

Projects implemented in the period 2014–2020 (2023) as envisaged in TSS2 - roads

Measures included in the implementation schedule for the Transport Strategy (Proposal variant of financing)	Project description	Project parameters	Start of implementation	Entry into service	Investment costs (CZK billion)	Note
Road I/44 Vlachov - Rájec	The relocation of road I/44 and related roads will reduce the negative effects of traffic along the existing I/44, reduce noise pollution, emissions and traffic congestion. Traffic safety will be increased mainly by separating pedestrian, bicycle and slow traffic from the traffic on the relocated road I/44.	New construction of motorway, length: 2.889 km category: D 22,5/100	04/2009	07/2014	irrelevant	
Road I/11 Mokré Lazce - border of Opava district, Ostrava	The construction relocated road I/11 in category S 22,5/80 to a new track, which increased the capacity of the section and diverted traffic from the through-road in Hrabyní, Velká Polom and Josefovce.	New construction of motorway, length: 9.75 km category: D 22,5/80	01/2009	10/2015	irrelevant	
Motorway D6 (original marked R6) Lubenec - Bošov	The main goal of the completed construction was to increase the capacity and modify the original two-lane road I/6 in the section west of Lubenec, between Lubenec and Bošov. The construction of the D6 motorway has significantly contributed to higher safety and fluency of traffic, to shorter transportation time towards our western border and to a better connection between CZ and DE.	New construction of motorway, length: 4.12 km category: D 25,5/100	05/2010	11/2015	irrelevant	
Motorway D35 (originally marked R35) interchange Opatovice (elevated road completion)	The completion of the elevated road over the Opatovice n/L interchange will connect road R35 Opatovice n/L-Časy, further continuing in the direction of Vysoké Mýto, to the already operating section of the R35 expressway.	New construction of motorway, length: 1.100 km category: R 24,5/120, R 25,5/120	06/2010	12/2015	irrelevant	
Road I/37 Chrudim bypass section Medlešice - road I/17	This removes a serious point defect on the backbone road I/37 in its busiest part near the regional capital of Pardubice - removing the passage through the town of Chrudim. The construction follows the previous sections of road I/37 between Hradec Králové and Pardubice, which were homogenized under OPT I, or directly connects to I/37 road section Pardubice – Trojice, which is recommended for implementation from the ERDF under OPT II. The contractor has been selected, and the implementation began in 2013 with the construction of smaller structures.	New construction of road, length: 5.85 km category: S 11,5/80; S11,5/100	03/2013	12/2015	irrelevant	
Motorway D8 completion of D805 A-F	Construction 0805 Lovosice–Řehlovice is part of the coherent motorway route of D8 Prague–CZ/DE state border. The D8 motorway is part of the 4th European multimodal transport corridor Berlin–Dresden–Prague–Bratislava–Győr–Budapest–Arad–Craiova–Sofia–Plovdiv–Istanbul.	New construction of motorway, length: 16.413 km category: D 27,5/120	10/2007	12/2016	irrelevant	
Road I/26 Staňkov relocation	Point defect on the heavily congested road I/26 connecting the Plzeň Region with Germany. The construction of this bypass will significantly improve the transport accessibility of the Domažlice area towards Plzeň and the accessibility of the border regions of Germany (Cham) from Plzeň. The strategic transport model did not evaluate this point defect as significant due to the model's level of detail. Despite that, this project, which independently shows good economic evaluation results, is recommended for implementation.	New construction of road, length: 2.972 km category: S 11,5/80	05/2015	11/2016	irrelevant	
Road I/11 Oldřichovice - Bystřice	The construction of road I/11 Oldřichovice–Bystřice follows the directly related construction of road I/11 Nebory–Oldřichovice and so is part of the definitive solution for connecting the D48 motorway with Slovakia via the I/68 and I/11 roads in the section Třanovice – Mosty u Jablunkova.	New construction of road, length: 6.239 km category: S 24,5/100	08/2014	10/2017	irrelevant	
Road I/11 Nebory - Oldřichovice	The construction of road I/11 Nebory- Oldřichovice follows the prepared construction of road I/68 Třanovice-Nebory and so is part of the definitive solution for connecting the D48 motorway with Slovakia via the I/68 and I/11 roads in the section Třanovice – Mosty u Jablunkova.	New construction of road, length: 4.86 km category: S 24,5/100	08/2014	10/2017	irrelevant	
Motorway D11 1105/2 Osíčky - Hradec Králové	The constructed section 1105-2 of the D11 motorway has completed the entire D11 from Prague to Hradec Králové. The D11 motorway is part of the E50 international long-distance European route.	New construction of motorway, length: 2.46 km category: D 27,5/120	07/2014	08/2017	irrelevant	
Motorway D3 0308 C Veselí nad Lužnicí - Bošilec	Part of the important cluster CS006P (Veselí nad Lužnicí – Třebonín). It increases the capacity of the current road I/3 and brings the D3 motorway closer to České Budějovice, following the already completed section. Improving safety and fluency of traffic.	New construction of motorway, length: 5.125 km category: D 27,5/120	04/2015	10/2017	irrelevant	
Motorway D3 0309/III Borek - Úsilné	Part of the important cluster CS006P (Veselí nad Lužnicí – Třebonín). It increases the capacity of the current road I/3 and brings the D3 motorway closer to České Budějovice, following the already completed section. Improving safety and fluency of traffic.	New construction of motorway, length: 3.16 km category: D 27,5/120	04/2015	09/2017	irrelevant	

<b>Motorway D4 (originally marked R4) Skalka - intersection with road II/118</b>	The construction of D4 Skalka–intersection with road II/118 built a four-lane, directionally divided motorway, which replaced the existing two-lane, directionally undivided road I/4. An important goal of the construction was also to divert the transport artery outside the village of Dubenec.	New construction of motorway, length: 4.788 km category: D 22,5/80	04/2015	10/2017	irrelevant	
<b>Road I/35 Valašské Meziříčí - Lešná, stage 3</b>	The construction relocated road I/35 to a new track. The construction is part of the prepared route of the D35 motorway in the section between the D48 motorway (interchange Palačov) and Valašské Meziříčí, which is being built as a relocation of the existing road I/35 Hranice na Moravě–Valašské Meziříčí.	New construction of motorway, length: 0.700 km category: R 24,5/100	04/2015	09/2017	irrelevant	
<b>Road I/34 Božejov - Ondřejov - Pelhřimov</b>	This measure will eliminate a major point defect (2 municipalities with unsuitable horizontal alignment and width of the current class I road) on an important route between the regional capitals of Jihlava and České Budějovice. The strategic transport model did not evaluate this point defect as significant due to the model's level of detail (that is why the priority band is missing too). Despite that, this project, which independently shows very good economic evaluation results, is recommended for priority implementation.	New construction of road, length: 9.49 km category: S 11,5/70	04/2015	07/2017	irrelevant	
<b>Road I/37 Pardubice - Trojice</b>	This is a very heavily congested part of road I/37 passing through the peripheral part of Pardubice, where the capacity problems that arise here daily need to be urgently solved. The implementation of the project will significantly improve the quality of transport in the north-south direction between the Pardubice and Hradec Králové Regions. Moreover, the project follows the I/37 road sections built under OPT I.	New construction of road, length: 0.987 km category: S 24,5/70 (MS 31,0/70)	03/2015	10/2017	irrelevant	
<b>Road I/3 Mirošovice - Benešov, 2+1 arrangement</b>	This is a modernization of the busiest part of the existing road I/3, which will serve as a transit artery to the South Bohemian Region until the the Central Bohemian section of the D3 motorway is built. It is also a very important feeder from Benešov to Prague. The current safety parameters and capacity fall short of the current daily volumes. For this reason, the situation must be solved in the short term and the safety and quality of transport on this road must be improved until the Central Bohemian section of the D3 motorway is built. This means a partial reconstruction, which will allow the road to be marked alternately with 2+1 lanes in each direction. Even after the completion of the Central Bohemian section of the D3 motorway, the I/3 road in this section will continue to be a very important road with high traffic intensities.	New construction of road, length: 14.3 km category: S 11,5/80	07/2016	06/2017	irrelevant	
<b>Road I/14 Kunratic - Jablonec n.N.</b>	This is a relocation of road I/14 between Liberec and Jablonec. It is the last section of a set of relocations, most of which have already been implemented. The completion of this section will make it possible to transfer traffic from the current inadequate road through a built-up valley with a number of negative effects on the environment and public health.	New construction of road, length: 2.61 km category: S 11,5/70	03/2016	12/2018	irrelevant	
<b>Road I/11 Ostrava Prodloužená Rudná</b>	After completion, the structure connected the existing four-lane sections of the I/11 road from Ostrava to the already operational structure "Road I/11 Ostrava, Mokré Lazce - border of Opava district, Ostrava". The structure is included in the set of structures connected to the D1 motorway Lipník nad Bečvou – Ostrava.	New construction of motorway, length: 6.657 km category: R 22,5/100, R 24,5/100	11/2012	12/2019	irrelevant	
<b>Motorway D1 0137 Přerov - Lipník n.B.</b>	The project completes a section of the D1 motorway in the section around the town of Přerov, where today all traffic must pass directly through the town centre with all the negative impacts on the environment and public health. The current capacity of the road is completely exhausted. After the completion of D1, the area will offer significant potential for further economic development – an urbanized development axis.	New construction of motorway, length: 14.312 km category: D 26,5/120	08/2015	12/2019	irrelevant	
<b>Motorway D3 0309/I Bošilec - Ševětín</b>	The structure is part of the D3 motorway in the South Bohemian Region, which forms the motorway connection between Prague and South Bohemia and Austria. It carries the international route E 55, passing through Europe from north to south.	New construction of motorway, length: 8.137 km category: D 27,5/120	02/2016	06/2019	irrelevant	
<b>Road I/38 Znojmo, bypass II</b>	Completion of the Znojmo bypass project, which has been under construction for a long time, at least to the extent of these structures, turns out to be absolutely necessary, as it is a fundamental point defect on the I/38 road between Jihlava and the state border with Austria. The construction has been complicated by administrative issues for a long time. However, its significance has been proven unquestionable in a local assessment.	New construction of road, length: 3.432 km category: S 11,5/80	07/2016	10/2019	irrelevant	
<b>Road I/11 Opava, northern bypass - eastern part</b>	The relocation of road I/11 to the position of the northern bypass will divert transit traffic and relieve the central parts of Opava. As this is a town bypass, it will significantly reduce the impacts of traffic on the surroundings of the existing roads.	New construction of road, length: 1.627 km category: S 11,5/80; S 24,5/100	03/2017	10/2019	irrelevant	

Road I/16 Slaný - Velvary	This is construction of an important bypass of the town of Slaný in the Central Bohemian Region. In the assessment, however, the project does not rank in a good band in the context of constructions of the northwestern segment of the Prague Ring Road. Nevertheless, it is necessary to consider that there are very high risks in the permitting processes for these very fundamental constructions of the Prague Ring Road (R1). The poor traffic situation in the capital city of Prague requires a solution that will divert transit traffic between the D8 and D1 motorways outside the built-up area of the capital city (using road R7 and the southern part of the Prague Ring Road) already in the medium term. In the long-term absence of structures in the northwestern segment of the Prague Ring Road, the implementation of which will most likely not be able to start before 2020 (regardless of the availability of resources), the implementation of this section shows significant added value for the functioning of the transport system in the vicinity of the capital city. Moreover, even after the completion of the mentioned segments of the Prague Ring Road, the implementation of this project will be justified. In connection with the implementation of this measure, it will be necessary to make adjustments to the R7 expressway or the I/7 road between Prague and Slaný in order to ensure safety for the expected increase in traffic.	New construction of road, length: 12.88 km category: S 9,5/80	12/2017	09/2019 and 09/2020	irrelevant	
Motorway D1 Mirošovice - Kývalka	The main motorway artery of the Czech Republic – part of the TEN-T core network. A significant need to improve the technical parameters of the outdated motorway. A complete reconstruction of 160 km of the D1 in both directions was carried out, including bridges (92 motorway bridges, 35 overpasses), interchanges, the median strip, sewers and several rest stops.	Modernization of the motorway, length: 10.330 km category: D 28/120	05/2013	10/2021	irrelevant	
Motorway D11 1106 Hradec Králové - Smiřice	A continuation of the D11 motorway from Hradec Králové in the northern direction to Poland. Together with the connecting section D11 1107 Smiřice-Jaroměř, the structure will divert all the unnecessary traffic from the existing road I/33 in the section Hradec Králové – Jaroměř, the capacity of which is completely exhausted.	New construction of motorway, length: 15.2 km category: D 27,5/120	10/2018	12/2021	irrelevant	
Motorway D11 1107 Smiřice - Jaroměř	A continuation of the D11 motorway from Hradec Králové in the northern direction to Poland. Together with the previous section D11 1106 Hradec Králové-Smiřice, the structure will divert all the unnecessary traffic from the existing road I/33 in the section Hradec Králové – Jaroměř, the capacity of which is completely exhausted.	New construction of motorway, length: 7.15 km category: D 27,5/120	04/2018	12/2021	irrelevant	
D55 5505 Otrokovice SE bypass	Continuation of the gradual construction of R55. The construction will result in a short extension of the expressway beyond the town of Otrokovice, as today's provisional ending of the road, built with EU support in the previous period, is completely inadequate in terms of capacity, and traffic continuing south along the I/55 road must still pass through the town of Otrokovice, where it has a very negative impact on public health. The realization of this section will not mean that the R55 route will pass through Bzenecká Doubrava bird area in the future. It will still be possible to follow up this construction with another alternative track of the R55 in the event that a change of this route is unavoidable.	New construction of motorway, length: 3.14 km category: R 25,5/120	10/2018	11/2021	1,137	
Motorway D35 Opatovice nad Labem - Časy	The projects are part of the important cluster CS023P (Opatovice nad Labem – Ostrov). It is one of the highest priority clusters with one of the best results in the needs assessment. This continues the construction of the second high-capacity parallel connection between Bohemia and Moravia, where the previous sub-sections of R35 (the connection to D11 towards Prague) were built with EU support in the past period, or are expected to be implemented within OPT I (R35 – interchange Opatovice nad Labem, completion of the elevated road). The implementation of the cluster will relieve the regional capitals of Hradec Králové and Pardubice of transit traffic. Significant time savings for users, significant improvement in the state of the environment and public health in both cities, as well as in the municipalities along the current I/35, the capacity of which is already completely exhausted. There are frequent congestions. High share of transit freight traffic. Expected Transport Quality Level after completion = B.	New construction of motorway, length: 12.60 km category: D 26,0/130	03/2019	12/2021	4,857	
Motorway D3 0309/II Ševětín - Borek	Part of the important cluster CS006P (Veselí nad Lužnicí – Třebonín), which will bring the D3 motorway closer from the north to České Budějovice and, together with the other parts, realized with EU support, will contribute to the completion of a coherent D3 section in the South Bohemian Region.	New construction of motorway, length: 10.68 km category: D 27,5/120	10/2019	09/2021	1,735	
Road I/37 Chrudim bypass section - intersection with road I/17 - Slatiňany	Completion of the Chrudim bypass and removal of the pass through the village of Slatiňany. By completing this section, the entire section of I/37 from Hradec Králové to Chrudim will be fully modernised.	New construction of road, length: 4.563 km category: S 11,5/80	12/2019	12/2021	irrelevant	

<p><b>Motorway D35 Časy - Ostrov</b></p>	<p>The projects are part of the important cluster CS023P (Opatovice nad Labem – Ostrov). It is one of the highest priority clusters with one of the best results in the needs assessment. This continues the construction of the second high-capacity parallel connection between Bohemia and Moravia, where the previous sub-sections of R35 (the connection to D11 towards Prague) were built with EU support in the past period, or are expected to be implemented within OPT I (R35 – interchange Opatovice nad Labem, completion of the elevated road). The implementation of the cluster will relieve the regional capitals of Hradec Králové and Pardubice of transit traffic. Significant time savings for users, significant improvement in the state of the environment and public health in both cities, as well as in the municipalities along the current I/35, the capacity of which is already completely exhausted. There are frequent congestions. High share of transit freight traffic. Expected Transport Quality Level after completion = B.</p>	<p>New construction of motorway, length: 14.70 km category: D 26,0/130</p>	<p>12/2018</p>	<p>2022</p>	<p>4,857</p>	
<p><b>Road I/68 Třanovice – Nebory</b></p>	<p>The project is part of the important cluster CS046P (Třanovice – Bystřice) with cross-border significance, which is included in the TEN-T according to the regulation proposal. The previous two projects of this cluster will be started under OPT I and their next phase will be completed using OPT II funds. This is a project that will complete the implementation of an integrated cluster. The current road I/68 passes through a highly urbanized area, its width parameters are completely inadequate for the traffic carried by this road. High share of heavy freight traffic, negative impacts on the population, frequent congestion, high accident rate. Expected Transport Quality Level after completion = B.</p>	<p>New construction of road, length: 5.40 km category: D 24,5/100</p>	<p>10/2019</p>	<p>2022</p>	<p>2,708</p>	
<p><b>Motorway D48 Frýdek Místek - bypass incl. connection to D56</b></p>	<p>This project is the most significant missing section of the R48 expressway in the Moravian-Silesian Region - part of the TEN-T comprehensive network. The implementation of the project will complete the second high-capacity connection between the Czech Republic and Poland. It will integrate the route, the majority of which on both sides of the city was built in the previous period with the use of EU resources. The project creates a bypass of the town of Frýdek Místek (approx. 60,000 inhabitants) and connects it to the important capacity road R56 between Frýdek-Místek and the regional capital of Ostrava. Transit traffic currently runs through the town centre and significantly burdens the environment and negatively affects public health. These significant negative effects will be eliminated by the implementation of the project. As part of the project preparation, many measures were taken to reduce the impact of this construction on the environment.</p>	<p>New construction of motorway, length: 10.75 km category: R 25,5/120</p>	<p>2018/2019</p>	<p>2022</p>	<p>5,533</p>	
<p><b>Motorway D3 0310/II Hodějovice - Třebonín</b></p>	<p>Part of the important cluster CS006P (Veselí nad Lužnicí – Třebonín), these projects on the D3 motorway will create a bypass of the regional capital of České Budějovice, which is a significant point defect on the route Prague – Linz and where transit traffic currently passing through the city significantly burdens the environment and negatively affects public health. As part of the design solution for this section, many compensatory measures were taken to minimize the negative effects of the newly built road on the population. There will be a fundamental reduction of travel times in the north-south axis and an improvement of all monitored environmental parameters. Expected Transport Quality Level after commissioning = B. The bypass will also be used for suburban transport relations.</p>	<p>New construction of motorway, length: 12.536 km category: D 27,5/120</p>	<p>03/2019</p>	<p>2023</p>	<p>7,342</p>	
<p><b>Road I/38 Havlíčkův Brod, southeast bypass</b></p>	<p>This is a major point defect on a class I backbone road. The northeastern part of the bypass has already been built, and its completion appears to be desirable for homogenization of the I/38 route. However, the economic assessment of the construction is very problematic. In the case of positive results, it is recommended for implementation.</p>	<p>New construction of road, length: 4.124 km category: S 11,5/70</p>	<p>12/2019</p>	<p>2023</p>	<p>2,133</p>	
<p><b>Motorway D3 0310/I Úsilné - Hodějovice</b></p>	<p>Part of the important cluster CS006P (Veselí nad Lužnicí – Třebonín), these projects on the D3 motorway will create a bypass of the regional capital of České Budějovice, which is a significant point defect on the route Prague – Linz and where transit traffic currently passing through the city significantly burdens the environment and negatively affects public health. As part of the design solution for this section, many compensatory measures were taken to minimize the negative effects of the newly built road on the population. There will be a fundamental reduction of travel times in the north-south axis and an improvement of all monitored environmental parameters. Expected Transport Quality Level after commissioning = B. The bypass will also be used for suburban transport relations.</p>	<p>New construction of motorway, length: 7.197 km category: D 27,5/120</p>	<p>04/2019</p>	<p>2024</p>	<p>7,506</p>	

Motorway I/42 Brno Inner Ring Road Žabovřeská I.	The Žabovřesky section is part of the Brno Inner Ring Road that is under construction. Its implementation eliminated the bottleneck between two already built sections.	New construction of road, length: 1.8 km category: MS4dc-/20,25/80	12/2020	09/2024	2,983	
Road I/27 Šlovice - Přeštice, relocation	Part of a very well rated cluster near the regional capital of Plzeň. The implementation of this project will complete this part of the cluster outside the city of Plzeň. Its connection to the Přeštice bypass is recommended for implementation from the ERDF. Improving the accessibility between Plzeň and Klatovy - improving the accessibility of the Klatovy area to the TEN-T network. In case of sufficient absorption capacity of the ERDF, it can be connected to the Přeštice bypass, if also time coordination is possible.	New construction of road, length: 6.095 km category: S 21,5/110 and S 11,5/80	06/2020	2024	1,334	
Motorway D49 4901 Hulín - Fryšták	The first part of the CS029P cluster. This is an important part of the TEN-T core network in the west (CZ) – east (SK) axis. The implementation of the first part of this cluster will already help to improve transport service in the regional capital of Zlín and, together with the subsequent part, expected to be implemented after 2020, will completely divert transit traffic currently passing through the city, which significantly burdens the environment and public health.	New construction of motorway, length: 17.30 km category: R 24,5/120	09/2008; 12/2021	2024	8,366	
Motorway D4 Háje - Mirovice	The construction of the motorway from Prague to at least the intersection with road I/20 at Nová Hospoda will ensure a quality transport connection between Prague and the important South Bohemian towns (Strakonice, along the I/20 Písek and České Budějovice). It will also separate long-distance and local service transport.	New construction of motorway, length: 31.9 km category: D 25,5/120	6/2021	12/2024	PPP	PPP pilot project
Road I/57 Semetín – Bystřička 2nd construction	The construction will significantly improve the transport connection of the Vsetín area to the TEN-T network (using the Palačov interconnection recommended for implementation with the ERDF). The construction is recommended for implementation after reducing the capacity of the road compared to the design that has been monitored so far. Necessary separate verification of economic efficiency and modification of the technical solution. The last fundamental point defect in the transport connection of the Vsetín area will be Valašské Meziříčí itself, whose bypass must be intensively prepared for implementation in the following period.	New construction of road, length: 4.4 km category: S 22,5/90	2022	2023	2,457	
Motorway D6 - Nové Strašecí - Řevničov and Řevničov bypass			2018	2020		Measure included to increase absorption capacity
Motorway D6 Lubenec bypass			2018	2021		Measure included to increase absorption capacity

**Projects implemented beyond the named projects monitored in TSS2 for the period 2014-2020 (2023).**

Motorway D7 Louny, capacity increase of the bypass			08/2020	2023		
Motorway D55 5507 Babice - Staré Město						
Motorway D55 5508 Staré Město - Moravské Písky						
Road I/3 Olbramovice						
Road I/9, I/16 Mělník bypass, 2nd construction						
Road I/11 Doudleby nad Orlicí - bypass						
Road I/11 Opava, northern bypass - western part						
Road I/19 Chýnov						
Road I/27 Klatovy relocation, 1st construction						
Road I/34 Stráž nad Nežárkou - Lásenice						
Road I/38 Církvice bypass						
Road I/42 Brno IRR, Rokytova						
Road I/42 Brno IRR, Tomkovo náměstí						
Road I/44 Bludov - bypass						
Road I/54, I/55 Veselí nad Moravou, intersection						
Road I/55 Kunovice, through-road, stage 1						
Road I/67 Karviná - bypass						
Motorway D7 Panenský Týnec, bypass			2019	2022		
Motorway D10 - capacity increase near Mladá Boleslav			2019	2026		
Motorway D48 Rybí - Rychaltice						

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Measures included in the implementation schedule for the Transport Strategy (Proposal variant of financing)	Project description	Project parameters	Start of implementation	Entry into service	Investment costs (CZK billion)	Note
Road I/9 Dubice - Dolní Libchava bypass	Connected to road I/9 interchange Sosnová, implemented under OPT. Diverting a significant part of traffic from the town of Česká Lípa.	New construction of road, length: 1.5 km category: S 11,5/80	2022	2023	1,14	The construction was included in the bypass packages. Following the EIA opinion according to Act No 244/1992 Coll. it was necessary to obtain a new binding EIA opinion.
Road I/33 Jaroměř - bypass	The bypass of Jaroměř directly connects to the D11 motorway, which is expected to be implemented with the use of the CEF fund (cohesion part). The construction of this bypass is a condition for entry into operation of the D11 motorway, as it will direct traffic from the newly completed D11 to the current class I road towards Náchod until the completion of the adjacent parts of the border section of R11 to the border with Poland. After the completion of the R11 construction, this road will continue to be important for serving the Náchod area and for passenger transport to the border areas of Poland.	New construction of road, length: 6.55 km category: S 11,5/80	4/2022	2024	0,954	The construction was delayed against the expected date of implementation due to a long-pending appeal against the issued planning decision, which was originally issued as non-final in 2011 and reissued as final in 2017.
Road I/36 Časy - Holice	The implementation of this project will result in a capacity connection of the R35 expressway (implemented using the Cohesion Fund) to the southeastern part of the Hradec Králové Region.	New construction of road, length: 3.44 km category: S 9,5/70	5/2022	2024	0,261	The construction was delayed against the expected date of implementation due to the need to change the territorial plans of Holice and Horní Ředice
Class I road I/43 Hradec nad Svitavou – Lačnov	Considering the priority level of the measure, the economic evaluation results, the available financial resources and the complexity of the permitting processes, it will probably not be possible to build the R43 expressway in the Svitávka - Staré Město section by 2030. However, the traffic situation on the current I/43 is not satisfactory already at present. The critical point is mainly the traffic passing through the centre of Svitavy. Therefore, it is advisable to implement this project in the short term and thus improve the situation. It is also desirable to prepare and implement partial measures to improve traffic safety on the remaining sections of the I/43 road from the relevant packages intended for this type of measure.	New construction of road, length: 9.49 km category: S 11,5/70	2/2022	2024	1,01	Due to changes made in the project preparation of motorway D35, which is to be connected by an interchange with road I/43, a change of the planning decision was necessary, requiring a new environmental assessment, which ended with the conclusion in the screening procedure that it is not necessary to further assess the structure.
Motorway D1 0136 Říkovice-Přerov	The project is part of the evaluated cluster CS004P (Říkovice – Přerov). Together with the Přerov - Lipník nad Bečvou section, this is the last section of the D1 motorway, which will complete a significant part of the TEN-T core network in the Vienna - Katowice axis. The project completes the D1 motorway in the section around the town of Přerov, where today all traffic must pass directly through the town centre with all the negative impacts on the environment and public health. The current capacity of the road is completely exhausted. The expected Transport Quality Level after completion = C. After the completion of D1, the area will offer significant potential for further economic development – an urbanized development axis. Status of preparation December 2021: building permit documentation update, land acquisitions and engineering	New construction of motorway, length: 10.10 km category: D 26,5/120	2022	2025	9,028	The reason for the delay of the construction are appeals and actions brought by environmental organizations

<b>Road I/35 Lešná – Palačov</b>	The structure received the mentioned priority band in a reduced form compared to the long monitored solution (a capacity reduction at the crossing with the R48 expressway). This relocation of the I/35 road will significantly improve the transport accessibility of the whole Vsetín area, as it will take over the traffic load from the two current class I roads (I/35 Hranice – Valašské Meziříčí and I/57 Nový Jičín – Valašské Meziříčí. Moreover, the project directly follows two constructions realized under OPT I and thus ensures their full use. The implementation of the project improves the transport accessibility of the important town of Vsetín on the TEN-T.	New construction of road, length: 8.9 km category: S 24,5/100; S25,5/100	8/2022	2025	4,202	There was a delay against the original plan due to the need to change the planning decision. Following the EIA opinion according to Act No 244/1992 Coll. it was necessary to obtain a new binding EIA opinion (the original one issued in 2001).
<b>Motorway D3 0312/II (part of the cluster Třebonín - AT st. border)</b>	The prioritisation results of the cluster Třebonín - state border do not allow this entire section to be implemented as a priority in the technical solution monitored so far. It is nevertheless necessary to ensure a functional cross-border connection to the Austrian superior road network (S10) and to coordinate the construction of these sections in time. Therefore, cross-border section 0312/II was proposed for the implementation schedule. The technical solution of section 0312/II will be adapted to the mutual international agreement with Austria and the technical solution of sections 0312/I and 0311, which must be prepared and subsequently implemented in technically and economically	New construction of motorway, length: 3.543 km category: R 25,5/130	2023	2025	2,113	The final planning decision issued in 2016 was challenged in court. The temporary connection to the Austrian side must be resolved. In 2020, an EIA approval opinion was issued, addressing many conditions for all phases of the project.
<b>Road I/27 Přeštice, bypass</b>	Part of a very well rated cluster near the regional capital of Plzeň. The implementation of this project, which represents the most important part of this cluster outside the territory of the city of Plzeň, will eliminate a major point defect on the route between Plzeň and Klatovy and will significantly improve the Klatovy area access to the TEN-T network.	New construction of road, length: 5.25 km category: S 11,5/80	2023	2025	0,771	In line with Act No 244/1992 Coll. it was necessary to draw up a new EIA notification (the original opinion issued in 2006). In 2017, the screening procedure concluded that the structure is not subject to further assessment.
<b>Road I/36 Sezemice, bypass</b>	The implementation of this project will create a capacity connection of the regional capital of Pardubice to the eastern part of the R35 road towards Moravia (implementation financed by the Cohesion Fund).	New construction of road, length: 6.86 km category: S 11,5/80	04/2023	2025	1,143	In line with Act No 244/1992 Coll. it was necessary to draw up a new EIA notification (the original opinion issued in 2000). In 2019, the screening procedure concluded that the structure is not subject to further assessment.
<b>Road I/20 Pištín - České Vrbné</b>	Preliminarily recommended for implementation after a capacity optimization. It requires detailed evaluation of economic efficiency and optimization of the solution. The road will provide an important connection of the western part of the South Bohemian Region to the D3 motorway (along with the implementation of the Northern Interconnection).	New construction of road, length: 8.531 km category: S 13,5/90; S 21,5/110; S 20,75/90	2023	2026	2,678	The construction was included in the bypass packages. In line with the EIA Act No 244/1992 Coll. it was necessary to obtain a new binding EIA opinion. The documentation for the planning decision was updated. In 4/2019, a non-final planning decision was issued against which six objections were filed. The South Bohemian regional authority rejected the objections in 7/2020 and thus confirmed the validity of the planning decision (after 15 months).
<b>Motorway D35 Ostrov – Vysoké Mýto</b>	The section of D35 Ostrov – Vysoké Mýto is part of the section of the future D35 motorway between interchange Opatovice and interchange Staré Město. After completion, the D35 motorway, together with the D11 motorway, should become an alternative route to the congested D1 motorway, making it possible to divide the traffic load from the D1 motorway between two roads of equal transport importance.	New construction of motorway, length: 7.0 km category: D 26,0/130	2023	2026	4,552	Slight delay due to a necessary change in the technical solution of the Homole tunnel. 7/2018 initiation of planning proceedings, additional background documents must be provided. Another public hearing ordered. Planning decision issued 4/2020, appeals filed. The appeals were rejected in 10/2020, confirming the issued planning decision which became final.

<b>Motorway D35 Janov - Opatovec</b>	The section of D35 Janov - Opatovec is part of the section of the future D35 motorway between interchange Opatovice and interchange Staré Město. After completion, the D35 motorway, together with the D11 motorway, should become an alternative route to the congested D1 motorway, making it possible to divide the traffic load from the D1 motorway between two roads of equal transport importance.	New construction of motorway, length: 11.0 km category: D 26,0/130	2023	2026	5,562	Common delays due to the complexity of the construction. The appeal against the issued planning decision was rejected.
<b>Motorway D35 Vysoké Mýto – Džbánov - Litomyšl</b>	These are two separate structures that are part of the section of the future D35 motorway between interchange Opatovice and interchange Staré Město. After completion, the D35 motorway, together with the D11 motorway, should become an alternative route to the congested D1 motorway, making it possible to divide the traffic load from the D1 motorway between two roads of equal transport importance.	New construction of motorway, length: 13.539 km category: D 26,0/130	2023	2027	9,757	Change of documentation for planning procedure. Appeal against planning decision.
<b>Class I road I/55 Břeclav, bypass</b>	The construction of a bypass on the I/55 road around Břeclav will primarily divert transit traffic from the town centre. At the same time, traffic in the direction of Lanžhot and Valtice will be moved from the town centre to the newly relocated road. The bypass will enable direct service to the southeastern industrial part of Břeclav.	New construction of road, length: 8.821 km category: S 9,5/80 and S 11,5/80	2023	2027	1,452	Lawsuits and an appeal on a point of law by environmental associations. Compensatory measures are being implemented.
<b>Road I/38 Znojmo, bypass I</b>	Completion of the Znojmo bypass project, which has been under construction for a long time, at least to the extent of these structures, turns out to be absolutely necessary, as it is a fundamental point defect on the I/38 road between Jihlava and the state border with Austria. The construction has been complicated by administrative issues for a long time. However, its significance has been proven unquestionable in a local assessment.	New construction of road, length: 3.037 km category: S 11,5/80	2024	2026	0,337	In 2017, the planning decision was annulled by the appeal body. The documentation for the planning decision had to be updated. In 6/2020, a new planning decision was issued, against which appeals were filed, but were still not settled as of 1/2022.
<b>Motorway D0 510 Satalice - Běchovice, capacity increase</b>	The construction "D0 510 Satalice – Běchovice, capacity increase" expands the part of the Prague Ring Road between the indicated city districts, already in operation. The aim is to increase the capacity of the existing section of D0.	New construction of motorway, length: 2.766 km category: D 34,5/100	2024	2026	1,157	Common delays due to the complexity of the construction.
<b>Road I/9 Nový Bor - Dolní Libchava</b>	Continuation of the previous section. The implementation would complete a comprehensive well-rated cluster forming the bypass of Česká Lípa. However, a decision on implementation will only be possible after a more detailed examination of economic efficiency.	New construction of road, length: 10.3 km category: S 13,5/80 (2+1)	2024	2027	3,67	
<b>Road I/20 České Budějovice, northern interconnection</b>	An important connection of the D3 motorway to the western part of the South Bohemian Region outside the densely built-up area of České Budějovice, where the current I/20 road passes.	New construction of road, length: 2.52 km category: MoJ	2024	2027	2,025	

<b>Motorway D0 511 Běchovice - D1</b>	Section 511 Běchovice–D1 is part of the Prague Ring Road, which is gradually being built and is one of the most important transport structures in the Czech Republic. After its completion, it will interconnect nine motorway-type roads leading from Prague and connecting the capital with the surrounding regions and states. Moreover, it carries both transit and suburban transport around the outskirts of the city.	New construction of motorway, length: 12.637 km category: D 34,5/100	2024	2027	15,186	
<b>Motorway D35 Litomyšl – Janov</b>		New construction of motorway, length: 10.35 km category: D 26,0/130	2024	2027	4,818	
<b>Motorway D48 interchange Nošovice</b>	The aim is to build an interchange that will be located on the structure of the D48 motorway in the section "Dobrá - Tošanovice" at km 7.960 - km 9.090 of the road. Acceleration/deceleration lanes will be designed for the interchange according to Czech National Standards. At crossings of the D 48 expressway with railway and the Morávka -	The aim is to build an interchange that will be located on the structure of the D48 motorway in the section "Dobrá - Tošanovice".	2026	2027	-	
<b>Road I/14 Nové Město nad Metují - relocation</b>		New construction of road, length: 6.278 km category: S 9,5/80	2028	2029	-	In 10/2018, together with the municipal elections, a local referendum was held, where residents rejected the construction of a bypass in a track long planned by RMD. The result of the referendum is binding. In 2020, a study of the area in front of the railway station was prepared, incl. a technical-economic assessment. The next steps in the preparation of the construction will be determined after discussion with the Ministry of Transport. The study also examined the possibility of covering the proposed route in front of the railway station (tunnel, or other alternative solutions), including an evaluation of the entire route according to the planning decision documentation.

**Projects implemented in the period 2014–2020 (2023) as envisaged in TSS2 - water**

<b>Measures included in the implementation schedule for the Transport Strategy (Proposal variant of financing)</b>	<b>Project description</b>	<b>Project parameters</b>	<b>Entry into service</b>	<b>Total investment costs</b>
<b>Hydraulic structure (HS) Velký Osek, modernization of the lock chamber</b>	Ensuring the navigability of the Vltava river from Mělník beyond Prague	Ensuring the navigability of the Elbe between Mělník and Pardubice for vessels corresponding to classification class IV	2015	CZK 106 million
<b>Modernization of the Brandýs nad Labem lock chamber</b>	Ensuring the navigability of the Vltava river from Mělník beyond Prague	Ensuring the navigability of the Elbe between Mělník and Pardubice for vessels corresponding to classification class IV	2016	CZK 91 million
<b>Road bridge over the Elbe between Valy and Mělice</b>	Canalising the Elbe up to Pardubice	Ensuring sufficient vertical clearances between Mělník and Prague, the capacity of the waterway in Prague	2020	CZK 314 million
<b>Modification of the lock chamber mouth at Hořín</b>	Ensuring the navigability of the Vltava river from Mělník beyond Prague	Ensuring sufficient vertical clearances between Mělník and Prague, the capacity of the waterway in Prague	2021	CZK 563 million

<b>Modernization of roadsteads at Štvanice lock chamber</b>	Ensuring the navigability of the Vltava river from Mělník beyond Prague	Ensuring the navigability of the Elbe between Mělník and Pardubice for vessels corresponding to classification class IV	2020	CZK 162 million
<b>Completion of the Vltava waterway in the section HS Hněvkovice - Týn nad Vltavou</b>			2017	CZK 479 million
<b>Port Hluboká n.V.</b>			2014	CZK 224 million
<b>Recreational marina Petrov</b>			2015	CZK 39.3 million

**Projects implemented in the period 2014–2020 (2023) as envisaged in TSS2 - railway**

Measures included in the implementation schedule for the Transport Strategy (Proposal variant of financing)	Project description	Project parameters	Start of implementation	End of implementation	Investment costs (CZK billion)	Note
<b>Reconstruction of r. station Přerov, 1st construction</b>	The goal of the construction was to bring the Přerov railway station and adjacent line sections connecting to the already modernized line sections (Otrokovice – Přerov, Přerov – Hranice na Moravě, Přerov – Olomouc) into a technical and operational condition that would correspond to the parameters specified in the agreements on the most important routes of international combined transport AGC (European Agreement on Main International Railways Lines) and AGTC (European Agreement on Important International Combined Transport Lines and Related Installations), in the EU-level plans for the development of railway networks, and by the International Railway Union (UIC). Reconstruction of the main tracks and switches in the main tracks in the Přerov pre-station, Reconstruction of the Přerov – Prosenice line section from km 184,240 to km 187,640, Reconstruction of the Přerov – Dluhonice line section from km 184,230 to km 188,050 including the reconstruction of the Dluhonice operating control point, Reconstruction of the passenger station building in railway station Přerov including the	Modernization of the core TEN-T route - TRC 2	9/2009	1/2015	irrelevant	
<b>Modernization of the line České Budějovice - Nemanice I</b>	The project was part of transit railway corridor 4, covering lines from Děčín st. border through Prague and České Budějovice to Horní Dvořiště st. border. The construction included a solution for the passenger station building of railway station České Budějovice (excluding the southern station head) and a solution of the line section České Budějovice - Nemanice (excl.), in particular the double-tracking of the line section by overpasses of Skuherského and Pekárenská streets and the reconstruction of České Budějovice northern	Modernization of the TEN-T railway network	04/2010	1/2014	irrelevant	
<b>Plzeň - passing through the junction in the direction of TRC 3</b>	The construction connected the Plzeň main station with the beginning of the already completed Plzeň – Stříbro structure, including the modernization of the railway station Plzeň Jižní předměstí (southern suburb). The main construction objects were the underpass connecting the main railway station with Šumavská and Železniční streets, along with the reconstruction of the railway bridges over the Radbuza river, Vejprnický brook and over Prokopova and Vejprnická streets.	Modernisation of TRC 3	2011	2014	irrelevant	
<b>Optimization of the line Prague Bubeneč - Prague Holešovice</b>	Modernization of the line section 4,465 km long The aim of the optimization was to meet the current technical requirements for railway lines and to provide a more comfortable and faster transport for passengers. The construction mainly concerned the modification of the subgrade of the substructure in connection with changing the horizontal and inclination alignment of the line, the modernization of the superstructure and the improvement of the geometrical parameters of the track, the reconstruction of railway station Prague Holešovice including the station building, platforms and their roofing, underpass, luggage tunnel and elevators, construction of a new stop Prague Podbaba providing better transfer options to the Prague Integrated Transport connections than currently offered by railway station Prague Bubeneč, repair of bridges and culverts, rehabilitation of retaining and breast walls, construction of new noise abatement walls.	Modernization of the TEN-T railway network	11/2012	01/2016	irrelevant	
<b>ETCS - Corridor 1, section Kolín - Břeclav state border Austria/Slovakia</b>	The project dealt with modifications and installation of new infrastructure, the subject of delivery was modifications of existing station interlocking and line blocks, development and delivery of eight radio block centres, delivery and installation of balises. The GSM-R radio system was created in a separate construction that preceded the "ETCS Pilot Project", which verified the requirements and methods of implementing the ETCS system into the Czech national environment. The mobile part of ETCS on vehicles was not the subject of this construction and	Introduction of ERTMS		2018	irrelevant	
<b>Reconstruction of the Břeclav railway junction, 2nd construction</b>	The project was a continuation of the already completed Reconstruction of the Břeclav railway junction, 1st construction. It covered a complete reconstruction of the inadequate central station head (gridiron) and the related facilities. The site of the construction was the line Austria st. border - Břeclav - Přerov at km 82,149-85,600, while the main construction works took place at km 83,505-84,635. The reconstruction concerned 6,360 metres of railway superstructure, 67 switches with electric heating and 22 kilometres of contact lines. Furthermore, the communication and signalling equipment, heavy-current distribution system and technology, bridges and land structures were reconstructed. Above all, the reconstruction of the control technology was very complicated and time-consuming, as all 3,353 possible train routes and 1,700 shunt routes had to be tested. The existing buildings, distribution systems and equipment were already well beyond the limit of their service life and their condition reflected that.	Modernization of the TEN-T railway network	12/2012	06/2015	irrelevant	

<p><b>Passage through the Ústí nad Orlicí railway junction</b></p>	<p>The project implementation removed the speed drop on the line, removed two dangerous level crossings and achieved (load-bearing) line category D4 and the spatial clearance of the line for the UIC GC loading gauge. The railway junction was equipped with a new modern electronic control equipment. Obsolete structures and technological sets were removed. The construction increased traffic safety, significantly reduced the risk of accidents, and saved operating costs and infrastructure maintenance costs.</p>	<p>Modernization of the TEN-T railway network</p>	<p>12/2012</p>	<p>07/2015</p>	<p>irrelevant</p>	
<p><b>Modernization of the line Ševětín - Veselí nad Lužnicí, part 1, Ševětín - Horusice</b></p>	<p>The project "Modernization of the line Ševětín - Veselí nad Lužnicí, part 1, Ševětín - Horusice" is part of the set of constructions on transit railway corridor 4. The section was part of the existing single-track line electrified with an AC traction system of 25kV 50Hz. The line speed in the section was 100 km/h. At Dynín railway station, the station head in the Veselí direction was modernised and modifications were made to the existing rail yard. A new operational building for the transport office and technological facilities were built near today's station building. The level crossing behind Dynín was removed, the line section was double-tracked, the curve near Horusická Blata nature reserve was relocated, and a large bridge was built on the relocated line for crossing the wildlife corridor. The level crossing in Horusice was double-tracked and equipped with a new level crossing equipment with barriers. Railway station Horusice was converted into a stop with external platforms and shelters for passengers.</p>	<p>Modernization of the TEN-T railway network</p>	<p>4/2014</p>	<p>12/2015</p>	<p>irrelevant</p>	
<p><b>Reconstruction of the line Tanvald - Liberec</b></p>	<p>The reconstruction of the Liberec – Tanvald line increased safety at railway stops and stations for passenger boarding and alighting, as well as at level crossings for pedestrians and for vehicles. The new platforms at the stops and stations shortened the boarding and alighting time of passengers, as well as increased the safety and fluency of traffic when a train stops. New line block in combination with new level crossing equipment removed local line speed limitations and increased both the safety of rail traffic in the line sections and the safety of road traffic at level crossings. The information systems that were built in the railway stations improved information provision and thus the attractiveness of rail transport in this region. The implementation of the project shortened journey times on the Jablonec nad Nisou – Smržovka line section and introduced a 30-minute interval during peak hours. Overall, passenger comfort has been increased and rail transport has become more attractive in this densely populated area.</p>				<p>irrelevant</p>	
<p><b>Reconstruction and capacity increase of the Studénka-Mošnov line</b></p>	<p>The aim was the reconstruction, capacity increase and electrification of the single-track line Studénka - Veřovice in the section Studénka r.station - Sedlnice r.station (excl.), and the necessary modifications of the other railway infrastructure. The reconstruction of the original line increased the line speed, the load-bearing capacity of the sleeper bed of the line and artificial structures, and improved spatial clearance. The reconstruction aimed at increasing the line speed to 100 km/h with local restrictions in two curves (60 km/h and 90 km/h), achieving the load bearing capacity of line category D4 and spatial clearance as per the UIC GC. The increase in throughput of the reconstructed section of the line was achieved by building a new passing loop. A new signalling, communication and heavy-current installation enabling remote control was built. Passenger trains no longer stop at the Sedlnice railway station but at a new railway stop located on the reconstructed section of the line, which shortened the access distance from the village of Sedlnice to the train stop by approx. 1 km. The section of the line from the railway station Studénka up to approx. km 6,530 was electrified with a direct current system of 3 kV. The main goal of this project was to upgrade the line so that, together with the construction of the "Leoš Janáček Ostrava Airport, rail connection" (the investor was the Moravian-Silesian Region), a railway connection between Ostrava and the airport by direct trains in electric traction was created. The reconstruction and capacity increase of the line in the Studénka - Sedlnice section thus created conditions for the implementation of this construction, which included building a new single-track electrified railway to the Leoš Janáček Ostrava Airport. It carries not only passenger transport to the airport, but also freight transport to the developing Mošnov industrial zone - to the new container freight station and public logistics centre.</p>	<p>Modernization of the railway network outside the TEN-T</p>	<p>10/2012</p>	<p>10/2013</p>	<p>irrelevant</p>	

<p><b>Revitalization of the line České Budějovice - Volary</b></p>	<p>The construction took place on the Volary - České Budějovice single-track line. There are 14 railway stations and branch points on the line. The line speed was 50 - 70 km/h with local limitations down to 20 km/h, the braking distance is 400 and 700 m. The line in the Volary - Černý Kříž - Kájov section was operated according to the Railway Administration (Czech Railways) D3 regulation with the chief controller in Volary, in the section Kájov - České Budějovice according to the D2 regulation. The purpose of the construction was to increase the travel speed and quality of travel, increase the safety of train traffic and rationalize traffic management. The entire section of the construction is operated pursuant to the Railway Administration D2 regulation. The traction on the line remained independent. In the section Volary (excl.) - Boršov nad Vltavou, there is a new signalling and communication equipment for stations and operating control areas for the new configuration of the track arrangement and for remote control from Kájov with a plan to relocate the traffic control centre to České Budějovice. Selected switches were equipped with electric heating, the outdoor lighting of operating control</p>	<p>Modernization of the railway network outside the TEN-T</p>	<p>3/2014</p>	<p>12/2015</p>	<p>irrelevant</p>	
<p><b>GSM-R Kolín - Havlíčkův Brod - Křižanov - Brno</b></p>	<p>The project covered building a GSM-R digital radio system on the detour route of the 1st transit railway corridor in the line section Kolín - Havlíčkův Brod - Křižanov - Brno. This included developing the design for the construction. GSM-R signal coverage has a linear structure that is generally routed along railway lines. The GSM-R signal is propagated by a base station known as BTS (Base Transceiver Station). The base station consists of an antenna mast, located outdoors on a foundation footing, an antenna system, located on the mast, and technological electronic equipment, which may be located in a separate technological structure, in a separate technological building, in an outdoor instrument box or in newly adapted rooms in existing buildings. As part of the construction, concrete pylons with a circular cross-section, of 25, 30 and 35 m in height, were built for the antennas. In the other four inter-station places hard to access for construction vehicles, there are light, mounted lattice masts up to 15 m. BTSs also include a connection to the existing railway communication cable and transmission network and a connection to a power source.</p>	<p>Modernization of the TEN-T railway network - Ensuring interoperability on existing railway lines, ensuring compliance with Technical Specifications for Interoperability (TSI), and developing telematics systems</p>			<p>irrelevant</p>	
<p><b>Reconstruction of railway station tracks and switches at r. station Strakonice</b></p>	<p>One of the biggest benefits of this project's implementation is the higher throughput of the station and the safety of passengers, who, thanks to the newly built underpass and modernized platforms, gained easier and more comfortable access to the trains. The underpass under the track yard allows barrier-free access to two partially covered island platforms. This ensures smooth access to trains both from the direction of the bus station and also for residents living in the locations of Podsrpenská and Přední Ptákovice. The new information system helps passengers to quickly find their way around this busy transport hub, security in the station premises is monitored by a camera surveillance system. The project also significantly improved the operational parameters of the Strakonice station. There was a complete reconstruction of the railway superstructure and substructure, roads and paved areas, bridges and culverts, contact lines and lighting of the railway station.</p>	<p>Modernization of the railway network outside the TEN-T</p>	<p>4/2014</p>	<p>8/2015</p>	<p>irrelevant</p>	
<p><b>Modernization of the line Hradec Králové - Pardubice - Chrudim, 1st construction, double-tracking of section Stéblová - Opatovice nad Labem</b></p>	<p>This included new construction of the second track in the section Stéblová - Opatovice nad Labem and the complete reconstruction of the existing track. The nearly 8 km long modernized section included the Stéblová railway station, the Čeperka stop and the brand new Opatovice nad Labem stop. In the entire section, the rail grid was replaced with the UIC 60 rail profile on concrete sleepers with baseplateless resilient fastening. Furthermore, the construction included increasing the speed up to 160 km/h, including the Stéblová station, building barrier-free platforms, building noise abatement walls, installing new signalling and communication equipment, installing new centralised traffic control equipment and building a new contact line.</p>	<p>Modernization of the railway network outside the TEN-T</p>	<p>2014</p>	<p>2016</p>	<p>irrelevant</p>	

<p><b>Increasing the capacity of the line Týniště n.O. - Častolovice - Solnice, part 1, reconstruction of platforms at r. station Týniště n.O.</b></p>	<p>This project was part of the overall reconstruction of the line Solnice - Častolovice - Týniště nad Orlicí. This project covered the reconstruction of the railway station Týniště above Orlicí. Specifically, it included: construction of two island and one single-sided platforms, construction of an underpass for passengers including lifts for non-mobile people, roofing of a part of the new platforms and temporary modifications of the station building, related reconstruction of the railway substructure and superstructure, reconstruction of the communication equipment and installation of a new info system for passengers, induced reconstruction of the contact line, induced reconstruction of station control equipment. The main goal was to expand the r. station Týniště nad Orlicí, where the cross-over track bonds were moved forward at the station head on the Hradec Králové side, making it possible to implement a negative crossing interval in the direction of Náchod, and so increase the number of trains running in the Náchod - Choceň section as required by the transport ordering authority of the Hradec Králové Region. Another significant benefit was the extension of the station tracks for freight transport and the better</p>	<p>Modernization of the railway network outside the TEN-T</p>	<p>5/2014</p>	<p>10/2015</p>	<p>irrelevant</p>	
<p><b>Increasing the capacity of the line Týniště n.O. - Častolovice - Solnice, part 2, reconstruction of r. station Častolovice</b></p>	<p>This included the reconstruction of the Častolovice and Rychnov nad Kněžnou railway stations in all aspects. Outside the perimeter of these stations, new line blocks and level crossing equipment were built, as well as the related communication equipment and low-voltage connections. In Častolovice r. station, tracks were modified in a length of 1.770 km and in the Rychnov nad Kněžnou r. station, tracks were modified in a length of 0.560 km. New extended boarding edges (island platforms) were built for passengers in both r. stations. Along the entire construction section, level crossing equipment was also modernized and one railway bridge was reconstructed. The protected areas along the railway were protected from railway traffic noise by a noise abatement wall. The aim of this construction was to increase the capacity of the Týniště - Častolovice - Solnice line by extending the running tracks for freight trains in r. stations Častolovice and Rychnov nad Kněžnou, by enabling freight trains to run from/to Rychnov nad Kněžnou on all station tracks in r. station Častolovice and by shortening the headway in line sections by increasing the number of block sections.</p>	<p>Modernization of the railway network outside the TEN-T</p>	<p>10/2015</p>	<p>12/2015</p>	<p>irrelevant</p>	
<p><b>Optimization of the line Cheb (excl.) - DE st. border, 1st construction</b></p>	<p>The line Cheb - DE state border is single-track, non-electrified (partially), controlled by category II equipment. The line speed was 90 km/h local limitations. Due to years of insufficient maintenance, the railway substructure including the bridge structures, was in poor condition. The project optimized the line from km 140.587 to km 150.540. Technically, the construction involved the reconstruction of the railway substructure and superstructure and artificial structures and the horizontal alignment of the tracks for a speed of 120 km/h for classic train sets and 160 km/h for sets with swinging cabinets, achieving line category D4 UIC, introducing spatial clearance for loading gauge UIC GC, modernization of signalling and communication equipment, adjustment of contact (traction), high-voltage, low-voltage, connection and other lines. The optimization also included necessary related reconstruction of existing and construction of new public utility networks and land structures. In the entire newly reconstructed section, welded rails were established on concrete sleepers with baseplateless resilient screw fastening.</p>	<p>Modernization of the railway network outside the TEN-T</p>			<p>irrelevant</p>	
<p><b>Electrification of section Kadaň Pruněřov - Kadaň předměstí</b></p>	<p>This is electrification of the section with an alternating current system. The project was prepared according to the requirements of the Ústí nad Labem Region to operate a direct line of passenger trains in the Děčín - Kadaň section with new electric units. It also includes track improvements at the Kadaň station, and building a new Kadaň-Bystřice stop. The project is co-financed by the EU under the Operational Programme Transport.</p>	<p>Modernization of the TEN-T railway network/ Modernization of the railway network outside the TEN-T</p>	<p>12/2018</p>		<p>irrelevant</p>	

<p><b>Reconstruction of r. station Horažďovice předměstí</b></p>	<p>The r. station Horažďovice předměstí is located at km 289.610 of the Plzeň - České Budějovice railway line, which represents the most important railway route connecting the Plzeň and South Bohemia Regions. The movement and check-in of passengers in the station did not meet the standards, the technological equipment was at the end of its useful life, the Horažďovice předměstí station required a local drop in speed due to the horizontal alignment of the line. Both station heads were reconstructed at the station, three running tracks were newly routed in the even and the odd track groups. The project built an island platform which was partially roofed, including the roofing of the exits from the underpass. The station interlocking is electronic, of the 3rd category. The line block is an automatic block signalling without section signals, occupancy is determined using an axle computer in the following sections: Střelské Hoštice - Horažďovice předměstí, Horažďovice předměstí - Pačejov, Horažďovice předměstí - Horažďovice. Platforms were equipped with information boards, waiting rooms and ticket offices were equipped with monitors. The implementation of this project increased the speed and comfort of travel (barrier-free access, construction of an underpass, a new information and radio system for passengers), upgraded the unsatisfactory technical condition of buildings/structures and operational sets.</p>	<p>Modernization of the TEN-T railway network</p>	<p>2/2015</p>	<p>12/2015</p>	<p>irrelevant</p>	
<p><b>Reconstruction of track No 2 Brno Maloměřice – Brno Královo Pole</b></p>	<p>The construction was located on the double-track national line Brno - Kutná Hora, electrified by AC traction of 25 kV, 50 Hz. The entire construction was located in the built-up area of Brno. The project covered the reconstruction of the railway substructure and superstructure in the 2nd track and increasing the speed in the Brno-Maloměřice - Brno-Královo Pole section, including the repair of bridges, culverts and tunnels in this track, the reconstruction of the contact line and upgrading the line block (one-way automatic block) to a two-way centralized automatic block with track circuits with equipment in adjacent stations. Moreover, new transformer stations were built from the 25 kV, 50 Hz contact line in these r. stations to power the new automatic block. Track modifications took place in km 3.014 - km 8.313 (the works extended beyond the kilometre perimeter of the construction because of the technical parameters of the structures and the need to ensure interconnection with adjacent sections of the track). This project also included the modernization of 35 special railway vehicles of the MUV 69 type.</p>	<p>Modernization of the TEN-T railway network</p>	<p>1/2015</p>	<p>2/2016</p>	<p>irrelevant</p>	
<p><b>Reconstruction of track No 2 Brno Královo Pole - Kuřim</b></p>	<p>The subject of the planned investment is the reconstruction of track No 2 of the double-track railway line Brno – Židenice – Havlíčkův Brod, in the section Brno Královo Pole – Kuřim, from km 9.283 to km 17.962. It covers the reconstruction of the railway superstructure and substructure in the 2nd track (in certain sections also in the 1st track - Česká and Řečkovice stops, selected bridge structures and in places with poor load-bearing substructure), including the reconstruction of bridges and culverts in this track, reconstruction of the contact line and modifications of the existing line block - two-way automatic block. Moreover, the communication equipment and power supply and other railway infrastructure will be upgraded. As part of the construction, new platforms will be built at the Řečkovice and Česká stops. Due to the category and classification of the line in the selected TEN – T network (freight corridor), it is necessary to meet the requirements of EU regulations and directives on the interoperability of the railway system - Directive 2008/57/EC for the subsystems affected by the construction, line category D4 and clearance gauge Z-GC and ensuring operability. More detailed specifications of the subject of the public contract are provided in other parts of the tender documentation. The aim of the reconstruction is to increase safety and reliability, as well as to increase line speed and so reduce travel times for passenger transport.</p>	<p>Modernization of the TEN-T railway network</p>	<p>6/2015</p>	<p>?/2015</p>	<p>irrelevant</p>	
<p><b>GSM-R hub Prague (Beroun - Prague – Benešov)</b></p>	<p>The subject of the public contract is the design, the arrangement of a final building permit and the construction, including confirmation by an authorized person in terms of interoperability at the stage of the design and the completed work, which expands the existing network of ground base transceiver stations and the range of lines covered by the signal of the GSM-R radiotelephone network by approximately 110 km in the section Prague Krč - Prague Braník - Prague Malá Chuchle - Beroun - Králův Dvůr, Prague Uhřetěves - Benešov, Prague Vysočany - Prague Horní Počernice - Čelákovice - Lysá nad Labem, and the central (exchange) part of the GSM-R network, which is to be compatible with the existing already built and operated GSM-R</p>	<p>Modernization of the TEN-T railway network</p>	<p>3/2014</p>	<p>12/2015</p>	<p>irrelevant</p>	

<p><b>Revitalization of the line Prague Smíchov - Rudná - Beroun</b></p>	<p>As part of the project, the unsatisfactory technical condition of the railway line Prague - Smíchov - Rudná u Prahy - Beroun was eliminated. The unsatisfactory railway superstructure and substructure were reconstructed, in particular the old superstructure was replaced with regenerated material, welded rails were laid and the switches were upgraded. The outdated control equipment was replaced by a 3rd category equipment with remote operation control, and a new information system was built. Excess transport infrastructure was removed from the stations. The project newly involved 7 railway stations in remote control from the centralised traffic control on this line, modernised 34 level crossings, thereby increasing the safety of road and railway traffic at those crossings.</p>	<p>Modernization of the railway network outside the TEN-T</p>	<p>2/2015</p>	<p>8/2015</p>	<p>irrelevant</p>	
<p><b>Modernization of the line Tábor - Sudoměřice u Tábora</b></p>	<p>The project double-tracked this section of the line and also built two horizontal relocations of the line. The first of them bridged the D3 motorway, and a new double-track tunnel with a length of 430 m was built on the second. Grade-separated access for people with reduced mobility was also built, as well as noise abatement walls to reduce the impact of noise from railway traffic, and adjustments were made on specific structures.</p>	<p>Modernization of the TEN-T railway network</p>	<p>3/2013</p>	<p>7/2016</p>	<p>irrelevant</p>	
<p><b>Modernization of the line Ševětín - Veselí nad Lužnicí, part 2, Horusice - Veselí</b></p>	<p>This was to implement the construction "Modernization of the line Ševětín - Veselí nad Lužnicí, part 2, section Horusice - Veselí nad Lužnicí". It is part of the set of constructions on the 4th international railway corridor, which covers a section of Czech Railways line from Děčín st. border through Prague and České Budějovice to Horní Dvořiště st. border. The purpose of the construction is to upgrade the railway line and related structures and equipment to meet European parameters and standards. These parameters result from the international agreements AGC and AGTC, which the Czech Republic has committed to meet. The construction "Modernization of the line Ševětín - Veselí nad Lužnicí - part 2, Horusice - Veselí" includes modifications to the track yard of the Veselí nad Lužnicí railway station, including the connection to branch lines in the direction of České Velenice and Jihlava. In the direction of České Budějovice, the railway line will be relocated up to the Veselí nad Lužnicí stop. The remaining section of the construction to the Horusice railway station will be double-tracked. The construction also includes building modifications on the site of the power supply station of the contact line.</p>	<p>Modernization of the TEN-T railway network</p>	<p>3/2013</p>	<p>5/2016</p>	<p>irrelevant</p>	
<p><b>Optimization of the line section Prague Hostivař - Prague main station, part 1 - Prague Hostivař station</b></p>	<p>Construction "Optimization of the line section Prague Hostivař - Prague main station, part 1 - Prague Hostivař station" is part of the set of constructions in the Prague junction. It links the constructions in the set of TRC 4, which, according to the programme approved by the government, ends before station Praha-Hostivař in the direction from České Budějovice, and leads through the city districts of Strašnice and Vršovice to Prague main station. The line section Prague Hostivař - Prague main station is the entry of TRC 4 to the Prague junction and is part of the "Feasibility study of the set of TRC 4 to the Prague junction".</p>	<p>Modernization of the TEN-T railway network</p>	<p>1/2016</p>	<p>7/2016</p>	<p>irrelevant</p>	
<p><b>Modernization of the line section Prague Běchovice - Úvaly</b></p>	<p>The construction concerned the section of the line Úvaly r. station - Prague Běchovice branch Blatov - Prague Běchovice passenger station. The solution also included a part of the lines Prague Běchovice branch Blatov - Prague Běchovice inbound track and Prague Běchovice branch Blatov - Prague Běchovice outbound track, which are, according to MoT communication No. 111/2004 Coll. also included in the TEN-T railway system. The railway superstructure was upgraded, including drainage. Based on the results of the geotechnical survey, the railway substructure was rehabilitated and its bearing capacity increased. Railway bridges, underpasses, culverts and retaining walls were reconstructed, a new underpass in the Prague Klánovice stop was built. New signal gantries, new platforms, access to platforms and their roofing were built at Úvaly r. station and Prague Klánovice stop. A new contact line was also built. The energy, communication, signalling and optical cables were laid along the line, the line block was built including the installation of signals and information-providing equipment for passengers. The affected public utility networks and equipment were relocated and modified. The existing technology building was reconstructed to house the railway technology and building modifications were made in the existing station building of Úvaly r. station and the existing traction transformer station in Běchovice was upgraded.</p>	<p>Modernization of the TEN-T railway network</p>	<p>10/2013</p>	<p>12/2015</p>	<p>irrelevant</p>	

<p><b>Optimization of the line Bystřice n.O. - Č. Těšín, part 2 - r. station Český Těšín</b></p>	<p>As part of the project, the railway superstructure and substructure was reconstructed, together with platforms, mainly on the main tracks. The reconstruction or construction concerned buildings, where the construction programme was determined by the location of technological spaces and rooms for employees. An important linear work was the construction of a cable duct. The construction part also included the reconstruction of the contact line and traction earthing, electric heating of switches, relocations, modifications and connections of cable lines, lighting. To the extent necessary, the affected public utility networks were relocated and protected, even outside the administration area of the ordering authority. Signalling equipment, communication equipment and heavy-current technology, including centralised traffic control technology, were implemented as part of the technological part of the construction. The control equipment was designed and implemented, including line block in the section to Louky nad Olší and to</p>	<p>Modernization of the TEN-T railway network</p>	<p>2014</p>	<p>2016</p>	<p>irrelevant</p>	
<p><b>Reconstruction of r. station Olomouc</b></p>	<p>This was the reconstruction of the track yard at r. station Olomouc (marshalling yard, inner station and passenger station). After the reconstruction, the line speed in the marshalling yard section is up to 160 km/h, in the passenger station up to 140 km/h. The superstructure was reconstructed in the total length of 16,777 m with 96 switches. Based on the results of the geotechnical survey, the railway substructure was rehabilitated including a new drainage. Reconstruction of 3 bridge structures, the existing underpass and 2 culverts was carried out. The southern underpass was extended up to a new island platform and the access to the platforms, including lifts, was improved. The main corridor tracks are routed through the passenger station in a new position, thus obtaining a greater balance between the even and odd track groups, as the odd track group was extended by one track. Station heads (gridirons) in the marshalling yard and passenger station have been rearranged to avoid unnecessary train crossing and shunting. New platforms with grade-separated access were built. Barrier-free access for passengers to the platforms is provided by the southern underpass with lifts. All platforms were newly roofed. Heavy-current distribution lines, lighting of the r. station and contact lines were upgraded. An electronic station interlocking of the 3rd category was established with control from a centralised operating room. Preparations were made for the implementation of ERTMS/ETCS according to the national ERTMS deployment plan. The control equipment used can be expanded with a device of the unified European train control ERTMS/ETCS. New local cabling, communication equipment incl. information system and centralised traffic control technology were built. The existing cable duct was upgraded and a new one built with a total length of 3,549 m. The transformer stations were reconstructed and equipped with new technology. In order to protect residential buildings from noise caused by railway traffic, noise barriers with a total length of 442 m were built and individual noise control measures were implemented in selected residential buildings.</p>		<p>9/2013</p>	<p>8/2016</p>	<p>irrelevant</p>	
<p><b>Modernization of the Rokycany - Plzeň line</b></p>	<p>One of the main goals of the modernization of the corridors on the shoulder from Prague to Plzeň is to achieve a journey time of less than one hour between the Plzeň main station and the Prague main station in both directions. In the Rokycany-Plzeň section itself, also thanks to the Ejpovice tunnel, a time saving of approximately nine minutes is expected for semi-fast trains and fast trains compared to the current situation. With the proposed horizontal and vertical alignment of the route and the resulting building modifications, it will be possible to achieve a line speed of 120 km/h in the section Rokycany-Ejpovice and a speed of 160 km/h for conventional vehicle units on the relocated line from Ejpovice. Units with carbody tilting will be able to develop this speed throughout the section. Before entering the Plzeň railway junction, the line speed will drop to 80 km/h, which is considered the minimum for passing through the entire junction after its modernization.</p>	<p>Modernization of the TEN-T railway network</p>	<p>8/2013</p>	<p>12/2018</p>	<p>irrelevant</p>	
<p><b>Optimization of the line Český Těšín - Dětmorovice</b></p>	<p>The implementation of the project increased the line speed to 160 km/h and above all ensured safer, more comfortable and more reliable transport. In addition to the reconstruction of the railway substructure and superstructure, the construction includes modern technical equipment, new platforms and other structures. A specific feature of the project is that it had to deal with the entire territory being undermined. The Český Těšín – Dětmorovice railway line lies partly in an area that has been affected by extensive coal mining in the past.</p>	<p>Modernization of the TEN-T railway network</p>	<p>8/2017</p>	<p>12/2019</p>	<p>irrelevant</p>	

<b>Plzeň railway junction, 1st construction - reconstruction of the Prague-direction station head (gridiron)</b>	The project "Plzeň railway junction, 1st construction - reconstruction of the Prague-direction station head" is one of the elements of the modernization of the TEN-T network. It lies in the route of TRC 3 and represents not only an important national connection, but also a transit connection from Germany to Slovakia. The goal of the construction is to ensure the basic parameters of modernized lines, including the modernization of communication and signalling equipment and contact lines. The project is implemented in the locations of the passenger station, the Lobzy railway yard and the marshalling yard.	Modernization of the TEN-T railway network	1/2016	6/2018	irrelevant	
<b>Increasing the capacity of the line Nymburk - Mladá Boleslav, 1st construction</b>	The construction "Increasing the capacity of the line Nymburk - Mladá Boleslav, 1st construction" deals with modifications in the section between r. station Luštěnice and Mladá Boleslav main r. station. It significantly improves the quality of travel. This concerns both the fluency of the ride and passenger check-in (safer access in stations, grade-separated platforms with barrier-free access and solutions for people with reduced mobility and orientation, orientation and information system). Another goal of the construction was to upgrade the technical condition of the infrastructure to meet the requirements of applicable laws, decrees and standards and to minimize the costs of operating the railway infrastructure as well as to ensure the required railway capacity.	Modernization of the railway network outside the TEN-T	10/2015	11/2016	irrelevant	
<b>Revitalization of the line Klatovy - Železná Ruda</b>	The construction increased the speed and reduced travel times of trains. The throughput of the line as well as its safety are higher. The most visible benefits of the project include the new platforms and the upgraded or modified lighting in the stations. New category-3 signalling equipment and modern communication equipment were built in all railway stations, with the exception of Klatovy, and on the line sections concerned. The railway superstructure and substructure were reconstructed.	Modernization of the railway network outside the TEN-T	2014	2016	irrelevant	
<b>Reconstruction of tracks 1 and 2 Sklené nad Oslavou - Ostrov nad Oslavou</b>	The goal was to upgrade the railway superstructure to rail profile 60 E2 (UIC 60) on concrete sleepers B91/S1 with baseplateless resilient fastening. Horizontal alignment of the route has been optimized for speeds up to 120 km/h. The blanket layer of the railway substructure was improved by establishing remedial layers with protection against freezing and by building new drainage of the ballast track formation in railway cuttings. The bridge floors of bridges and culverts were upgraded for line category D4 with the extension of the bridge clearance to 3.0 m, the bridge supports were rehabilitated. New external grade-separated platforms including lighting were built, 140 m in length, with a boarding edge 550 mm above rail head, with barrier-free access. The contact line was reconstructed for a speed of 120 km/h. The line block was replaced with a new electronic type with new 75 Hz track circuits.	Modernization of the TEN-T railway network	8/2014	9/2015	irrelevant	
<b>Modernization of the line section Brno-Maloměřice (incl.) – Brno-Židenice (excl.)</b>	This was modernization of the section of the transit corridor 1 of the railway line Brno - Česká Třebová included in the system of conventional trans-European TEN-T lines passing through the Czech Republic. The goal of the construction was the comprehensive reconstruction of the line section Brno-Židenice branch - Brno-Maloměřice, i.e. tracks T1, T2 from km 158.771 (bridge on Markéty Kuncové Street) to km 161.454. This was accompanied by the modernization of the T1a and T2a tracks of the Brno - Havlíčkův Brod line, starting at the Markéty Kuncové bridge and ending at the end of the parallel run of the tracks of both lines. The construction included new contact lines, noise barriers, reconstruction of bridge structures and a culvert, removal of the underpass at the Brno-Maloměřice station, and modifications to the signalling and communication equipment on the line and on the Brno-Židenice branch.	Modernization of the TEN-T railway network	1/2015	11/2015	irrelevant	
<b>Modernization of the line section Modřice (excl.) – Brno Horní Heršpice (excl.)</b>	This covered reconstruction of the railway superstructure and substructure in both line tracks, including the reconstruction of the culvert and level crossing, the reconstruction of the contact line, relocation of cable lines and the supports of the contact and power supply lines on the site of earthworks on the substructure, and drainage. Modifications were also made to the communication and signalling equipment and the power supply. The line speed in both tracks of the inter-station section was increased to 160 km/h, the braking distance in both tracks remained 1,000 m.	Modernization of the TEN-T railway network	2/2015	12/2015	irrelevant	

<b>Reconstruction of the control equipment at r. station Lovosice</b>	<p>The subject of the contract is primarily the construction of a new station interlocking at the Lovosice station and the modification of line blocks on adjacent sections, specifically on the lines Lovosice - Prackovice, Lovosice - Čížkovice, Žalhostice - Lovosice and Lovosice - Chotiměř. The contract also includes the construction of a camera surveillance and information system in Lovosice railway station, replacement of the speaker and information-providing equipment, as the current one does not allow automatic operation, or the establishment of new cable routes between Lovosice and adjacent stations.</p>	Modernization of the TEN-T railway network	9/2015	8/2017	irrelevant	
<b>Reconstruction of the track Ostrov nad Oslavou - Žďár nad Sázavou, part 1</b>	<p>The construction is located at km 77.526-86.486 of the Brno Židenice - Havlíčkův Brod line. This is a national line included in the TEN-T line system. The construction will involve the reconstruction and modernization of the section in the existing track. The land affected by the construction is owned by the railway, with an existing double-track line. The line passes through fields, meadows and forest plots. The body of the track is alternately located in a cutting and on an embankment. The objectives of the project are in accordance with priority axis 1 - Infrastructure for rail and other sustainable transport, and in accordance with specific objective 1.1 - Improvement of infrastructure for higher competitiveness and greater use of rail transport. The goals of the project are in particular: increasing the speed to 150 km/h for tilting trains and up to 130 km/h for conventional train sets, increasing the safety of rail traffic by installing modern control equipment, increasing the reliability of railway operation by upgrading the infrastructure to meet the current standards.</p>	Modernization of the TEN-T railway network	3/2016	7/2017	irrelevant	contradiction in the closure, see link <a href="https://www.spravazeleznic.cz/prehled-projektu/-/projekt/detail/55009043">https://www.spravazeleznic.cz/prehled-projektu/-/projekt/detail/55009043</a>
<b>Reconstruction of the Negrelli Viaduct</b>	<p>The project represented a complete reconstruction of the viaduct. As part of the construction, some bridge arches were demolished and built again, selected stones were replaced. A new railway superstructure was made, along with a new contact line. On most of the length of the bridge, the space under the arches was freed up. The main components of the construction were the overall reconstruction of the load-bearing structure, creating sufficient space on the viaduct for the prospective placement of signals, switch-point machines, track circuit equipment and the collector for related cabling, the restoration of the more recent bridging of Bubenské nábřeží and Pernerova streets, new bridge structures over Křížikova street and Prvního pluku street.</p>	Modernization of the TEN-T railway network	4/2017	5/2021	irrelevant	
<b>Optimization of the line Prague Smíchov (excl.) - Černošice (excl.)</b>	<p>The implementation of this construction will significantly improve mainly the traffic situation in the vicinity of the very busy railway line on the borders of Prague, it will increase the line capacity and line speed and the safety of railway traffic. This will mainly cover reconstruction of the railway substructure and superstructure, bridges, culverts and platforms, as well as modernization of technological equipment along the entire section and other parts of the railway infrastructure.</p> <p>The construction includes the relocation (new construction) of the Prague-Velká Chuchle stop and the comprehensive reconstruction of the Prague-Radotín station. The project will be co-financed by the EU from the Connecting Europe Facility (CEF).</p>	Modernization of the TEN-T railway network	8/2019	?7/2022?	irrelevant	under implementation
<b>Optimization of the line section Prague Hostivař - Prague main station, part 2</b>	<p>In the optimized section of the corridor, the line speed has been increased (in the Strašnice city district to 120 km/h, and in Vršovice city district to 85 to 105 km/h), which shortens journey times. Moreover, transfers between rail transport and urban public transport were improved. Barrier-free access to new or reconstructed platforms has made movement easier for both people with reduced mobility and, for example, mothers with strollers.</p> <p>Thanks to platforms with a raised boarding edge, it is now easier to get off and on trains. An important part of the project is the proposed modernization of bridges and culverts, located within the scope of the construction. Their reconstruction significantly improved the clearance under the bridges for pedestrians, cars and public transport.</p>	Modernization of the TEN-T railway network	5/2018	10/2021	irrelevant	

<p><b>Optimization of the line section Prague main station - Prague Smíchov</b></p>	<p>This is the modernization of the section carrying railway lines No 122, 171 and 173 and is part of 3rd transit railway corridor. Moreover, the section passes through the Prague districts of Nusle and Smíchov, which are currently among demanded residential locations. The project will not include construction of a new bridge or the demolition of the current bridge over the Vltava river, and thus the capacity of the line will not increase significantly. A significant undertaking will be the construction of the Prague-Výtoň stop before the entry onto the Výtoň railway bridge. In connection with the heritage protection of the localities through which the line passes, it is not possible to build noise abatement walls as on other similarly modernized lines, still, the noise will be reduced thanks to the new track superstructure. The r. station Prague-Smíchov will undergo a complex reconstruction. After abandoning the North Platform area, the trains traveling along lines 122, 171 and 173 will all stop in a single railway station, which will significantly improve the possibility of transfers.</p>	<p>Modernization of the TEN-T railway network</p>			<p>irrelevant</p>	
<p><b>Optimization of the line Lysá nad Labem - Prague Vysočany, 2nd construction</b></p>	<p>The reconstruction of the Čelákovice railway station increased the capacity of the line, which will enable the passenger trains to run in 15 minute intervals, improved the safety of passengers when accessing the trains, and made the access to the new platforms fully barrier-free. The project is co-financed by the EU from the Connecting Europe Facility (CEF).</p>	<p>Modernization of the TEN-T railway network</p>	<p>1/2017</p>	<p>6/2019</p>	<p>irrelevant</p>	
<p><b>Plzeň junction, 2nd construction - reconstruction of the passenger station, including the Mikulášská street bridges</b></p>	<p>The modernization, which significantly improved the conditions of railway transport in Plzeň, was divided into five stages. A part of the Plzeň main station received a dignified appearance in the first stage, during which the track branching in the northern part of the station was also reconstructed. An important part of the transport system of the West Bohemian metropolis was further improved, which will increase the quality of travel as well as the safety and fluency of both rail and road traffic. The construction includes railway structures in the areas of the current track yard, the modernization also covers the reconstruction of a part of Mikulášská street. The street is crossed by two railway bridges (north and south) that are also reconstructed as part of the project.</p>	<p>Modernization of the TEN-T railway network</p>	<p>12/2016</p>	<p>12/2018</p>	<p>irrelevant</p>	
<p><b>Reconstruction of r. station Přerov, 2nd construction</b></p>	<p>The construction follows the already completed modernization of the line sections from Přerov to Hranice na Moravě and to Olomouc, as well as the completed first stage of the reconstruction of the Přerov junction. Its purpose is primarily to improve travel comfort, increase line speed while reducing travel times, as well as increasing traffic safety, for example by removing existing level crossings. As part of the construction, the railway superstructure will be reconstructed and the substructure will be rehabilitated. The removed level crossings will be replaced by a road overpass and footbridges. Furthermore, railway bridges and culverts will be reconstructed, electrical equipment will be modified to the extent necessary, including the lighting of the operating control point (branch point) in Dluhonice. The work will also concern the signalling and communication equipment as well as the contact line. The main goal of the project is the reconstruction of the Dluhonice branch point and the connecting inter-station sections Přerov – Prosenice, Dluhonice – Prosenice and Přerov – Dluhonice. The project is co-financed by the EU from the Connecting Europe Facility (CEF).</p>	<p>Modernization of the TEN-T railway network</p>	<p>4/2019</p>	<p>3/2022</p>	<p>irrelevant</p>	
<p><b>Plzeň junction, 3rd construction - crossover of the Domažlice line</b></p>	<p>The project combines modernization, reconstruction and expansion of the existing transport infrastructure. The main task is the modernization of the crossing of two lines. The reconstruction of the Plzeň–Domažlice line will include its expansion from single-track to double-track. The line will also be prepared for future electrification. The Plzeň–Cheb line will continue to be double-tracked. In order to relocate the Domažlice line, the existing road I/26 in Domažlická street must also be relocated.</p>	<p>Modernization of the TEN-T railway network</p>	<p>12/2017</p>	<p>10/2020</p>	<p>irrelevant</p>	

<b>Modernization of the line Sudoměřice - Votice</b>	The twenty-kilometre section of the fourth transit corridor is located on the route Prague - České Budějovice, and its modernization is one of the largest and most important current investments. The goal is to increase the speed, which will improve fluency and efficiency of transport, comfort and safety. The significant improvements such as higher speed and comfort will be achieved by building a new railway substructure, superstructure and the ballast. The higher traffic safety will be ensured by the installation of modern equipment and technologies. The relocation of the line to a new route will also remove all existing level crossings, which will completely prevent a possible collision with road vehicles. Another significant benefit is the achievement of the load bearing capacity of line category D4, the loading gauge UIC GC and the required throughput.	Modernization of the TEN-T railway network	5/2018	12/2022	irrelevant	<b>under implementation</b>
<b>Increasing the capacity of the line Nymburk - Mladá Boleslav, 2nd construction</b>	The aim of the project is to increase the operating capacity of the existing single-track line Nymburk - Mladá Boleslav, especially to meet the needs of intensive freight transport. As part of the construction, the running tracks at Čachovice station will be extended and a new passing loop Straky will be established. In both operating control points, the railway substructure will be rehabilitated and the superstructure will be renovated. The project is co-financed by the EU	Modernization of the railway network outside the TEN-T	7/2018	12/2019	irrelevant	
<b>Optimization of the line Ostrava-Kunčice - Frýdek-Místek - Český Těšín, including the pre-electrification modifications and optimization of the r. station Český Těšín, part 2</b>	This represents the reconstruction of the line, including its electrification. The construction is linked to the planned corridor constructions "Optimization of the line Bystřice nad Olší - Český Těšín" and "Optimization of the line Český Těšín - Dětmovice". In this section, the reconstruction covers station interlocking, line blocks and level crossing equipment, remote control of the signalling and communication devices in r. station Frýdek-Místek and r. station Dobrá u Frýdku-Místku. New buildings included 3 new traction converter substations (r. station Dobrá u Frýdku-Místku, r. station Český Těšín, r. station Albrechtice) and an operation and technology building near the freight station in the Nošovice industrial zone.	Modernization of the railway network outside the TEN-T	2007	2012	irrelevant	
<b>Brno Railway junction, modernization of the passage and the first part of the passenger station</b>	The proposed modernization of the Brno Railway Junction does not change the route of the railway lines in the territory of Židenice in the direction of the line Židenice - Brno new passenger station (formerly Brno lower station) - Horní Heršpice. However, in the section between Nezamyslová and Bubeníčková streets, the capacity of the current line will be expanded to four tracks from the current two, and between Nezamyslová and the new passenger station, the line will be expanded to six tracks. Today's railway embankment, sloped on both sides of the line, will be expanded on both sides by building retaining walls established on large-diameter piles. In addition to the expansion of the track yard on a new gravel ballast bed, the modernization will also include the widening of all bridges. The railway signalling systems will be modernized. The line must also meet all the conditions of public health regulations for the protection of the population and housing. To meet these strict conditions, the entire line will be made with welded rails. The bridges will be equipped with anti-vibration mats and, based on an acoustic study, noise abatement walls will be designed in necessary places along the line. The retaining walls will be designed to stand on deep, large-diameter piles, which will reduce the impact of vibrations on the surrounding buildings.	Modernization of the TEN-T railway network			irrelevant	<b>partially - non-implemented completely</b>
<b>Electrification of the line Brno – Zastávka u Brna, including pre-electrification modifications</b>	The subject of the construction is modernization, capacity increase and electrification of the Brno - Zastávka u Brna line section, reduction of the negative effects of railway traffic on the environment and the population, as well as the increase of railway traffic safety. The construction work will include reconstruction of the platforms at the stations and stops, and building barrier-free access to them for people with reduced mobility and orientation. The new stops Brno-Starý Lískovec and Ostopovice will help improve transport service. The maximum speed of the trains will be 120 km/h. The project will be co-financed by the EU under the Operational Programme Transport.	Modernization of the railway network outside the TEN-T	4/2020	12/2023	irrelevant	
<b>Optimization of the line Beroun (incl.) - Králův Dvůr</b>	This is a comprehensive reconstruction of the line, including modernization of the Beroun passenger station and reconstruction of the Králův Dvůr stop. There is a marshalling yard between Beroun and the Králův Dvůr stop, with two main tracks leading along its edge. It was the close proximity of the passenger and freight station that induced the need to fundamentally modernize the eastern part of the marshalling yard as well. Even the western part of that yard had to be partially reconstructed too. The project included the reconstruction of four tracks in the freight station. The project is co-financed by the Connecting Europe Facility (CEF).	Modernization of the TEN-T railway network	8/2016	3/2021	irrelevant	

<p><b>Modernization of the line Brno - Přerov, stage I, Blažovice - Nezamyslice</b></p>	<p>The main goals are complete modernization, double-tracking of the line and an increase in line speed up to 200 km/h, which will increase the capacity of the line, significantly reduce travel times, achieve a state corresponding to the future needs of passenger and freight transport, and fulfil the required TSI parameters.</p> <p>New barrier-free platforms will be built in all stations. Safety will be increased by completely eliminating the movement of passengers in the track yard. It is proposed to prolong the tracks in railway stations to make freight transport more efficient.</p>	<p>Modernization of the TEN-T railway network</p>			<p>irrelevant</p>	<p>Modernization of the Brno – Přerov line, 2nd construction: Blažovice – Vyškov" was included in the "Investment Construction Plan" by the 5th amendment to the plan issued on 1 December 2015. Identification number (Sub.ISPROFIN) 5003520003. Originally, this identification number was assigned to the action "Modernization of the Brno-Přerov line, 1st construction, stage I Blažovice - Nezamyslice, section Blažovice - Vyškov", included in Plan IV of 2014, by the 1st amendment issued on 26.02.2014. <a href="https://www.spravazeleznice.cz/documents/50004227/50156832/00318-uzivani.pdf">https://www.spravazeleznice.cz/documents/50004227/50156832/00318-uzivani.pdf</a></p>
<p><b>Modernization of the line Ústí nad Orlicí – Choceň</b></p>	<p>The section of the line between Ústí nad Orlicí and Choceň is one of the last non-modernized inter-station sections on the 1st transit railway corridor of the Czech Republic. The configuration of the terrain and the natural value of the Tichá Orlice river valley do not allow for the improvement of the line parameters in the valley, and a new line route was proposed. The new line diverts from the existing one after r. station Ústí nad Orlicí, crosses the Tichá Orlice valley via an elevated railway and enters the almost 5 km long Oucmanice tunnel. After the tunnel, the line again crosses the Tichá Orlice valley via an elevated railway along the southwestern edge of Brandýs nad Orlicí, there is a stop on the elevated railway. The 1.2 km long Hemže tunnel follows, and before Choceň the new line connects back to the existing one. The purpose of the "Ústí nad Orlicí - Choceň, new line" construction is to immediately increase the speed in the given section to 160 km/h after construction and reaching readiness to increase the cant deficiency speed up to 200 km/h without additional adjustments to the route and decisive structures. The increase in speed will reduce travel times and increase travel comfort as well as the competitiveness of rail transport. The construction of the "Ústí nad Orlicí - Choceň, new line" will create a continuous section with a speed of 160 km/h in a length of 45.5 km from the island platform in r. station Ústí nad Orlicí to the entrance to Pardubice main station.</p>	<p>Modernization of the TEN-T railway network</p>	<p>2021</p>	<p>2023</p>	<p>irrelevant</p>	
<p><b>Passage through the Česká Třebová railway junction</b></p>	<p>The investment is intended to reduce the negative effects of rail traffic and increase traffic safety and passenger comfort. Passengers will have barrier-free access to the platform with a height of 550 millimetres above the track, which will allow comfortable boarding of trains. The entire passenger station in Česká Třebová will undergo reconstruction, and the technical parameters for the needs of freight transport will be improved. The connecting sections to Třebovice v Čechách, Opatov and Dlouhá Třebová will also be modernized. The work will include reconstruction of bridge structures provided grade-separated crossing of tracks from the freight part of the station with line tracks and other financially demanding building modifications. The entire railway station will be connected to remote control from the Prague Centralised Traffic Control Office.</p>	<p>Modernization of the TEN-T railway network</p>			<p>irrelevant</p>	