



Spolufinancováno Nástrojem Evropské unie pro propojení Evropy



Press release

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SŽDC Will Equip the Přerov – Česká Třebová Section with the ETCS System

Up to mid-year 2020, the European Train Control System (ETCS) will acquire another line section. Today, Správa železniční dopravní cesty (SŽDC) festively started the installation of a modern train control system on a connecting route of Czech Rail Transit Corridors I and II from Přerov to Česká Třebová. The supplier of the construction is the company AŽD Praha.

"The ETCS system has many advantages, especially smoother railway transport and higher operation safety. This is assured i.a. by the equipment's ability to stop the train safely in case of need", said Mr. Petr Hofhanzl, Director of SŽDC Civil Engineering Administration West.

in 2001, activities leading to the implementation of the ETCS system within conditions valid in the Czech Republic started. It was determined that a further development of radio systems and the train control system equipment would go on in this way. The implementation of ETCS pilot project Level 2 (L2) in the section Poříčany – Kolín started in 2005 with use of financial support from the EU Cohesion Fund; testing operation was launched in 2011.

The evaluation of experience with ETCS L2 implementation within the pilot project served as a base for ordering ETCS construction in the section Kolín – Břeclav state border with Austria/Slovakia; its implementation started in 2012. Four years later, the implementation on the line Břeclav – Přerov – Ostrava – Bohumín – Petrovice u Karviné – state border with Poland started.

The construction being launched includes building separate parts of the ETCS system, remote optical cables and related technologies. In the whole line section Přerov (outside) – Česká Třebová (outside), non-switchable balises will be installed at stations and on the line which serve for transferring information between the ETCS line part and on-board transmitters situated at the driver's post.

The controlled area is divided into so-called RBC areas (radio block centres). From these, information on line and station signalling equipment is transferred to the radio block as well as information on safeguarding railway crossings. This requires covering the territory by a GSM-R signal with use of base transfer stations (BTS). During the construction, three new stations will be built and one will be completed.

Two new ground cable routes for connecting new balises to the GSM-R network central part will be created in the sections Přerov – Dluhonice and Olomouc – Velká Bystřice. GSM-R technology includes also a construction of new single-aspect signals on branch lines and modification of current ones which will be affected by the signal from new BTS according to SŽDC Regulation D1.

The project designated as ETCS Přerov – Česká Třebová is co-financed by the EU from the Connecting Europe Facility Programme (CEF). Estimated costs amount to CZK 385,918,000 (VAT excluded). The maximum rate of EU support equals EUR 11,889,222 EUR, which is approximately CZK 309,212,537. Financing from national resources is ensured by the State Fund for Transport Infrastructure.

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