

JASPERS

Assignment Fiche

Part 1: Background Information

Country	Czech Republic
Sector	Railway
Type of assignment	Horizontal/Strategy Support

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1. JASPERS Coordinating Body in the Member State that has formally validated the request for support

Relevant official counterpart	Ministry of Transport
Country	<i>Czech Republic</i>

2. Project Promoter/Final Beneficiary and relevant contact person(s) details

Entity/Institution	SŽ : Správa železnic, státní organizace
Contact Person	Pavel Paidar
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Part 2: JASPERS assignment outline

1. Preliminary title for JASPERS assignment

Independent appraisal of proposals and analysis of alternative solutions for the Vyšehrad railway bridge in Prague

2. Objectives and scope of JASPERS input

The scope of the national IIIrd corridor railway entry modernisation project into Prague includes the major Smíchov station (modernisation due to commence in 2023) and the adjacent tracks towards Main Station (hl.n.) and Vršovice, including the Vyšehrad railway bridge built in 1901 and cultural heritage protected since 2004. It is part of the main railway connection between Munich / Plzen city / Beroun commuting area and Prague center and beyond to the East and South-East of Prague.

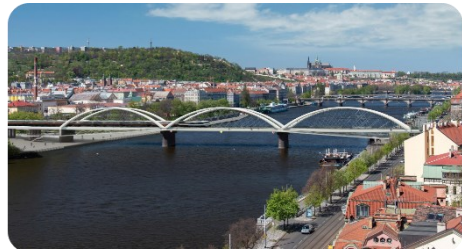


The solution for Smíchov station was established in a feasibility study in 2015 which JASPERS supported; however the solution of the bridge is more complex and has been the subject of extensive discussion and studies since.

The existing bridge (above) is now in a fairly poor state and later in 2023 may be operationally restricted to 20 km/hr and one train on the bridge at a time, which would further reduce capacity on this critical section, so there is some urgency to clarify and gain sufficient consensus on the way ahead to resolve the emerging bottleneck created by the existing bridge.

Two types of solution have been considered in the most recent past:

- Currently in active preparation is a new 3 track bridge (design concept on the right), selected in the course of a recent international architectural competition run by SŽ, which would provide extra capacity on this bottleneck section, allowing establishment of a new stop at Výtoň. The fate of the existing bridge in this option is not yet clear



and would be the subject of an agreement on cultural heritage issues, but it seems it could not stay permanently where it is or even very close to the same location for operational/aesthetic reasons respectively. Moving the bridge to another location in Prague on the river for the purposes of a cycling and walking connection is one possibility being investigated.

- The existing bridge could alternatively be renovated/strengthened with the option of adding an additional single track bridge next to the old one, allowing establishment of the new stop at Výtoň. The study argues that renovating the original bridge would significantly increase the construction period and amount of operational restriction with single track operations during construction works compared to a new bridge, leading to a long temporary reduction of the scope of passenger rail services from Smíchov.

There is support for both solutions across various experts, politicians and different segments of the public and the current bridge's cultural heritage protection designation makes any final decision rather sensitive and complex.

The national state level is responsible for investment funding in railways and therefore the Ministry of Transport is compiling a complete set of information to inform a final decision including the opinion of an expert group set up with various renowned local and international experts in the field.

As part of the documentation for the decision making process, SŽ has commissioned a study to compare the main costs and benefits of the two bridge solutions – considering investment costs, operational costs and passenger impacts due to operational restrictions during construction. Standard operations travel time across the bridge will be basically identical for both options.

In order to further help the process, JASPERS has been asked, as a respected external party, to make an independent review of the comparative study and any relevant associated inputs and related documents/processes (e.g. including the outcomes of the architectural competition and other underlying technical studies and expert opinions). The aim is to provide an external view on the approach, input assumptions and outcomes of the study and more widely on the overall context of the decision.

JASPERS activities will include examination of underlying documents/studies, ad-hoc co-ordination meetings, telephone discussions and e-mail correspondence with the Správa železnic project team and their consultant to discuss key assumptions and also any consultations considered necessary with other stakeholders in the process such as Prague city, other local experts, study authors etc.

3. Timeline for JASPERS intervention

Expected start date	15-May-23
Expected end date	30-Sep-23

4. Outputs and expected deliverables from JASPERS

Advice, feedback and reports in the form of:

- Review of the comparative study and associated, underlying previous studies/documents related to the option decision, opinions etc. JASPERS may issue Guidance notes for discussion related to the above before preparing a final opinion
- Final review and opinion note (currently planned for June 2023 subject to swift availability of necessary documentation)
- Action completion note summarising work done and conclusions

Part 3: Project details (when applicable)

Project official title	Vyšehrad railway bridge
Project location	Czech Republic
Target fund	CEF or ESIF (to be decided)

1. Project Description and Objectives

Situation / existing infrastructure facilities before project

See part 2 above

Project objectives

The overall project objective of the bridge investment is to ensure safe and reliable operations for the planned volume of regional and long-distance passenger railway services and to enable regional services to stop at a new Výtoň stop.

Scope of project to be financed

The whole bridge and bridge entrance/exits including a new stop at Výtoň will be financed

Institutional / policy aspects of the project if relevant (eg. if the investment is to be accompanied by changes in infrastructure operation, private sector involvement, new regulatory arrangements, etc)

It is currently proposed that the operation will be delivered through national and EU public funding. The project will enable an increased offer of trains including trains stopping at the Výtoň stop. It will be maintained and operation as a standard part of the national railway network by Správa železnic.

Basis for eligibility under different mandates (ESIF; CEF)

The bridge is on the TEN-T core passenger rail network. As such, the project is a candidate for CEF Transport funding from the cohesion envelope but could also be funded from the OPT

2. Project Status and Timing

Current stage of preparation (concept, pre-feasibility, feasibility, draft application, application ready)

The architectural competition is ongoing and to be completed in mid 2023.

Requirements for EIA/permitting/public consultation and progress so far

A full EIA and a joint zoning and building permit process is being considered.

Stage of preparation of procurement strategy and tender documents

Not started.

Anticipated timing for next steps, including EU grant application to be completed and submitted

Once a decision is made on the bridge option in 2023 after completion of the architectural competition:

2023 – Business case (investiční záměr)

2023 – Historical construction survey

2024 – Start of documentation for zoning/construction permit

2024 – EIA

2025 – Completion of documentation for zoning/construction permit, permit, construction tender launched

2025 – Funding application (CEF or OPT)

2026 – Construction starts

3. Project Costs and Financing Plan

Total expected project cost (EUR M)	Investment costs 80 MEUR if the new bridge option is chosen (total costs of section including the pure bridge element, which alone has estimated costs of 35-55 MEUR depending on the option)
Anticipated grant financing rate	75 %
Anticipated additional financing sources	National
Project potential to attract financing from third parties (e.g. EIB, national)	EIB is a possibility to cover national co-funding with a loan, not yet decided.

promotional banks, commercial
banks...)
