



Press Release

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Deboreč Tunnel is bored in its Whole Length

Today, Správa železnic festively completed the boring of Deboreč Tunnel. It is 660 metres long and is an important part of the Sudoměřice u Tábora – Votice line modernization. In the future, it will contribute to shortening journey times of trains. Works on the tunnel as well as on the whole modernized section continue in a high pace.

The tunnel's boring began in December 2018 starting from the exit (Prague) portal. The tunnel was bored by the so-called New Austrian boring method, consisting in mechanical breaking of rock and its subsequent protection by primary lining which activates basic properties of the rock massif.

"After the boring's completion, works on core final digging, insulation and secondary lining of the tunnel will be subsequently launched", says Mr. Jiří Svoboda, Director General of Správa železnic.

The Deboreč tunnel is the shorter of two tunnels being built on the line Sudoměřice – Votice. The modernization includes also the Mezno tunnel 840 metres long; approximately 350 metres have been bored with an advancement of 2 metres per day.

Modernization of the line Sudoměřice – Votice is one of the final parts in the set of constructions on Czech Rail Transit Corridor IV which connects Germany and Austria through Děčín, Prague and České Budějovice. Besides the two tunnels mentioned above, a second track will be added to the current single-track section as well as a new railway station Červený Újezd.

This route which will mostly deviate from its current path will be by two kilometres shorter than now which will bring (together with a line speed increase) shorter journey times of express trains between Prague and Tábor down to one hour. The construction supplier is the company OHL ŽS which built also the previous section Tábor – Sudoměřice with the Sudoměřice Tunnel

The project should be completed at the beginning of 2022. This will result in the original implementation extension approximately by 12 months, especially in relation to launching the Mezno Tunnel construction by blasting activities of a large extent. Several more conditions were depending on the activities' approval which resulted in the above-mentioned delay.

Total costs of the investment designated as Modernization of the line Sudoměřice – Votice equal CZK 7,159,049,000 (VAT excluded). A request for co-financing this project under the operational Programme Transport 2014–2020 from the EU Cohesion Fund was submitted at the end of 2017. In case of its approval, the EU contribution could amount up to CZK 5,151,794,403. National financing is assured by the State Fund for Transport Infrastructure

The section Sudoměřice u Tábora - Votice is part of Czech Rail Transit Corridor IV, the modernization of which started in 2005. At present, compact sections Ševětín – Soběslav, Doubí u Tábora - Sudoměřice u Tábora, Votice - Praha-Hostivař as well as tracks at the railway junction České Budějovice are already completed. Works continue at the Prague railway junction where a quadruple-track line between stations Praha-Hostivař and Praha-Vrřovice is under construction. Modernization of the section Soběslav - Doubí u Tábora was launched as well. As the last one, the reconstruction of a corridor part from Nemanice to Ševětín will be implemented.