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## First Modernized Corridor Sections Are To Be Completely Reconstructed Next Year

**Správa železniční dopravní cesty (SŽDC) intensely prepares 8 constructions being characterized (with one exception) as a reconstruction of the firstly modernized sections of Czech Rail Transit Corridors I and II. Financing should be assured by a combination of national resources and an investment loan of the European Investment Bank (EIB), completed in two cases by a contribution from the Connecting Europe Facility programme (CEF) which was acquired by SŽDC following a successful application submitted within the CEF Blending Call. Its priority is financing constructions for eliminating bottlenecks and completing missing connections. The intents of the first operations' project have already been approved by the Central Committee of the Ministry of Transport.**

*"Reconstruction is planned for railway line sections which were modernized already 20 years ago approximately or not modernized at all. Keeping required parameters demands considerable long-term costs, safety and signalling equipment is often near the end of its life cycle and a possible decrease of line speed could moreover result in so-called bottlenecks", specifies Mr. Jiří Svoboda, Director General of SŽDC.*

The specific line sections are as follows:

- Velim – Poříčany
- Choceň – Uhersko
- Ústí nad Orlicí – Brandýs nad Orlicí (original path)
- Adamov – Blansko
- Brno-Maloměřice – Adamov
- Lipník nad Bečvou – Drahotuše
- Polom – Suchdol nad Odrou
- Dětmárovice – Petrovice u Karviné – state border with Poland

*"In this connection, we must state that constructions in the line sections Velim – Poříčany and Dětmárovice – Petrovice u Karviné – state border with Poland already acquired the planned contribution from the CEF programme", adds Mr. Svoboda.*

Total estimated costs of all eight constructions amount to CZK 23 billion. In the first half of 2018, projects' intents were being finalized; a designer will be chosen now and documentation for a building permit will be prepared. First of all, reconstruction of the line from Velim to Poříčany is planned for the end of next year. In 2020, the section Dětmarovice – Petrovice u Karviné should follow.

Construction works as such will usually include reconstructions of bridges and crossings, modernization of railway stations and stops as well as the catenary, station and line safety equipment. In connection with the SŽDC strategic plan for its power feed system conversion, preparations are being made for introducing the alternate current traction system with the exception of the sections between Brno and Blansko where this traction system has already been installed. Construction works will also concern bridges such as the well-known Jezernice Viaduct or the 149 metres long bridge over the river Olše between Dětmarovice and Petrovice u Karviné.

One of the objectives is also increasing capacity of long sections between railway stations. For instance, new switch points for building crossovers will be installed in sections between Brno and Adamov or Ústí nad Orlicí and Brandýs nad Orlicí. This will result in a positive effect especially during planned closures of one of the open line tracks. Moreover, an extensive reconstruction of tunnels will occur on the line within the Svitava river valley which will require continuous closures of both open line tracks. Besides that, negative geological conditions (unstable slopes or rocks) will have to be dealt with.

The line section Ústí nad Orlicí - Brandýs nad Orlicí has not been modernized yet. Besides a complete line reconstruction, an electronic safety and signalling equipment is going to be installed at Brandýs nad Orlicí Station together with new platforms accessible by an underpass. This will increase not only travelling comfort but also safety of access to trains by passengers. Moreover, the crossovers' construction mentioned above will be related to a necessary relocation of Bezpráví railway stop from a curve to a direct section.

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