

PRAGUE, 23 June 2023

Správa železnic received another CZK 10.9 billion from CEF programme

Správa železnic continues to be successful in obtaining grants from the Connecting Europe Facility (CEF) in the new funding period 2021–2027. Five major construction projects were awarded grants in the second call of the programme. The grants in the total amount of CZK 10.9 billion will go into key constructions in the Prague junction, the Karlštejn – Beroun line section and the Havířov railway station.

Financial resources have been approved for the following constructions:

- Modernisation and completion of the Praha Masarykovo nádraží (Prague Masaryk Railway Station)
- Reconstruction of the railway station Praha-Smíchov
- Double-tracking of the line Branický most – Praha-Krč – Spořilov
- Optimisation of the line Karlštejn (excl.) – Beroun (excl.)
- Optimisation of the line section Havířov (incl.) – stop Havířov střed (excl.)

One of the key railway projects at present is the modernisation of the Prague railway junction, including the connection of the centre of Prague to the Ruzyně Airport, which also includes the construction Modernisation and Completion of the Prague Masaryk Railway Station. It includes a complete reconstruction of the railway station, including layover tracks; two new tracks will be built for trains to Václav Havel Airport Prague in addition to the existing seven tracks near the platforms. The new plateau above the platforms will enable the connection of Na Florenci Street, platforms at Masaryk Railway Station and Hybernská and Opletalova Streets. All accesses within the modernised station will be barrier-free.

Construction Reconstruction of the railway station Praha-Smíchov includes a complete modernisation of the railway station, a new 4th platform and extension of the pedestrian underpasses to the forthcoming P+R car park invested by the City of Prague. The grant will also finance a footbridge that will connect both sides of the railway station in a barrier-free way and will also provide access to the platforms. In connection with this construction, the City of Prague plans to build the Terminal Smíchovské nádraží on the plateau above the platforms, which will connect suburban and long-distance bus transport with railway and urban public transport. In the future, Správa železnic will continue the reconstruction of the station by modernising the station building with the possibility of building administrative premises for the needs of the transport sector.

The Optimisation of the Karlštejn (excl.) – Beroun (excl.) line is another project to modernise the line between Prague and Beroun. The construction is a continuation of the already completed reconstruction of the Beroun railway junction and concerns the 7.1 km long railway line including the railway stop in Srbsko. The line speed will be increased up to 140 km/h. To increase the capacity of the line and reduce the impact of the capacity restrictions, the Lom overtaking station will be built first, followed by the modernisation of the line. The construction is located in the Český kras (Bohemian Karst) Protected Landscape Area in a narrow valley of the Berounka River with difficult access to the construction site. Therefore, Správa železnic

will require the contractor to use state-of-the-art technologies for the reconstruction of the track superstructure and substructure, enabling the supply of the construction from the railway and speeding up the construction time as much as possible.



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