

Guidance Note

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Subject: Summary assessment of the final draft feasibility study for the rail line Prague – Kladno with a branch connection to Václav Havel Airport Prague

Ref: 2013 108 CZ AMT RAL

Information received: Final draft feasibility study of rail line Prague – Kladno with a branch connection to Václav Havel Airport Prague from April 2015.

The proposed project mainly involves double-tracking and modernizing of the existing single track rail line from Kladno to Prague Masaryk station with a new double-tracked branch between the Airport and the Prague-Kladno line at either Jeneček (J options) or Ruyzně (R options). Services to Kladno will be significantly strengthened both in travel time and frequency of trains and a new frequent service to the airport introduced. The project has been largely conceived as an S-Bahn type rail service, which is intrinsically a part of the Prague integrated public transport system.

The following summary assessment refers to the final draft FS for rail line Prague-Kladno with connection to Václav Havel Airport Prague from April 2015.

Summary Assessment of revised FS

In JASPERS' view, based on the set of information provided in the study, the final feasibility study draft represents an acceptable basis for taking the project into the next phase of development, with a recommendation to choose from the most economically efficient overall options.

The following main considerations remain from JASPERS' perspective for the next phase of project development to ensure an effective outcome:

1. Basic project parameters (mainly cost, demand development assumptions) and main risks should be monitored and managed carefully throughout the project development process to ensure a stable feasibility and viability of the project. Costs in particular will need to be managed carefully in the design and development procedural phases.
2. A positive economic case for Masaryk station and Negrelliho viaduct modernisations should be demonstrated as they are inextricably linked to this project.
3. The project is heavily dependent for its economic justification on predicted modal shift (and the assumptions behind it) to rail. To support any future OPT funding approval process, JASPERS recommends to strengthen the argumentation by developing demand surveys according to recognised international best practice which will provide stronger evidence for the likely mode shift of transport on the Kladno and Airport branches (and the willingness to pay for the airport rail link). More details are provided in JASPERS' previous Guidance Note.

4. Additional requirements for the feasibility study and CBA mostly arising from legislation and guidance applicable in the new funding period should be reflected in the next phase of project development including in particular:

- deepening the qualitative risk analysis including more specific mitigation measures addressing individual risks;
- environmental analysis of the main options considered;
- analysis/consideration of potential project resilience, in particular potential climate change impacts and adaptation requirements;
- improved written explanation of certain aspects of the analysis and corrections of more minor errors/inconsistencies;
- a stronger case for the strategic decision to build a rail line branch to the airport rather than a tram line.

JASPERS will provide a more detailed Action Completion Note evaluating the Feasibility Study in due course.

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