

 Early Warning System

EIB-20220811

Czech Rail Ten-T and Safety



## Quick Facts

|                         |                                   |
|-------------------------|-----------------------------------|
| Countries               | Czech Republic                    |
| Financial Institutions  | European Investment Bank (EIB)    |
| Status                  | Approved                          |
| Bank Risk Rating        | U                                 |
| Voting Date             | 2023-05-03                        |
| Borrower                | Sprava Zeleznic Statni Organizace |
| Sectors                 | Infrastructure, Transport         |
| Investment Type(s)      | Loan                              |
| Investment Amount (USD) | \$ 1,794.28 million               |
| Loan Amount (USD)       | \$ 1,794.28 million               |
| Project Cost (USD)      | \$ 3,987.29 million               |



## Project Description

As disclosed by the EIB:

The project consists of multiple schemes of railway infrastructure, in particular these are related to:

- (i) upgrade, modernise and renew trans-European networks (TEN-T) railway lines
- (ii) deploy European Rail Traffic Management System (ERTMS) on railway lines and retrofit of maintenance vehicles with ERTMS equipment and
- (iii) improve safety of level crossings.

The project is expected to increase the quality of rail services provided in the Czech Republic, as well as promote travel by rail, reducing the use of road transport and the associated negative impacts on the local environment, road safety and GHG emissions and, thereby, contribute to the sustainable transport in line with EU objectives. The project is mostly located in EIB Cohesion Priority Regions and by facilitating access promotes regional development.

Several schemes are aimed at increasing the capacity of the existing lines and removing bottlenecks, and thus allowing traffic growth. For some sections, where the works will allow to increase maximum speeds or prevent reduction of maximum speed, it may also generate time savings for passengers. The project will also present environmental and safety benefits due to preventing modal shift from rail to road because of better rail services and improved safety of level crossings, as well as related vehicle operating cost savings. Finally, by means of contributing to achieving interoperability of the EU railway system, the project is expected to improve competitiveness of rail vis à vis other modes; and thereby, enhance sustainable transport.



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## Investment Description

- European Investment Bank (EIB)



## Contact Information

### Borrower - Správa Železnic Státní Organizace:

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## ACCESS TO INFORMATION

You can submit an information request for project information at: <https://www.eib.org/en/infocentre/registers/request-form/request-form-default.htm>

## ACCOUNTABILITY MECHANISM OF EIB

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[http://www.eib.org/attachments/strategies/complaints\\_mechanism\\_policy\\_en.pdf](http://www.eib.org/attachments/strategies/complaints_mechanism_policy_en.pdf)

When dissatisfied with a complaint to the EIB Complaints Mechanism, citizens can then turn towards the European Ombudsman. A memorandum of Understanding has been signed between the EIB and the European Ombudsman establishes that citizens (even outside of the EU if the Ombudsman finds their complaint justified) can turn towards the Ombudsman on issues related to 'maladministration' by the EIB. Note that before going to the Ombudsman, an attempt must be made to resolve the case by contacting the EIB. In addition, the complaint must be made within two years of the date when the facts on which your complaint is based became known to you. You can write to the Ombudsman in any of the languages of the European Union. Additional details, including filing requirements and complaint forms, are available at: <http://www.ombudsman.europa.eu/atyourservice/interactiveguide.faces>