



Správa železniční dopravní cesty

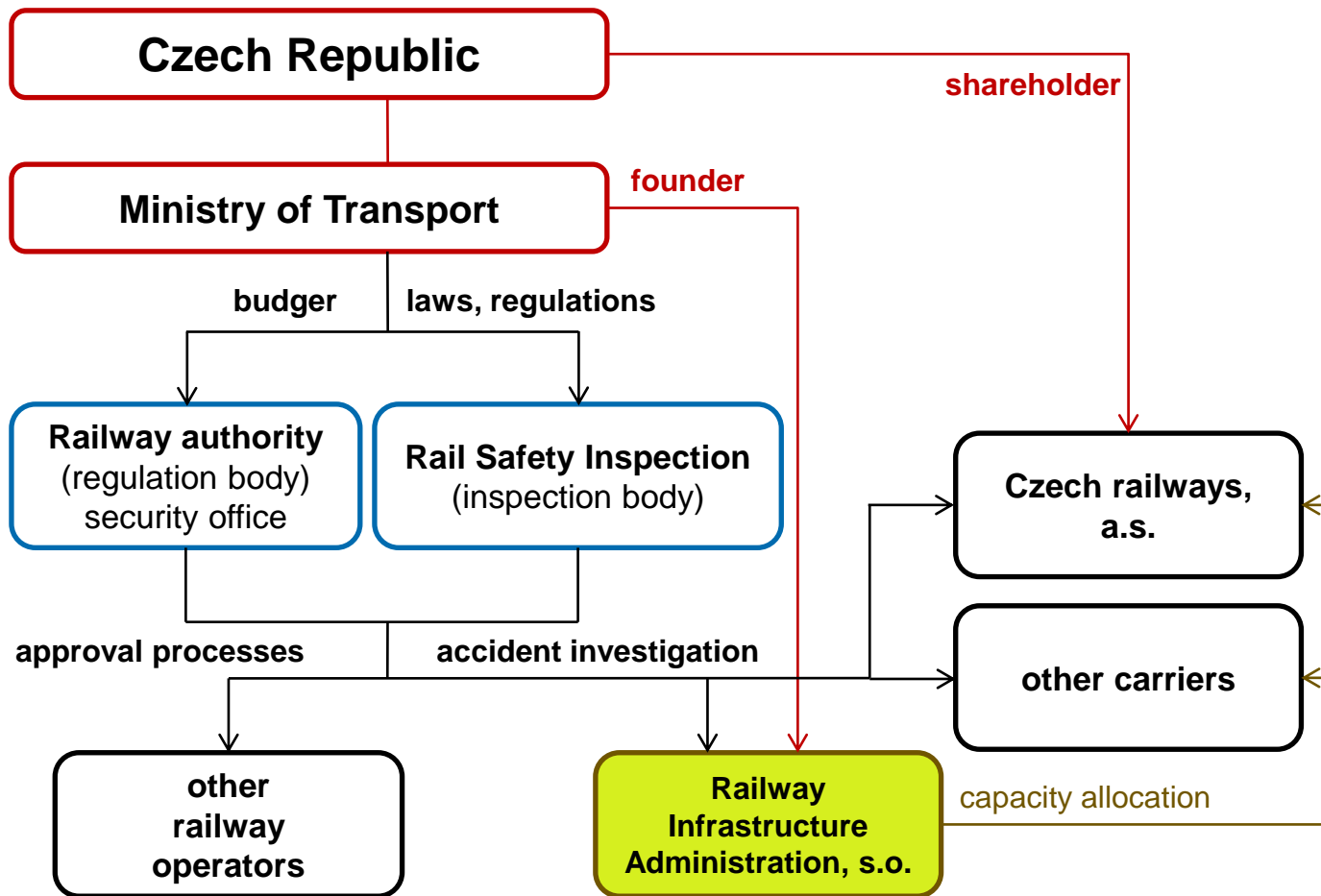
TER Workshop

Rail freight corridors in Central Europe

Radek Cech, Ph.D.
Head of infrastructure
conceptual planning unit



Scheme of the railway sector in CZ





Správa železniční dopravní cesty

Czech railway network in numbers

Length of tracks

- out of which are electrified
- out of which are dual track

9 470 km

3 208 km (34 %)

1 858 km (20 %)

Number of switches

22 147 pcs (24 544 v. j.)

Number of bridges

6 735 pcs (151 km)

Number of tunnels

158 pcs (43 km)

Number of level crossings

8 080 (1,2 km/crossing)

Grade crossing signals

3 276 (41 %)

- out of which have gates

1 116 (14 %)

Mechanical

396 (5 %)

Equipped with only warning crosses

4 384 (54 %)

Number of station security devices

1 460 pcs

Length of the track safety devices

6 095 km (64 %)

Number of the main signalling devices

15 000

Number of track circuits and axle sensors

31 500





Správa železniční dopravní cesty

Main missions and activities

Subject of the activity

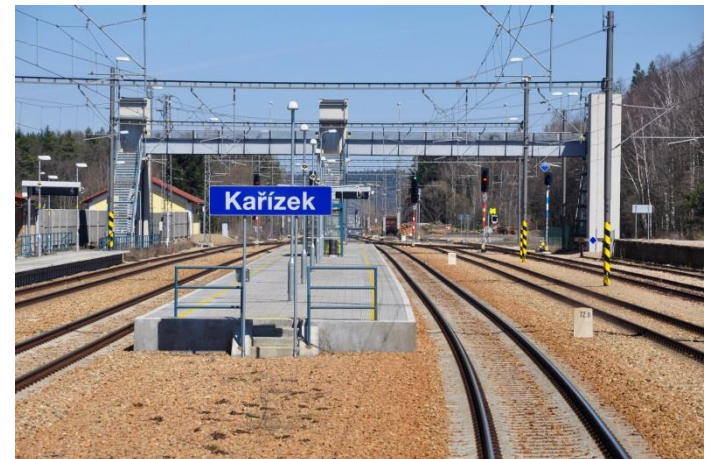
- On the basis of legislation in force the Railway Infrastructure Administration, a state organization, fulfils the functions of an **operator and an owner of track**

SŽDC secures

- operation of railway transport route
- operability of railway transport route
- development and modernization of railway transport route
- maintenance and repairs of railway transport route
- preparation of documents for negotiating commitments of public service
- controlling of usage of railway transport route, operation and operability of the track

More than 17 thousand of employees

- SŽDC is the 5. biggest employer in the CZ





Správa železniční dopravní cesty

Visions and goals

Visions of SŽDC

- to be a modern, flexible and customer oriented organization securing the development of operational, modern and safe railway networks as integral parts of the European railway system

Long-term goal

- Creation of necessary predispositions for strengthening the position of railway transport on national and international scale using the dynamic development of liberalized market in railway transport

Short-term goals

- Finalize the process of restructuring railway sector
- increase the work productivity
- intensively draw the resources from the EU funds
- proactive communication and orientation on customers
- active cooperation on international level

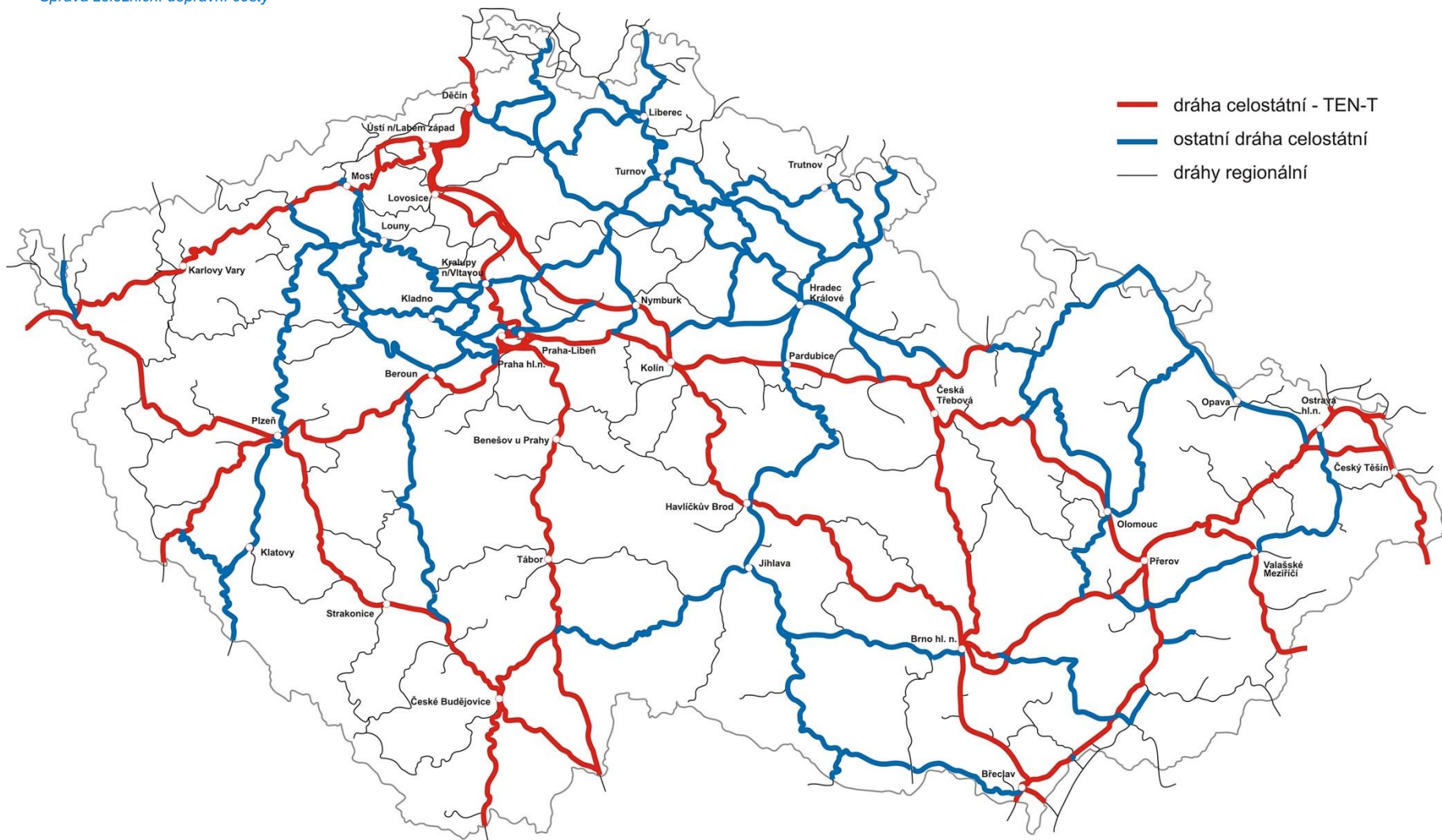


Customer orientation

- For the purpose of **effective planning of investments into the infrastructure** and optimal transport model, we already **approach an active communication with:**
 - transport customer (Ministry of transport, regions),
 - Integrated Transport organizer,
 - carriers in personal and cargo transport.
 - We flexibly **react on current requirements and expectations** from key partners.
 - We are preparing a **Strategic business plan** (conception of network development).
-
- We are strengthening **marketing tools and modern managing methods** for the purpose of faster management of changes and implementations of challenging cross-cutting projects.
 - We are preparing a **restructuration of the fee for transport route usage.**
 - We are preparing a new model of **payments for electrical energy according to real consumption**



Czech railway network



Threads and opportunities

Threads

1. Shortage of railway network capacity
2. Low speed
3. Too long modernization of individual tracks
4. Insufficient harmonization of conditions between the road and the railways
5. Going around CZ – thread that the CZ will become a periphery in the centre of Europe



Opportunities

1. Safety and ecology
2. The fastest mean of transport in medium distance
3. Capacitive and fast transport in agglomerations
4. Oil crisis – higher usage of public transportation
5. New transport politics of EU including the revision of TEN-T network



Priorities if infrastructure development

1. **Completion of modernization of corridors and junctions** (with the max. utilization of EU funds)
2. Capacity for suburban transportation
3. Increasing capacities and speeds for **cargo transport**
4. Railway connection with the **Airport Václav Havel Prague** (obligations emerging from trans-european networks TEN-T, it is necessary to deal with quality and capacitive connection with Prague - Kladno)
5. **New Fast connection (RS)** for long distance and fast interregional personal transportation
5. Fulfilling the requirements for **interoperability** (ECTS, GSM-R)
6. **New technologies** – e.g. remote operation (DOZ), automatic train operation (AVV), automatic construction of train routes (ASVC), recuperation of traction energy
7. **Improvement of network parameters** (track doubling, new stations)
8. **Electrization of tracks** (for tracks wit a strong cargo and suburban transport)
9. Using **regional tracks** (technically under maintained)



Interoperability - GSM-R





Správa železniční dopravní cesty

RFC 5: Baltic- Adriatic Corridor



Description

- Gdynia – Katowice – Ostrava / Žilina – Bratislava / Vienna / Klagenfurt – Udine – Venice / Trieste / / Bologna / Ravenna / Graz – Maribor – Ljubljana – Koper / Trieste

Involved Member States

- Poland, Czech Republic, Slovakia, Austria, Italy, Slovenia

Companies involved

- PKP PLK S.A. (coordinator), SŽDC, s. o., ŽSR, ÖBB-Infrastruktur AG, RFI S.p.A., SŽ-Infrastruktura, AŽP

Deadline for making corridor operational

- 10th November 2015





Správa železniční dopravní cesty

RFC 7: Orient Corridor



Description

- Prague – Vienna / Bratislava – Budapest /
- Bucharest – Constanta /
- Vidin – Sofia – Thessaloniki – Athens

Involved Member States

- Czech Republic, Slovakia, Austria, Hungary, Romania, Bulgaria, Greece

Companies involved

- SŽDC, s. o., ŽSR, ÖBB-Infrastruktur AG, MÁV (secretariat), GYSEV, VPE, CFR, NRIC, OSE

Deadline for making corridor operational

- 10th November 2013

Present revision of the TEN-T / RFC

- Intention to extend RFC 7 to Rostock and Hamburg





Správa železniční dopravní cesty

RFC 9: Czech-Slovak Corridor

Description

- Prague – Horní Lideč / Ostrava - Bohumín / Havířov / Český Těšín / Žilina – Košice – Čierna nad Tisou / Velké Kapušany – Maťovce (Slovak/Ukrainian border)

Involved Member States: Czech Republic, Slovakia

Companies involved: SŽDC, s. o., ŽSR (led by both parties together)

Deadline for making corridor operational: 10th November 2013

RFC 9 CS Corridor

Present revision of the TEN-T / RFC

- Commission intended to merge RFC 9 with RFC 7
- Management Board preferred merging with RFC 8
- Council proposes merging with new Rhine-Danube Corridor (based on the intervention of SŽDC and ŽSR)



RFC 8: Central East-West Corridor

Description

- Bremerhaven / Rotterdam / Antwerp – Aachen / Berlin – Warsaw – Terespol (Poland – Belarus border) / Kaunas

Involved Member States: Belgium, Netherlands, Germany, Poland, Lithuania + Czech Republic (as an observer)

Companies involved: Infrabel, ProRail, Keyrail, DB Netz AG, PKP PLK S.A., LG, VGI. + SŽDC, s. o. (as an observer)

Deadline for making corridor operational:
10th November 2015

Present revision of the TEN-T / RFC

- SŽDC is an observer at the structure of the RFC 8
- Aiming to get a new connection to the North Sea ports
- SŽDC participates on the Czech module of TMS (Transport Market Study)





Správa železniční dopravní cesty



RFC 1 Rotterdam - Genoa

RFC 2 Rotterdam - Antverpy - Metz - Lyon / Basel

RFC 3 Stockholm - Hamburg - München - Brenner - Palermo

RFC 4 LeHavre/Metz - Paris - Sines / Algeciras

RFC 5 Gdynia - Katowice - Žilina/Břeclav - Wien - Ravenna / Bologna / Terst / Koper

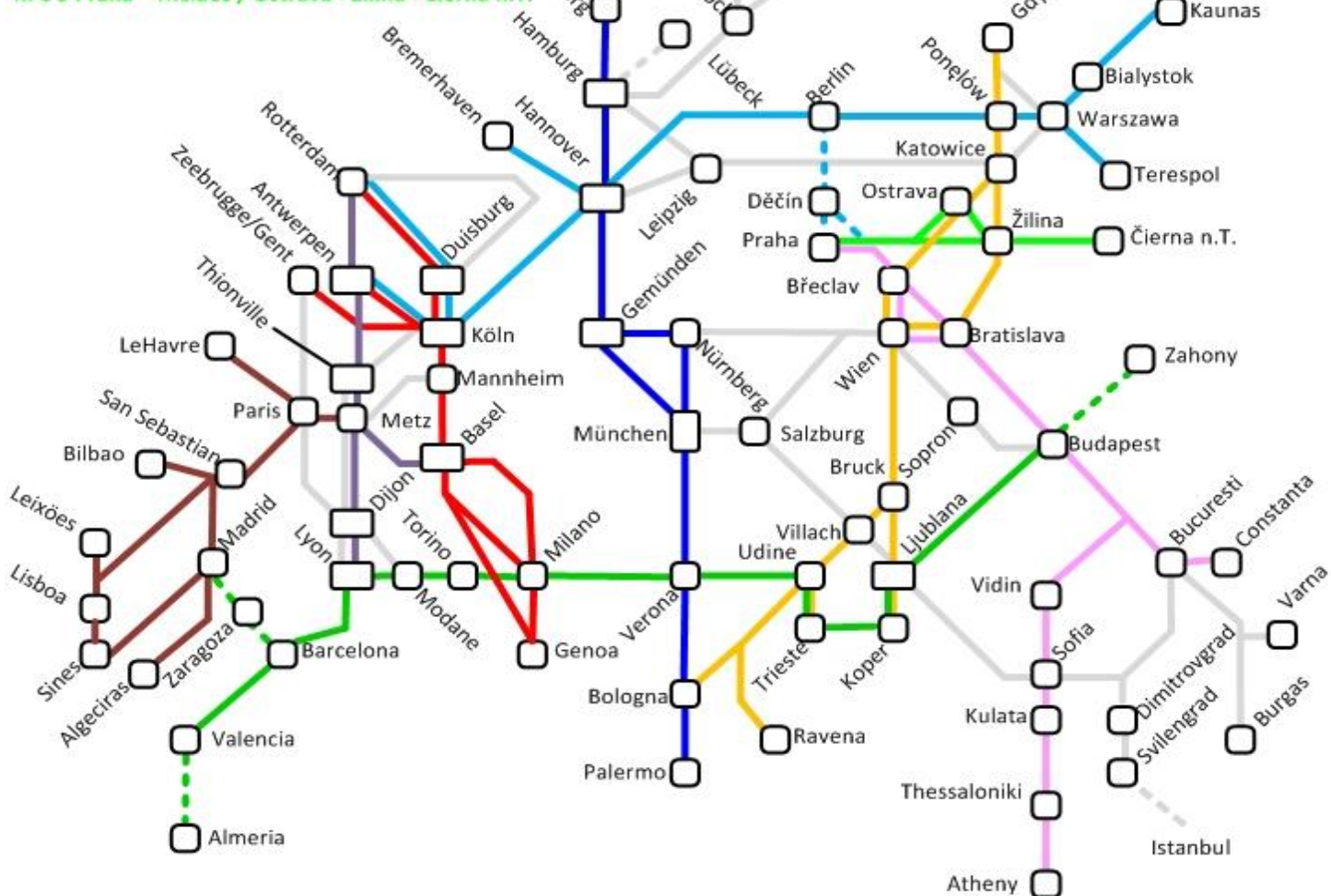
RFC 6 Almeria/Madrid - Barcelona - Lyon - Terst - Budapest - Záhony

RFC 7 Praha - Břeclav - Bratislava / Wien - Budapest - Constanta / Atheny

RFC 8 Antwerpen/Rotterdam/Bremerhaven - Berlin - Warszawa - Terespol / Kaunas

RFC 9 Praha - H.Lideč / Ostrava - Žilina - Čierna n.T.

RFC's





Správa železniční dopravní cesty



THANK YOU FOR YOUR ATTENTION!

© Správa železniční dopravní cesty, státní organizace

www.szdc.cz