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SŽDC High Rate of Reconstructing Lines Continues This Year, Dozens of New Constructions Will Be Launched

This year, Správa železniční dopravní cesty (SŽDC) will be preparing new constructions for a sum of more than CZK 100 billion; many others will advance to the implementation stage. The project of high-speed lines' pilot section construction continues intensely as well, dozens of repaired passenger buildings will be opened for passengers. Nevertheless, the state organization's plans for 2019 are much more extensive.

SŽDC expects this year an approval of investments' project intents in a record-breaking amount. *"The total value of these constructions in preparation exceeds considerably the sum of CZK 100 billion. This is related to the fact that we will be discussing such important investments as e.g. constructions on routes Prague – Kladno, Brno – Přerov, Plzeň – Domažlice, Plzeň – České Budějovice or the reconstruction of the Česká Třebová junction"*, says Mr. Jiří Svoboda, Director General of SŽDC. As he adds, many of these investments should acquire a final building permit even this year.

The first reconstruction from the Blending Call tool will be launched

This year, SŽDC reckons with the implementation of more than 70 investments with costs exceeding CZK 30 million. The first construction financed from the newly devised EU tool designated as Blending Call, combining Connecting Europe Facility (CEF) with a loan from the European Investment Bank, is also to be launched. More specifically, a reconstruction of the line section Velim – Poříčany will be involved.

The most important investments with expected launch in 2019:

- Optimization of the line section Mstětice (excepted) – Praha-Vysočany (included)
- Electrification and providing capacity for the line Uničov (included) – Olomouc;
- Optimization of the line Praha Smíchov (excepted) – Černošice (excepted);
- Revitalization and electrification of the line Oldřichov u Duchova – Litvínov;
- Increasing line speed in the section Oldřichov u Duchcova – Bílina;
- Modernization of the line Veselí nad Lužnicí – Tábor – Part II, section Veselí nad Lužnicí – Doubí u Tábora, stage 2 Soběslav – Doubí;
- Reconstruction of Přerov railway station, 2nd construction;
- Increasing line speed in the section Valašské Meziříčí – Hustopeče nad Bečvou;
- Modernization and electrification of the line Šakvice – Hustopeče u Brna;
- Building platforms at Pačejov railway station and increasing line speed in km 299.650 – 304.009;
- Optimization of the line section Lysá nad Labem (excepted) – Čelákovice (excepted)
- Change of voltage to AC 25 kV, 50 Hz in the section Nedakonice – Říkovice.

At the beginning of the year, the feasibility study update for the line section Ústí nad Orlicí – Choceň modernization in its maximum option has been approved, reckoning with new construction as well as preserving the old line with building grade-separated connections at both ends of the line section. A feasibility study for the line Praha – Mladá Boleslav – Liberec is also being elaborated. The study for modernization of the line Olomouc – Prostějov – Nezamyslice or the updated study for the line Praha-Smíchov – Plzeň, dealing also with the new route from Prague to Beroun / Hořovice, will be submitted to the Ministry of Transport for approval.

In the Rapid Service field, works were launched on feasibility studies for high-speed lines (Brno →) Přeřov – Ostrava and Praha – Wrocław. SŽDC will order design works for HSL pilot sections in form of geodetic works and specialized surveys which will subsequently accelerate the procedure of acquiring a **territorial proceedings decision Preparations for transferring to a unified (alternate current) traction system will also continue by elaborating a feasibility study** pro for a switch-over of the Ostrava, Přeřov, Mělník and Ústí nad Labem regions.

The state of railway bridges will improve

SŽDC will launch a project of extending its fleet of special vehicles by an inspection car for diagnostics of bridges which will acceleration the course of inspections and increase their technical level especially in hardly accessible construction parts. The objective of the stable bridges' operability programme is to introduce a system for decreasing the number of bridges requiring more extensive repairs or reconstructions. From the safety point of view, it will be important to prepare a concept of railway crossings' closures both within new constructions preparation and during daily activities.

This year also, SŽDC will maintain the minimal extent of slow rides and create conditions for preventing the occurrence of new operation restrictions by implementing planned repair works. Besides that, more extensive repairs will take place in line sections Železný Brod – Tanvald and Domoušice – Hřivice. We must also mention the envisaged announcement of a tender for supplying four modern railway catenary maintenance special vehicles.

SŽDC prepares connecting even more line sections to remote traffic control from the Traffic Control Centres in Prague and Přeřov. Launching preparations for the construction of a new wing to the current Traffic Control Centre Přeřov building will be necessary for achieving this objective's implementation.

A new website with information on stations

Passengers will appreciate the completion of repairs at more passenger stations for which a sum exceeding CZK 500 million will be spent by SŽDC this year. For example, passenger buildings in Kolín, Frýdek-Místek or Český Krumlov will thus acquire a new shape. Besides that, extensive works will start on the facade and roof of the historical Fanta building at the Prague main station; launch of reconstruction in Havířov is also worth mentioning. SŽDC will also concentrate on extending working hours and equipment of public lavatories and improving clean-up and cleanness quality at railway stations with the participation of its staff and their incentives. More detailed information on stations can be found on the new website.

A substantial novelty in 2019 for railway carriers is the fact that SŽDC newly assures supplying traction power. At the same time, the so-called hybrid model for charging traction power consumption to each carrier is being introduced. This model allows charging and invoicing consumption both for electrical hauling vehicles equipped with a consumption measurement system and for vehicles without such a system. Customers from a local distribution system will have a website portal at their disposal which will allow electronic communication with SŽDC power supply directors including entering orders or dealing with claims.

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