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Správa železnic Joined Another Line to Remote Traffic Control

At the beginning of June, Správa železnic connected Dětmárovice – Mosty u Jablunkova line section to the central traffic control system. Dispatchers from the Traffic Control Centre (TCC) in Přerov already control this line. By the end of June, the Ústí nad Orlicí – Lichkov section and the Plzeň main station will also be connected to the remote control system.

Currently, intensive preparations are underway to connect the Plzeň main station to the remote control from TCC Praha. This is the last missing part within the remotely controlled line section Beroun – Cheb. It will be connected from 15 June. Train dispatchers from the Plzeň main station will continue to control, for example, work at the marshalling yard, as well as the operation of sidings and depots of rail vehicles. The station will retain the emergency workstation of the train dispatcher, who can take control of the whole junction in the occasion of failures or planned closures. Another section that will be connected to the central workplace in Prague is the Ústí nad Orlicí – Lichkov line. The switch-over will take place here on 25 June.

Personnel savings are one of the main advantages of this method of traffic control, where one central dispatcher replaces the work of several station dispatchers. Other benefits include an increase in the quality of train control. Unlike individual station dispatchers who previously controlled isolated stations, the central dispatcher has a comprehensive overview of trains on the line. Thanks to this advantage, he/she is able to adapt dynamically traffic management now and, for example, detect and avert possible emergencies earlier.

At present, the traffic is controlled remotely on more than a thousand kilometres of lines throughout the country. In the coming years, the network of remotely controlled sections will expand up to 2,200 kilometres, not only on corridor lines, but also on selected regional railways.

With the increase in remote control of interlocking system, there is also the development and implementation of technologies that enable remote diagnostics, supervising and remote control of railway construction equipment. These are, for example, passenger information systems, camera systems, lighting, elevators, electric heating of switches, electronic security systems in buildings, fire alarms, etc. The aim is to streamline work with these systems, their operational management and centralisation of data on failures and exceptionalities.