

Správa železnic, Ing. Tomáš Tóth, the Director General

Prague, March 29. June 2026

41103/2026-SŽ-GŘ-O6

Dear Director General,

First, let me thank you once again for our joint meeting and the opportunity to write the specifications for the basic transport and technical conditions for Správa železnic, which will subsequently be submitted to the Vyšehrad Railway Bridge Commission for assessment.

Správa železnic, as the administrator of the railway infrastructure, sees the transport significance of the railway bridge, which is a direct part of the TEN-T backbone railway network, as no less important, in addition to its historical significance. From a transport perspective, it is one of the key railway bridges, which, compared to other Prague bridges, carries approximately 70% of the total load, and its specified load-bearing capacity is already being continuously exceeded, which is a fact that cannot be underestimated from a safety perspective.

With the planned development of transport, the number of trains that will pass over the railway bridge will increase to **approximately 420 trains per day in the next twenty years**, which is almost double the current number of trains.

At the same time, with regard to the current security situation, it is necessary to ensure that the railway bridge will allow the possible passage of freight trains with heavy military equipment.

As part of the target solution for the railway bridge, it is also necessary to take into account other conditions that are a key input for Správa železnic:

- **Three tracks between Vyšehrad and Smíchov** – the need for three tracks has been repeatedly proven, most recently in the Feasibility Study of the Prague Railway Junction approved by the Ministry of Transport in 2025.
- **Use of the existing stone substructure** including the preservation of the protected historical stone bridges on the Výtoň side
- **Výtoň stop – this is a requirement applied by the City of Prague, which was also approved by the Prague City Assembly.** The location of this planned stop is in accordance with the valid zoning plan and the newly approved Metropolitan Plan. In the case of a stop at Výtoň, it is necessary to take into account other binding conditions:

- o Forecast passenger turnover at the stop is approximately 9,000 passengers per day, which will rank the stop among the important points on the railway network. For this reason, it is necessary to design new platforms 220 m long for all three tracks for transport and technical reasons.
  - o In order to accommodate new platforms, the individual track axes in front of the stop must be widened, which is also reflected in the spatial design of the bridge.
  - o Approximately half of the passengers will transfer to/from public transport, therefore it is necessary to ensure the shortest possible walking connections to the tram stops on Rašínovo nábřeží.
- **Ensuring sufficient underpass height for the tram line on Rašínovo nábřeží**, where the minimum underpass height under the railway bridge must meet the minimum standard parameters (4.5 m), which is a condition set by the Prague Public Transit Company.
  - Other requirements of the City of Prague also include requirements for **solutions for non-motorized transport**, sufficiently capacious routes for pedestrians and cyclists, including barrier-free connections on both banks. The width of footbridges in the case of a common path for pedestrians and cyclists must be 4 meters or more according to the Active Mobility Standards (Prague City Hall, Department of Transport, 2022).
  - In the case of the **bridgehead on the Vyšehrad side**, the transport solution must be based on the previously agreed upon underlying transport study "Finishing the transport solutions for Výtoň streets", which was prepared by the Prague Institute of Planning and Development.
  - For the **bridgehead on the Smíchov side**, based on the assignment of the Prague Institute of Planning and Development, it is required to run the railway line between the bridge over the Vltava and Nádražní Street on an overpass with public space underneath.
  - The **structural arrangement of the bridge complex** itself must also play an important role in the entire bridge design, especially due to noise reduction and compliance with the **ZG-C traffic profile**.
  - With regard to the capacity increase and the overall increase in traffic, it is necessary to ensure an **increase in the speed on the bridge to at least 70 km/h**.
  - Taking into account the effective use of public financial resources, it is a condition to ensure the **lifespan of the bridge for at least another 100 years without further major modifications**.

Dear Director General, if the Vyšehrad Railway Bridge Commission manages to take into account the above conditions, we are open to any visual architectural modifications that meet the needs of heritage preservation.

Given the urgency of the situation, it is necessary for the **final decision on further action to be made by the end of this year, so we would like to politely ask you to deliver the Commission's conclusions by the end of June 2026.**

I and my colleagues from the Správa železnic are therefore ready to cooperate very closely with the Vyšehrad Railway Bridge Commission and provide it with further necessary documents.

Sincerely,