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## PRESS RELEASE

# Completed modernisation of the line near Tábor brought the first railway tunnel to South Bohemia

**Tábor, 2 June 2016 – Today, Správa železniční dopravní cesty (the Czech Railway Infrastructure Administration) festively completed modernisation of a railway line 12 kilometres long between Tábor and Sudoměřice u Tábora which was under way since 2013. This helped to increase comfort for passengers on the line from Praha to Tábor to shorten further journey times.**

*"The section between Tábor and Sudoměřice is an important part of the whole Czech Rail Transit Corridor IV modernisation where modern trains will be able to achieve speed up to 160 kph. Journey times will decrease on the line between Praha and České Budějovice approximately to one hour and a half which is a time reduction by more than one hour", said Mr. Pavel Surý, Director General of SŽDC.*

The construction implemented by the company OHL ŽS includes also a double-tracked railway tunnel 444 metres long, the first of its kind in South Bohemia. Another point of interest is also a double-track scaffold bridge consisting of eight fields with a span of 54 metres and a total length of 455 metres with a connecting steel railway bridge 125 metres long consisting of one bridge opening over the D3 motorway. All of this is located on the tracks' shifting. A new overpass of the slightly shifted road I/3 was built over the new line cut. Construction works also included building bridges and culverts, almost three bio-corridors, two new underpasses, two signal gantries and also a breast wall at Sudoměřice.

*"Thanks to the reconstruction, the current single-track line section got a second track which allowed an increase of speed, railway operation smoothness and safety. In practice, this means that the journey from Praha to Tábor will take 65 minutes after the full completion", adds Mr. Petr Brezina, Director General of OHL ŽS.*

Within the scope of construction works, railway stations Chotoviny and Sudoměřice u Tábora were reconstructed. Adaptations at Chotoviny station concerned the location of the service building and the new central and one external platform. Sudoměřice station was closed and it will now serve as a double-track stop. During the modernisation, rails, sleepers and gravel bed was exchanged i. a.. In order to ensure the passengers' safety, modernisation of safety signalling equipment was carried out as well and the safety installation Category 3 Type ESA 44 was newly equipped. Anti-noise walls are also an integral part of the modernised line.

Total estimated investment costs of the construction designated as Modernisation of the line Tábor – Sudoměřice u Tábora amounted up to 1,930,574,616 CZK (VAT excluded). The project was co-financed by the European Union from its Cohesion Fund under the Operational Programme Transport up to a maximum amount of 1,203,248,440 CZK. Financing from national resources was provided by the State Fund for Transport Infrastructure.





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Construction Designation	Modernisation of the line Tábor – Sudoměřice u Tábora
Construction Investor	Správa železniční dopravní cesty, státní organizace
Supplier	OHL ŽS, a.s.
Term of launch	3/2013
Term of completion	7/2016
Total construction costs	1,930,574,616 CZK (VAT excluded)
Approved EU contribution	1,203,248,440 CZK

**Mgr. Pavel Tesař**

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