

Press release

LANŽHOT, 17 February 2022

Správa železnic Has Selected Contractor for Modernisation of Railway to Slovakia

Optimisation of the line section of approximately 1.5 kilometres from the D2 motorway overpass near Lanžhot to the state border with Slovakia is the main focus of the construction project Finalisation of the 1st railway corridor in the line section Lanžhot (Czech Republic) – Kúty (Slovakia). Správa železnic has already signed a contract with the contractors, which are Skanska and Elektrizace železnic Praha. The tendered price is CZK 595.7 million excluding VAT. Construction works start in February and will last until the end of next year. The project will be co-financed by the EU from the Connecting Europe Facility (CEF) programme.

The project is a continuation of the already implemented construction Optimalizace traťového úseku Břeclav – st. hranice ČR/SR (Optimisation of the line section Břeclav – state border Czech/Slovak Republic) and is coordinated with the ongoing modernisation of the line Devínska Nová Ves – state border Slovak/Czech Republic on the Slovak side, whose investor is the local infrastructure manager ŽSR. Construction works will focus on the reconstruction of the railway superstructure, substructure and bridges, as well as modifications of signalling and telecommunication equipment, overhead line equipment and track earthing including all utility lines. The construction was designed to respect the directional and height dimensions of the related ŽSR project, especially the width arrangement and raising of the track level on the new bridge over the Morava River.

Reason for the modernisation of the line section between Lanžhot and Kúty in Slovakia is to ensure interoperability and increase the line speed. At present, trains can run at a maximum speed of 120 km/h, but after the completion of the project, it will be up to 160 km/h. The reconstruction of the railway substructure and superstructure on the Czech side will end on the edge of the cross-border bridge.

The only level crossing in this section will undergo a significant renewal; the existing structure will be replaced by a new one made of concrete panels on steel girder. To increase safety, a light safety installation with barriers will secure the level crossing. There are four bridge structures on the reconstructed section, which will be replaced by new ones due to inadequate safe passage capability (mainly steel structures) and standard lateral disposition.

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