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Stations and stops between Brno and Blansko offer convenient access to trains

Today Správa železnic festively completed the modernisation of two sections of the first railway corridor for more than CZK 7 billion. In addition to the reconstruction of the railway infrastructure, the works from Brno to Adamov and between Adamov and Blansko also included the renovation of stops and rehabilitation of tunnels. The train service recommenced on 11 December last year after a year-long stop of operation, this year mainly finishing works were carried out.

As part of the construction of the first section from Brno-Maloměřice to Adamov, the railway superstructure and partly the substructure were reconstructed and a new Svitava branch line was built. The modernisation of the infrastructure eliminated line speed drops and significantly increased the safety of operation. Virtually all bridges and culverts were rebuilt. The portal parts and lining of four tunnels were rehabilitated, ditches were cleaned and safety markings were renewed. *"The stops in Bílovice nad Svitavou and Babice nad Svitavou have also undergone comprehensive renovation. We focused on the necessary barrier-free accessibility and comfortable boarding into the trains. The platforms have a standard height, sufficient length for modern trains and a new roofing,"* explains Jiří Svoboda, Director General of Správa železnic.

The work also included the complete rebuilding of the technological building in Bílovice nad Svitavou and the construction of a new one on the Svitava branch line in place of the original guard house. Some rock slopes that threatened traffic safety were also rehabilitated. The contractor of the construction between Brno-Maloměřice and Adamov were the companies Subterra, STRABAG Rail and Elektrizace železnic Praha. Total investment costs amount to CZK 3.76 billion.

The modernisation of the section from Adamov to Blansko included a major reconstruction of the Adamov stop, which has a new platform. *"The walking distance for passengers travelling from Brno has been significantly reduced, barrier-free access is provided by a sloping access footpath,"* adds Jiří Svoboda. Also within this construction, rock slopes and retaining walls were stabilised, a total of five tunnels were rehabilitated and nine bridges and nine culverts were repaired. The intermediate section from Adamov to Blansko was implemented by the companies OHLA ŽS, Firesta-Fišer, rekonstrukce, stavby and TRAMO RAIL. The total investment costs of the construction amount to CZK 3.5 billion.

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).

