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SŽDC Prepares Operation Renewal on the “Sázava Pacific” Line Section from Kácov to Zruč nad Sázavou

These days, Správa železniční dopravní cesty (SŽDC) finalises contractual documents for a public tender for operation renewal on the railway line No 212 which connects Čerčany, Leděčko, Kácov, Zruč nad Sázavou and Světlá nad Sázavou. Repair works on the popular “Sázava Pacific” line should start this autumn; their completion is expected next June so that all trains can return on the tracks with the main tourist season start. Estimated costs related to operation renewal should not exceed CZK 600 million; the exact sum will be known based on the tender for suppliers in preparation.

Railway operation on the line dating from 1901 was restricted last year and completely stopped in the section Kácov – Zruč nad Sázavou. The main reason was higher occurrence of defectoscopic flaws on rails which could not be eliminated by simple maintenance or repairs. A considerable number of sleepers reached the end of their life cycle as well which has a direct impact on stability and quality of the track geometry. Another reason for exceptional line closures were unstable rock walls in the immediate vicinity of the line with partial loosening of the massif that could endanger railway operation.

“The Central Committee of the Ministry of Transport already approved the project intent for this operation so that we can now call the appropriate tender in order for repairs to start within the expected date. Construction will begin by rehabilitating and securing rocks and repairing bridges and embankment walls. The largest scope of works will take place next year when builders will concentrate mostly on the railway superstructure and crossing constructions”, says Mr. Jiří Svoboda, Director General of SŽDC.

During its existence of more than a hundred years, the railway line underwent many partial repairs but not a continuous renewal. All financial resources invested in the previous years notwithstanding, this maintenance and repairs’ system was not sufficient to maintain operation on the line. After the operation restriction from last year it was obvious that the line would require a more extensive intervention. The intervention manager carried out a detailed ascertainment of the whole line section 30 kilometres long, both from the point of view of the railway superstructure and crossing constructions as well as the railway substructure and the state of rock walls in the immediate vicinity of the line. Geotechnical assessment demonstrated that the selected rock walls and slides are unstable so that this situation must be dealt with in order to assure safe railway operation.

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