

Správa železnic



SPRÁVA
ŽELEZNIC

The right direction for railways



About us

Správa železnic (as it is called today) was established as the state organisation under the name Správa železniční dopravní cesty in 2003 as one of the two successor organisations of state-owned České dráhy of that time. As of 2020, it performs its activities under the name of Správa železnic.

Activities of Správa železnic include the administration of the railway infrastructure, ensuring further development and updating of the Czech railway network, operability, maintenance and repairs. Railways are not just made up of tracks and sleepers but also bridges, tunnels and the whole train-station system, including small stops. Správa železnic allocates path capacity and manages more than 1,500 station buildings. It takes care of more than 9,400 kilometres of tracks, 6,700 bridges and 2,500 stations and stops. The task of Správa železnic is to ensure that the railway operates as a whole for the benefit of customers and passengers.

OBJECTIVES

- Reliable, safe, smooth and environment-friendly railway transport operation
- Increasing speed on the railway infrastructure and its capacity
- Providing more effective management, control, maintenance and repairs of the railway infrastructure
- Ensuring interoperability – introducing new systems and technologies
- Customer-friendly approach and open communication
- Increasing the share of railway transport
- Strengthening the position of Správa železnic as an important and attractive employer



It's not just tracks

For trouble-free operation, it is necessary to ensure that the infrastructure is in a good shape. Regular maintenance and necessary repairs can prevent possible defects which could affect smooth railway operation.

The railway infrastructure consists not only of the railway superstructure (tracks, among other things) and substructure, it also includes communication technologies, safety and security systems, plus electrical and energy equipment. A lot of administration must be carried out without interrupting railway operation and this places high demands on Správa železnic employees.

The trend in ensuring railway operability is to reduce the number of sections with running speed limitations. Another effort to maintain railway infrastructure and boost its performance is the preparation and implementation of more complex repairs which also help to prevent the occurrence of unexpected defects on the infrastructure. Many line sections have already been repaired.

Several regional lines experienced complex repairs. In Central Bohemia it was e.g. the so-called "Sázava Pacific" line along Sázava river, highly appreciated by tourists. Repairs were carried out in a thirty kilometres long section from Ledečko to Zruč nad Sázavou with

total costs exceeding CZK 700 million. The line connecting Tanvald and Železný Brod experienced extensive repairs as well with one of the results being a speed increase of trains. Repairing the line section between Domoušice and Hřivice in the region of Louny which was seriously damaged after a freight train accident was also of high importance.

Exceptional inspections of prestressed concrete railway bridges will also continue. More detailed diagnostics will be applied to selected bridges.



Keeping the edge

Besides the maintenance of railway lines, a key activity for Správa železnic has been the preparation of plans and implementation of projects for increasing speed and capacity of the railway infrastructure. It modernises existing lines, builds new ones and increases both speed and safety.

It is already clear now that transport by rail will have an irreplaceable position in the 21st century and its importance will only grow. That is why Správa železnic as the Czech railway infrastructure manager is accelerating the preparation of high-speed railway lines.

In 2018, it introduced pilot sections of its high-speed railway lines (Czech abbr. 'VRT' – English abbr. 'HSL'), namely Praha-Běchovice – Poříčany (VRT POLABÍ – HSL LABE FLATLANDS), Přerov – Ostrava (VRT MORAVSKÁ BRÁNA – HSL MORAVIAN GATE) and Brno – Vranovice (VRT JIŽNÍ MORAVA – HSL SOUTH MORAVIA). The joint project team is working intensively with the administrator of the German railway infrastructure, DB Netz, on the preparation of the new Dresden – Prague railway connection, including a tunnel under the Krušné hory (Ore Mountains).

Together with high-speed lines preparation, modernisation of Czech rail

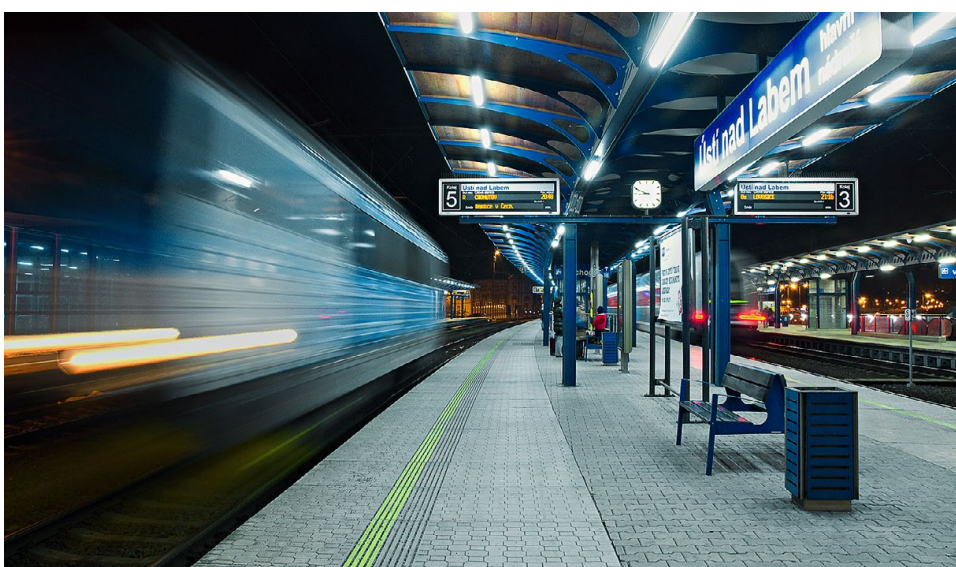
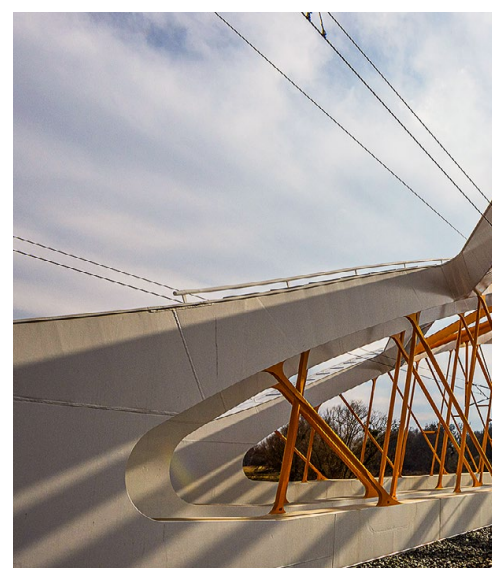
transit corridors is culminating. The highest rate can be seen at works going on between Prague and České Budějovice. In the Czech capital as such, quadruple-track relocation between Hostivař and Vršovice is under construction. Modernisation of the section Sudoměřice u Tábora – Votice is also fully under way; it will be transferred to a new path almost in its full length to allow a considerable line speed increase.

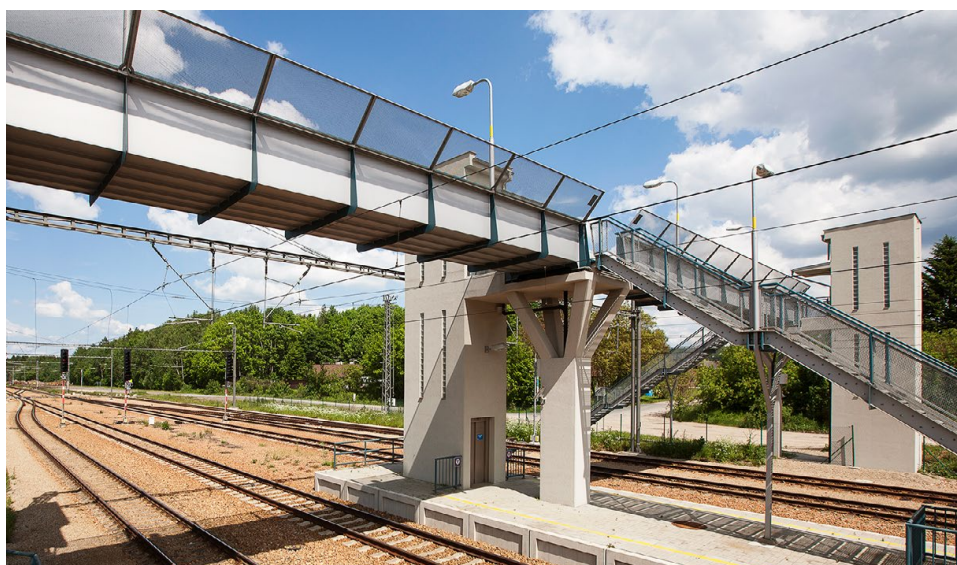
Works between Soběslav and Doubí u Tábora were launched as well; similarly, to the previous case, line capacity will increase considerably thanks to construction of a second track.

As far as the territory of our capital is concerned, the implementation of several more important infrastructure projects is worth mentioning. Firstly, it is a reconstruction of the line from Smíchov to Radotín where another quadruple-track section will be built. Three tracks will be used by

trains on a part of the modernised line Mstětice – Praha-Vysočany.

In connection with the modernisation of corridor lines, important railway centres are also undergoing renovations. The passages of the Děčín, Ústí nad Labem, Kolín, Choceň, Ústí nad Orlicí, Břeclav, Přerov (1st construction), Olomouc, Bohumín, and, to a large extent, the Plzeň junction have already been completed. Preparatory works are ongoing for the construction of the route Praha hl. n. – Praha-Smíchov which will connect the Railway Corridor III to the Prague junction. The modernisation of Pardubice main station is going to be launched very soon. Project preparation for passage through the junctions Brno, Ostrava and Česká Třebová continues.







Riding with rules

The Czech Republic belongs to countries with the densest railway network in the world and this requires precise ordering. Dispatchers of Správa železnic constantly oversee that these conditions are observed. They manage and ensure safe and smooth operation for all Czech and foreign carriers operating on our lines.

Správa železnic currently operates transport on the vast majority of national and regional railways and on some state-owned sidings.

Railway traffic is managed mainly from regional traffic control workplaces as well as from traffic control centres in Prague and Přerov. Runnings of trains for approximately five hundred kilometres of lines are managed from each one. Thus, operation is being managed remotely from both traffic control centres on a thousand kilometres not only of modernised main routes but also highly frequented regional lines. The number of such sections is going to grow in the future.

The GSM-R communication system is of great help to traffic management. The task of Správa železnic is to have covered lines of the Trans-European Transport Network by this system

and following that all nation-wide lines. Special attention is being paid to the development of the GSM-R network on cross-border and border sections to ensure interoperable radio communication with vehicles of foreign railway carriers entering our territory. The installation of the GSM-R system serves as the vanguard for equipping Czech railway lines with the European ETCS security system. It currently operates on parts of Czech Rail Transit Corridor I and II. It is being gradually introduced also on several more lines.

A gradual connection of more lines to the remote control system notwithstanding, train dispatchers have an irreplaceable position in the field of traffic management as their profession is one of the most staffed within Správa železnic. They can use modern signalling technology more and more in their responsible work as well.



On the road like at home

Train stations are and should be for people. This principle is what guides Správa železnic when it sensitively renovates station buildings throughout the Czech Republic and adapts them to current trends. It is building new transfer terminals and car parks and improving services for passengers.

In the middle of 2016, Správa železnic acquired for management approximately 1,500 station buildings and other real estates. Since that time, repairs of dozens of smaller and the first bigger buildings were completed (Zdice, Příbram, Sokolov, Kuřim, Turnov, Litoměřice horní nádraží, Kostomlaty nad Labem, Loket). Two quite new passenger buildings were built in Česká Lípa and Karlovy Vary.

State firms or institutions were already placed at some railway stations (e.g. the Czech Post in Turnov or the Czech Police at Děčín main station and in Žďár nad Sázavou).

Considerable progress was also achieved in repairs preparations of big passenger buildings such as in České Budějovice, Plzeň, Praha-Smíchov and Beroun. From constructions launched earlier, we must mention especially repairs of the facade and roof of the historical Fanta building at Prague main station.

For planning repairs and reconstructions of passenger buildings, Správa železnic acts the same way as while improving parameters of the track infrastructure which passengers perceive together with platforms at modernised railway stations. Therefore, each project includes ensuring barrier-free access to buildings and other modifications for passengers with limited mobility and orientation. Our objective is allowing handicapped passengers to get from the station foreground up to the train without need of external assistance and to be able to use services provided in customer halls. In this field, Správa železnic cooperates closely with organisations concerned with disabled persons.



Join our railway community

Správa železnic is one of the largest employers in the Czech Republic. By the end of 2018, nearly 17,400 people worked in its ranks. It offers interesting work in a prestigious company, stable employment with opportunities for personal growth, and it provides all employees with quality medical care and benefits for the whole family.

The position of Správa železnic as a state organisation and a major employer commits it to corporate social responsibility towards its own employees and the public. It develops its activities in the social, economic and environmental fields.

Through internal programmes, it creates conditions for personal and professional growth of employees and collaborates with partner entities operating in the transport sector as well as with specialised high schools and universities.

Students have the opportunity to gain experience in the workplace under the supervision of seasoned professionals. In addition, employees of Správa železnic provide training and lectures on specialised subjects, participate in course creation, list topics for students' final theses and attend specialised conferences organised by contractual schools.

Správa železnic has several programmes for students of elementary and high schools to present various professions on the railway.

Students participating in the scholarship programme of our organisation receive a monthly financial contribution for their studies and job security after graduation. Selected professions on the railway and possible employment at Správa železnic is presented by Student Cup. An interactive student conference has a core objective of presenting possibilities of employment at Správa železnic as well as other partner companies to students of technical fields at high schools and universities.

ORGANISATIONAL UNITS

The state organisation, acting today under the name of Správa železnic, was created on 1 January 2003. Its basic mission is to exercise the function of owner and operator of domestic and regional railway infrastructure owned by the state. Therefore, it ensures especially the railway system operation, its operability, modernisation and development in the extent necessary for ensuring transport needs of the state and transport serviceability. It also manages property consisting of the railway infrastructure.

To fulfil these objectives, Správa železnic uses its organisational units which have specific tasks. The whole railway network is divided for management purposes into seven Regional Directorates which almost copy the territorial division of the Czech Republic into administrative regions; however, the majority of Regional Directorates manages the railway network in more than one region. A Regional Directorate assures operability of railway lines (maintenance and

repairs of the railway infrastructure), management of movable and immovable property, railway traffic management and other activities related to the subject of enterprise of Správa železnic in the given region.

The basic mission of Civil Engineering Administrations – there are two of them in the Správa železnic organisation structure (West with seat in Prague and East with seat in Olomouc) – is to fulfil the function of investor for constructions on the railway. Therefore, they assure mainly preparation and implementation of investment units specialized on railway infrastructure constructions, engineering and investment activities related to the railway network from the point of view of construction territorial planning. The object of activity of the Railway Geodesy Administration is ensuring geodetic and cartographic works for activities related to railway infrastructure operation.

The task of the Traffic Control Centre Prague and the Traffic Control Centre Přerov organisational units is to ensure

a direct exercise of activities related to railway infrastructure operation, railway transport management and organisation on designated lines. The Centre of Shared Services ensures e.g. services in the human resources and wages agenda, psychology services and activities of professionally qualified persons in preventing risks especially in the field of occupational safety or the agenda of conducting accounting procedures for organisational units of Správa železnic.

Two special organisational units also belong to the organisational structure of Správa železnic. The first one is the Telematics and Diagnostics Centre which focuses on technical diagnostics and measurement in the whole railway infrastructure spectrum and other technical services for the railway infrastructure in all stages of its development, construction and operation. The second one is the Fire Safety Corps of Správa železnic, having as main object of activity interventions during emergency situations of environmentally defective and dangerous stuff leak and other exceptional events in railway operation.

