

Implementation Schedule for Transport Sector Strategies in the Area of Railway Infrastructure for 2014 - 2020(23)

No. of cluster	No. of measure	Name of masure included in Transport strategy time schedule	VMH		Mil. CZK	Project funding plan for the years 2014-2020(23)					Estimated time period of project realization (from - until)									
			Cluster rating zone	Weighted sum of point scores	Investment cost excl. VAT (PL 2012)	OPT I	CEF cohesion	OPT II CF	State budget	Package NODES	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
						29653	29 014	89 553	14 485	13 809										
X	Z424	Reconstruction of the railway st. Přerov, 1st construction	-	-	3967	793	0	0	0	0										
X	Z036	Modernization of the line České Budějovice - Nemanice I	-	-	1012	253	0	0	0	0										
X	Z153	Plzeň passage through the junction in the direction of III. TŽK	-	-	1310	328	0	0	0	0										
CZ003P	Z130	Optimization of the line Praha Bubeneč - Praha Holešovice	12	6,32	983	655	0	0	0	0										
CZ008P	Z045	Reconstruction of the railway junction Břeclav 2nd	-	3,10	1032	344	0	0	0	0										
CZ024P	Z117	Passage through the railway junction Ústí nad Orlicí	-	5,34	1182	788	0	0	0	0										
CZ005P	Z032	Modernization of the line Ševětín - Veselí nad Lužnicí - 2nd part section Horusice - Veselí n.L.	8	8,52	998	665	0	0	0	0										
CZ005P	Z034	Modernization of the line Veselí n.L.-Tábor-IInd part section Veselí n.L.-Doubí u Tábora, 1st stage Veselí n.L. - Soběslav	8	8,52	1550	1033	0	0	0	0										
CZ016P	Z083	Liberec - Tanvald (- Harrachov), incl. Tanvald Station	12	7,14	878	585	0	0	0	0										
CZ029P	Z104	Reconstruction and increase in capacity of the line Studénka-Mošnov	21	6,70	429	215	0	0	0	0										
CZ020P	Z027	Revitalization of the line České Budějovice - Volary	76	4,12	1640	1093	0	0	0	0										
CZ104P	Z013	GSM-R Kolín - Havlíčkův Brod - Křižanov - Brno	-	-	675	450	0	0	0	0										
X	Z026	Reconstruction of station tracks and point switches of the railway st. Strakonice	-	-	810	405	0	0	0	0										
CZ010P	Z121	Modernization of the line Hradec Králové - Pardubice - Chrudim, 1st construction carrying out of double-track line of the section Stěblová - Opatovice nad Labem	1	7,83	998	998	0	0	0	0										
CZ018P	Z065	Increasing capacity of the line Týniště n.O. - Častolovice - Solnice, 1st part, reconstruction of platforms of railway st. Týniště n.O.	31	6,30	210	210	0	0	0	0										
CZ018P	Z066	Increasing capacity of the line Týniště n.O. - Častolovice - Solnice, 2nd part, reconstruction of railway st. Častolovice	31	6,30	467	467	0	0	0	0										
CZ112P	Z078	Optimization of the line Cheb (outside) - state border of SRN /Germany/, 1st part	77	3,59	537	537	0	0	0	0										
CZ013P	Z229	Electrification of Kadaň Prunéřov - Kadaň předměstí	77	4,27	431	431	0	0	0	0										
X	Z425	Reconstruction of the railway st. Horažďovice předměstí	-	-	642	642	0	0	0	0										
X	Z427	Reconstruction of track No.2 Brno Maloměřice – Brno Královo Pole	-	-	681	681	0	0	0	0										
X	Z428	Reconstruction of track no.2 Brno Královo Pole – Kuřim	-	-	620	620	0	0	0	0										
X	Z429	GSM-R junction Praha (Beroun - Praha – Benešov)	-	-	386	386	0	0	0	0										
X	Z195	Revitalization of the line Praha Smíchov - Rudná u Prahy - Beroun	-	-	716	451	0	0	0	0										
CZ005P	Z030	Modernization of the line Tábor - Sudoměřice u Tábora	8	8,52	2057	1029	0	514	0	0										
CZ005P	Z033	Modernization of the line Ševětín - Veselí nad Lužnicí - 1st part section Ševětín-Horusice	8	8,52	2260	1130	0	565	0	0										
X	Z430	Optimization of the line Praha Hostivař - Praha hlavní nádraží, 1st part	8	8,52	1214	809	0	405	0	0										
CZ003P	Z128	Modernization of the track section Praha Běchovice - Úvaly	12	6,32	2205	1103	0	551	0	0										
CZ004P	Z094	Optimization of the line Bystřice n.O. - Č. Těšín 2nd construction	38	4,74	1399	700	0	350	0	0										
CZ025P	Z107	Reconstruction of the railway st. Olomouc	-	4,32	2311	1156	0	578	0	0										
X	Z152	Modernization of the line Rokycany - Plzeň	-	-	5630	2815	0	1408	0	0										
CZ004P	Z095	Optimization of the line Český Těšín - Dětmarovice	38	4,74	2798	1865	0	933	0	0										
CZ002P	Z154	Junction Plzeň, 1st construction - reconstruction of the Prague deviated tracks	51	4,63	2943	1962	0	981	0	0										
CZ022P	Z180	Increase in capacity of the line Nymburk – Mladá Boleslav, 1st construction	61	5,25	727	485	0	242	0	0										
CZ027P	Z158	Revitalization of the line Klatovy - Železná Ruda	76	4,63	900	600	0	300	0	0										
X	Z426	Reconstruction of track no.1 a no.2 Sklené nad Oslavou - Ostrov nad Oslavou	-	-	988	659	0	329	0	0										
CZ014P	Z305	Modernization of track section Brno Maloměřice (incl.) – Brno Židenice (outside)	-	5,85	800	533	0	267	0	0										
CZ014P	Z306	Modernization of track section Modřice (outside) – Brno Horní Heršpice (outside)	-	5,85	300	200	0	100	0	0										
X	Z431	Reconstruction of a safety device of railway st. Lovosice	-	-	673	449	0	224	0	0										
X	Z432	Reconstruction of tract Ostrov nad Oslavou - Ždár nad Sázavou, 1st part	-	-	700	467	0	233	0	0										
X	Z133	Reconstruction of the Negrelli viaduct	-	-	992	661	0	331	0	0										
CZ001P	Z137	Optimization of the line Praha - Smíchov (outside) - Černošice (outside)	2	7,65	2258	0	2258	0	0	0										
CZ005P	Z141	Optimization of the line Praha Hostivař - Praha hlavní nádraží, 2nd part	8	8,52	4750	0	4750	0	0	0										
CZ001P	Z138	Optimization of the track section Praha hl.n. - Praha Smíchov	2	7,65	4013	0	4013	0	0	0										
CZ001P	Z194	Optimization of the line Černošice (incl.) - Beroun (outside)	2	7,65	4350	0	4350	0	0	0										
CZ019P	Z200	Optimization of the line Lysá nad Labem - Praha Vysočany, 2nd construction	12	6,83	8250	0	8250	0	0	0										
CZ002P	Z155	Junction Plzeň, 2nd construction - reconstruction of passenger station, including bridges Mikulášská	51	4,63	1373	0	1373	0	0	0										

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CZ025P	Z113	Reconstruction of the railway st. Přerov 2nd construction	-	4,32	2283	0	2283	0	0	0										
CZ002P	Z156	Junction Plzeň, 3rd construction - transposition of the Domažlice line	51	4,63	1737	0	1737	0	0	0										
CZ005P	Z035	Modernization of the line Veselí n.L.-Tábor-IIInd part section Veselí n.L.-Doubí u Tábora, 2nd stage Soběslav - Doubí	8	8,52	3510	0	0	3510	0	0										
CZ005P	Z199	Modernization of the line Sudoměřice u Tábora - Votice	8	8,52	5999	0	0	5999	0	0										
	Z433	Increase in capacity of the line Nymburk - Mladá Boleslav, 2nd construction	61	-	323	0	0	323	0	0										
CZ021P	Z100	Electrification and increase in capacity of the line Ostrava-Kunčice – Frýdek-Místek - Č. Těšín, incl. PEÚ and optimization of railway st. Č. Těšín, 2nd part	7	7,36	4596	0	0	4596	0	0										
CZ011P	Z247	Modernization and electrification of the line Otrokovice - Vizovice	26	5,65	3415	0	0	3415	0	0										
CZ005P	Z031	Modernization of the line Nemanice I - Ševětín (new line)	8	8,52	12800	0	0	12800	0	0										
CZ014P	Z058	Railway junction Brno modernization of passage and 1st part of passenger station	-	5,85	20411	0	0	8748		0										
CZ045N	Z134	Modernization and completion of railway st. Praha Masarykovo nádraží	-	6,51	1000	0	0	1000	0	0										
CZ028P	Z041	Electrification of the line, incl. PEÚ Brno - Zastávka u Brna	51	5,14	4101	0	0	4101	0	0										
CZ001P	Z193	Optimization of the line Beroun (incl.) - Králův Dvůr	2	7,65	1636	0	0	1636	0	0										
CZ009P	Z050	Modernization of the line Brno - Přerov, 1st stage Blažovice - Nezamyslice	7	8,56	24213	0	0	0	9685	0										
CZ006P	Z132	Modernization of the line Praha - Kladno with connection to Václav Havel International Airport - 1st stage - 1st construction Praha Veleslavín - Václav Havel International Airport	-	6,36	9600	0	0	0	4800	0										
CZ074P	Z119	Modernization of the line Ústí nad Orlicí - Chocetř	18	5,43	14924	0	0	0	0	0										
CZ012P	Z263	Modernization of the section Praha-Radotín - Praha-Vršovice seř.n.	-	4,83	2125	0	0	0	0	2125										
CZ012P	Z144	Increasing capacity of the line Praha-Libeň – Praha-Malešice – Praha-Hostivař / Praha-Vršovice	-	4,83	1688	0	0	0	0	1688										
CZ004P	Z091	Passage through the railway junction Ostrava	38	4,74	6000	0	0	0	0	6000										
CZ080P	Z116	Passage through the railway junction Česká Třebová	-	4,32	5994	0	0	0	0	3996										

No. of cluster	No. of measure	Measures for absorption capacity increasing (beyond Proposed Variant of Funding)	VMH		Mil. CZK	Increase in the absorption capacity (according to possible source)					Estimated beginning of the project for absorption capacity increasing (projects in CF incl. time of realization)									
			Cluster rating zone	Weighted sum of point scores	Investment cost excl. VAT (PL 2012)	OPT I	CEF cohesion	OPT II CF	State budget	Package NODES	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
CZ009P	Z111	Modernization of the line Brno - Přerov, IIInd stage Nezamyslice - Přerov	7	8,56	12235	0	0	12235	0	0										
CZ009P	Z051	Modernization of the line Brno - Přerov, IIIrd stage, Brno - Blažovice	7	8,56	7082	0	0	7082	0	0										
CZ117P	Z285	Modernization of railway st. Nymburk hl. n.	21	5,56	950	0	0	950	0	0										
CZ069P	Z049	Boskovická spojka (connecting link)	51	4,63	1082	0	0	1082	0	0										
CZ087P	Z246	Modernization and electrification of the line Kojetín - Hulín - Holešov	51	5,14	3500	0	0	3500	0	0										
CZ007P	Z109	Electrification and modernization of the line Olomouc - Uničov	52	4,45	1737	0	0	1737	0	0										
CZ114P	Z307	Electrification of the line Tišnov - Nedvědice	53	4,43	560	0	0	560	0	0										
CZ006P	Z189	Modernization of line Prague - Kladno with connection to Ruzyně Airport - IIInd stage	-	6,36	4700	0	0	4700	0	0										
CZ008P	Z044	Completion of 1st Railway Corridor in the track Section Lanžhot (ČR) - Kúty (SR)	-	3,10	600	0	0	600	0	0										
CZ080P	Z118	Passage through the railway junction Pardubice	-	4,32	500	0	0	500	0	0										
CZ039N	Z122	Increasing capacity of the line Pardubice – Hradec Králové, completion	-	4,65	2169	0	0	2169	0	0										
X	Z434	„Optimization of the line Ostrava Kunčice – Fr. Místek – Č.Těšín, incl. PEÚ and optimization of railway st. Č.Těšín, 1st part“(Frýdek-Místek - Dobrá u FM – Nošovice)“	-	-	2971	0	0	2971	0	0										
CZ042N	Z166	Modernization of the line Plzeň - Česká Kubice, section Stod (excl.) - Domažlice (excl.)	-	6,70	6000	0	0	6000	0	0										
CZ042N	Z167	Modernization of the line Plzeň - Česká Kubice, section Plzeň (excl.)-Stod (excl.)	-	6,70	7000	0	0	7000	0	0										
CZ042N	Z168	Modernization of the line Plzeň - Česká Kubice, section Plzeň (excl.)-Stod (incl.)	-	6,70	6000	0	0	6000	0	0										
CZ036N	Z185	Optimalization of the line Všetaty – Kolín	-	4,10	6000	0	0	6000	0	0										
CZ036N	Z211	Optimalization of the line Děčín – Všetaty	-	4,10	6000	0	0	6000	0	0										

- This schedule of implementation of the Transport strategy is annexed to the Summary Document of the document Transport Sector Strategies 2nd phase. Output is necessary to interpret it in the context of the text section of the Summary Document, which states the basis for its creation.
- The color of an individual cell of the schedule represents a resource, which the Transport strategy anticipates will be used for a specific project. Mutual change of resources between projects is not excluded.
- As a condition for the use of a particular resource on a particular project is the approval of applications for funding at national and European level.
- **The schedule of implementation does not contain projects launched after 2019 (in the horizon 2020-2035) as a schedule of implementation for this period must be specified in the next update of the Transport strategy for this period.**
- Among the projects proposed for co-financing by OPD II (FS) is not excluded, that phasing will be used to maximize certainty of full drawing of funds allocated in the priority axis 1 of the OPD I.
- For actions proposed for co-financing from the EU are always calculated total anticipated construction costs (EU + national co-financing) and cited like this as a resource in the appropriate column.
- This schedule of implementation of the Transport strategy states in the cells implementation from-until the estimated period of construction since its launch to the start of operation. The funding of projects will also continue in the years following the start of operation (up to 2 years according to current practice).
- If the cell cluster evaluation contains the sign "-" than it means that for a specific reasons it is not possible to convert the weighted sum of points on the cluster evaluation while maintaining the relevance of the results. Such project has continuity on already completed clusters or is specifically described.
- Selection of projects intended for implementation is influenced by the Transport strategy priorities, project readiness for implementation and availability of each resource in time (limitations of the use of each resource is given by its determination by the EU).

- **The risks in the preparation of the key projects listed in the schedule of implementation are so high that it will be necessary to carry out the preparation of larger number of projects which, in the event that the preparation of these projects will be complicated, ensure smooth drawing of OPD II-see text section of the Summary Document.**

- In the schedule of implementation are not specifically listed projects ensuring interoperability, whose funding is proposed from financial allocation in packages (national sources). However, it possible to assume that a number of these projects will be implemented using the resources of the EU and national resources will be used on other projects.