**Orient/East-Med Core Network Corridor Study**

**Final Report**

**December 2014**

**5.4.3.1 Dresden – Praha high speed rail line (DE-CZ)**

In accordance with the reference scenario of the MTMS, a growth of 80% is expected in 2030 for the already highly used conventional rail section Dresden – Czech border. This considerable growth in freight demand, will most likely create a critical capacity bottleneck for this section (this section is also considerably used for passenger transport; however, very low growth is expected).

Therefore, to increase capacity on this rail line and to relieve the German upper Elbe valley from transit freight trains (especially regarding noise problems) studies for a new section between Heidenau and Chabarovice (near Ústí nad Labem) with a length of 35 km were carried out. The design of the new rail line includes a base tunnel crossing the Erzgebirge Mountains (length 20 km), a maximum speed of 200 km/h and mixed traffic (i.e. passenger and freight). The costs for realization91 come up to approx. EUR 1.9 bln.

The PP22 study (Completion of the Priority Project Nr 22) showed that the proposed passenger Dresden – Praha HSR line appears not to have a positive CBA (Cost/Benefit Analysis), but the potential shift from passenger air traffic needs to be taken into account.

German Studies (BVU/ITP for Saxony 2009) showed at least for Dresden – Ústí a positive CBA of 1.3, assumed a further HSR connection to Praha.

Moreover, the Czech Republic and Germany have different viewpoints on the quality level of this line.

In the course of preparing the German Federal Transport Infrastructure Plan 2015 (BVWP 2015), the new rail line Dresden - Praha will be re-examined in the light of recent studies of the Czech Republic and the Free State of Saxony through the German MoT. As far as the CBA is positive, its inclusion in the BVWP 2015 is possible. In the subsequent legislative process the German Parliament could decide a recording of this action into the new development plan for federal railway infrastructure.

In addition, measures for upgrading the section from Ústí nad Labem to Praha are required as the existing rail line crosses complicated geographic areas. Designs foresee in this section also the construction of new high speed rail which is supposed for passenger transport. The project preparation has not started yet. The project implementation is foreseen after 2020.