

PRAGUE, 23 November 2023

Not only Masaryk Railway Station, Smíchov and Královo Pole. Construction boom on Czech railway continues

The year 2024 will be marked by reconstruction of large stations on the Czech railway network. Správa železnic will have a budget of CZK 57.5 billion next year. In addition to the reconstruction of the Masaryk and Smíchov railway stations in the capital city, a complete modernisation of the railway station Brno-Královo Pole will also begin. However, construction will also begin in several other places across the country, with thirty new constructions starting. The design of high-speed lines will also proceed to the next stage of preparation; 100 km of new lines will be worked on.

"Next year's budget will allow us to maintain the high pace of rail modernisation. The preparation of high-speed lines or the installation of the European Train Control System (ETCS) will also continue at a fast pace," says the Minister of Transport Martin Kupka and adds: *"Shortly after the New Year, we will start key constructions in the Prague railway junction, which will bring significantly higher comfort of travelling, including comfortable transfer to other modes of transport. The Masaryk and Smíchov railway stations, as well as the busy station in Královo Pole in Brno, will completely change their appearance."*

"At the beginning of next year, we will complete major renovations of several of the most important station buildings. The renovation of the interiors of the historic Fanta building at the Prague Main Station will be completed, same as works in České Budějovice and Plzeň will also be finished. On the other hand, the restoration of another listed building, the main station in Pardubice, will be fully underway," adds the Director General of Správa železnic Jiří Svoboda. He adds that the inhabitants of the city will appreciate the completion of the extensive reconstruction of the local railway junction and the opening of the new stop Pardubice centrum.

Constructions to be launched in 2024

In addition to the above-mentioned constructions, the reconstruction of the corridor section from **Lipník nad Bečvou to Drahotuše** will also begin. In western Bohemia, the construction of a new line from **Plzeň to Stod** and the modernisation of the existing line between **Plzeň, Nýřany and Chotěšov** will enter the implementation phase. Furthermore, the total reconstruction of the **main station in Hradec Králové** will start, in East Bohemia the electrification and reconstruction of the line from **Týniště nad Orlicí to Solnice** will be an important event. Construction work is expected on the section of the Ore Mountains Mainline between **Kyjice and Chomutov**. The railway stations in **Chrastava and Hrádek nad Nisou** in the Liberec region will undergo complete renovation.

In the **Highlands**, work will get into full swing in **Vlkov u Tišnova** and the connecting section **to Křižanov** and also between **Přibyslav and Pohled**. In the same region we will start the modernisation of the **station Jihlava město**. In Moravia, we should mention the reconstruction of **Kyjov** station and the section between Brno's **Židenice** and **Černovice**. In terms of numbers, the reconstruction of **59 km of lines will begin anew**, and **work will continue on another 39 km. 89 kilometres of modernised** lines will be completed this year.

Repairs and maintenance

CZK 20 billion will be spent on repairs and maintenance of the lines next year as well as this year. The biggest project will be the total renewal of the Šumava line from Nová Pec to Černý Kříž. Cyclical maintenance of the line Praha-Hostivař – Votice and the overhead contact line between Lysá nad Labem and Stará Boleslav will also be important, thanks to which it will be possible to prevent possible malfunction. The lines from Olomouc to Prostějov and from Poříčany to Nymburk will undergo a complete reconstruction.

Station buildings

Správa železnic is currently reconstructing 65 station buildings. In 2024, the buildings, for example, in Ostrava-Vítkovice, Lovosice, Jaroměř, Bečov nad Teplou, Čáslav, Jihlava, Hlinsko v Čechách or Ústí nad Labem-Střekov will be completely renovated. A completely new building will be built at the main station in Mladá Boleslav.

ETCS

Installation of the European Train Control System (ETCS) continues. This year the lines of Ústí nad Orlicí – Lichkov, Beroun – Plzeň – Cheb and Přerov – Česká Třebová were equipped with it, the system is currently on 903 kilometres of lines. Next year, installation will begin in the sections Pardubice – Hradec Králové, Praha – Milovice and Votice – České Budějovice.

High-speed lines preparation

The preparation of high-speed lines (HSL) will continue at the same pace as this year. Of the planned 700 km, a full half of the future network is already being designed. Next year, it is expected that design work will start on more than 100 km of high-speed lines.

This year Správa železnic completed the documentation for zoning decision for the section of the VRT Jižní Morava (HSL South Moravia) between Modřice and Šakvice. It remains to complete the same documentation for the extension of this section to Rakvice. The preparation of both sections of the VRT Moravská brána (HSL Moravian Gate) between Prosenice and Ostrava has progressed, where the design is reaching its final stage.

On the line from Prague to Dresden, we are designing the section Prague – exit Lovosice as well as the Czech part of the cross-border Krušnohorský tunel (Ore Mountains Tunnel). Further preparation is limited by the update of the Principles of Territorial Development of individual regions. They should decide on the reserves for HSL routes next year.

The councils of the South Moravian and Moravian-Silesian Regions will also decide on the stabilisation of the HSL corridors. This will affect the preparation of the lines in the Highlands (Vysočina) and South Moravia and the cross-border section from Bohumín to Poland.

Balance of the current construction season

Improved traffic flow on the corridors was contributed to this year's completion of the reconstruction of line sections Velim – Poříčany, Soběslav – Doubí u Tábora, Sudoměřice u Tábora – Votice, Praha-Smíchov – Praha-Radotín, Brandýs nad Orlicí – Ústí nad Orlicí, another part of the Přerov junction and the construction of barrier-free access to the platform in Roudnice nad Labem as well.

Work between Dětmárovice, Petrovice u Karviné and the state border with Poland is also coming to an end. The builders also report that work is finished in the section Děčín východ – Děčín-Prostřední Žleb, in Pilsen between the main railway station and Koterov, then in Semily and Rožnov pod Radhoštěm.

The end of the year is also marked by a number of renovated buildings. Work has already been completed in Písek, and is nearing completion in Světlá nad Sázavou, in Karviná main station, Kravaře ve Slezsku a Sokolnice-Telnice.

At the same time, the implementation of the railway project to the airport continues. Modernisation of sections is in full swing at Praha-Bubny – Praha-Výstaviště and Kladno – Kladno-Ostrovec. The tender for the construction Praha-Ruzyně – Kladno is about to be announced. From 2025 onwards, it is planned to rebuild three sections between the new stop Praha-Výstaviště and the station Praha-Ruzyně, to build a completely new line from Praha-Ruzyně to Václav Havel Airport and to build a new station directly at the airport.