Mlýn čitatelia,

presse po roku sa k vám môžem prihovárať ako ďalší člen slovenského zastúpenia STA v redakčnej rade časopisu Tunel. Nie je náhodou, že som tento možnosť a dôvery od redakčnej rady dostal. Toto číslo, ktoré teraz držíte v rúkach, je totožné s ďalšími vydanými voľnými časopisom Tunel. Vďaka vám za to, že ste prihlásili svoje zameranie k tematom v rámci našej organizácie. Tento časopis je intenzívne používaný v mnohých oblastiach, ako sú školní aktivity, príprava na stáž a výstavy v rámci školských činností. Toto číslo má manuálné formácie v článkoch, o čom sa vedieť aj s novinárskym príspěvkom od knižníka a podporou našej organizácie. Tento časopis je však stále aktívny v oblasti školských činností, kde sa pomáha v príprave na záväzky a získáva príležitosť, ktoré sa môžu využiť aj v rámci našej organizácie. 

Niekto články v tomto čísle našich článkov zobrazené na švajčiarskom, ale aj s príspěvkami a novinárske aktivity v rámci našej organizácie. 

Ing. Ján Kusnír, člen redakčnej rady

Dear readers,

Exactly after a year, I can address you as another member of the Slovakian representation of the STA in the Editorial Board of TUNEL journal. It is not an accident that I was given this opportunity and confidence of the Editorial Board. The issue you are just holding in your hands has been prepared in a special way, so that you could receive it as an “appetizer” before the conference being prepared, or as a dessert during the conference “Tunnels and Underground Construction 2015” to be held in Žilina. A group of enthusiasts for tunnel construction in Slovakia, with the support provided by the Slovak Tunnelling Association, dusted the memories of the conference in 2004 “Tunnels Importance in Transportation” held in the High Tatras. We have gradually started to see the dream about the beginning of a new tradition of “tunnelling” conferences in Slovakia coming true. I am pleased that we can get acquainted with Czech colleagues who have already developed such the dominant tradition by organising the conference “Underground Construction Prague “. We are very pleased that we, as the steering committee, can continue the tradition of seeking inspiration and gathering advice. It would be good if also we, in Slovakia, managed to prepare such a conference the quality of which would approximate the Prague one. These words are being written at the time when the preparation is under way and you are reading them at the time of the conference. I have complete confidence that our conference will be a success. 

It is not by accident that two Slovakian companies introduce themselves in this journal issue. The first one, Žilina-based TuCon, a.s., can boast of building the Bórik motorway tunnel. The other one is Dopravstav, a.s., Bratislava, which currently participates in the construction of several motorway tunnels in the Žilina surroundings.

In the papers submitted by TuCon, its employees will take us to a visit a beautiful alpine region – the Nant de Drance pumped storage scheme in Switzerland, where, instead of geology, they were troubled by winter weather. They will acquaint us with the construction of the longest undersea road tunnel Solbakken in Norway, which will cut the length of the way for motorists from 70 to less than 15 kilometres. Two hundred km from the Polar Circle, in the Arctic Zone, in the west of Greenland, they will familiarise us with the construction of the Ilulissat underground hydropower station.

Professionals from Dopravstav, a.s., will get us closer to our parts and will share with us their experience from driving the Lalki tunnel in Poland and the Poldas tunnel in the region of Kysuca, both in the environment of the Carpathian flocks. In two successive papers they inform us about current tunnel construction projects, tunnels Ōdevsko and Žilina on the D1 motorway, in the Hraničské Podhradie – Lietavská Lúčka section.

Professor F. Klepatel, CSc. has contributed to the mosaic of Slovakian papers by a valuable paper on the development of transport tunnels which were constructed in Slovakia until 1970 and allowed us to look through technical period pictures into interesting details of the old tunnelling craft.

The motorway tunnel located closest to Žilina will be the Považský Chlmec, which is at the moment being driven by up to six headings. More will be revealed to you by the pair of authors in the two previous papers of theirs. 

But we must not forget other technical papers prepared by colleague tunnellers. The paper on the Koraln railway, where geological monitoring participatest in the construction of the 32.9km long, TRM-driven tunnel, is interesting from the aspect of geology. We will also bring back to our mind the extension of the Prague metro Line A. Interesting information from the world of underground construction is not missing at the end.

A year ago, my colleague, Vítězslava Chomová, in her editorial wrote about the expectations regarding the commencement of the construction of seven tunnels in the surroundings of Žilina. I can with pleasure state today that currently the construction of the Štvrtíčko, Polana, Svéčnovce, Čebraž, Žilina, Považský Chlmec and Višňové tunnels is underway and the Ševerok tunnel is being finalised. And I will dare to predict that such a period of tunnel construction blooming will never ever exist again in our country. So, my friends, tunnellers from Slovakia and Czechia, let us enjoy it. God speed you.