



PŘEROV, 3 March 2023

## **Správa železnic completed another stage of Přerov railway junction reconstruction**

Second construction in the Přerov railway junction, which followed the earlier reconstruction of the entire railway station, was completed, it included the reconstruction of the Dluhonice overtaking station and adjacent line sections. The modernisation significantly improved travel comfort, increased safety and made trains run faster.

Project included the modernisation of the lines with a total length of 13 km, as well as 27 switches including their electric heaters, one new railway bridge, two new road overpasses, construction of 3.5 km of noise barriers and cancellation of two level crossings. The main focus of the work took place in the Dluhonice overtaking station, which is unique on the Czech railway network. *"The configuration of the track facility ensures the passage of trains from Prague and Olomouc in the branching direction of Ostrava or Vsetín, or the continuation of the journey directly to Přerov and then to Břeclav. On all modernised sections there is a completely new railway superstructure and substructure, overhead contact line as well as signalling and telecommunication equipment, power distribution lines including new lighting. Furthermore, a new building has been constructed to house all the technologies,"* says Director General of Správa železnic Jiří Svoboda.

Dluhonice overtaking station has a total of seven through tracks, with two main tracks having a speed of 120 km/h now. Trains run at the maximum possible speed of 160 km/h on the connecting track sections. The complete operation of the overtaking station and connecting sections is from the Traffic Control Centre in Přerov. Increased traffic safety also resulted in the cancellation of two level crossings within the operating control post, which were replaced by a new bridge with a parallel road and footbridges for pedestrians and cyclists.

The line from Břeclav to Bohumín was the last one on the Czech railway network with left-hand train operation. After the changeover to right-hand operation at the end of 2012, trains running in the direct direction from Přerov to Česká Třebová interfered with those using the Dluhonice connecting line section. The completion of the second construction created conditions for the possibility of fly-over crossing of trains. Its own technical solution will be the subject of the third stage of the reconstruction of the Přerov railway junction. Construction of a structure that allows trains to pass between tracks without interfering with trains running on another track will be more time-consuming than the actual reconstruction of the overtaking station as it involves more complex and time-consuming zoning proceedings, land purchases, building proceedings and construction of the embankment.



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The total investment costs of the action called Reconstruction of the railway station Přerov, 2nd construction amounts to CZK 3,761,995,000. The project is co-financed by the European Union from the Connecting Europe Facility (CEF). The maximum amount of the grant is EUR 81,495,621. National financing is provided by SFDI (State Fund for Transport Infrastructure). The construction works were carried out by EUROVIA CS, Subterra, STRABAG Rail and GJW Praha.