



PRAGUE, 30 December 2019

Feasibility Study Prague – Mladá Boleslav – Liberec Has Been Approved

The feasibility study suggesting a better railway connection between Prague, Mladá Boleslav and Liberec in a variant with modernization of the sections Praha-Vysočany – Všetaty and Lysá nad Labem/Nymburk – Mladá Boleslav – Bakov nad Jizerou including new constructions of the so-called Všejaný, Bezděčín and Dalovice connections has been approved in mid-December by the Central Committee of the Ministry of Transport. After many years of verifications, a technical solution was found which could be justified economically and Správa železniční dopravní cesty (SŽDC) can continue with investment preparations.

Although works on this feasibility study started in 2016 already, it took many months to find a suitable combination of a technical and operational solution which would satisfy requirements of all interested parties on the one hand and bring a necessary amount of benefits to fulfil all criteria for the proposal's economical effectiveness on the other hand. Such a solution was found only within the Deko approved option.

The whole intent consists of two parts. The so-called Všetaty branch is delimited by the Skály branching-off point where the intent connects to the already launched optimization of the line section Praha-Vysočany – Lysá nad Labem as well as by Neratovice and Všetaty. Electrification is suggested for the whole section, the line should acquire a second track in the section branching-off Skály – Neratovice. Reconstruction of railway stations and stops into a shape corresponding to current standard requirements such as barrier-free access to platforms is a matter-of-course. New railway stops improving railway transport accessibility and a replacement of heavily used railway crossings by grade-separated junction alternatives were suggested for this line specific by a high potential of intense suburban and urban transport. An overall interval of 15 minutes for regular and through trains is expected in this section.

The new line will continue from Lysá nad Labem with parameters of a double-track electrified line through Milovice and further by the so-called Všejaný connection through Boží Dar to Čachovice where it will be connected to the current line Nymburk – Mladá Boleslav. The line from Nymburk will be electrified up to Čachovice, a second-track will be added up to Mladá Boleslav. To the east of Nepřevázka village, the new line will be diverted and will continue as a new construction - the so-called Bezděčín connection - parallel with the D10 motorway up to the station Mladá Boleslav město.

The current railway station Mladá Boleslav město will be reconstructed into the shape of a city railway terminal and thanks to a combination of the new lines' sections it can be serviced by direct trains from all directions. Between the passenger part of the station and Řepov, the background for needs of servicing freight trains will be extended so that these trains will not burden the inner city centre by their passage under electrical traction anymore. Their passage through Mladá Boleslav as such was coordinated with the design of extending the so-called

north-eastern tangent; the double-track line leading to Ptácká Street where the current crossing will be replaced by a bridge will be led mostly under the road.

The intent also includes modernization of the section to Bakov nad Jizerou including the so-called Dalovice connection which enables leading direct trains from Česká Lípa and Turnov to Mladá Boleslav město and a reconstruction of the current Mladá Boleslav Main Station.

The set of these measures will allow decreasing journey times from Prague centre to Mladá Boleslav centre down to 47 minutes with an overall interval of 30 minutes. Although only a part of the route is going to be improved within the Prague – Liberec connection, more improvements can be connected to the suggested solution between Mladá Boleslav and Liberec if they can be justified especially as far as economical effectiveness is concerned.

Besides increasing attractiveness of passenger railway transport, an important share of benefits can also be perceived in a considerable improvement of conditions for operating freight transport and a related decrease of negative environmental impacts.

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