



Press Release

ŠTERNBERK, 6 September 2019

Trains Will Run at Speeds of 160 kph between Uničov and Olomouc

The investment launched festively today by Správa železniční dopravní cesty (SŽDC) in Šternberk will bring unrivalled journey times for trains between Uničov and Olomouc. This will be allowed by electrification of a section almost 30 kilometres long together with a speed increase up to 160 kph. The completion of the construction with total costs amounting almost to CZK 4.8 billion is expected in 2022.

"The works' result will be a considerable line speed increase. This will be the very first regional line with a maximum possible speed of 160 kph. Journey times of regular trains between Olomouc and Uničov will thus be shortened from the current 40 minutes down to 26 and 28 minutes respectively. On working days during peak hours, they will be completed by through trains which can ride between both stations even in 17 minutes", says Mr. Jiří Svoboda, Director General of SŽDC about the construction's assets. As he adds, electrification of connecting sections leading to Šumperk could be completed up to the end of 2022.

Higher line speed requires total railway superstructure and substructure reconstruction. Works will also include construction of traction masts and the catenary for a DC power feeding system. It will be also prepared for transfer to the AC power feeding traction system.

New platforms with a 550 millimetres edge height will be built at all stations and stops to allow comfortable boarding of low-deck EMU train-sets. While platforms at railway stations and at Uničov railway stop will be 110 metres long, they will be 90 metres long elsewhere. Access to newly built half-centre platforms at Bohuňovice, Šternberk and Uničov will be assured by a central overpass. At Újezd u Uničova station, passengers will get to the external platform at Track No 3 by an adjoining railway crossing, safeguarded by light and sound signalling. Similarly to all other level crossings, it will be equipped by barriers.

All stations will be barrier-free; adaptations will also include roofing for passengers, a new information and orientation system and lighting at stations and access routes. Platforms and central crosswalks will be monitored by a camera system, same as selected frequented railway crossings.

Construction of new buildings or reconstruction of the current ones is planned for storage of technological equipment. This applies e.g. for railway stations Bohuňovice and Šternberk where an adaptation of current passenger buildings is planned to store signalling equipment. Besides that, current buildings will be demolished when necessary due to limited space being at disposal. Space will thus be created at Uničov for storage of needed technology and the BTS centre for broadcasting of the GSM-R signal; the storehouse in Bohuňovice will have to disappear due to a collision with the new track arrangement at the station.

"The first continuous closures between Uničov and Šternberk started in August due to works not only at Uničov station as such but also in the connecting section leading to the local railway stop. At the same time, the railway crossing in the neighbourhood will be adapted and subsequently a branch line of the company UNEX will be put into operation. Works at Uničov station proper will include laying new tracks and switch points and building adjoining platforms", specifies Mr. Tomáš Kotek, Construction Director from the company Subterra.

As of next spring, works will move closer to the region capital which will require another interruption of railway operation. The first one will occur from February to May in the section Bohuňovice – Olomouc, subsequently up to mid-December in the section Šternberk – Olomouc. At Šternberk station, provisional platforms will be built in the meantime; a quite new platform will be built at Hlušovice railway stop. Passengers will get comfortable access to trains in the months to follow also at Bohuňovice and Štarnov.

In 2021, closures will occur between Uničov and Šternberk. During this period, modern boarding premises will be built also at railway stops in Babice, Mladějovice and Uničov and at the remaining railway stations.

The supplier of this investment designated as Electrification and Increasing Capacity of the line Uničov (included) – Olomouc is the company UNIOLO RAIL. Its manager is Subterra with OHL ŽS, EUROVIA CS and Elektrizace železnic Praha as associates.

Total investment costs equal CZK 4,753,434,614 (VAT excluded). The project was suggested for co-financing by the European Union from its Cohesion Fund under the Operational Programme Transport 2014–2020. The EU contribution can amount up to CZK 1,541,574, 511. National financing will be assured by the State Fund for Transport Infrastructure.

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