

26 June 2024

Going to Poland is faster and safer

Today Správa železnic festively completed the reconstruction of the line section from Dětmárovice to Petrovice u Karviné and to the state border with Poland. On the line, which is an important link to our northern neighbours, two stations and one stop have been modernised. Passengers are now offered barrier-free access to the platform and comfortable boarding to the train. The construction works have been underway since 2020, the total cost exceeds CZK 3 billion.

The builders reconstructed almost 11 kilometres of the line. In addition to the corridor section from Dětmárovice to the state border with Poland, they also renovated the single-track connection between the Závada and Koukolná branch lines, which enables direct running of trains from Poland to Karviná.

"Passengers can use modern platforms with barrier-free access at the stations Dětmárovice and Petrovice u Karviné as well as at the stop in Závada. Installation of a single European Train Control System (ETCS) is a safety benefit," said Mojmír Nejezchleb, Deputy Director General of Správa železnic for Infrastructure Modernisation.

"Since joining the European Union twenty years ago, the quality of rail travel in the Czech Republic has been steadily increasing. Without the contribution of European funds, the demanding modernisation of the lines on such a scale would hardly be possible. We are looking for ways to continue this support, as evidenced by the innovative funding model for this project," said Václav Lebeda from the Representation of the European Commission in the Czech Republic.

New roofing and modern furnishings were installed at all stations. Passengers are already served by a new information and orientation system. Selected bridge objects underwent reconstruction, the arch at Petrovice u Karviné station was modified so that trains would not have to slow down from 100 to 65 km/h. Five level crossings were also reconstructed.

The project also included the renewal of the catenary, as well as the modernisation of the traction substation in Petrovice u Karviné. All modifications already respect the planned transition to a unified AC power system.

The reconstruction of this corridor section was one of the first projects co-financed by the CEF Blending Facility, which combines funding from the EU's Connecting Europe Facility (CEF) and a loan from the European Investment Bank (EIB).

The total investment costs of the construction entitled *Dětmárovice – Petrovice u K. – state border Poland* amount to CZK 3,064,410,059 excluding VAT. The project was co-financed by the European Union within the CEF Blending instrument up to 20 % of the eligible implementation costs and financed from an EIB loan up to 50 % of the total investment costs. National funding was provided by Státní fond dopravní infrastruktury (State Fund for Transport Infrastructure). The contractors were the companies STRABAG Rail and OHLA ŽS.



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