

ADAMOV, 10 December 2022

First trains will start using modernised section between Brno and Blansko

With the effective date of the new timetable, trains are returning to the tracks between Brno and Blansko after a one-year break. The Prime Minister of the Czech Government, Petr Fiala, accompanied by the Minister of Transport, Martin Kupka, and the Director General of Správa železnic, Jiří Svoboda, inspected a part of the modernised section today. As part of the reconstruction of almost 20 kilometres of the line, which is part of the transit railway corridor I, not only intermediate station sections, stations and stops, but also a large number of tunnels and bridges were reconstructed. Modernised section along the Svitava River will first be served by passenger trains and fast trains, express trains will return to it in the middle of next year.

"Investments in railway infrastructure are important not only for the development of transport, but also to support local industry. In addition, better quality travel makes life easier for our citizens. That is why I am glad that the flow of funds for railway modernisation has not stopped even in these difficult times. On the contrary, Správa železnic will have a record budget of CZK 70 billion next year, including a loan provided by the European Investment Bank," said Prime Minister Petr Fiala.

The line from Brno to Česká Třebová was built in 1849, today it is a part of the transit railway corridor I. Between 1992 and 1998, it underwent its first major modernisation, also connected with electrification. The above-mentioned modifications were carried out according to the requirements of the time and, for example, the stations were left with platforms that did not allow comfortable boarding of trains. The aim of the construction work, which began last autumn, was also to remove this historical debt.

"I am glad that we are gradually completing major investment projects on the main lines in our country. In this particular case, the work required a complete disruption of train services for a year, which inevitably affected the quality of travel, with people being forced to change to buses. However, the builders have done a great deal of work in that time, which is most visible in Adamov, where both the local station and the nearby stop have completely changed their appearance," mentioned Minister of Transport Martin Kupka.

Now, the railway station Adamov has two island platforms with barrier-free access. This is provided by lifts from a new footbridge that runs over the entire track facility and also connects parts of the town on both sides of the station. The passenger check-in facilities have also been reconstructed. The extension of the third station track will enable the handling of freight trains with a length of 740 metres.

Modern platforms with barrier-free access were provided to passengers at the stops in Bílovice nad Svitavou, Babice nad Svitavou and Adamov. Other benefits of the modernisation include the construction of a new branch line Svitava, located between the stops Bílovice and Babice, which will enable better handling of operational contingencies.

"During the preparation of the construction works between Brno and Blansko, we chose the option of a one-year complete closure of train operation, which corresponded to the shortened schedule of works. We then used the lower traffic intensity in the subsequent parts of the line to Česká Třebová to build the underpass at the stop Blansko město, to reconstruct the bridge in Dolní Lhota and also for extensive rehabilitation of the embankment in Hradec nad Svitavou. In addition, thanks to good coordination with ŘSD (Road and Motorway Directorate), it was possible to build a line relocation for the construction of the D35 motorway near Opatovec, and the temporarily unused track space in Brno-Maloměřice was used to build an overpass on Brno's city ring road," added Jiří Svoboda, Director General of Správa železnic.

All the tunnels and a number of bridges were also completely reconstructed, and the builders also restored and rehabilitated the rock slopes and retaining walls. Rails with greater resistance were used in the small-radius curves. There are a large number of such curves on the line in the narrow valley of the Svitava River; thanks to the adjustment of their parameters it will be possible to increase the line speed by 5 to 10 km/h after the reconstruction.

Passengers can also use the new underpass at the stop Blansko město, which is a replacement for the cancelled level crossing. Only finishing works will now be carried out on the modernised section itself, which will not affect the railway traffic. At the turn of March and April next year, a third tamping of sleepers will be carried out as part of the single-track traffic restrictions. In addition, repairs will be carried out on the roads affected by the construction.

The modifications will also concern the noise barriers in Adamov. Some will be covered with climbing plants, others will be patterned according to the approved project documentation, and other parts will be covered with supervised graffiti in cooperation with local artists. The construction also includes the building of a parking lot at the local station with a capacity of 30 vehicles. It will be completed at the end of March.

All construction modifications between Brno-Maloměřice and Blansko were part of three separate investment projects of Správa železnic with total estimated costs of CZK 7.2 billion.

The constructions *Brno-Maloměřice St. 6 – Adamov, BC*, and *Adamov – Blansko, BC* are proposed for financing by the European Union from the Recovery and Resilience Facility (RRF) within the National Recovery Plan and are currently co-financed by a loan from the European Investment Bank (EIB). The construction *Reconstruction of platforms at railway station Adamov* will be proposed for co-financing from the Cohesion Fund under the Operational Programme Transport 2021–2027.



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