

**The University of Pardubice
Jan Perner Transport Faculty**

České dráhy

SVOD Bohemia

cordially invite you to the international conference

Traffic closures and service disruptions caused on the railway

To take place in **Mariánské Lázně, Czech Republic, on 13. - 14. October 2022.**

The conference will be organized under the auspice of:

Libor Švadlenka, *Dean of Jan Perner Transport Faculty, University of Pardubice*

Jiří Jeřeta, *Member of the Board, České Dráhy, a.s.*

Presentations will be held by:

Representative of MoT, Public transport, CZ
Representative of MoT, Railway transport, CZ
Representative of Správa Železnic, CZ
Representative of SBB, CH
Representative of Žesnad, CZ

Representative of SVOD, CZ
Representative of FTE, Europe
Further Czech and foreign speakers are in
negotiation

Conference partners:

ČD Informační systémy, Oltis Group, Siemens,
BORCAD

Ladies and gentlemen,

I would like to invite you to our annual event, organised by České dráhy, University of Pardubice, SVOD Bohemia under the partnership of companies ČD Informační systémy, Oltis Group, Siemens and Borcad. Our annual conference takes place in Mariánské Lázně, in Region of Karlovy Vary in the Czech Republic. The conference venue takes places in the premises of Spa Casino in Mariánské Lázně.

Maintenance and modernisation works on the railway infrastructure have been quite sensitive topic as such since ever. There are no doubts, that the infrastructure has to be maintained, developed and improved. It is obvious, that complex technical railway facility has its limits of technical lifespan, which needs regular and proper preventive and corrective maintenance in order to reach its safety and reliable function. If the railway system should also fulfill its expectations given by the society and politicians, it is necessary to increase its capacity and quality.

Objectives of the EU specified in Document „White Paper – Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system“ from 2011 to shift 30% of road freight over 300 km distance to other modes as rail or waterborne transport by 2030 were increased up to 75% by Green Deal objectives in 2019. There is intention to increase significantly modal-split share of passenger transport over 7%.

Current reality on the railway look like a little bit different. There are 4 rail freight corridors (RFC) running through the Czech Republic (RFC 5, RFC 7, RFC 8, RFC 9) at the moment, however there are simultaneously (now and in incomings years) at more spots at once works on the infrastructure (maintenance, modernisation) with limited capacity and lowered quality (single track sections or even full track closures). What more, if we add further limits e.g. in Labe valley in section Pirna – Děčín, which significantly paralyse international transport on currently most important competitive railway connection between Czech Republic and Germany till 2026, there are real doubts about some kind of mismatch between given objectives and daily life reality.

Above mentioned corridors represent backbone either for freight or for long distance, regional and suburban passenger transport. There is steady increase of traffic. The demand for capacity is higher than its offer and the ongoing liberalisation of railway system makes its more difficult to find common understanding which would fit to all stakeholders involved.

There are several questions linked to the current not much satisfying situation, whether:

- There are several cases with higher priority to spend the money than to ensure better result of investment (capacity, quality is the same, could be better according to volumes spent)
- The amount of building spots on particular lines is too high
- Sustainability of implementation of more year partial or total line closers on trunk lines with significant impact on competitiveness of railway traffic (prolongation of travel times by 1 hour, low capacity leading to the disputes about the priorities of capacity allocation (freight vs. passengers, clash between railway undertakings, threats to the

general sustainability of commercial activities on the railways, threats to the return on investment)

- There is any optimum between execution and organisation of maintenance works and track closures and minimisation of impacts on railway undertakings and other stakeholders. If so, is it steerable to ensure such optimum (long term planning and ensuring such plans during its execution, taking into account gains and impacts either on infrastructure manager or on railway undertakings and other customers)
- There are clear and sustainable rules for current situation and if we even have some, are they applied well and properly

However the objective of the conference is not to point out only the worst of any stakeholder involved. We would rather like to concentrate on following issues:

Is it possible (and isn't it even a dream) to realise such investment effectively with only limited (and steered) impact on competitiveness of railway system?

Are there countries where this approach is or used to be possible? Would they reveal us their secrets and best practises, how did they manage it or would they tell us the real truth, so we would lose the hope anyway?

Is it really possible to plan and realise works on infrastructure and simultaneously allow almost not affected and limited railway operation?

And if we despite this find out, that some temporary cease of railway operation with adequate substitution or alternative could be even introduced, do we reach the optimal and satisfactory results with more gains afterwards?

How much do the motivation and objectives of infrastructure manager, railway undertaking, authorities differ within national and international context?

Would it be useful to determine the funding for development and modernisation of railway infrastructure with appropriate solution to keep affected railway operation as smooth as possible?

All these and further close related topics shall be presented and discussed within the conference by the representatives of railway undertakings, authorities, infrastructure managers, academic sphere and others. Important part of the conference is also experience from abroad.

Every presentation will be followed by a discussion about the particular topic to share various perspectives and share experiences both from the Czech Republic and abroad. As a last year, panel discussion will be added to conference programme, allowing the participants more discussion opportunities to the topics.

Looking forward to meet you in Mariánské Lázně!!!

PROGRAMME

13th October 2022, Thursday, Casino, Spa Mariánské Lázně

9.00	Registration
9.45	Opening, Morning session, Discussion
13.30	Lunch break
14.30	Afternoon session, Discussion panel
19.00	Reception

Languages: Czech (Slovak), English. Simultaneous interpretation will be provided.

14th October 2022 Friday, Accompanying programme

Using the opportunity of being in this interesting region, we are going to offer you something from its local famous highlights. Further information will be provided during September.

Registration:

- **Registration fee: 1700,- CZK**, (Students 500,- CZK)
- Registration: till 6th October 2022
- Registration fee payment: till 12th October 2022
- Onsite registration possible at the conference venue

Application is to be sent to: hrabacek@gr.cd.cz. For registration please provide following data:

- Name, Surname, Company, Company ID,
- Number of participants

Conference venue:

Společenský dům Casino
Reitenbergerova 95/4
353 01 Mariánské Lázně

Accommodation:

You can ensure accommodation in following premises:

- Centrální Lázně
- Pacifik
- Butterfly
- Hvězda

If you want to accommodate there, please find following e-mail for booking:

tbabicka@cz.ensanahotels.com

In case of booking please use password „konference ČD 10/22“

Pre-booking has been reserved till 10th September, depending on real demand in the hotels. Please book your rooms soon enough.

You can find further accomodation options in Mariánské Lázně and surroundings