

At a glance: facts and figures

The new Dresden – Prague railway

- Core measures**
- Total distance from Dresden to Prague will be reduced from 192 km to 150 km
 - Expansion of existing line between Dresden and Heidenau
 - Construction of a double-track, cross-border high-speed railway between Dresden and Ústí nad Labem (approx. 54 km)
 - Construction of an Ore Mountains Tunnel at least 26 km in length (approx. 14 km long on the German side, making it the longest railway tunnel in Germany)
 - The new railway will be equipped with the European Train Control System (ETCS)
 - Construction of a new double-track high-speed railway over 100 km in length in Czechia
 - Construction of the Středohorský Tunnel in Czechia to go through the Bohemian Mountains at a length of at least 18 km
 - Construction of new high-speed and regional train station in Ústí nad Labem
 - Construction of new high-speed railway station in Roudnice nad Labem

- Connection to existing line**
- Germany: Heidenau
 - Czech Republic: Chabařovice, Ústí nad Labem, Lovosice, Litoměřice, Roudnice nad Labem and Prague

- Speeds**
- Passenger transport: 200 km/h (GER), up to 320 km/h (CZ)
 - Freight transport: 120 km/h (on sections for freight transport)

- Maximum tilt**
- 35‰ (12.5‰ on sections for freight transport)

- EU subsidies**
- Germany: approx. EUR 3.4 million (CEF1) and approx. EUR 11.8 million (CEF2)
 - Czechia: approx. EUR 19.1 million (CEF2)

Further information

You can find further information and the latest news about the projects at:

drazdanypraha.cz
dresdenprag.de
dresdenprague.eu

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Dresden – Prague in just one hour by train

The new railway brings people together

Experts from both countries work hand in hand to achieve optimum results

The collaborative, cross-border planning area comprises a new double-track line, at least 26 km in length, with a tunnel through the Ore Mountains on the German and Czech sides between Heidenau and Chabařovice. The existing lines will be adapted to the new speeds and connected to the new line. Passenger trains will operate at speeds of up to 320 km/h on the Czech side and up to 200 km/h on the German side. Freight transport will be able to reach speeds of up to 120 km/h on the line. After completion, the total length of the line will be approximately 150 km.

At a glance:

Sections of the railway

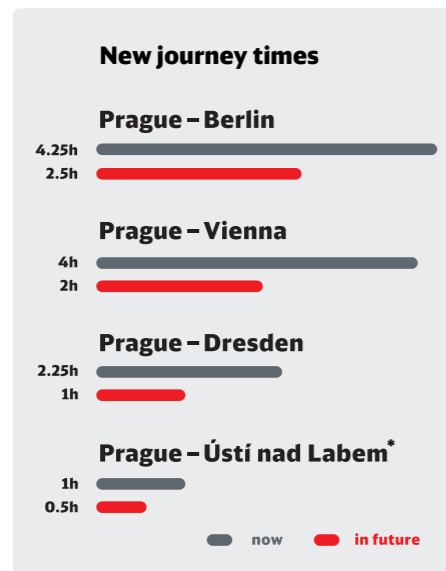
- **Dresden – Heidenau** Approx. 18 km expansion of existing line for passenger and freight transport
- **Heidenau – Chabařovice** At least 26 km long, cross-border Erzgebirgstunnel (joint planning area); approx. 14 km on the German side – making it the longest railway tunnel in Germany upon completion – and approx. 12 km on the Czech side
- **Erzgebirgstunnel portal Chabařovice – Ústí nad Labem** Approx. 10 km new and upgraded line, new high-speed railway station in Ústí nad Labem centre
- **VRT* Středohorský Tunnel: Ústí nad Labem – Lovosice/Litoměřice** Approx. 22 km of new and upgraded line with approx. 18 km of tunnel through the Central Bohemian hills
- **VRT* Podřipsko: Lovosice/Litoměřice – Prague** Approx. 57 km of new line, new high-speed railway station in Roudnice nad Labem

* VRT (*Vysokorychlostní trať*): translated high-speed line

One line, two countries:

Everybody benefits

The new railway will enable fast, climate-friendly, convenient travel between Dresden and Prague. Travelling at speeds of up to 320 km/h, travel time will be reduced from 2.5 hours to 1 hour, bringing the people of both countries closer together. As a key section of the Trans-European Transport Network (TEN), the new railway integrates Czechia into the Central European high-speed network, offering optimal connections between Ústí nad Labem and Roudnice nad Labem and the capital Prague. On the German side, the new flood-proof line significantly relieves the burden on the Elbe valley railway line. Freight trains will also operate on the mixed-track line, which will further promote economic growth through short transport times.



* During a short transition period, the journey from Prague to Ústí nad Labem will take around 45 minutes.



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Project schedule in Germany and Czechia

Both the Czech Railway Administration Správa železnic and the German DB Netz AG are involved in the construction of the line. Experts from both countries are working closely together on the project, with each implementing procedure in their respective countries:

Planning stages and approval procedures

Germany

Basic evaluation / preliminary planning

Design planning / approval planning

Implementation documentation

Czech Republic

Feasibility Study

2023

Environmental Impact Assessment (EIA) regional planning procedure

Approval planning

Implementation documentation

Connecting Europe



Traffic volume in the EU is growing steadily. As part of the Trans-European Transport Network (TEN-T), the new Dresden – Prague line aims to improve connections in Europe through appropriate, climate-friendly infrastructure.



The railway project is part of the Orient/East Med corridor (total length: 9.000 km), one of the nine core network corridors of the Trans-European Transport Network (TEN-T). It connects Central Europe with the maritime points of the North Sea, Baltic Sea, Black Sea and Mediterranean Sea, and is of great importance for both passenger and freight transport.



The European Commission and the German Federal Ministry of Transport and Digital Infrastructure signed the grant agreement for European funding of the project in 2020.



The new Dresden – Prague line is part of Czechia's RS4 (Rapid Transit Line) system and is one of five other lines in the country which are part of the trans-European high-speed network.



One line, many benefits:

For people, the environment and society

1. Dresden to Prague in an hour: Travel time will be reduced by more than half compared to today.
2. Czechia covers an area of 78.867 km² and has important economic centres such as Prague and Ústí nad Labem. The construction of the RS4 will make transport distances within the country significantly shorter and more climate-friendly.
3. Quick access to the regional centres of Northern Bohemia within 30 minutes brings new investment and employment opportunities.
4. The new line will free up capacity for passenger and freight trains on regional lines. This will create space to strengthen links with regional centres.
5. Commuting on the state-of-the-art electrified high-speed line equipped with the ETCS train control system will not only be convenient, but will also enable efficient traffic flow.
6. Travelling by rail instead of flying: fast train connections to European capitals are an attractive prospect for both business and leisure travellers.
7. Looking out for nature while travelling by train: travelling by train is environmentally friendly and involves low emissions. The new line also relieves pressure on the surrounding motorways.



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In constant dialogue: with the people of the region

The local people are involved in all aspects related to the construction of the high-speed line. Dialogue with the relevant communities is actively sought and is encouraged on both the German and Czech sides.