

Internal Information

European Commission Sanctioned the Sale of Chvaletice

ČEZ has received a letter from the European Commission in which the Commission approved the sale of the Chvaletice power plant to Litvínovská uhelná. There are no more obstacles that would prevent the power plant from being handed over to the new owner on September 2, 2013. This will also put a definite end to the investigation of ČEZ conducted by the European Commission.

The European Commission's approval has been the second and last condition precedent to the power plant's divestment. The first one was its approval by the Czech Office for Competition Protection, which was granted in late May 2013.

ČEZ initiated the divestment process in July 2012 following its decision to put a quick end to the European Commission's investigation conducted since 2009 by means of settlement. As part of the settlement, ČEZ undertook to sell one of its coal power plants. The best bid was submitted by Litvínovská uhelná in March 2013. The selling price is CZK 4.12 billion and, on top of that, ČEZ will annually obtain 90% of the market price of the CO2 emission allowances that will be allocated to the Chvaletice power plant free of charge.

Chvaletice Power Plant

The Chvaletice power plant has a total installed capacity of 800 MW and consists of four 200 MW units that were launched gradually during one year between 1977 and 1978. The units use condensing, three-body, equal-pressure turbines with eight non-regulated steam outlets. The boilers are of the flow-through, two-flue type with granulation furnace bed. With its smokestack of more than 300 meters, the Chvaletice power plant is a dominant of Eastern Bohemia. The cooling towers are approximately 100 meters tall, and their diameter on the ground is around 60 meters.

Originally, fuel was transported to the Chvaletice power plant using combined means of transportation: by rail to Lovosice and then by river boats. From 1996, for cost reasons, only railway transportation began to be used. The coal is unloaded by a rotary tipper platform and then moved by conveyor belts to a fuel dump or directly to the boiler room.