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PRESS RELEASE

Constructors Have Completed the Modernization of Railway Station Český Těšín

Český Těšín, 15 December 2016 – Today, Správa železniční dopravní cesty (the Czech Railway Infrastructure Administration) ceremonially finished a complete reconstruction of Český Těšín station. The investments worth over one billion crowns followed a formerly completed optimization of the line Bystřice nad Olší – Český Těšín, of which it is the second part.

The junction station Český Těšín is a part of Rail Transit Corridor III Cheb - Praha - Ostrava - state border with Slovakia. Modernization of corridor lines of SŽDC is primary from the international viewpoint. Its objective is to ensure by modifications of the line sections a speed of 120 kph for freight trains and 160 kph for passenger trains.

"The mentioned assignment has been fulfilled also by this project. Its result is an increase of transport speed (140 kph at the station), safety and traveling comfort of passengers along with more efficient rail freight transport", said Mr. Pavel Surý, Director General of Správa železniční dopravní cesty.

The contractor - an association of companies Subterra a.s. (leading member) and Metrostav a.s. (participant) - reconstructed a 3-km-long section of the railway line consisting mainly of station tracks Český Těšín railway junction. Construction works included a reconstruction of the superstructure and substructure, a complete reconstruction of four platforms including roofing, lighting and a new information system. All platforms are at standardized height of 550 mm above rail level. A camera system was installed at the station to facilitate rail traffic control. During the reconstruction of an underpass for passengers, barrier-free access to the platform by three elevators was assured.

Anti-noise treatments of the line with the construction of 1.6 kilometres of anti-noise barriers were an important part of the project. Furthermore, a reconstruction of related bridges, culverts and the establishment of steel structures of a signal bridge and brackets were necessary. A new construction of a technology building and a building of a traction rectifier substation were also the subject of the work. The overhead line has also undergone reconstructions, relayings and modifications of cable lines and lighting were made.

Electric heating of switches will contribute to smooth operation even in wintertime. Not only this important railway junction but also connecting line sections to Louky nad Olší and to Albrechtice u Českého Těšína acquired modern security equipment. In the future, it is assumed that it will be connected to remote control from the Traffic Control Centre in Přerov. Finally, new communication equipment and high-power technology were installed.

"The company Subterra has been ending already a third construction today on the line between Český Těšín and the border with Slovakia. I hope that it will not be the last one in this region." expressed his desire Mr. Miroslav Kadlec, 3rd Division Director, Subterra.



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Správa železniční dopravní cesty





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Total estimated costs of the construction designated as Optimisation of the Line Bystřice nad Olší – Český Těšín. Part II - Český Těšín railway station equalled CZK 1,325,077,676 (VAT excluded). Správa železniční dopravní cesty, státní organizace was the investor of the construction. The project was approved for co-financing by the European Union under the Operational Programme Transport with a planned amount from the Cohesion Fund reaching up to CZK 982,290,617. National financing was provided by the State Fund for Transport Infrastructure.

Construction Designation	Optimisation of the Line Bystřice nad Olší – Český Těšín. Part II - Český Těšín railway station
Construction Investor	Správa železniční dopravní cesty, státní organizace
Designer	MORAVIA CONSULT Olomouc a.s.
Supplier	Association of companies Subterra a.s. (leading member) and Metrostav a.s. (participant)
Beginning and end of the main construction works	km 317.089 - km 320.326
Speed for conventional trains	70–120 kph
Speed for tilting trains	70–150 kph
Anti-noise Protection Walls	1,651 m
Term of launch	01/2014
Term of completion	11/2016
Total Construction Costs	CZK 1,325,077,676 (VAT excluded)
Approved EU Contribution	CZK 982,290,617

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