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Trains have returned to Braník Bridge, line will help freight service and during closures

Works on the double-tracking of the Braník Bridge have progressed to the final stage, trains started to run on one track here today. Správa železnic plans to complete the entire construction and start full operation this October. The bridge and the connecting section to Krč are an important part of the Prague railway network. It plays an important role in freight transport, but the importance of the line in passenger transport will increase significantly in the near future.

The reconstruction of the bridge and the connecting line towards Krč started a year ago, and today the first freight trains, which currently primarily use this section, have returned here.

The first track will be used, while work will continue on the adjacent track on the concrete bridge slab and ledges, drainage and waterproofing system. This will be followed by modifications to the superstructure, technologies and overhead contact line.

In the subsequent section up to the new Spořilov branch line, the Praha-Kačerov stop remains closed for passengers, where construction of an access footbridge with a lift to a new island platform is continuing. Here, also, it is planned to resume operation in October.

The addition of the second track will allow to increase the throughput of the Prague junction. The new capacity will be used not only by freight carriers but will also enable the introduction of new lines of urban and suburban railways.

The entire line will also be used after the reconstruction to divert trains during the planned reconstruction of the Výtoň Bridge. It will be used mainly by long-distance trains heading from Plzeň to Prague Main Station.

The Braník Bridge, sometimes also known as the Bridge of Intelligence, began serving railway traffic in the metropolis in 1964. It will celebrate its round anniversary this autumn with the opening of the double-track operation for which it was originally built.

The total investment costs of the construction amount to CZK 2,637,358,914. The project is co-financed by the European Union from the Connecting Europe Facility (CEF). National financing is provided by Státní fond dopravní infrastruktury (State Fund for Transport Infrastructure).



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