



SPRÁVA
ŽELEZNIC



Vysokorychlostní trať spojuje

High-Speed Lines preparation in the Czech Republic

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European Framework – EU TEN-T

Regulation (EU) 2024/1679 – TEN-T policy

- Core and Extended Core
- Comprehensive Network

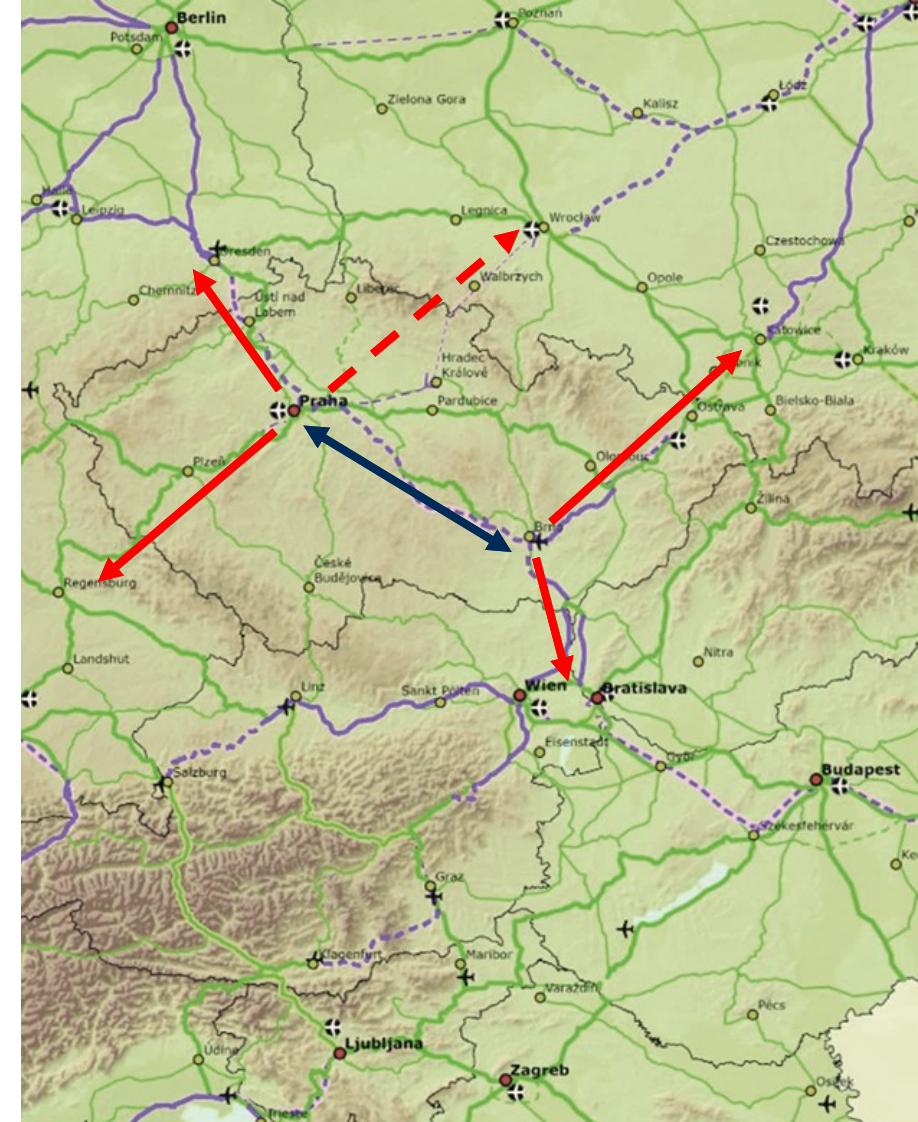
Czech HSL backbone is **part of the EU TEN-T Core and Extended Core Network** → eligible for EU co-financing

EU Funding & Policy

- **New EU transport package (11/2025) to accelerate HSR deployment**
- **CEF 2028–2034 (up to €51bn)** prioritises **cross-border HSR projects**
- **National and Regional Partnership Plans** (CZ share **up to €27bn**)

Key evaluation criterion:

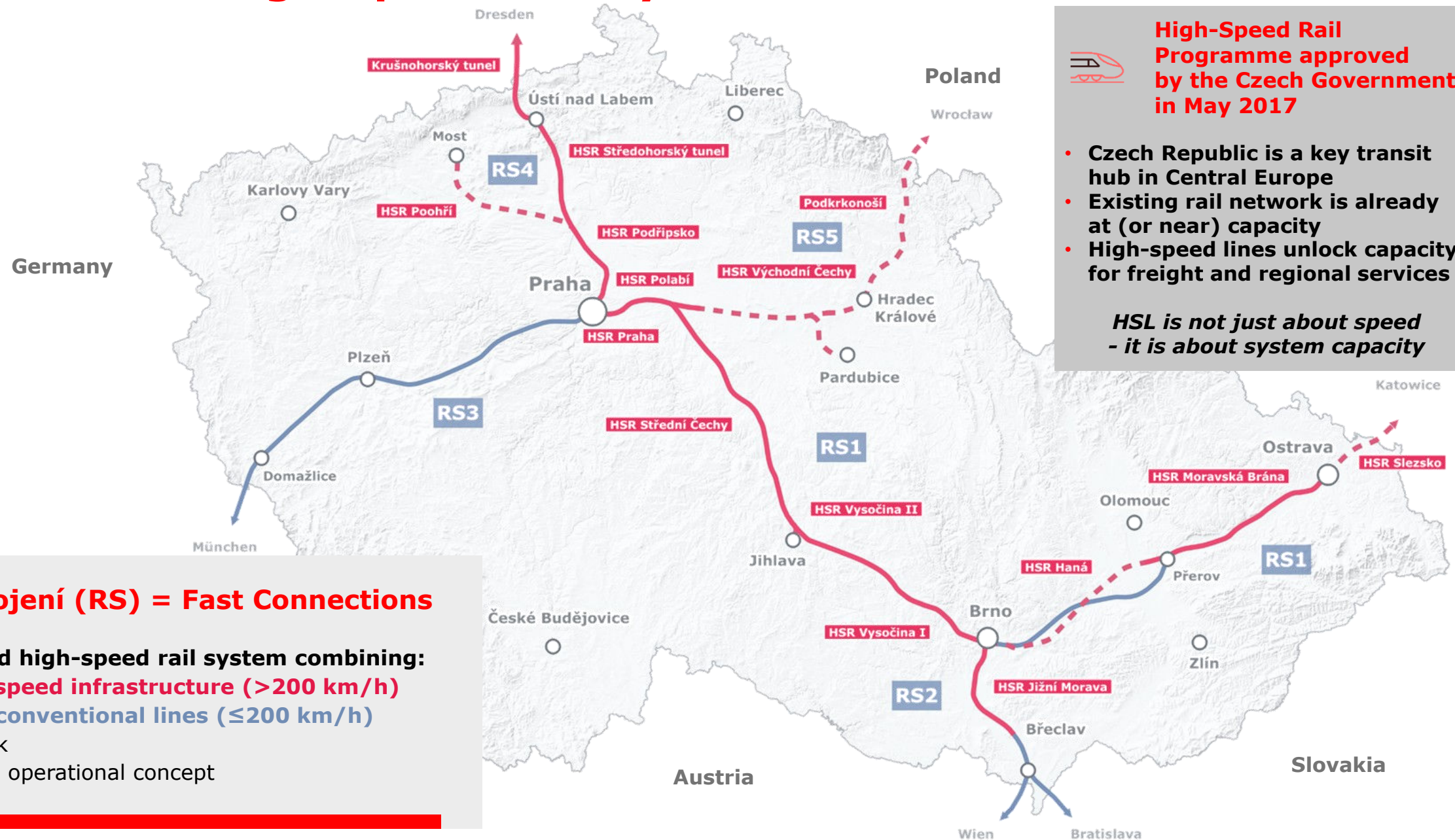
- **Project maturity** (land acquisition, permits, surveys etc.)
- **Benefits** (capacity, time savings, CO₂ etc.)



- Czech HSL connects major TEN-T corridors
- Strengthens cross-border links (DE, AT, PL, SK)
- Enables seamless high-speed travel across Central Europe

*Without Czech HSL
the European network remains incomplete*

Future Czech High-Speed Rail System



High-Speed Rail Programme approved by the Czech Government in May 2017

- Czech Republic is a key transit hub in Central Europe
- Existing rail network is already at (or near) capacity
- High-speed lines unlock capacity for freight and regional services

HSL is not just about speed - it is about system capacity

Rychlá spojení (RS) = Fast Connections

An integrated high-speed rail system combining:

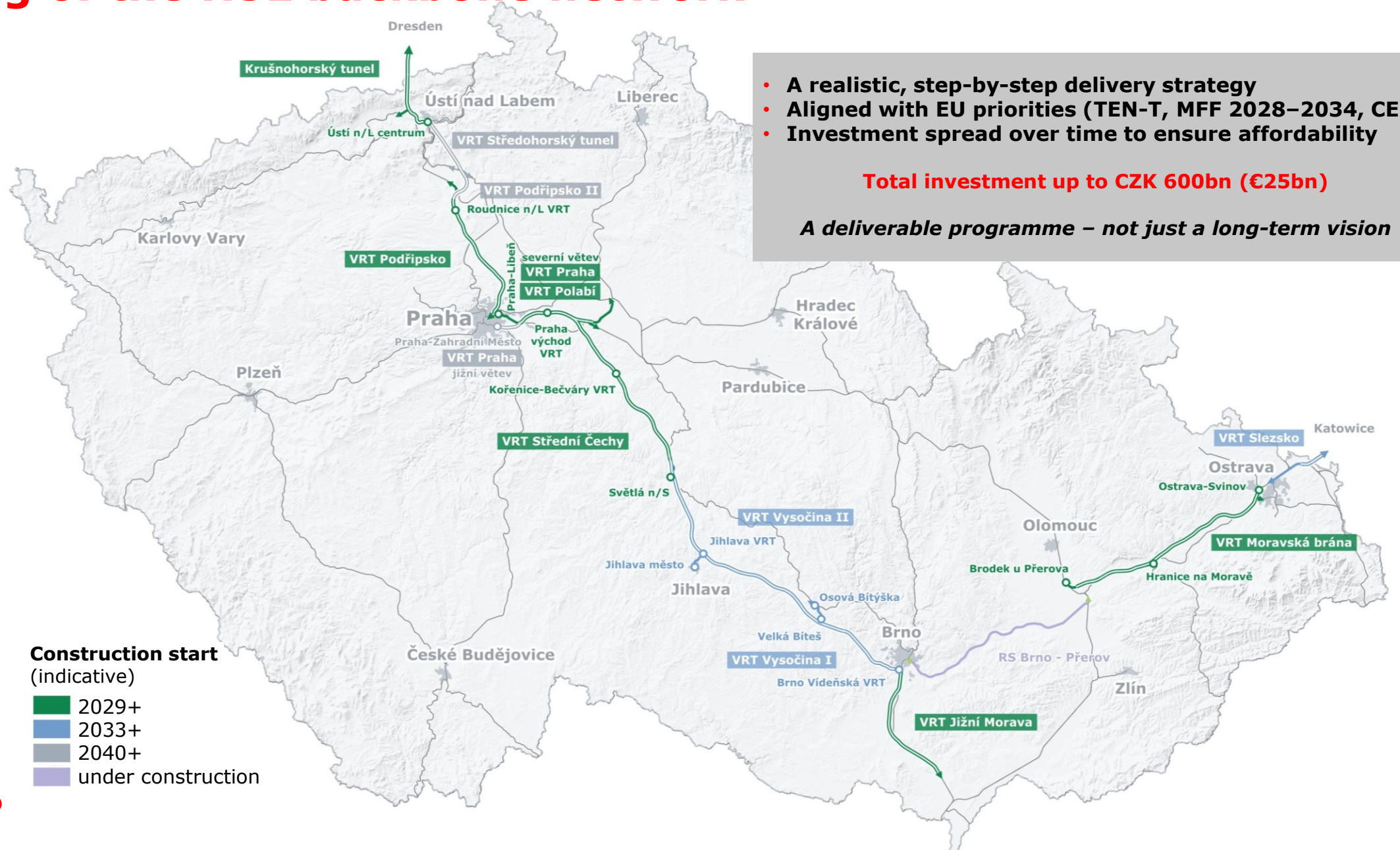
» new high-speed infrastructure (>200 km/h)

» upgraded conventional lines (≤200 km/h)

+ rolling stock

+ service and operational concept

Phasing of the HSL backbone network



- A realistic, step-by-step delivery strategy
- Aligned with EU priorities (TEN-T, MFF 2028–2034, CEF)
- Investment spread over time to ensure affordability

Total investment up to CZK 600bn (€25bn)

A deliverable programme – not just a long-term vision

From Preparation to Delivery

Feasibility studies completed for all HSL corridors
Positive Cost-Benefit Analysis (CBA) confirms economic viability

Key benefits:

- **Release of capacity on the conventional network** (freight & regional transport)
- **Significant reduction in travel times**

Project status:

- **Territorial protection secured on most sections**
- **Over 400 km in detailed design phase**
- **Extensive site investigations ongoing** (geodesy, geotechnics, archaeology etc.)

Key milestones:

- **Moravian Gate HSL & South Moravia HSL – positive EIA**
- **Land acquisition process and archeological surveys launched**
- **Ostrava-Svinov station modernisation – permit granted**

PPP preparation:

- **Moravian Gate HSL = first HSR PPP project**
- **Advisory team (WB/IFC) in place, tender preparation ongoing**

Funding:

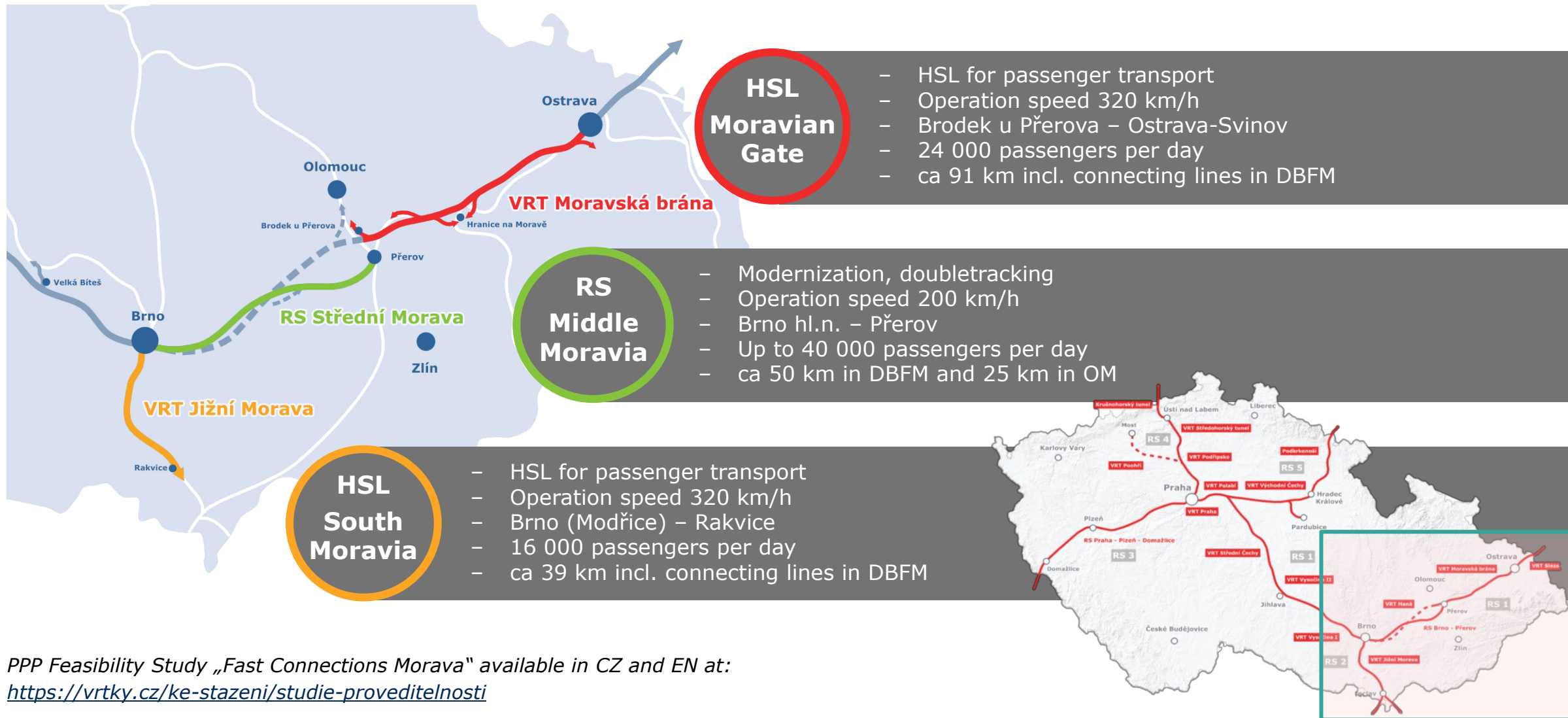
- **Total preparation costs (until 2025): CZK 4.4bn (€180mil.)**
- **CEF funding (2025): ~CZK 500mil. (€20.4mil.)**

International cooperation:

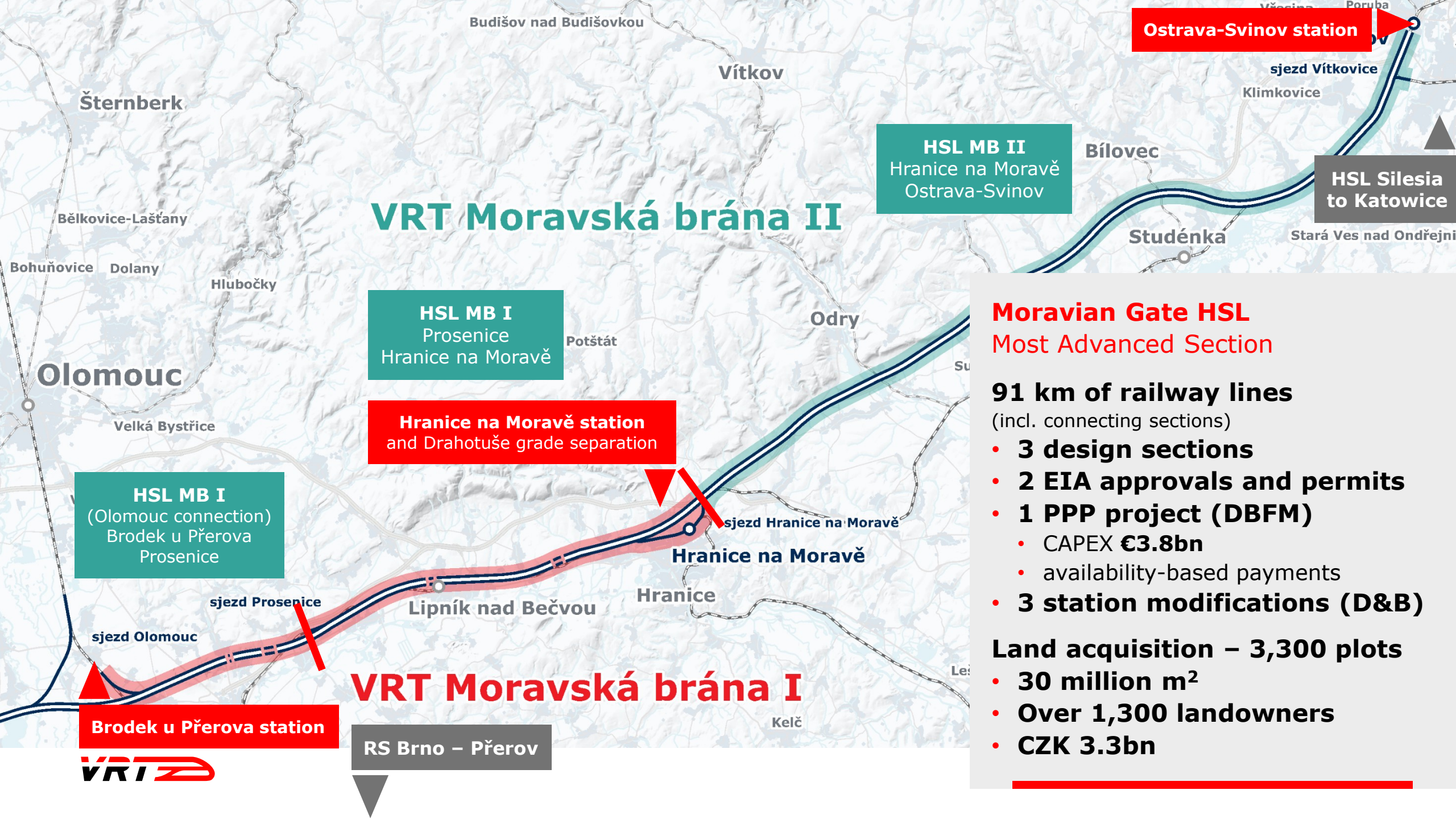
- **CZ–DE treaty for Krušnohorský Tunnel preparation, construction and operation under preparation**



Fast connections Morava = 3 PPP projects



PPP Feasibility Study „Fast Connections Morava“ available in CZ and EN at:
<https://vrtky.cz/ke-stazeni/studie-proveditelnosti>



VRT Moravská brána II

HSL MB I
Prosenice
Hranice na Moravě

Hranice na Moravě station
and Drahotuše grade separation

HSL MB I
(Olomouc connection)
Brodek u Přerova
Prosenice

VRT Moravská brána I

Brodek u Přerova station

RS Brno – Přerov

HSL MB II
Hranice na Moravě
Ostrava-Svinov

Ostrava-Svinov station

HSL Silesia
to Katowice

Moravian Gate HSL Most Advanced Section

91 km of railway lines
(incl. connecting sections)

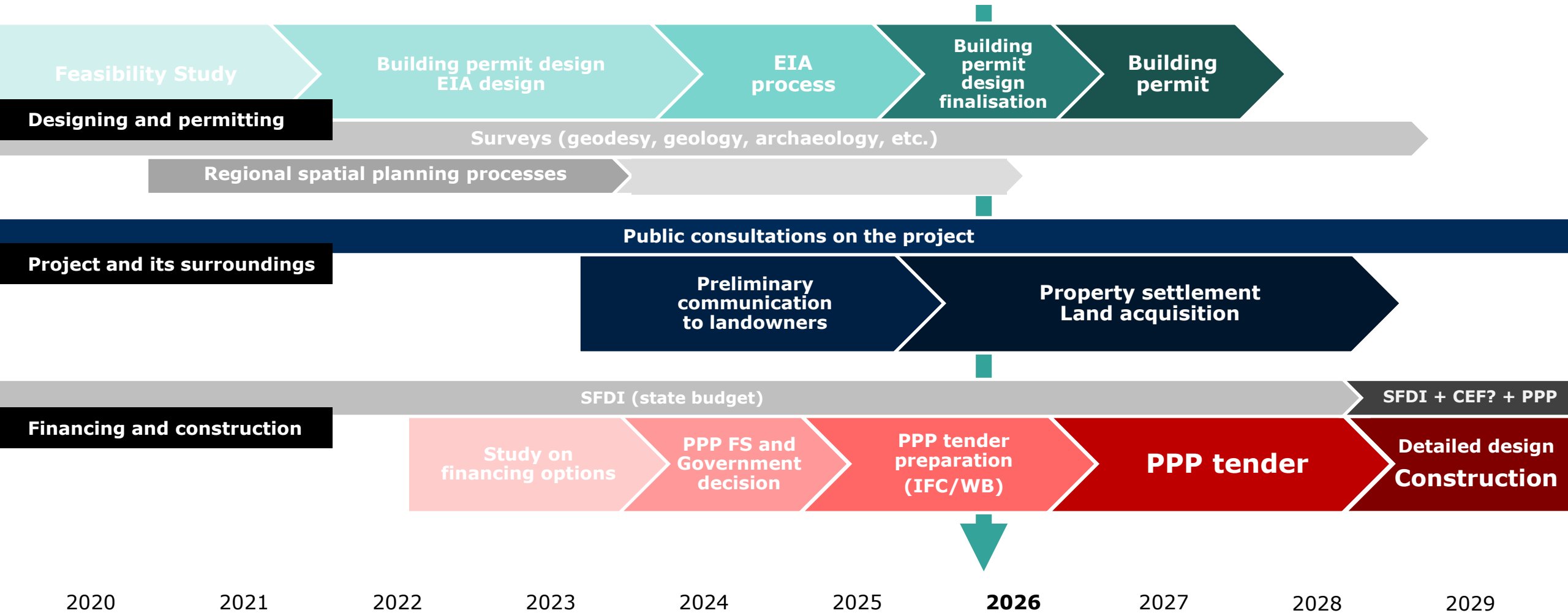
- **3 design sections**
- **2 EIA approvals and permits**
- **1 PPP project (DBFM)**
 - CAPEX **€3.8bn**
 - availability-based payments
- **3 station modifications (D&B)**

Land acquisition – 3,300 plots

- **30 million m²**
- **Over 1,300 landowners**
- **CZK 3.3bn**



Moravian Gate HSL – Preparation Timeline





Spolufinancováno
Evropskou unií



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