new line to the original one.

The supplier of the investment designated as Modernization of the line Veselí nad Lužnicí - Tábor – Part II, section Veselí nad Lužnicí – Doubí u Tábora, 2<sup>nd</sup> phase Soběslav – Doubí is the company Společnost Soběslav – Doubí, consisting of the firms STRABAG Rail, EUROVIA CS and Metrostav. Works should be completed in April 2023.

Total investment costs equal CZK 4,318,819,023 (VAT excluded). The project has been approved for co-financing by the European Union from its Cohesion Fund under the Operational programme Transport 2014–2020. The EU contribution can reach up to CZK 1,495,033,037. National financing will be assured by the State Fund for Transport Infrastructure.

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