Dear friends,

the first this-year’s issue of Tunel journal arriving in your hand has, at the first sight, a markedly international character. The journal is dedicated to two important companies leaving a highly visible global track behind them in the field of underground construction – BeMoTunnelling GmbH and Mott MacDonald (or its Czech branch). Owing to this fact readers can get acquainted with solutions to interesting technical problems and the realisation of underground structures in close and more remote countries.

The constructions of railway tunnels in Germany realised by BeMo represent, on the one hand, continual mechanical excavation under a low overburden in a built-up urban area and, on the other hand, tunnel excavation using the NATM in an area containing dredged karst structures. Papers by Mott MacDonald CZ deal with tunnel construction projects in Norway and Azerbaijan. The practical use of the building Information Model (BIM) is presented on tunnel structures for the tramway track in Bergen, which is, in addition, even dedicated a separate paper. Knowledge gained from the Baku metro development project point to problems of insufficient geotechnical investigation viewed mainly from the aspect of the interpretation of measured data.

A very interesting paper by an employee of Swiss company SIKA SERVICES AG deals in detail with spray-applied waterproofing systems in tunnels and their comparison with plastic membrane waterproofing systems. The message of the paper is relatively critical to spray-applied waterproofing systems and we will see whether it will not provoke believers in this technology to submit a discussion paper for one of the future journal issues.

Czech civil engineering companies are represented only by a paper on the construction of the Polána tunnel in Slovakia, which is participated in by METROSTAV a.s. This is the reflection of the fact that the decrease in capital investment works experienced during the past years has fully manifested itself and nearly no new tunnel construction projects are implemented in the Czech Republic. Nevertheless, we believe that this situation will change. On the near horizon we, together with our Slovak colleagues, can at least look forward for the commencement of construction works on several motorway tunnels located on their arterial road.

I wish you pleasant reading.

doc. Ing. RICHARD ŠŇUPÁREK, CSc.,
member of the Editorial Board