



Press Release

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Modernization of Plzeň Main Station Complete

The Main Station in Plzeň acquired a modern shape, corresponding to its importance both for regional and for long-distance railway transport. Today, Správa železniční dopravní cesty (SŽDC) festively completed a complex reconstruction of the station. Passengers will have at their disposal two underpasses under all platforms; the regional capital inhabitants will appreciate two reconstructed railway bridges over Mikulášská Street. The construction was launched in December 2016, total costs exceeded a sum of CZK 1.3 billion.

The Plzeň railway junction is situated on a part of Czech Rail Transit Corridor III leading from Prague to Cheb. During the past years, two SŽDC investments were carried out here, focused first on passing through the junction, then also on the first part of the main station. Previously already, the section to Plzeň-Jižní Předměstí Station was modernized; following that, the eastern part of the central station as such where Platforms 1, 2, 4 and partly 3 were gradually reconstructed. At the same time, the construction of a second underpass which connects all platforms with a new bus terminal since last December was launched.

"During more than two years of intense construction works, Platform 3 was finished and Platforms 5 and 6 were thoroughly modernized. Reconstruction of both historical bridges over Mikulášská Street improved not only railway transport parameters but road operation as well. The road extension allowed building separate lanes for trams and cyclists. We all remember the keen interest of Plzeň inhabitants in the exchange of both bridge steel structures", says Mr. Jiří Svoboda, Director General of SŽDC.

The objective of the newly completed construction was a complex reconstruction of the track development in direction to Cheb and connecting tracks. Passengers can use six platforms which acquired modern parameters; all of them have barrier-free access assured by lifts. *"This is a considerable progress from the operation safety point of view. Before the construction launch, some platforms could be accessed by pedestrian level crossings even during high frequency of passing trains. Now, everything corresponds to 21st century standards",* comments Mr. Svoboda. As he adds, trains can now pass the Main Station in Plzeň at speeds of 80 kph.

Signalling and safety equipment was reconstructed as well. The station thus acquired a modern information system for passengers, diagnostic equipment, signalling of fires, camera systems and especially systems of data transfer for remote traffic control.

The statutory city of Plzeň participated also in improving infrastructure parameters by ensuring a tram line and the whole station forecourt reconstruction. It invested also into building the above-mentioned bus terminal which was opened last December for the travelling public. *"All these steps and investments allowed a considerable comfort increase for passengers. Both stations, the railway one and the bus one, correspond to new 21st century standards and the whole area becomes a modern transport junction of our city. I believe that all modes of transport will thus attract even more passengers"*, says Mr. Martin Baxa, Mayor of the city of Plzeň.

"Works in the city centre are always extremely demanding and the Plzeň railway station reconstruction project was situated on a highly exposed site. Due to the exchange of bridges over Mikulášská Street, we had to coordinate train, tram, road and pedestrian transport and at the same time to pay attention to any possible unexploded bombs from World War II in a time as short as possible with minimal impacts on normal city life. We like challenges, so that it is a great honour for us to have had the opportunity to participate in such a demanding and beautiful project and to have been able – thanks to exemplary cooperation with SŽDC and the city of Plzeň – to complete it with required parameters", says Mr. Karel Volf, Commercial Director of Metrostav Company.

Works on the railway in Plzeň did not stop however. Works on the so-called rearrangement for the Domažlice line continue and construction should be completed even this year.

The supplier of the construction designated as Junction Plzeň, 2nd construction – reconstruction of passenger station including Mikulášská bridges was the company MTS + OHL - Uzel Plzeň, administered by Metrostav. The project was co-financed by the EU under the Connecting Europe Facility (CEF). Total project costs amounted to a sum of CZK 1,351,994,773. The EU support rate equalled EUR 22,613,926, which is approximately CZK 628,441,004. Financing from national resources was provided by the State Fund for Transport Infrastructure.

Správa železniční dopravní cesty, státní organizace
Phone: +420 601 380 700
Email: press@szdc.cz
www.szdc.cz