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**Správa železniční dopravní cesty,
státní organizace**

issues

**The Network Statement
on nationwide and regional rail networks**

Valid for preparation of Timetable 2017 and for Timetable 2017

Effective since 1 December 2015

Správa železniční dopravní cesty, státní organizace, Company ID 70 99 42 34, having its registered office at Dlážděná 1003/7, Praha 1 - Nové Město, Post Code Number 11000, registered in the Commercial Register held at the Municipal Court in Prague, Section A, Insert 48384, acting as the entity which, pursuant to Section 34b(2)(a) of Act No 266/1994 Coll., as amended (hereinafter "Rail Systems Act"), allocates the railway infrastructure capacity on the nationwide rail system and regional rail systems in the ownership of the Czech Republic, issues, pursuant to Section 34c(1) of the above mentioned Rail Systems Act, this "Network Statement" (hereinafter referred to as "the Statement" or "Network Statement").

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¹ Data shown in annexes correspond to state and information known as of the day of this Network Statement publication

² Data shown in maps correspond to state and information known as of the day of this Network Statement publication

M05	Numbers of line tracks, traction current systems and indication
M06	Rail lines with specific railway traffic control
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M10	Basic rail line radio communication
M11	Codes of rail lines for combined transport
M12	Transit corridors

Glossary of used terms

Terms used and their meaning can be found:

- in the Rail Systems Act as amended and its implementing regulations and Act No 77/2002 Coll., on Transformation of Czech Railways, State Organization, Railway Infrastructure Administration and Amendment to the Act no. 266/1994 Coll., On Railways, as amended by subsequent regulations, and the Act no. 77/1997 Coll., on State Firm, as amended by subsequent regulations;
- in Annex "K"

1 GENERAL INFORMATION

1.1 Introduction

1.1.1 State administration in the affairs of railway infrastructure

State administration in the matters of rail systems is performed by the Rail Administration Authorities, which are (for the nation-wide rail system and regional rail systems) the Ministry of Transport and the Rail Safety Inspection (subordinate to the Ministry of Transport).

1.1.1.1 The Ministry of Transport

The Ministry of Transport, Tax ID 66 00 30 08, having its registered office at “Nábřeží L. Svobody 1222, 110 15 Praha 1”, as the Rail Administrative Authority:

- a) shall decide about which category a rail system is to be classified into, cancelling nation-wide or regional rail systems, subject to an agreement with the Ministry of Defence;
- b) shall decide about changing the categorisation of a nation-wide rail system to any other category of the rail system, and about changing any other category of the rail system which is not a nation-wide rail system to a nation-wide rail system, subject to an agreement with the Ministry of Defence;
- c) shall operate as an appeal authority in administrative proceedings in matters dealt with the Rail Systems Act against a decision of the Rail Authority and Rail Safety Inspection as stipulated by legislation.

For further information, visit the Ministry of Transport website - www.mdcr.cz

1.1.1.2 Rail Authority

Rail Authority, Tax ID 61 37 94 25, having its registered office at “Wilsonova 300/8, 121 06 Praha 2”, as the Rail Administrative Authority subordinate to the Ministry of Transport, shall perform on the rail systems competence pursuant to the Rail Systems Act or pursuant to a special law regulation, except for matters in which the Ministry of Transport or communities shall decide.

The Rail Authority:

- a) is a special building administration for constructing rail lines and railway buildings,
- b) decides about issuing official licences for operating rail lines,
- c) decides about issuing licences for operating rail transport,
- d) issues certification on the safety of the rail system operator and the rail transport operator,
- e) issues certificates on the competence of persons to drive rail vehicles,
- f) issues certificates on the competence of specified technical equipment be it pressure, gas, electric, lifting, transport containers and swap bodies and rail vehicles,
- g) issues certificates on professional competence for carrying out reviews, inspections and tests on designated technical equipment in use,
- h) issues fines in accordance with the Construction Act and the Railways Act,
- i) carries out the state building supervision and state supervision in matters concerning the railways.

For further information visit the Rail Authority website - www.ducr.cz

1.1.1.3 The Rail Safety Inspection

The Rail Safety Inspection is an administration authority subordinate to the Ministry of Transport, Tax ID 75 00 95 61, having its registered office at Těšnov 1163/5, 110 00 Praha 1:

shall perform an investigation into the causes and circumstances of exceptional events in rail transport operation, in accordance with the pertinent implementing regulation;

- a) shall investigate any shortcomings that compromise the safety of the rail system operation or rail transport operation, the causes thereof and the persons responsible, according to the pertinent legal regulations, for the emergence or continuance of such shortcomings;
- b) shall demand from the respective offenders the removal and rectification of any shortcomings discovered, including their causes and harmful effects, and shall impose measures to ensure the removal and rectification thereof;
- c) shall perform follow-up checks to ensure the fulfilment of the measures imposed
- d) carries out the state supervision in matters concerning the railways.

For further information, visit - www.dicr.cz

1.1.2 **Basic information on the capacity allocator**

The function of capacity allocator on the infrastructure owned by the state is held by a legal entity the Railway Infrastructure Administration, a state organization.

Správa železniční dopravní cesty, státní organizace (hereinafter "SŽDC") was established pursuant to Act no. 77/2002 Coll., as one of the legal successors of Czech Railways, a state organization. Registered in the Register of Companies: Municipal Court in Prague, Section A, File 48384

Name of the Company: Správa železniční dopravní cesty, s.o.

Legal status: state organization

Founder: the Czech Republic (the role of the founder was exercised by the Ministry of Transport)

Registered office: Dlážděná 1003/7, 110 00 Praha 1 - Nové Město

Tax identification number: 70994234

Date of incorporation: January 1, 2003

You can find more information on SŽDC website www.szdc.cz.

SŽDC ensures the function of railway infrastructure owner and operator pursuant to special legislation, consisting in

- ensuring the operability of the railway infrastructure;
- ensuring the operation of the railway infrastructure;
- ensuring modernization and development of the railway infrastructure;

One of the basic duties of SŽDC, being the subject in charge of management of railways owned by the state, is operation of railway infrastructure of national and regional networks in the public interest.

SŽDC ensures activities related to operation of national and regional rail networks owned by the state. Being the infrastructure manager (IM), SŽDC sets other rights and duties of railway

undertakings (RUs) and third parties through its internal regulations. It ensures that these activities are performed by competent individuals and carries out control of adherence to SŽDC's internal regulations. Furthermore, it carries out planning of annual timetable for organization of railway traffic control and statistical and registering activities, concludes agreements on operation of railway transport with RUs, plans and coordinates closure activities, examines possibilities of exceptional transport, is responsible for coordination and negotiation of operational, technical and technological measures with RUs. Outputs of these activities are used for operative traffic control with respect to an effective and economical use of railway infrastructure.

Part of activities of SŽDC is ensuring the service OneStopShop, which consists in disposal of international train routes in collaboration with neighbouring infrastructure managers.

For further information see Chapter 1.10.1.

For more information, please visit the Infrastructure Operation portal <http://provoz.szdc.cz> (hereinafter "Infrastructure Operation Portal")

1.1.3 Basic information on the operators of rail systems owned by the state

The regional railways Trutnov - Svoboda nad Úpou and Sokolov - Kraslice are, according to contract of lease, operated by the company PDV RAILWAY, joint-stock company.

Railway operator –	PDV RAILWAY, joint-stock company
Registered office:	Blahoslavova 937/62, 400 01 Ústí nad Labem
Tax Identification Number:	22792597
VAT Number:	CZ22792597
Legal form:	joint-stock company
Phone:	+420 475 351 511
FAX:	+420 475 351 500
E-mail:	info@pdvr.cz
http::	www.pdvr.cz

The regional railway Milotice nad Opavou - Vrbno pod Pradědem is, according to contract of lease, operated by the company Advanced World Transport, joint-stock company

Railway operator –	Advanced World Transport, joint-stock company
Registered office:	Hornoplní 3314/38, 702 62 Ostrava, Moravská Ostrava
Tax Identification Number:	47675977
VAT Number:	CZ47675977
Legal form:	joint-stock company
Phone:	+420 596 166 111
FAX:	+420 596 116 748
E-mail:	obchod@awt.eu
WWW:	www.awt.eu

By virtue of a valid official permit Ref. no. UP/1997/8005, issued on December 30th, 1997 by the Rail Authority, the company Advanced World Transport, joint-stock company, is the operator of the railway line Milotice nad Opavou – Vrbno pod Pradědem.

The operator of national network and other regional networks owned by the state is SŽDC.

For further information see Chapter 1.1.2.

1.1.4 Other owners of nationwide and regional rail systems in Czech Republic

The function of manager of the rail infrastructure which is not in state ownership, in the sense of the European Parliament and Council Directive 2012/34/EU as of 21.11.2012, is held, by the owner of rail system in cooperation with the rail system operator. The function of capacity allocator on railway infrastructure which is not owned by the state is carried out by the infrastructure owner. In accordance with §34c of the Rail Systems Act, the description of parts of nationwide or regional rail systems is not part of this Network Statement in cases SŽDC does not act as infrastructure allocator. For further information contact the owner of these rail systems.

1.1.4.1 Czech Railways, joint-stock company

Czech Railways, joint-stock company owns parts of the nationwide and regional rail systems.

Rail system owner – Czech Railways, joint-stock company

Registered office: Nábřeží L. Svobody 1222, 110 15 Praha 1

Tax Identification Number: 70994226

VAT Number: CZ70994226

Legal form: joint-stock company

Phone: +420 972 233 130

E-mail: tynkova@gr.cd.cz

WWW: www.ceskedrahy.cz

1.1.4.2 Jindřichohradecké místní dráhy, joint-stock company

Jindřichohradecké místní dráhy, joint-stock company owns the regional rail systems Jindřichův Hradec – Nová Bystřice and Jindřichův Hradec – Obrataň.

Rail system owner – Jindřichohradecké místní dráhy, joint-stock company

Registered office: Nádražní 203/II, 377 01 Jindřichův Hradec

Tax Identification Number: 62509870

VAT Number: CZ762509870

Legal form: joint-stock company

Phone: +420 384 361 165

E-mail: office@jhmd.cz

WWW: www.jhmd.cz

1.1.4.3 Svazek obcí údolí Desné

Svazek obcí údolí Desné owns the regional rail systems Šumperk – Kouty nad Desnou and Petrov nad Desnou – Sobotín.

Rail system owner –	Svazek obcí údolí Desné
Registered office:	Družstevní 125, 788 14 Rapotín
Tax Identification Number:	65497074
VAT Number:	CZ65497074
Legal form:	alliance of communities
Phone:	+420 583 242 642
E-mail:	svazek@rapotin.cz
WWW:	www.udoli-desne.cz

1.1.4.4 KŽC, s.r.o.

KŽC, s.r.o. owns the regional rail system Česká Kamenice – Kamenický Šenov.

Rail system owner –	KŽC, s.r.o.
Registered office:	Meinlinova 336, 190 16 Praha 9
Tax Identification Number:	27210481
VAT Number:	CZ27210481
Legal form:	Ltd
Phone:	+420 776 628 728 or +420 608 801 830
FAX:	+420 281 973 153
E-mail:	vlak@kzc.cz
WWW:	www.kzc.cz

1.1.4.5 Moravian-Silesian Region

The Moravian-Silesian Region owns the regional rail system Sedlnice – Mošnov, Ostrava Airport.

Rail system owner	Moravian-Silesian Region
Registered office:	28. října 117, 702 18 Ostrava
Tax Identification Number:	70890692
VAT Number:	CZ70890692
Legal form :	higher territorial municipality
E-mail:	ivo.muras@kr-moravskoslezsky.cz
WWW:	www.kr-moravskoslezsky.cz

1.2 Purpose

Pursuant to Section 34b, paragraph 2 of the Rail Systems Act, railway infrastructure capacity on nation-wide and regional rail systems is allocated by the allocator which is SŽDC for rail systems owned by the state. On the account of this, SŽDC allocates infrastructure capacity at a price negotiated according applicable price regulations by means of fixing framework train time paths.

SŽDC has the duty of ensuring non-discriminatory access of RUs to railway infrastructure during the process of infrastructure capacity allocation and timetabling with the aim of maximum usage of the infrastructure capacity.

That is why SŽDC issues this Network Statement, where detailed terms concerning infrastructure capacity allocation and timetabling (among others) are made public.

The Statement addresses national and regional railway infrastructure owned by the state where SŽDC acts as allocator. The Statement contains principles and procedures applied when determining charges for using railway infrastructure, infrastructure capacity allocation and timetabling. The Statement applies to using railway infrastructure for domestic or international railway transport.

1.3 Legal framework

Basic legal terms for construction of railway infrastructure, terms for operation of railway infrastructure, for operation of railway transport on these rail networks as well as relevant rights and duties of natural persons and corporate bodies are in the Czech Republic set by the Rail Systems Act and its implementing regulations, as amended as well as EU law effective directly.

Selected legal regulations in force are made public on the website of the Ministry of Transport – <http://www.mdcz.cz>

SŽDC advises that due to ongoing legislation activities on amendments of legal regulations concerning issues of railways in the Czech Republic with an impact estimated as fundamental and of extreme importance, the necessity of future amendments and changes of the issued Network Statement as a result of expected changes in legal regulations is more than probable. SŽDC is not able to influence the procedure mentioned above; therefore it advises on such a possibility at least in this way to ensure higher user-friendly comfort and to provide adequate information.

1.4 Legal Status

1.4.1 General remarks

The duty of issuing and publishing of the Network Statement is assigned to SŽDC by §34c of the Rail Systems Act.

1.4.2 Liability

The Network Statement contains technical, operational and business terms set for access of an applicant to railway infrastructure. During negotiation of the rail transport operation contract between SŽDC as the allocator and IM and the applicant, these terms are obligatory for both contracting parties.

SŽDC continuously monitors correctness of the text and data published in the Statement except figures provided or authorized by external suppliers.

SŽDC is not responsible for eventual loss or damage caused by errors or misprints in the Network Statement. Neither is SŽDC responsible for data and texts provided to the infrastructure manager or services assured

1.4.3 Review procedure

The Rail Systems Act places a duty on the author of the Network Statement to negotiate the contents of the Network Statement with RUs. SŽDC continuously presents the draft Statement to RUs following agreed deadlines of completing of preparation of individual phases (SŽDC also publishes the draft of the Network Statement on the Rail Operation Portal) no later than 12 months before the annual timetable comes into force and announces its publication in the Transport and Tariff Bulletin (Přepravní a tarifní věstník).

The applicant for infrastructure capacity allocation can, within 15 days after publishing of this Network Statement or its changes, ask the Rail Authority for its review including criteria contained therein. If the Rail Authority finds out incorrect procedure during elaboration of the Network Statement including criteria contained therein, it will make a decision to change the Network Statement including criteria contained therein.

1.5 Structure of the Network Statement

Necessary prerequisites of the Network Statement are defined in the Rail systems Act. In the Network Statement, the common structure agreed within the expert workgroup consisting of representatives of member infrastructure managers and capacity allocation bodies RailNetEurope (RNE) is used in the version from 10 March 2015.

The Network Statement contains

- a) technical characteristics of rail network and its capacity for railway transport,
- b) principles, criteria and terms of infrastructure capacity allocation to applicants including procedures in case of insufficient infrastructure capacity,
- c) access conditions to transport infrastructure,
- d) terms of infrastructure capacity allocation for a period exceeding the period of the annual timetable and principles of concluding framework infrastructure capacity reservation agreements with RUs,
- e) possibility of giving up allocated infrastructure capacity when not used,
- f) terms of withdrawal of allocated infrastructure capacity when not used or used partially including information on charges for non-usage of allocated infrastructure capacity,
- g) information on charges for infrastructure capacity allocation and definition of charges for using the infrastructure,
- h) the essentials of the application for infrastructure capacity allocation,
- i) detailed information on restrictions of infrastructure capacity allocation,
- j) determination of reserve infrastructure capacity for repair works and maintenance and for exceptional events and procedure of its usage; deadlines of allocation are an obligatory part,
- k) defining a system of financial incentives for the allocator and RU to ensure a minimum number of defects on the infrastructure and enhancing its capacity for the purpose of concluding agreements on operating rail transport; the system can include both fines and rewards.

1.6 Validity and Updating Process

1.6.1 Validity Period

The Statement in this version is valid from December 12th, 2014 and dates contained therein are valid for the annual timetable period 2016, i. e. from December 13th, 2015 until December 10th, 2016.

1.6.2 Updating Process

According to the Article 27 item 3 of the Directive 2012/34/EU of the European Parliament and Council, the Statement must be kept up to date and amended as necessary. SŽDC therefore keeps the Network Statement up to date and amends it if necessary. The current wording is published on the allocator's website (www.szdc.cz).

In accordance with further development of the common structure Network Statement within RailNetEurope, this Statement will be modified for each timetable period of the following annual timetable.

SŽDC will allow all involved parties to consult the proposal for changes prior to the date of their publishing.

1.7 Publishing

SŽDC publishes the Network Statement and its changes in the Transport and Tariff Bulletin.

SŽDC provides the Network Statement free of charge in Czech and English version on its website – www.szdc.cz.

1.8 Contacts

See Annex “A”

1.9 Rail freight corridors

In 2010 the European Parliament and the Council laid down rules for the establishment of a European rail network for competitive freight, consisting of international freight corridors.

The aim is to achieve reliable and good quality railway freight services to be able to compete with other modes of transport.

The main objective to initiate Regulation 913/2010/EU (hereinafter: “the Regulation”) was to improve the services provided by the infrastructure managers (hereinafter: „IMs”) to international freight operators. Several initiatives have contributed to the creation of the corridors' concept: the 1st railway package, the TEN-T (Trans-European Transport Network) programme, cooperation among Member States (MS) and IMs within the framework of ERTMS, and the deployment of TAF TSI (Technical Specifications for Interoperability for Telematics Applications for Freight).

Through the Regulation the European Union acts in the following main areas corresponding to the process of harmonization:

- improving coordination among IMs,
- improving the conditions of access to infrastructure,
- guaranteeing freight trains' adequate priority,
- and improving intermodality along the corridors.

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In order to reach these goals, the European Union designated 9 international rail freight corridors (RFC) in its rail network. An updated description of the RFC corridors (pursuant to Regulation 913/2010/EU, Annex II to Regulation 1316/2013/EU and Commission Implementing Decision 1111/2015/EU) is included in the table below:

RFC	Member States	Principal routes ⁽¹⁾	Establishment of freight corridors
RFC 1 "Rhine-Alpine"	NL, BE, DE, IT	Zeebrugge – Antwerpen / Amsterdam / Vlissingen ⁺ / Rotterdam – Duisburg - [Basel] – Milano - Genova	by 10 November 2013
RFC 2 "North Sea – Mediterranean"	NL, BE, LU, FR, UK [±]	Glasgow* ⁻ / Edinburgh* ⁻ / Southampton* ⁻ / Felixstowe* ⁻ / London ⁺ / Dunkerque ⁺ / Lille ⁺ / Liège ⁺ / Paris ⁺ / Amsterdam ⁺ - Rotterdam - Zeebrugge ⁺ / Antwerpen – Luxembourg – Metz – Dijon – Lyon / [Basel] -Marseille [±]	by 10 November 2013
RFC 3 "Scandinavian – Mediterranean"	SE, DK, DE, AT, IT	Stockholm / [Oslo] ⁺ / Trelleborg ⁺ - Malmö – København – Hamburg – Innsbruck – Verona - La Spezia [±] / Livorno ⁺ / Ancona ⁺ / Taranto ⁺ / Augusta ⁺ / Palermo	by 10 November 2015
RFC 4 "Atlantic"	PT, ES, FR, DE ⁺	Sines-Lisboa / Leixões — Madrid - Medina del Campo / Bilbao / San Sebastian – Irun – Bordeaux – Paris / Le Havre / Metz – Strasbourg ⁺ / Mannheim [±] Sines-Elvas / Algeciras	by 10 November 2013
RFC 5 "Baltic – Adriatic"	PL, CZ, SK, AT, IT, SI	Swinoujście ⁺ / Gdynia – Katowice – Ostrava / Žilina – Bratislava / Wien / Klagenfurt – Udine – Venezia / Trieste / Bologna / Ravenna Graz – Maribor – Ljubljana – Koper / Trieste	by 10 November 2015
RFC 6 "Mediterranean"	ES, FR, IT, SI, HU, HR ⁺	Almería – Valencia / Algeciras / Madrid – Zaragoza / Barcelona – Marseille – Lyon – Turin – Milano – Verona – Padova / Venezia – Trieste / Koper – Ljubljana - Budapest Ljubljana ⁺ / Rijeka ⁺ - Zagreb ⁺ - Budapest - Zahony (Hungarian-Ukrainian border)	by 10 November 2013
RFC 7 "Orient/East-Med"	CZ, AT, SK, HU, RO, BG, EL, DE ⁽³⁾	Bucureșt – Constanța Bremerhaven* ⁻ / Wilhelmshaven* ⁻ / Rostock* ⁻ / Hamburg* ⁻ – Praha – Vienna / Bratislava - Budapest –Vidin – Sofia - Burgas* ⁻ / Svilengrad* (Bulgarian-Turkish border) / Promachonas – Thessaloniki - Athína-Patras* [±]	by 10 November 2013
RFC 8 "North Sea – Baltic" ^{no}	DE, NL, BE, PL, LT, LV [*] , EE [*] , CZ [§]	Wilhelmshaven ⁺ / Bremerhaven / Hamburg ⁺ / Amsterdam ⁺ / Rotterdam / Antwerpen –Aachen – Hannover / Berlin – Warsaw - Terespol (Poland-Belarus border) / Kaunas – Riga* ⁻ - Tallinn* ⁻ / Falkenberg – Praha / Wrocław – Katowice – Medyka (Poland-Ukraine border) [§]	by 10 November 2015

RFC 9	FR, DE, AT, SK, HU, RO, CZ	Strasbourg – Mannheim – Frankfurt – Nürnberg -Wels Strasbourg – Stuttgart – München – Salzburg –Wels – Wien – Bratislava – Budapest – Arad –Braşov / Craiova – Bucureşti - Constanţa Čierna and Tisou (Slovak/Ukrainian border) – Košice – Žilina - Horní Lideč – Praha –München / Nürnberg	by 10 November 2020
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(1) '/' means alternative routes. In line with the TEN-T guidelines, the Atlantic and the Mediterranean corridors should in the future be completed by the Sines/Algiciras-Madrid-Paris freight axis which crosses the central Pyrenees via a low elevation tunnel.

(+) Routes marked with + shall be included in the respective corridors at the latest 3 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(*) of this Regulation.

(*) Routes marked with * shall be included in the respective corridors at the latest 5 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(*) of this Regulation.

(o) Until the realisation of a Rail Baltic line in 1 435 mm nominal track gauge, the specificities of different track gauge systems shall be taken into account in the establishment and operation of this corridor.

(§) The section Falkenberg – Praha / Wrocław – Katowice – Medyka (Poland-Ukraine border) was proposed as the main route of the North Sea-Baltic rail freight corridor based on a Declaration of Intent dated 27 April 2014 concerning the extension of this corridor into the Czech Republic and to the Poland-Ukraine border, sent to the Commission by the Ministries responsible for railway transport in Belgium, the Czech Republic, Lithuania, Germany, the Netherlands and Poland. The Commission decided on the accordance of this common proposal with Article 5 of Regulation 913/2010/EU by form of the Commission Implementing Decision 1111/2015/EU of 7. July 2015.

(‡) The creation of this corridor shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(*) of this Regulation. The section "Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha" shall be established by 10 November 2013."

The bodies of each corridor take their own decisions in order to fulfil tasks and objectives set by the Regulation. Specific rules apply on freight corridors which are published in the Corridor Information Document – CID. These specific rules apply only for international freight trains being operated according to rules of the given freight corridor. This document together with additional information is being published by bodies of each RFC on their websites. Contact details of all RFC corridors can be found on the RNE website: <http://www.rne.eu/rail-freight-corridors-rfcs.html>

SŽDC is a member of the following Rail Freight Corridors:

- RFC 5 "Baltic – Adriatic ";
- RFC 7 "Orient/East-Med ";
- RFC 8 "North Sea – Baltic ";
- RFC 9 "Rhine-Danube ".

Specific rules published in the CID apply for the RFC. These specific rules apply only for international freight trains being operated according to rules of the given RFC.

1.9.1 Corridor RFC 5 “Baltic - Adriatic”

The term of putting the corridor into operation is 10 November 2015. A Memorandum of Understanding has been signed and the organizational structure was created, basic corridor documents are being gradually prepared. The corridor office will be situated in Warsaw. Operators of the corridor are preparing a European Economic Interest Grouping (EEIG) as a legal person. Corridor presentation on the web is being prepared on the website www.rfc5.eu.

1.9.2 Corridor RFC7 “Orient/East-Med”

The corridor has been put into operation on 10 November 2013. Bodies of the corridor already approved all necessary documents, especially the Implementation plan and the Corridor information document. The corridor One-stop shop (C-OSS) was created within the Hungarian capacity allocator, the VPE organization. The corridor office is also situated in Budapest within the MAV company. Official documents and additional information can be found on the website www.rfc7.eu.

1.9.3 Corridor RFC8 “North Sea – Baltic”

The term of putting the corridor into operation is 10 November 2015. For several years, the Czech Republic and SŽDC held the position of observer for corridor RFC8. The results of the Czech module of the so-called Transport Market Study which is a main strategic document for each corridor’s development confirmed the meaningfulness of a full-fledged joining of the Czech Republic and SŽDC to corridor RFC8 as a high potential exists for further increase of railway freight transport between main North Sea harbours and the Czech Republic. The member states’ proposal for the corridor extension has been approved by the Commission Decision 1111/2015/EU on 7 July 2015. The corridor office was established in Warsaw, a basic organizational structure was created and basic corridor documents are being gradually prepared. The corridor’s legal form is a European Economic Interest Grouping (EEIG). Corridor presentation on the web can be found on the website www.rfc8.eu.

1.9.4 Corridor RFC9 “Rhine-Danube”

The Czech-Slovak section of the corridor (also “CS Corridor”) has been put into operation on 10 November 2013 on the route Praha – Horní Lideč – Žilina – Košice – Čierna nad Tisou . A Memorandum of Understanding has been signed. Bodies of the corridor already approved all necessary documents, especially the Implementation plan and the Corridor information document. The corridor One-stop shop (C-OSS) was created within the Czech Railway Infrastructure Manager SŽDC on the grounds that it will alternate with its Slovak partner ZSR based on a rotation principle. No detached office has been created; the corridor consisting of two members for the time being only is managed in common by both organisations based on common agreement. Official documents and additional information can be found on the website www.rfc9.eu. Up to 2020 at the latest, the CS Corridor will become part of the Rhine-Danube corridor.

1.10 Rail Net Europe - international cooperation between infrastructure managers

”RailNetEurope (RNE) was created in January 2004. As a non-profit making association of Infrastructure Managers and Allocation Bodies (IMs/ABs), it is dedicated to facilitating International Traffic on the European Rail Infrastructure.

RNE’s aims are to provide support to applicants in their international activities (both for freight and passengers) by increasing the efficiency of the IMs’ processes. Together, the Members of RNE are harmonising international rail transport conditions and introducing a corporate approach to promote the European railway business for the benefit of the entire rail industry across Europe.

RNE’s tasks are assured by four standing working groups and by ad-hoc project groups co-ordinated by the RNE Joint Office, which is based in Vienna, Austria. In the end of 2010 RNE has additionally received the mandate to become the service provider of choice and expert support provider for corridor organisations in the areas of developing and operating methods, processes and developing and operating tools.

Currently, RailNetEurope is a partnership of 36 IMs/ABs, who are either full or associated members, or candidate members. All in all their rail networks add up to well over 230 000 km.

In its daily work, RailNetEurope strives to simplify, harmonise and optimise international rail processes such as:

- Europe-wide timetabling,
- common marketing & sales approaches (including Network Statements),
- co-operation between IMs in the field of operations, train information exchange in real time across borders,
- after-sales services (monitoring, reporting).

For more information, please visit the RNE website www.rne.eu.

1.10.1 OneStopShop – OSS

European IMs and capacity allocators associated in RNE have established one OSS contact point in every member country. If applicants want to apply for an international path they can choose one OSS contact point from the OSS network to provide any information required and necessary cooperation for the complete coordination process.

From the initial questions related to network access to international path requests and performance review after a train run – all these issues and more are handled by one contact point for the whole international train journey at the customers' convenience.

Customers of RNE Members who run international rail services can therefore make use of the RNE One Stop Shop’s bundle of services:

- A network of contact points guiding customers through the whole range of procedures: gaining network access, planning of efficient international rail transport, international train path management (ITPM) and performance review after train operation. Response times have been standardised at a customer-friendly level – the attainment of these service levels is currently being tested.
- OSS experts drawn from sales and timetabling merge their expertise in these fields to serve customers together with the OSS contact points.

- IT tools further assist applicants by giving price estimates for rail infrastructure use, by coordinating international train path ordering and supply processes, and by tracking & tracing international trains in real time.

List of each OSS from all RNE members contact persons available at: http://www.rne.eu/oss_network.html

Contacts for SŽDC OSS can be found in “Annex A”.

1.10.2 RNE tools

1.10.2.1 RNE PCS

RNE PCS (formerly Pathfinder) is a web application provided by RNE to Infrastructure Managers (IMs), Allocation Bodies (ABs) and Path Applicants, which handles the communication and co-ordination processes for international path requests and path offers. Furthermore RNE PCS assists Railway Undertakings (RUs) and Applicants in their pre-co-ordination tasks related to train path studies and international train path requests. In short, the RNE PCS tool reflects RNE’s OSS (One Stop Shop) philosophy of providing support to business processes and daily activities.

A major improvement for the use of RNE PCS in the freight business was achieved in 2008: the ‘RNE PCS Integration Platform’ – the new module for enhanced communication with the national systems of IMs/ABs and RUs – was developed and implemented. Thus RNE provides a new, direct communication channel between RNE PCS and the domestic systems of RUs and IMs/ABs allowing two-way data interchange. With this module, one of the major obstacles to the use of RNE PCS in the freight business has been eliminated: RUs and IMs/ABs no longer have to provide the same information about an international train path request twice (once in the national system and once in RNE PCS) – it is now possible to automatically synchronize the international train path request data between national systems and RNE PCS. To benefit from this improvement, IMs/ABs and RUs have to connect their domestic systems to the Integration Platform.

As of November 2013, RNE PCs also allows a Pre-Arranged Path Request (PAP) on European Rail Freight Corridors (see Chapter 1.9) in accordance with EU Regulation 913/2010.

For more information, please visit the RNE PCS website: <http://www.rne.eu/index.php/pcs.html> or write to the helpdesk: support.pcs@rne.eu. Information can also be provided by the SŽDC OSS (oss@szdc.cz).

1.10.2.2 CIS (formerly EICIS)

RNE CIS (Charging Information System) is RNE’s international access charge estimation tool, designed to provide customers with pricing information. A web-based umbrella system for the various national rail infrastructure charging systems, it can calculate the price for the use of international train paths within minutes, 24 hours a day – including the price for train paths, prices for use of stations and for shunting.

The current objective of RNE CIS’s development is to align the information provided by RNE CIS with the information in the Network Statements.

The CIS website is at <http://www.eicis.com> and the helpdesk may be contacted by email: support.cis@rne.eu. Information can also be provided by the SŽDC OSS (oss@szdc.cz).

1.10.2.3 RNE TIS

TIS (formerly EUROPTIRAILS)) is an RNE-operated IS. It supports international train management by delivering data concerning international passenger and freight trains and in limited range regulated by each IM also concerning domestic freight trains on RNE TIS rail network, including defined elements of network topology by IMS involved.

RNE TIS delivers real-time involved train data directly to the users via an easy-to-use, web-based application which visualizes international trains from origin to destination included in the TIS network topology. This information is also available by means of data exchange between RNE TIS and the IM's or applicant's IS. TIS also keeps historical data (especially on the timetable, deviations from the timetable and reasons for the train ride disruption) for needs of various tasks related to the feedback from railway operation analysis

RNE TIS was chosen as a pilot project of data exchange implementation based on TAF / TAP TSI standards in the field on train running reports and was chosen at the same time by all RFC corridors as a support tool for meeting requirements concerning monitoring and evaluating punctuality of trains as set in Regulation 913/2010 EU.

TIS was chosen as supporting tool for the European Performance Regime (EPR) – a joint RNE / UIC project.

RNE TIS may be accessed via: <http://tis.rne.eu/> and the helpdesk may be contacted by email: support.tis@rne.eu

2 ACCESS CONDITIONS

2.1 Introduction

Basic legislative conditions of operation of rail transport on railways, as well as related rights and duties of natural persons and corporate bodies, are set in the Czech Republic by the Rail Systems Act and its implementing regulations, as amended as well as directly effective European Union law..

2.2 General access requirements

2.2.1 Requirements to apply for infrastructure capacity

An application for capacity allocation can be submitted to SŽDC by a subject with in possession of a valid licence or a subject who is not in possession of a valid licence and met all conditions required by legal regulations. A subject not seated in the Czech Republic and intending to submit an application for transport infrastructure capacity allocation for the purpose of operation cross-border passenger railway transport will inform about this fact by an advice note in writing the capacity allocator, the IM if he is not the capacity allocator himself and the Rail Authority 2 months before submitting a due application for infrastructure capacity allocation into the yearly timetable at the latest. The advice note must contain a delimitation of the transport infrastructure capacity that will be applied for and a delimitation of the train path including stops outside the territory of the Czech Republic. The Rail Authority will forward the advice note without unnecessary delay to the Ministry of Transport, to the regions and to RUs operating railway passenger transport on the concerned transport infrastructure based on a public service contract in transporting passengers.

2.2.2 Who is allowed to perform train operations

Rail transport can be operated on the national or regional network by a corporate body or a natural person, as far as they meet the conditions set by the Rail Systems Act:

- a) the subject is seated on the territory of the Czech Republic if a subject seated in a EU member state operating cross-border rail transport is not concerned;
- b) in possession of a valid train operating licence
- c) the subject has concluded an agreement on operation of railway transport, provided that the IM and the RU are not the same subject;
- d) the subject is in possession of a valid railway undertaking licence (the licence, being a safety certificate for operating rail transport on national and regional rail networks in the Czech Republic, is granted by the Rail Authority on the basis of an application);
- e) the subject is financially capable of operating rail transport (by financial capability, RU proves to the Rail Authority its ability to ensure initiation and proper operation of rail transport in terms of finance and the ability to ensure contemporary and future obligations for at least one year; the RU is not financially capable if it has commenced liquidation, upon adjudication of bankruptcy or upon rejection of a motion to adjudicate bankruptcy for lack of assets, or if the subject owes a considerable amount in back taxes, social insurance levies, contributions to the state employment policy or general health insurance levies);
- f) the subject has concluded a liability insurance contract for damages caused by operation of railway transport during the whole period of operation of railway transport and the insurance has been paid, whereas the minimum amount of insurance payments for lines operated by SŽDC has been set to CZK 50.000,000,-

- g) the subject has allocated infrastructure capacity to the whole extent of operated railway transport – the capacity is on state-owned national and regional network allocated by SŽDC;
- h) the price has been negotiated for using the transport infrastructure for the train running according to price provisions and the manner of the payment has been determined
- i) in case of exceptional transport or special crossing of a rail vehicle, the subject concludes with the IM special technical and operational conditions enabling such a transport.

Rail freight transport can be operated on the national or regional network by a corporate body or a natural person, as far as they meet the conditions set by the Rail Systems Act:

- a) the subject is in possession of a valid train operating licence
- b) the subject has concluded an agreement on operation of railway transport, provided that the IM and the RU are not the same subject;
- c) the subject is in possession of a valid railway undertaking licence (the licence, being a safety certificate for operating rail transport on national and regional rail networks in the Czech Republic, is granted by the Rail Authority on the basis of an application);
- d) the subject is financially capable of operating rail transport (by financial capability, RU proves to the Rail Authority its ability to ensure initiation and proper operation of rail transport in terms of finance and the ability to ensure contemporary and future obligations for at least one year; the RU is not financially capable if it has commenced liquidation, upon adjudication of bankruptcy or upon rejection of a motion to adjudicate bankruptcy for lack of assets, or if the subject owes a considerable amount in back taxes, social insurance levies, contributions to the state employment policy or general health insurance levies);
- e) the subject has concluded a liability insurance contract for damages caused by operation of railway transport during the whole period of operation of railway transport and the insurance has been paid, whereas the minimum amount of insurance payments for lines operated by SŽDC has been set to CZK 50.000,000,-
- f) the subject has allocated infrastructure capacity to the whole extent of operated railway transport – the capacity is on state-owned national and regional network allocated by SŽDC;
- g) the price has been negotiated for using the transport infrastructure for the train running according to price provisions and the manner of the payment has been determined
- h) in case of transport of an exceptional load or special crossing of the rail vehicle, the subject has negotiated special technical and operational conditions with the IM that allow such transport.

For information on the contract see 2.3.2

2.2.3 Licences

Train operating licence granted by an authority in a Member State of the European Community is valid within the territory of the Czech Republic.

In the Czech Republic, train operating licence for operating railway transport on national and regional networks are granted by the Rail Authority, residence Wilsonova 300/8, 121 06 Prague 2.

The licence can be granted under conditions set by the Rail Systems Act, i. e.:

- a) the natural person and their responsible representative, if appointed, reached the age of 18 years, they are competent to perform legal acts, have a clean criminal record and

- are professionally competent; the applicant does not have to meet the condition of professional competence if it is met by their responsible representative;
- b) the statutory body or the member of the statutory body, if the applicant is a corporate body, reached the age of 18 years, they are competent to perform legal acts and have a clean criminal record and at least one member of the statutory body is professionally competent,
 - c) the applicant who plans to operate railway transport on national or regional networks proves the financial capability to operate railway transport,
 - d) technical conditions of the railway allow that.

For more information please visit www.du-praha.cz

2.2.4 Safety certificate – railway undertaking licence

RU has to obtain, no later than the date of initiation of railway transport on national or regional networks, both parts A and B of the railway undertaking licence, where the type and extent of services that it applies to is stated. The licence is granted by the Rail Authority, residence Wilsonova 300/8, 121 06 Prague 2, on the basis of an application submitted by RU.

For more information please visit www.ducr.cz

2.2.5 Cover of liabilities

The RU operating railway transport on national or regional railways is obliged to adhere to requirements of the Rail Systems Act related to financial capability and insurance, i. e. to:

- a) financially ensure proper operation of railway transport during the whole period of the licence,
- b) conclude a liability insurance contract for damages caused by operation of railway transport as of the date of initiation of operation and make the payment and make sure that this insurance remains effective and payments are made during the entire period of operation of railway transport.

2.3 General business conditions

SŽDC allocates infrastructure capacity at the price negotiated according to price provisions by determining framework time train paths. The infrastructure capacity is allocated for the period of the annual timetable.

2.3.1 Framework Agreement

SŽDC offers the possibility of concluding a framework agreement with the applicants for infrastructure capacity that will exceed the period of one annual timetable. The framework agreement that states general characteristics of the infrastructure capacity required by the applicant has to respect the business needs of both the applicant and SŽDC.

Conclusion of the framework agreement must not exclude the possibility of using the transport infrastructure by other applicants and has to allow modification or alleviation of its conditions so that it does not prevent better utilization of the transport infrastructure.

Framework agreements are concluded for a period of five years. SŽDC may, in specific cases, agree to extending the validity of the framework agreement for a period longer than 5 years if the infrastructure capacity applicant is under obligation to ensure transport pursuant to a concluded agreement for this period or carried out investments of large extent into rolling stock for the purpose of ensuring transport

For allocation of infrastructure capacity for a period longer than the period of one annual timetable, the applicant is obliged to submit the capacity allocation request at least 8 months prior to the date when the following annual timetable comes into force.

By respecting trade secret, the general nature of every framework agreement will be available on the Operation of Infrastructure (Rail Operation) Portal

Standard template of the framework agreement between the RU and SŽDC as infrastructure capacity allocator:

FRAMEWORK AGREEMENT
on infrastructure capacity reservation

<i>Article 1</i>	<i>Object of the framework agreement</i>
<i>Article 2</i>	<i>Obligations of the allocator</i>
<i>Article 3</i>	<i>Obligations of the RU</i>
<i>Article 4</i>	<i>Exceptions from obligations of the Contracting Parties</i>
<i>Article 5</i>	<i>Agreement on rail transport operation</i>
<i>Article 6</i>	<i>Fee for capacity reservation</i>
<i>Article 7</i>	<i>Contractual fines</i>
<i>Article 8</i>	<i>Changes or limitations of framework agreement conditions</i>
<i>Article 9</i>	<i>Termination of the framework agreement</i>
<i>Article 10</i>	<i>Other provisions</i>
<i>Article 11</i>	<i>Confidentiality</i>
<i>Article 12</i>	<i>Final provisions</i>
<i>Annex 1</i>	<i>Characteristics of paths ordered by the RU</i>

2.3.2 Access contract

Safe operation of rail transport on railway infrastructure requires cooperation of all involved subjects. In this process, these are the RU, the IM and the owner of the network. Their interrelationships are defined by a bilateral agreement.

For a RU that is entering the transport infrastructure in order to operate rail transport, this is the agreement on operation of rail transport on railway infrastructure of national network and regional networks owned by the Czech Republic, which is negotiated between the RU and the IM.

The RU is obliged to operate rail transport according to the contract on operation of rail transport on the network concluded with the IM. The IM is obliged to provide the RU with stipulated services of the standard quality and without any discrimination.

The RU and the manager of the infrastructure on which the transport is to be operated are upon conclusion of the contract on operation of rail transport on the railway bound by the extent and conditions defined in the decision on the licence and in the RU's safety certificate.

If a dispute arises over definition of particular conditions of operation of rail transport between the IM and the RU during conclusion of the contract on operation of rail transport, it is the railway administration authority who decides by request of one of the parties.

2.3.2.1 Contract between RU and SŽDC as allocator and IM

Business terms are negotiated between SŽDC and the RU before initiation of operation of rail transport through concluding a bilateral contract.

The scope of the contract is the definition of bilateral rights and duties of the contractual parties during:

- a) allocation of capacity of the nationwide network or regional network owned by the state,
- b) use of railway infrastructure on the national network,
- c) use of railway infrastructure on regional networks owned by the state that are not rented to a third party.

The contractual condition of using railway infrastructure on regional networks rented to a third party is defined by separate contracts between the RU and the lessee of relevant regional network.

Standard template of the contract between RU and SŽDC (the allocator and rail operator):

CONTRACT
on operation of rail transport on railway infrastructure
of the national network and regional networks owned by the Czech Republic

Chapter I Operation of rail transport

<i>Article 1</i>	<i>Allocation of infrastructure capacity</i>
<i>Article 2</i>	<i>Timetable and train movement planning</i>
<i>Article 3</i>	<i>Restrictions of railway operation</i>
<i>Article 4</i>	<i>Conditions for regulations</i>
<i>Article 5</i>	<i>Employees of the railway undertaking</i>
<i>Article 6</i>	<i>Rail vehicles</i>
<i>Article 7</i>	<i>Exceptional loads</i>
<i>Article 8</i>	<i>Delays of trains</i>
<i>Article 9</i>	<i>Exceptional events</i>

Chapter II Charges for performances and services

<i>Article 10</i>	<i>Prices for infrastructure capacity allocation</i>
<i>Article 11</i>	<i>Prices for infrastructure usage for train running</i>
<i>Article 12</i>	<i>Prices for services provided</i>
<i>Article 13</i>	<i>Register of performances and services</i>
<i>Article 14</i>	<i>Billing</i>

Chapter III Other arrangements

<i>Article 15</i>	<i>Liability for damages</i>
<i>Article 16</i>	<i>Performance remuneration system</i>
<i>Article 17</i>	<i>Termination of the contractual relation</i>
<i>Article 18</i>	<i>Final provisions</i>

Annex 1 Prices

Annex 2 Internal regulations of the infrastructure manager

Annex 3 Form “Summary of invoiced railway undertaking’s performance”

Annex 4 Form “Statement on services provided to Railway Undertaking”

For more see Chapter 5

2.3.3 Contracts with applicants who are not in possession of a valid licence

A condition for allocating infrastructure capacity to an applicant who is not in possession of a valid licence is meeting of conditions as required by legal regulations by the applicant and concluding a Contract on infrastructure capacity allocation between SŽDC and the applicant who is not in possession of a valid licence. The scope of this contract is the definition of bilateral rights and duties of the contractual parties during ordering and allocating infrastructure capacity and its following use.

On rail freight corridors (RFC - see Chapter 1.9), specific rules apply compared to the regulation valid in the Czech Republic, contained especially in Regulation No 913/2010/EU

as well as other specific rules as published in the Corridor Information Document (CID) of each corridor- These specific rules apply only to international freight trains running according to rules of the given freight corridor.

Standard template of the contract between RU and SŽDC (the allocator and rail operator):

AGREEMENT

on allocating infrastructure capacity to an applicant who is not in possession of a valid licence

<i>Article 1</i>	<i>Definitions</i>
<i>Article 2</i>	<i>Object of the agreement</i>
<i>Article 3</i>	<i>Rights and obligations of the contracting parties</i>
<i>Article 4</i>	<i>Price and payment conditions</i>
<i>Article 5</i>	<i>Validity</i>
<i>Annex 1</i>	<i>Contact addresses of each IM for defining the RU by the applicant</i>

2.4 Operating rules

Basic operating rules for nationwide and regional networks are issued by the Ministry of Transport in the form of implementing regulations to the Railways Act.

For more information please visit www.mdcz.cz.

Actual listing of the operating rules that RU is obliged to adhere within operation of rail transport is set by a contract between RU and SŽDC (see Chapter 2.3.2.1). On European freight corridors (see Chapter 1.9) more special rules apply as published on the Corridor Information Document (CID) for each corridor. These specific rules apply only to international freight trains running according to rules of the given freight corridor.

2.4.1 Internal regulations

Complete listing of internal regulations setting the rules of organizing and securing operation on national network and regional networks operated by SŽDC is provided on the Portal Operation of infrastructure. This listing is also a part of the contract on operating rail transport.

Basic internal regulations setting the rules of organizing and securing operation on national and regional networks are for rail lines that are connected to lines in territories of neighbouring countries (see Chapter 3.2.2) and for lines with remote-controlled safety equipment amended or modified by other documents of the IM.

Basic internal regulations setting the rules of organizing and securing operation on rented regional networks are set by the operator of relevant regional network.

Contacts to operators of regional networks are provided in Chapter 1.1.3 and in Annex “A”.

2.4.2 Mutual communication between IM and RU

In accordance with the Commission Decision dated 14 November 2012 on Technical specifications for Interoperability relating to the “operation and traffic management“ subsystem of the rail system in the European Union and on amending Decision 2007/756/EC (Commission Decision 2012/757/EU), the operation language on the railway infrastructure operated by SŽDC is the Czech language. Based on mutual agreement between infrastructure managers, another operation language may be also used on trans-border lines.

One of the essential means of communication of SŽDC, as the IM, with RUs is the website Operation of infrastructure that provides information on railway infrastructure such as access conditions, border agreements or internal regulations of the IM, description of operated network (Tables of track situation, Basic transport documentation), closure within the network operated by SŽDC including maps and closure commands and table of slow train movements. Furthermore, both existing and prepared utilities for the annual timetable are made public here as well as information for RUs, contacts on SŽDC traffic controllers and links to other applications of the IM where RUs are offered access.

For communication of SŽDC with the public, official website of SŽDC on www.szdc.cz is intended.

2.4.2.1 Ensuring mutual data communication of RUs and SŽDC within TAF/TAP TSI implementation

SŽDC operates the Group of Operation Information Systems (hereinafter SPIS). They are mutually linked and interconnected and cover the whole train cycle as far as IT is concerned from the submitting the form for a path up to calculation of the price for using transport infrastructure for train running. For communication with RUs' information systems standards defined within common European implementation are being used. During successive implementation of TAF/TAP TSI (Commission Regulation (EU) No 1305/2014) and TAF/TAP TSI (EC Regulation No 54/2011) and simultaneously with the operation of IS KAPO for ensuring an automated calculation of the price for using transport infrastructure for train running and subsequent services of SŽDC, bilateral data communication between IS of RUs and IS of SŽDC is being successively initiated. Conditions for mutual data communication of IS of RUs and for accesses to individual applications of SPIS are made public on the website Operation of infrastructure and they are also stipulated in mutual agreements. For concrete connection of RU's IS with individual applications of SPIS SŽDC concludes with the RU a specific agreements on ensuring data exchange between SŽDC and the RU

In some cases SŽDC offers an adequate option to data communication in form of access to the Information systems as such where RUs are using provided functionalities.

The objective of operating SPIS is a maximally effective automation of individual processes and activities of the rail operator leading both to online connection with the information systems of RUs and neighbouring IMs by means of central RNE information systems and to automatic calculation of the price for capacity allocation and using transport infrastructure for train running and using provided services. This replaces previous register keeping – mostly done by hand – and improving accuracy of all processes at the interface between RUs and SŽDC as well as internal processes of the rail operator, which finally shows in higher quality and effectiveness of the rail operator's activity.

For setting detailed conditions and rules for using SPIS and communication with SPIS SŽDC publishes Instruction Is 10 "SŽDC Instruction for using information systems of the rail operator (SPIS)"

2.5 Exceptional transports

A load is considered as exceptional if it requires taking special technical or operational measures on some of IMs involved in the transport due to its external dimensions, weight or nature with regard to parameters of used rail vehicles and tracks affected by the transport

Loads considered as exceptional loads (hereinafter "EL") include:

- a) loads exceeding loading gauge (hereinafter “ELG”), vehicles exceeding the reference profile
- loads that exceed loading gauge or where required loading width limitation has not been respected
 - loads of load units of combined transport exceeding valid loading gauge with a code higher than the relevant track’s code or being transported by trains not designed for combined transport (without a relevant train code) or load units are not loaded on approved coded wagons for combined transport
 - a railway vehicle exceeding by its kinematic or static profile the reference profile corresponding to the track clearance if the Rail Authority did not state otherwise
- b) loads of excessive weight:
- loads of weight exceeding specified rail line loading class of the relevant line (axle or regular carriage meter load),
 - weight of the load exceeds the value of maximum load of the carriage (loading gauge grid/excessive load grid);
- c) loads of excessive length:
- solid load units on two or more wagons with pivots / sliding pivots
 - loads of flexible load units exceeding a length of 36 m on more wagons³
- d) other loads:
- a rail vehicle for which the Rail Authority decided that it can be operated on special technical and operational conditions (such as an exceptional load)
 - loads on wagons with more than eight axles
- e) other loads referring to the provisions of CIM, AVV, UIC Loading Directive and UIC leaflet 502-1
- rail vehicles transported on their own wheels being themselves the object of the contract of carriage if they are not labelled according to RIV/RIC/TEN or in the transient grid (e.g. CZ/ČD) pursuant to the Agreement on using freight wagons AVV, Annex II, Art. 2.1 or No 2
 - load that is not stored and protected against shifting according to principles set by international regulations (UIC Loading Directive) and no comparable alternative protection is available;
 - loads that are to be transloaded to ships (ferries) if they do not meet the conditions set by the Convention on Using Freight Carriages (AVV), Annex 11, Appendix 1;
 - loads that cannot be transported to the destination station without transloading if they weigh more than 25 tonnes or if they are loaded on a low-loader wagons (valid only for transloading to a railway with another gauge);
 - other loads not mentioned above according to European standards, agreements and conventions (e.g. UIC)⁴

³ AT SŽDC and other railway undertaking, transport realised by block trains are considered as regular loads (not handled as exceptional) if conditions for ensuring the load pursuant to international regulations (UIC Loading Directive) are met.

⁴ Concerns e.g. wagons with overdue inspection on which damage and defects are ascertained resulting in speed limitations and transport is allowed only as exceptional load; a rail vehicle on its own wheels (hauling vehicle, EMU etc.) that can be transported only on allowed technical and operational conditions as an exceptional load.

Exceptional loads can only be transported under the conditions set by SŽDC. The RU is obliged to negotiate any transport of an exceptional load on a nationwide rail system and regional rail systems operated by SŽDC with SŽDC – URMIZA (Central Register of Exceptional Transports) pursuant to SŽDC Regulation D31 which sets rules for negotiating, organizing and considering possibilities of exceptional loads transport. SŽDC Regulation D31 applies provisions of the UIC 502-1 leaflet which regulates approval procedures in international exceptional loads transport.

International transport of exceptional load must be harmonized in advance with cooperating RUs on railway infrastructures.

UIC leaflet 502-1 is published by UIC on the website <http://old.uic.org/etf/codex/codex-resultat.php?codeFiche=502>.

A list of departments/persons of IMs and RUs entitled to negotiate exceptional loads in international transport can be found on the UIC website <http://www.uic.org/spip.php?article2145> as MB 502-1_Annex E.

Contact:

Railway Infrastructure Administration, state organization

Department of Rail Operation Traffic Management - URMIZA

Dlážděná 1003/7, 110 00 Praha 1 - Nové Město

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On the regional railway Milotice nad Opavou – Vrbno pod Pradědem the rail operator of this railway - Advanced World Transport, joint stock company offers conclusion or arranging conclusion of agreement regarding dangerous goods and exceptional loads transport. For more information please contact directly the rail operator of this regional railway.

Contacts to operators of other regional railways are provided in Chapter 1.1.3 and in Annex “A”.

2.6 Dangerous goods

When transporting dangerous goods, the RU is obliged to adhere to Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) as amended and generally applicable national regulations for environment protection at the moment of start such transport or to any other internal regulations and documents of the IM.

The RU is allowed to transport dangerous goods in accordance with RID based on conditions specified there. When transporting dangerous goods, the RU must ensure that the IM has at his disposal information in the following extent at minimum:

- composition of the train,
- position of the wagon with dangerous goods in the train,
- UN numbers of transported dangerous goods,
- Occurrence of dangerous goods packed in limited quantities pursuant to RID Chapter 3.4 if only dangerous goods packed in limited quantities are transported,
- Weight of transported dangerous goods.

The RU transmits these data to the IS of the IM before the departure of the train from the starting station or possibly from the location of marshalling the wagon with dangerous goods into the train.

Detachment of wagons with dangerous goods must be negotiated by the RU in advance with the IM. The RU must especially negotiate and receive an approval from the IM concerning the following:

- the location of detachment of wagons with dangerous goods (station, track),
- duration of detachment of wagons with dangerous goods
- if a supervision over wagons with dangerous goods is necessary and who will ensure it
- where the documentation on the train and consignment note will be deposited

Procedures in case of exceptional events (leakage, accidents etc.) are regulated by internal instructions and other documents of the IM. Procedures as such respecting principles set by the IM must be provided by the RU on request to the IM.

RUs and other legal or natural persons participating in transport of dangerous goods representing a high risk must adopt and apply such safety measures in order to ensure safe manipulation and transport of dangerous goods by setting responsibility and rules for manipulation by form of a so-called Safety plan. This Safety plan is elaborated by the RU in accordance with SŽDC Safety plan for transport of dangerous goods representing a high risk pursuant to RID (elaborated pursuant to Art. 1.10.3.2 RID) and internal emergency plans for marshalling yards of the IM. According to RID, by dangerous goods representing a high risk we perceive objects that may be potentially misused for terrorist attacks and that may have as a result serious impacts such as mass fatalities or mass infection. A list of dangerous goods representing a high risks can be found in RID Chapter 10.

Any report on exceptional events must contain i.a. information on existence of transported dangerous goods pursuant to RID.

Contacts to operators of regional railways are provided in Chapter 1.1.3 and in Annex “A”.

2.7 Rolling stock acceptance process guidelines

Basic rules of operation of rail vehicles on national and regional rail networks are set by the Rail Systems Act.

The railway administration body approves the type of the rail vehicle according to applicable regulations. The decision of the railway administration body is based on a certificate of conformity issued by a notified body pursuant to a special legal regulation (Government Decree No 133/2005 Coll. on technical requirements on operational and technical interconnection of European railway system if the rail vehicle is a subsystem of the European railway system. In other cases, the decision of the rail administration body is based on test results of the rail vehicle, the test being ensured by the manufacturer of the rail vehicle or another subject that proves legal interest in approving of the rail vehicle’s type at their own expense; the test is carried out by a corporate body authorized by the Ministry of Transport.

A rail vehicle operated on railways must, by its design and technical condition, meet the safety requirements of railway transport, operating persons, transported persons and goods; its technical capability must be proven by compliance with the approved type and it must not impair the environment. For hauling and hauled rail vehicles with speed over 160 kph operated on railways, technical capability must be verified by the Rail Authority in addition to proven compliance with the approved type. If the RU or its employee finds out that a rail vehicle in operation endangers rail operation safety it is obliged to adopt immediately such measures in order to prevent a possible exceptional event or to mitigate its impacts.

For more information please visit www.ducr.cz

The RU must prevent any negative impacts on the environment during the operation while adhering to generally applicable regulations.

The RU is obliged to take its own measures to remove negative impacts on the environment if these occurred in relation to operation of rail vehicles even if they were caused by another subject.

The RU whose activity caused an impairment of the environment is obliged to ensure corrective actions without delay. If this is not possible for the RU or it is not reasonable for serious reasons, it is obliged to compensate the ecological damage to SŽDC in another manner (alternative fulfilment) or compensate this damage to SŽDC financially.

SŽDC, for the sake of prevention of possible impairment of the environment, sets in its internal regulations the operating conditions intended to prevent or minimize potential damages to the environment. These operating conditions and measures are obligatory for all natural persons and corporate bodies involved in railway operation.

Only rail vehicles with wheelset maintained pursuant to standard ČSN EN 15313 may be operated on railway line operated by SŽDC.

2.8 Staff acceptance process

Requirements on health and professional competence of employees ensuring infrastructure operation and rail transport operation are set by the Decree no. 101/1995 Coll., Issuing the Rules for the Health and Professional Competence in the Operation of a Railway and Railway Transport, as amended. Requirements on professional competence of persons driving a rail vehicle are set by Decree no. 16/2012 Coll., on professional competence of persons driving a rail vehicle and persons carrying out inspections, examinations and tests of designated technical installations and on Amendment of Decree of the Ministry of Transport No 101/1995 Coll. Issuing the Rules for the Health and Professional Competence in the Operation of a Railway and Railway Transport, as amended.

Particular requirements on professional competence and knowledge of individuals ensuring the operation of railway transport and the manner of its verification, including the system of regular training, is set by each RU by an internal regulation for operation of railway transport.

Particular requirements on professional competence and knowledge of individuals ensuring activities related to organizing and control of railway transport and the manner of its verification, including the system of regular training, is set by the rail operator an internal regulation.

3 INFRASTRUCTURE

3.1 Introduction

General validity of information provided in this section is delimited by facts known in the time of elaboration of this Network Statement. This Network Statement also states in its Annex "H" where to find information setting out the conditions for access to service facilities connected to the network of the infrastructure manager and for supply of services in these facilities. Any possible requirements for information concerning the possibility of using service facilities on connected rail systems must be sent to the operator of the respective rail network.

3.2 Extent of the network

3.2.1 Technical characteristics of the network

Technical specifications of the network are described in this chapter and shown on maps M1 and M2. Technical specifications are also contained in the Infrastructure Register, conducted in accordance with Article 35 of Directive 2008/57/EC on the interoperability of the rail system within the Community.

3.2.2 Connected railway networks

Points of connection of the national network and regional networks with networks of neighbouring countries are following:

Border Point	Foreign Railway Administration
Mosty u Jablunkova, state border (km 286,534)	Železnice Slovenskej republiky (ŽSR)
Horní Lideč, state border (km 21,110)	Železnice Slovenskej republiky (ŽSR)
Vlářský průmysk, state border (km 163,500)	Železnice Slovenskej republiky (ŽSR)
Velká nad Veličkou, state border (km 44,685)	Železnice Slovenskej republiky (ŽSR)
Hodonín, state border (km 3,009)	Železnice Slovenskej republiky (ŽSR)
Lanžhot, state border (km 11,395)	Železnice Slovenskej republiky (ŽSR)
Sudoměřice nad Moravou, state border (km 14,950)	Železnice Slovenskej republiky (ŽSR)
Český Těšín, state border (km 139,112)	PKP Polskie Linie Kolejowe (PKP)
Petrovice u Karviné, state border (km 292,602)	PKP Polskie Linie Kolejowe (PKP)
Bohumín, state border (km 279,628)	PKP Polskie Linie Kolejowe (PKP)
Bohumín-Vrbice, state border (km 4,275)	PKP Polskie Linie Kolejowe (PKP)
Jindřichov ve Slezsku, state border (km 25,694)	PKP Polskie Linie Kolejowe (PKP)
Mikulovice, state border (km 51,500)	PKP Polskie Linie Kolejowe (PKP)
Lichkov, state border (km 113,243)	PKP Polskie Linie Kolejowe (PKP)
Meziměstí, state border (km 92,774)	PKP Polskie Linie Kolejowe (PKP)
Královec, state border (km 62,089)	PKP Polskie Linie Kolejowe (PKP)
Harrachov, state border (km 40,111)	Dolnośląska Służba Dróg i kolei (DSDiK)

Černousy, state border (km 200,107)	PKP Polskie Linie Kolejowe (PKP)
Břeclav, state border (km 77,992)	Österreichische Bundesbahnen (ÖBB)
Šatov, state border (km 87,660)	Österreichische Bundesbahnen (ÖBB)
České Velenice, state border (km 163,100)	Österreichische Bundesbahnen (ÖBB)
Horní Dvořiště, state border (km 61,097)	Österreichische Bundesbahnen (ÖBB)
Hrádek nad Nisou, state border (km 21,769)	Deutsche Bahn (DB)
Varnsdorf, state border (km 11,459)	Deutsche Bahn (DB)
Varnsdorf old station., state border (km 13,706)	Deutsche Regionaleisenbahn GmbH (DRE)
Jiříkov, state border (km 97,690)	Deutsche Bahn (DB)
Dolní Poustevna, state border (km 26,271)	Deutsche Bahn (DB)
Dolní Žleb, state border (km 11,859)	Deutsche Bahn (DB)
Vejprty, state border (km 35,391)	Deutsche Bahn (DB)
Potůčky, state border (km 46,502)	Deutsche Bahn (DB)
Kraslice, state border (27,452)	Deutsche Bahn (DB)
Vojtanov, state border (km 51,897)	Deutsche Bahn (DB)
Aš, state border (km 29,585)	Deutsche Bahn (DB)
Cheb, state border (km 140,587)	Deutsche Bahn (DB)
Česká Kubice, state border (km 184,102)	Deutsche Bahn (DB)
Železná Ruda, state border (0,000)	Deutsche Bahn (DB)

3.2.3 Further information

Rail networks are divided into categories according to their importance, purpose and technical conditions set by an implementing regulation.

For the purpose of this Statement, the categories of networks are the following:

- a) national network which is a network not listed in the Government Decree no. 766 from December 20th, 1995; its significance, purpose and technical conditions meet the needs of transport of national importance; this also applies to a network for which the railway administration body decided to include it to this category;
- b) regional network which is a network listed in the Government Decree no. 766 from December 20th, 1995; its significance, purpose and technical conditions meet the needs of transport of regional or local importance; this also applies to a network for which the railway administration body decided to include it to this category.

The national network is intended for fulfilling the demand for international and nationwide railway transport and marked as such. A regional network is a network of regional or local importance is intended for public transport and is connected to a nationwide or regional network.

The Government Decree no. 766 from December 20th, 1995, according to Art. 60 of the Rail Systems Act, excluded individual regional networks from the national network as of July 1st, 1996.

See Annex “B”.

Current data on the infrastructure are provided by request by individual railway operators. For contacts on railway operators of regional networks see chapter 1.1.3 and Annex “A”.

3.3 Network description

The network consists of:

- a) roadbed consisting of roadbed body, constructions and equipment of the roadbed as well as traffic surface,
- b) track consisting of rails, switches, special constructions and construction elements; parts of track include mainly rails, rail supports, fasteners, short rail elements, parts of switches, dilatation equipment, isolated joints, conductive and special joints, retaining rails, protective rails, cog rods, equipment preventing movement of rails, sleeper anchors, trackbed, and switch heating,
- c) level crossings,
- d) constructions and fixed equipment necessary for protection against unfavourable impact of the track, i. e. protective equipment against noise, stray currents, corrosion, perturbation of telecommunication systems, impact of high voltage and for reduction of impact of operation of the track and railway transport on the electricity supply system,
- e) communication equipment for transfer of information containing transfer paths, terminal, coupling and transmission equipment, equipment connected to separate circuits or telephone, teleprinter, data and radio networks, broadcasting equipment and clock and information equipment, industrial television and fire signalization,
- f) signalling equipment consisting of technical devices of securing and control of railway traffic in railway stations and along rail lines, equipment for mechanization and automation of humps and related transfer paths,
- g) electrical devices containing equipment that ensures power supply to electrical hauling vehicles (traction power supply and switch stations, traction mains), devices for dispatcher control, electrical heavy-current railway equipment for production, conversion, supply and usage of electricity, special electrical equipment, instruments and lighting devices, equipment for power supply to signalling equipment, electrical equipment for pre-heating of trains, equipment for protection against impacts of atmospheric electricity, equipment for protection against negative impacts of stray traction currents, eventually other electrical equipment powered from traction mains,
- h) fixed equipment for measurement, maintenance and repair works on the track, equipment for diagnostics of moving vehicles and buildings related to them,
- i) buildings and equipment intended for organizing, securing and control of railway traffic and fulfilling of transport needs and providing of services related to public transport including facilities necessary for their operation,
- j) ground along the line.
- k) other installations having impact by their function on the ride of the rail vehicle are the ride of the rail vehicle has an impact on them

Mentioned parts of the rail line meet technical conditions and requirements on spatial lay-out, track loading classes and geometric lay-out of the track and lay-out of the roadbed body, constructions of the roadbed, equipment of the roadbed, conditions for level crossings, technical parameters of the track, method of marking of the rail line, equipment of railway stations and stops, lay-out of electrical devices and signalling and communication equipment.

Detailed information on a particular network element is provided by SŽDC by request – oss@szdc.cz

3.3.1 Geographical identification

Basic characteristics of the railway network (as of 31 December 2012)

Total length of rail lines (km)	9,459
– single-track (km)	7,534
– double-track and multi-track (km)	1,925
Electrified rail lines (km)	3,216
– AC 25,000V/50Hz (km)	1,382
– DC 3,000V (1,500V) (km)	1,819
– AC 15 000 V/16 2/3 Hz (km)	14
Narrow gauge rail lines (km)	23
Total construction length of rails (km)	15,493
Speed - max. 80 kph (km)	7,098
– between 81 and 120 kph (km)	1,821
– between 121 and 159 kph (km)	181
– 160 kph or more (km)	360
Number of switches	21,753
Number of bridges	6,784
Total length of bridges (m)	150,198
Number of tunnels	163
Total length of tunnels	45,762
Number of level crossings	8,041
Length of rail lines equipped with	
– automatic block (km)	3,003
– automatic signalbox (km)	1,581
– relay semi-automatic block (km)	984
– signalbox semi-automatic block (km)	361
Length of rail lines equipped with	
– train safety device (km)	1,554
– remote-controlled stations (km)	945
Number of stations equipped with signalling equipment	
– electronic (km)	244
– hybrid (km)	34
– relay (km)	425
– electro-mechanical (mechanical) (km)	638
– remote-controlled (km)	217

3.3.1.1 Typology of rail lines

The extent of single-track, double-track and multi-track rail lines is provided in the map section.

See map “M5”.

3.3.1.2 Gauges

National railway and regional networks consist of rail lines with normal gauge set in accordance with the International Union of Railways - UIC Leaflet no. 510, i. e. 1,435 mm (except the line Třemešná ve Slezsku – Osoblaha with narrow gauge of 760 mm).

3.3.1.3 Stations and nodes

See Chapter 3.6 and Annex ”B”

3.3.2 Capabilities

3.3.2.1 Track clearance

Spatial lay-out of railway constructions is determined by dimensional parameters of tracks set for safe clearness for rail vehicles.

Clearances Z-GC and Z-GB for normal gauge track are based on clearance set by the European Committee for Standardisation CEN (EN-15273-3) created on the basis of reference kinematic profiles for GB and GC vehicles.

The clearance Z-GČD for normal gauge track is based on reference kinematic profile of GČD vehicles which is equal to reference kinematic profile G2.

The clearance Z-GCZ3 for normal gauge track is based on reference kinematic profile of GCZ3 derived for double-decked passenger units. Reference kinematic profile GCZ3 is bigger than reference kinematic profile DE3 (pursuant to Art. D.4.8 ČSN EN 15273-3)

Basic clearances applicable to straight track and track in curve with radius of 250 m and more are following:

- a) basic clearance Z-GC applies to new constructions and reconstructions of structures and equipment on national rail network and on regional rail networks,
- b) basic clearances Z-GB, Z-GČD and Z-GCZ3 (alleviations compared to Z-GC) are used when assessing existing constructions (until they are modernized or reconstructed or used during reconstructions if eliminating space clearance obstructions is not economically feasible) on rail networks according to the separate directive of SŽDC; assessment for the clearance Z-GB does not substitute assessment for the clearance Z-GČD. Assessment for the clearance Z-GCZ3 substitutes assessment for clearances Z-GB and Z-GČD.

In curve with the radius less than 250 m, widths of basic clearances increase including lateral free space of the clearance according internal regulations of SŽDC.

Only equipment that changes its position concurrently with the vehicle's movement (rail brakes in working position, traction wires on electrified rail lines etc.) can be present inside the clearance, provided that this equipment has precisely delimited contact within the clearance with the parts of the vehicles it is intended for and cannot touch other parts of the vehicles. For platform edge in the height of 550 mm, regulation ČSN 73 6320 for the nominal clearance is used.

Profiles of clearances Z-GC, Z-GČD and Z-GCZ3 as well as free and manipulation space are shown in Annex "I".

3.3.2.2 Loading limits of tracks

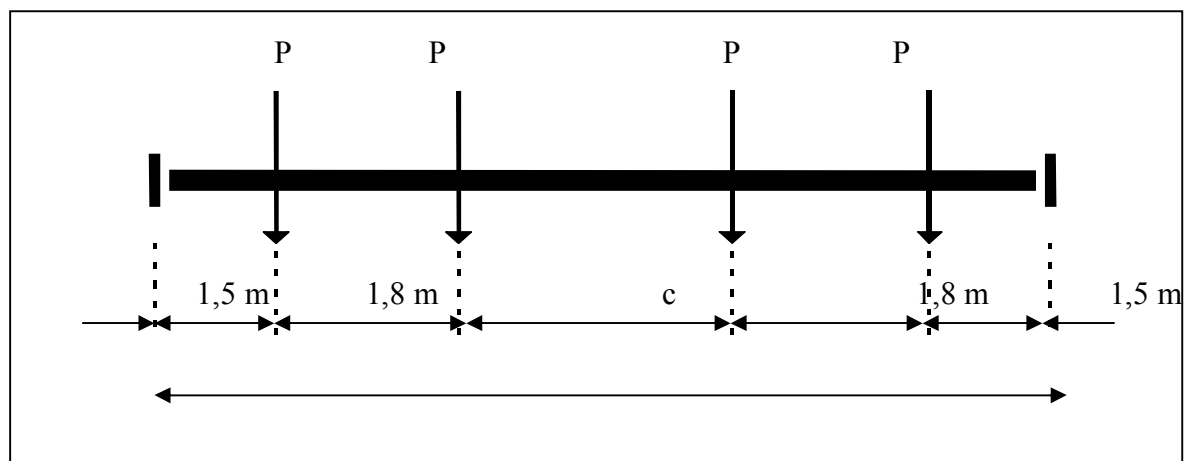
Rail lines of national network and regional networks are classified into track load classes with appropriate associated speed according to which most efficient rail vehicles of relevant track load class with associated speed they can be used for.

From the viewpoint of caducity of rail vehicles, where caducity means the capability of the railway construction object to transfer the rail vehicle over its own structure while maintaining safety of railway operation, rail lines are, according to ČSN EN 15 528, classified into track load classes with associated speed. Efficiency of rail vehicles characterizing the track class is based on the values of the highest bending moments and shifting forces on the statically simple support while dynamic effects corresponding to the associated speed that are exerted by a train set consisting of unlimited number of reference wagons simulating

primarily four-axle wagons with double-axle bogies are included in the calculation. These reference wagons are defined by:

- graded axle load;
- graded load per unit of the vehicle's length;
- conventional geometric characteristics of the distance between axles.

Rail lines are classified into track load classes A, B1, B2, C2, C3, C4, D2, D3, D4, D4xL, E4 and E5 according to graded conventional limits provided below in the figure and in the table.



Limits for classification into track load classes

Track class	Axle load (P) [t]	Load per length unit (p) [t/m]	C [m]	d [m]
A	16	5,0	6,20	12,80
B1	18	5,0	7,80	14,40
B2	18	6,4	4,65	11,25
C2	20	6,4	5,90	12,50
C3	20	7,2	4,50	11,10
C4	20	8,0	3,40	10,00
D2	22,5	6,4	7,45	14,05
D3	22,5	7,2	5,90	12,50
D4	22,5	8,0	4,65	11,25
D4xL	22,5 (20) ^{*)}	8,0 (7,4) ^{*)}	6,50 (6,00) ^{*)}	18,30 (15,00) ^{*)}
E4	25	8,0	5,90	12,50
E5	25	8,8	4,75	11,35

^{*)} The reference train set for the special track load class for locomotives consists of three 6-axle (locomotive) vehicles and unlimited number of wagons identical to reference wagons of load track class D4 – see ČSN EN 15528.

Summary of admissible track load classes with associated speed is provided below in Annex “B”, column 10.

3.3.2.3 Track gradients

See Annex “B”.

3.3.2.4 Speed limits

See Annex “B”.

3.3.2.5 Maximum train lengths

See Annex “B”.

3.3.2.6 Power supply

On national network and regional networks, following traction current systems are used:

- a) 3kVDC direct current;
- b) 25kV/50HzAC alternating current, single-phase;
- c) 15kV/16,7 HzAC alternating current, single-phase;
- d) 1,5kVDC direct current.

Connection points of traction current systems 3kVDC and 25kV/50HzAC:

line	connection point of traction current systems
Přerov - Břeclav	station Nedakonice - km 132,103
Přerov - Brno	Nezamyslice - Ivanovice na Hané - km 60,558
Česká Třebová - Brno	Svitavy - Březová nad Svitavou - km 228,109
Kolín - Havlíčkův Brod	station Kutná Hora main station (tracks 1-7) - km 287,581 - 287,310
Praha - České Budějovice	Benešov u Prahy – Olbramovice - km 130,900
Praha - Plzeň	Beroun – Zdice – km 41,080
Chomutov - Cheb	Kadaň-Prunéřov – Klášterec nad Ohří – km 138,900

Connection points of traction current systems 1,5kVDC and 25kV/50HzAC:

line	connection point of traction current systems
Tábor - Bechyně	station Tábor

See map “M5”.

3.3.3 **Traffic control and communication systems**

The control and blocking equipment, which contributes, in relation to movement of rail vehicles, to ensuring safety of railway transport through control and replacement of human factor and enables automation of transport process and increasing capacity performance of railway stations and rail lines is classified into following categories according to the level of ensuring and control of conditions for secured movement of rail vehicles:

- a) Category 1 – it is employees who are responsible for adherence to most of safety requirements for secured movement of the train;

- b) Category 2 – adherence to specified safety requirements for secured movement of the train is ensured by control and blocking equipment and the employees are responsible for adherence to other safety requirements;
- c) Category 3 – adherence to specified safety requirements for secured movement and shunting movement of the train is ensured by control and blocking equipment.

Station and line control and blocking equipment and automatic train control equipment are capable of mutual exchange of information necessary for its function to the extent and in the form according to requirements of automatic train control equipment.

See map “M8”.

3.3.3.1 Signalling systems

The signalling system consists of a uniform system of visible signals of specified design, shape and colour and audible acoustic signals of specified design. The signalling system enables easy, quick and unambiguous expression and apprehension of the signal and ensures safe operation of railway transport. Basic signals of the signalling system are provided in Annex 1, part 1 of the Ministry of Transport Order no. 173/1995 Coll., Issuing the Railway Transportation Rules, from June 22nd, 1995. Other used signals can be found in internal regulations of the IM.

Signals are expressed by signalling tools (e. g. signalling flag, light, signal board), eventually by hand (visible hand signals) or sound (acoustic signals) or by means of signal signs of mechanical or light signal devices and permanent signal devices (visible signals), or by verbal instructions.

3.3.3.2 Remote traffic control circuits

See map “M6”.

3.3.3.3 Communication systems

For railway traffic control, following line radio systems are operated:

- digital GSM-R system in the 900 MHz band
- analog radio system TRS in the 450 MHz band
- analog radio system ASCOM in the 450 MHz band
- analog simplex radio networks in the 150 MHz band

See Annex “C” and map “M10”.

3.3.3.4 ATC systems

Information exchange between the station and line control and blocking equipment terminal and the automatic train control equipment terminal is ensured by a low-capacity automatic train control device with frequency-impulse code (VZ) that is a Class B installation pursuant to Technical Specifications for Interoperability Control-Command Signalling Subsystem (TSI CCS CR) for the Czech Republic (LS).

Circuits for transmission of the VZ code on rail lines where this facility is used are considered as part of station and line control and blocking equipment. Station and line control and blocking equipment for VZ ensures transmission of simplified information on the signal on the signal device at the end of the section or the train route.

On the section of the single European train control device ETCS the ETCS line section Level 2 is on probationary operation in Version 2.2.2+SUBSET 108 Version 1.0 according to TSI CCS CR+ Corridor 2007. A possible locomotive operation with the ETCS system switched

on must be consulted with representatives of SŽDC General Directorate – Department for Automation and Electrical Engineering.

Within the construction “ETCS corridor, section Kolín – Břeclav state border Austria/Slovakia, the section mentioned above will be subject to testing operation by the track part of the ERTMS/ETCS system level 2 in Version 2.3.0.d. Any potential operation of locomotives with ETCS system switched on must be consulted with representatives of SŽDC General Directorate – Department for Automation and Electrical Engineering; an instruction of the IM may be possibly published for this purpose.

For purposes of automatic train leading (AVV) installations are situated on the line for identifying position, so-called magnetic information points, Magnetic information points are located in rails designed for rides of local trains (with stops). The line description (Route map) must be contained in the vehicle (on-board) part of AVV. Based on the train position identification, the route map and information transferred through the train control device and/or input by the driver the vehicle (on-board) part of AVV ensures a continuous and economical train ride

See map “M9”.

3.4 Traffic restrictions

SŽDC is not responsible to the applicant for restrictions of train operation caused by:

- weather conditions that prohibit proper operation of railway transport,
- traffic situations caused by exceptional events according to §49 of the Rail Systems Act that are not caused by activities of SŽDC,
- RU breaching conditions of operation of rail transport (e.g. detection of defect or breakdown by diagnostic device)
- activities of third parties,
- announcement of regulatory measures in railway transport in case of emergency
- restrictions of infrastructure operation based on decision of rail authorities

and while indicating defects on the RU’s train by diagnostic equipment. SŽDC is not obliged to compensate caused damage to the applicant in these cases.

If the RU or a third party causes a restriction of the movement of a train of another RU, SŽDC is in capacity to provide the aggrieved RU all available background documentation for proving liability for incurred damage.

SŽDC organizes and controls operation of railway transport in a manner that railway transport is safe and fluent, while observing the established timetable of the train. While doing so, SŽDC acts according to respective provisions of the infrastructure manager’s internal regulations.

In case fluent operation is endangered for reasons on the side of RU (e.g. train jamming on the line), the RU is obliged to take immediate steps to eliminate this distortion at his own costs. Eliminating the cause of distorted fluent operation must be carried out by the RU in cooperation with the IM without delay. If the RU does not ensure elimination of the cause of distorted fluent operation in this given term or is unable to do so by himself, the IM can eliminate the cause by himself at the RU’s cost. The RU is responsible for any damage incurred by such a distortion both to the IM and to other RUs or third parties. Other RUs are obliged to provide cooperation on request during the elimination of the distortion, unless other serious circumstance prevent them to do so. Costs related to providing cooperation are borne by the RU which caused the fluent operation distortion.

3.4.1 Specialised infrastructure

SŽDC limits allocated infrastructure capacity use on the narrow gauge regional railway Třemešná ve Slezsku – Osoblaha for applicants who operate rail vehicles technically capable of operation of railway transport on this railway.

SŽDC limits allocated infrastructure capacity use on regional railway networks Rybník – Lipno nad Vltavou, Tábor – Bechyně and Štramberk – Veřovice for applicants who operate rail vehicles technically capable of operation of railway transport on these railway networks.

SŽDC limits allocated infrastructure capacity use on the nationwide railways in the sections which are equipped with remote-controlled control and blocking equipment (DOZ) and where the condition of access to railway infrastructure is, among others, that the hauling, control or special vehicle is equipped with an on-board radio station capable of full cooperation in basic radio connection mode with used line radio system. See Annex F.

SŽDC limits allocated infrastructure capacity use on the national railway and on regional railways in sections equipped with a radio-bloc and where a condition of access to transport infrastructure is i.a. equipping the hauling, control or special vehicle with a terminal fully capable of communicating and working with the radio-bloc. A requirement on equipping a vehicle with a terminal may be subsequently specified by issuing an IM instruction for operation on a specific line section.

SŽDC limits ETCS system use on the nationwide railway in the line section Český Brod (outside) – Kolín (outside) equipped – within the pilot project – with ETCS Level 2 in version 2.2.2 + SUBSET 108 version 1.0 + Corridor 2007, operated on specific conditions. Vehicles equipped with a mobile part of the ETCS system may be running on the line section specified above only with the consent and on conditions set by the Department for Automation and Electrical Engineering of SŽDC Headquarters

SŽDC limits allocated infrastructure capacity use since the day of announcement on a nationwide network in line sections being equipped by a track part of the ERTMS/ETCS system where a condition for access to the infrastructure i.a. is:

- a) not equipping a hauling, driven or special vehicle with a mobile part of the ETCS system or
- b) equipping a hauling, driven or special vehicle with a mobile part of the ETCS system compatible with a used track part of ETCS, whereas compatibility must be proved based on an EC verification process by a respective authorization on putting into operation issued in accordance with valid legal regulations or
- c) vehicles equipped with a non-compatible version of the ETCS system can be operated on level 0 or level STM or in Isolation mode or supervised by a separate national control-command LS equipment

The used level of ETCS track part and its versions can be found in TTP Table 04.

On selected sections of new or modernized lines equipped exclusively with the ETCS system, SŽDC will be restricting the use of allocated infrastructure capacity only for use of a hauling, driven or special vehicle equipped with a mobile part of the ETCS system according to item b) mentioned above.

In case no ES verification process was carried out for a mobile part of the ETCS system or no certificate of conformity for the control command and signalling subsystem (CCS) for the vehicle was issued or mutual compatibility of a mobile part of ETCS with the used track part of ETCS (basic specification pursuant to the European Commission Decision 2012/88/EU as

amended) was not corroborated, mutual tests for assessing mutual compatibility of the track part and the mobile part must be carried out at the expense of the entity interested in using the vehicle. Mutual compatibility is assessed individually in such cases for a given software and hardware version of a mobile part of ETCS with the participation of a legal person entrusted by the Ministry of Transport to carry out tests of vehicles and an authorized entity for assessing conformity of the product pursuant to the Government Order No 133/2005 Coll. as amended for a control command and signalling subsystem (CCS).

3.4.2 Environmental Restrictions

According to the Government Decree no. 152/1992 Coll., On Protective Zones of Natural Curative Springs of Spa Location Františkovy Lázně, carriage of substances that could have negative impact on natural curative springs is prohibited in line sections Cheb – Františkovy Lázně – Vojtanov, Tršnice – Františkovy Lázně – Aš and Tršnice – Luby u Chebu.

For reasons of waters and water sources protection, in localities mentioned hereunder:

- railway station circuit Jedlová, situated in hygienic water protection zone II of the water-supply reservoir Chřibská (decision of District Authority Děčín Region No 050/4964/99/235/ZF from 30 August 1999),
- railway station circuit Letohrad and part of the section between stations Lanšperk – Letohrad, situated in hygienic water source protection zone II for ground water sources (decision of Municipal Authority Žamberk Ref. No 2929/2009/ZPZE-8/231.8/KOSP-226),
- railway station circuit Jablonné nad Orlicí and part of the section between stations Jablonné nad Orlicí – Těchonín, situated in hygienic water source protection zone II for ground water sources (decision of Municipal Authority Žamberk Ref. No 11185/2010/ZPZE-7/231.8/SCHP-70)

the following activities are prohibited

- standstill of trains or train-sets or individual vehicles with containing harmful substances except rail vehicles with propellants for its own operation,
- establishment of warehouses, even temporarily, containing harmful substances or dangerous goods including its manipulation.,
- establishment of waste dumps and littering rubbish

For the reason of possible impairment of the environment, SŽDC in cases of frequent leakage of harmful substances from rail vehicles (e. g. dripping of oil substances etc.) appoints by the Station Code a section of the station track intended for waiting or standstill of such rail vehicles. Waiting or standstill of such rail vehicles is then allowed on reserved places only.

3.4.3 Dangerous Goods

According to the Government Decree no. 152/1992 Coll., On Protective Zones of Natural Curative Springs of Spa Location Františkovy Lázně, carriage of dangerous goods except dangerous goods not containing extra dangerous substances and dangerous substances according to the Annex 1 of the Act no. 254/2001 Coll., On Water and Amendments to Some Acts (Water Act), is prohibited in line sections Cheb – Františkovy Lázně – Vojtanov, Tršnice – Františkovy Lázně – Aš and Tršnice – Luby u Chebu.

3.4.4 Tunnel restrictions

Without specific restrictions.

3.4.5 Bridge restrictions

Without specific restrictions.

3.5 Availability of the infrastructure

3.5.1 Simplified control of railway traffic

On a rail line, where railway traffic is organized in a way that only one train or shunting rail vehicle is moving along defined line sections or the train crew has passing loops for crossing or overtaking of trains specified in advance, simplified control of railway traffic can be used.

The specified passing loops are not permanently manned by individuals controlling railway traffic. In these cases, train traffic is controlled from one point and the train crew communicates from the specified passing loops with the individual controlling railway traffic. For crossing or overtaking of trains, entry track must be specified in advance, or eventually the train to enter the passing loop first is specified.

For the line section, communication between the train and the individual controlling railway traffic must be ensured by means of appropriate communication equipment from the specified passing loops, eventually from the train. The train must not leave the passing loop without approval of the person controlling traffic or other permit of the IM.

See map “M6”.

3.5.2 Restrictions of the rail system operation

The railway administration authority can, on the basis of notification of the IM, decide on the period and conditions of restricted operation of a rail network or its part.

In Annex “G” to the Network Statement), SŽDC publishes information on planned restrictions of operation on separate lines and their parts together with the assumed period of their duration.

SŽDC publishes information on planned restrictions of operation on individual lines and their parts on its website portal <http://provoz.szdc.cz>; this information is updated monthly. For these planned restrictions, about the extent of which the RU are informed in advance, SŽDC does not provide any compensation for covering of any additional costs necessary to ensure alternative services. In case the planned extent of the restriction is exceeded, after call of the RU affected by the restriction together with adding the respective documentation proving the reason and amount of remunerations required, SŽDC will provide the RU with compensation if it is obliged to do so pursuant to valid legal regulations.

If the duration of a restriction of operation of a rail network or its part is longer than 24 hours and the restriction affects agreed extent and frequency of railway traffic, SŽDC is obliged to immediately notify the railway administration authority, owner of the railway and the RU, who operate transport on the restricted network, of reasons and anticipated duration of the restriction.

SŽDC has the right to restrict infrastructure capacity allocation in case where SŽDC restricted operation of the network of its part for the necessary period of time for reasons of performing diagnostics and measurements, maintenance, reconstruction or capacity enhancement.

SŽDC has also the right to restrict infrastructure capacity allocation in cases of exceptional events, unfavourable weather conditions, natural disasters etc. See also Chapter 4.8

Due to the investments plan, SŽDC can restrict infrastructure capacity allocation in sections affected by modernization or optimization of lines on railway corridors and railway junctions. SŽDC will enable RUs the use of another free infrastructure capacity to enable trains' running on another detour path if such capacity is available and if its use is advisable and possible.

Movements of rail vehicles for regular measurements and test movements for technical and safety tests of lines that the IM is imposed to carry out by the Decree no. 177/1995 Coll., On Building and Technical Regulations for Railways, as amended, are according to §23b of the Rail Systems Act a reason entitling SŽDC to restrict operation of a rail network or its part for the necessary time period.

For more, see Chapter 4.5 and Annex "G".

3.5.3 Personnel limitations of infrastructure availability

IMs publish information on the extent of the lock-out of transport on their websites. However, the lock-out of transport does not have any impact on capacity allocation during its duration based on an application into the annual timetable or its amendment.

3.6 Service facilities

This Network Statement contains information only about service facilities on railway infrastructure where SŽDC exercises the function of allocator. Information on providing services and conditions for access to service facilities connected to the network of the infrastructure where SŽDC exercises the function of allocator shall be provided by the respective infrastructure manager. Contacts on managers of connected rail systems can be found in Annex "H",. Any possible requirements for information concerning the possibility of using service facilities on connected rail systems must be sent to the operator of the respective rail network.

3.6.1 Passenger terminals (stations)

Railway stations intended for operation of public railway passenger transport are equipped especially with:

- a) platforms;
- b) premises for passengers providing protection against weather impacts;
- c) information system for arrivals and departures of trains;
- d) identification signs marking the access to trains;
- e) illumination of the passenger premises.

Railway stops intended for operation of public railway passenger transport are equipped especially with:

- a) platforms;
- b) premises for passengers providing protection against weather impacts, eventually for passenger check-in;
- c) illumination of the passenger premises.

The length of platforms is derived from maximum length of passenger trains regularly operated on the relevant rail line.

See Annex "B".

The height of level platforms is 200 mm (250 mm for the last platform that is not crossed over) above the level of rail head. The height of island platforms is 550 mm above the level of rail head.

The list of stations with specified scope of check-in and services provided in passenger transport is made public by IMs in the annual timetable of public passenger transport on national and regional networks through the National Information System of Timetables. This list also defines the extent of access for disabled passengers.

See Chapter 5.

3.6.2 Freight terminals (stations)

The list of freight terminals and stations with technical equipment for freight transport is provided on the website portal <http://provoz.szdc.cz/>.

This list contains a list of railway stations, border points, a list of connection points with private and rented rail lines and a list of connecting stations of river ports.

The operator of relevant network will provide detailed information on all terminals and services provided by request.

Contacts to railway operators are provided in Chapter 1.1.2.2 and Annex “A”.

3.6.3 Train formation yards

The table below shows a summary of data regarding performance of hump yards of train formation yards within the national railway:

Name of train formation yard (circuit)	Number of relational tracks	Maximum length of relational tracks	Daily performance in shunted wagons
Beroun seř.n.	12	767	538
Brno-Maloměřice	23	869	987
Břeclav přednádraží	13	783	1072
Bohumín-Vrbice	7	650	450
Česká Třebová směr.sk.	32	739	1463
České Budějovice seř.n.	22	819	1194
České Velenice			
Český Těšín	8	679	1004
Děčín hl.n.	10	687	558
Domažlice	4	745	270
Havlíčkův Brod	13	716	660
Hněvice	4	759	-
Horní Dvořiště	4	628	228
Hradec Králové hl.n.	11	764	639
Hranice na Moravě	3	588	98
Cheb	14	610	404
Chomutov seř.n.	10	689	150
Jihlava	9	648	-
Kolín	11	600	525
Kralupy nad Vltavou	11	694	590
Krnov	6	380	163
Liberec	10	544	150
Lovosice	6	981	-
Mladá Boleslav hl.n.	6	483	-

Name of train formation yard (circuit)	Number of relational tracks	Maximum length of relational tracks	Daily performance in shunted wagons
Most nové nádraží	33	849	1374
Nové Sedlo u Lokte	-	-	-
Nymburk seř.n.	17	800	2186
Olomouc pravé předn.	15	855	876
Opava východ	6	497	192
Ostrava Kunčice	13	710	1127
Ostrava levé n.	20	781	1169
Ostrava pravé n.	19	830	1680
Otrokovice	3	475	79
Pardubice hl.n.	10	737	638
Plzeň seř.n.	21	833	830
Praha-Libeň	11	744	1033
Protivín	5	538	198
Přerov přednádraží	22	542	822
Sokolov seř.n.	11	708	85
Strakonice	3	583	268
Studénka	7	378	147
Tábor	12	659	450
Trutnov hl.n.	3	354	-
Třinec	6	771	675
Turnov	10	429	120
Týniště nad Orlicí	7	635	-
Ústí nad Labem západ	10	751	-
Valašské Meziříčí	11	602	808
Veselí nad Lužnicí	13	491	391
Zábřeh na Moravě	4	579	147
Znojmo	5	698	-

The operator of relevant network will provide detailed information on all train formation yards and services provided by request. Contacts to railway operators are provided in Chapter 1.1.3 and Annex "A".

3.6.4 Storage sidings

SŽDC does not own or operate storage sidings. The owner of relevant network will provide detailed information on possibilities of standstill of trains provided by request. SŽDC will enable standstill of a train or vehicles on rails in appropriate stations based on approval of the IM. Additional details are provided in Chapter 5.3.7 and 6.1.3.

Contacts to rail systems owners are provided in Chapter 1.1.4.

3.6.5 Maintenance facilities

SŽDC administers washer of rail vehicles in circuit of Brno-Horní Heršpice station, which is operated by TSS, Joint Stock Company (for details see Chapter 5.3.8). Other repair and maintenance centres, SŽDC does not own or operate. The owner of relevant network will

provide detailed information on possibilities of performing repairs and maintenance of rail vehicles provided on request.

Contacts to rail systems owners are provided in Chapter 1.1.4.

3.6.6 Other technical equipment including washing and cleaning facilities

An integral part of development of SŽDC's infrastructure are indicators of firing of bearings (IHL), indicators of hot brakes and rims (IHO), indicators of incorrect running and a pantograph monitoring system (PMS) that resolves protection of railway infrastructure.

Main goals of these systems are:

- to enhance safety of operation by timely withdrawal of damaged wagons by using indicators of firing of bearings (IHL) and indicators of hot brakes and rims (IHO),
- to ensure protection of the track superstructure as well as other elements of railway infrastructure, particularly in modernized sections, against defects of rolling stock pair of wheels, impacts of defects causing damage on tracks by using INJ – part of diagnostics showing defects on wheels' circumference and rolling behaviour and other defects causing damage on tracks (IPK),
- to enhance safety during movement of the train through tunnels and adhere to requirements on fire safety of railway tunnels by means of the diagnostics devices IHL and IHO,
- to ensure protection of the overhead contact line as well as other elements of railway infrastructure against damages caused by incorrect or damaged parameters of electrical hauling vehicles' and units' pantographs (especially by damaged pantograph pens liming and by an incorrectly set pressing force)
- to respect conditions of interoperability of rail lines of the railway network in the Czech Republic incorporated in the trans-European conventional railway system by providing the railway infrastructure with IHL, IHO, INJ and PMS according to the Directive of the European Parliament and of the Council 2008/57/EC on the interoperability of the rail system within the Community
- to incorporate installed diagnostics devices IHL, IHO, IPK and PMS in the network information system of diagnostics of defects on moving vehicles.

Based on facts mentioned above, SŽDC reserves the right of stopping a train where a defect has been detected with diagnostic equipment and the right of recourse in case the RU uses repeatedly for its ride a rail vehicle where a defect causing damage on tracks (INJ symptom) has been detected with ASDEX diagnostic equipment.

Localities with equipment for diagnostics of defects on running railway vehicles can be found in Annex "J".

The equipment for diagnostics of defects of running vehicles for the rail network in the Czech Republic (IHL, IHO, INJ) are deployed so that they form an interconnected system of indicators in cascade arrangement in intervals according to recommendations of UIC - between 30 and 70 km.

3.6.7 Facilities in maritime and inland ports

Port	Siding	Closest station	Contact
Děčín Loubí	yes	Děčín-východ	http://www.csp-labe.cz/
Děčín Rozbělesy	yes	Děčín hl.n.	http://www.cspl.cz
Kolín	yes	Kolín	www.ceskepristavy.cz
Lovosice	yes	Lovosice	http://www.csp-labe.cz/

Port	Siding	Closest station	Contact
Mělník	yes	Mělník	www.ceskepristavy.cz
Miřejovice	no	Nelahozeves	www.ceskepristavy.cz
Praha Holešovice	no	Praha-Holešovice	www.ceskepristavy.cz
Praha Smíchov	no	Praha-Smíchov	www.ceskepristavy.cz
Praha Radotín	no	Praha-Radotín	www.ceskepristavy.cz
Týnec nad Labem	no	Záboří nad Labem	www.ceskepristavy.cz
Ústí n. L.	yes	Ústí nad Labem-Sever	www.ceskepristavy.cz
Ústí n. L. Vaňov	yes	Ústí nad Labem-Jih	

3.6.8 Auxiliary facilities

SŽDC other technical equipment, including facilities for washing and cleaning does not own or does not operate. For information about other technical equipment, including facilities for washing and cleaning conveys owner of infrastructure on request.

3.6.9 Refuelling facilities

SŽDC does not own or operate refuelling facilities. The owner of the relevant network will provide detailed information on possibilities of refuelling provided or facilities on request.

SŽDC calls attention to the obligation of observing valid legislation of the Czech Republic in the field of environmental protection, especially Article 39 of Act No 254/2001 Coll. on Water as amended, including its implementation regulations and internal regulations of the infrastructure manager where attention is drawn to the necessity of observing legally set obligations while handling fuels which is qualified as handling harmful substances.

Contacts to rail systems owners are provided in Chapter 1.1.4.

3.6.10 Technical facilities

The operator of relevant network will provide detailed information on all equipment and services provided or facilities on request.

Contacts to railway operators are provided in Chapter 1.1.3 and Annex "A".

3.7 Infrastructure Development

3.7.1 Infrastructure Development Principles

On May 1, 2004, the Czech Republic became a member of the European Union; the European Parliament and the European Council adopted directives for interoperability of trans-European high-speed and conventional railway system.

Selected part of the rail network of the Czech Republic, which forms a part of this European railway system, must adhere to requirements on interoperability (according to the Regulation no. 352/2004 Coll., On Operational and Technical Interconnection of European Railway System, the Government Decree on technical requirements on operational and technical interconnection of European railway system no. 133/2005 Coll. and relevant technical specifications for interoperability).

Reconstruction of rail lines of the selected railway network is generally realized in following manners:

- a) modernization of a rail line - a set of measures that allow to increase the speed limit on relevant line to 160 kph inclusive (with eventual constructional readiness for higher

- speed unless investments costs excessively rise), achieve required load class, achieve required space clearance and operate units with tilting boxes;
- b) optimization of a rail line - a set of measures that allow to achieve required load class, achieve required space clearance, remove local line speed limitations and eventually operate units with tilting boxes, generally on existing earth body.
 - c) revitalization of a rail line – a set of measures allowing infrastructure renewal with consideration to requirements from passenger and freight transport. Aspects being followed up the most are improving conditions for passengers' access, increase railway transport safety, decreasing journey times and improving the operational and technical state of rail lines.

Modernization of a rail line includes constructional measures such as reconstructions, reroutings and new constructions on a continuous line section, linked in terms of deadlines.

Within modernization and optimization of rail lines, main tracks (through line tracks and main station tracks) are reconstructed. In addition to main station tracks, in hump yards with branching tracks:

- passing tracks are reconstructed;
- new transport (or manipulation) tracks are built solely when their necessity is decisively proven;
- configuration adjustments of other station tracks derived from the new position of main and passing tracks and from the new position of platforms or other freight engineering objects or resulting from changed requirements on train paths are carried out;
- tracks of other owners, removed in consequence of changes in yard configuration, are replaced;
- redundant parts of yards are reduced in cases when collision with the new yard configuration occurs or in cases when it allows considerable reduction of investment costs of the safety equipment.

Main goals of modernization and optimization of selected railway network in the Czech Republic:

- to establish higher line speed limit in sufficiently long sections so that it is possible to effectively take advantage of increased speed,
- to achieve track load class D4 UIC for line speed level 120 kph inclusive (i. e. 22.5 t per axle and 8 t per running meter of the vehicle's length,
- to establish space clearance for loading gauge UIC GC according to ČSN 73 6320, i.e. basic clearance Z-GC,
- to ensure required infrastructure capacity or required time position of trains and, at the same time, determine optimized extent of railway infrastructure,
- to provide the rail line with such technological equipment that will ensure full safety of operation at the line speed up to 160 kph.

Construction of new rail lines or modernization of existing lines for speed over 160 kph is considered as modernization of higher level.

Newly built line sections that will prospectively be part of high-speed line network are planned with regard to relevant technical specifications for interoperability of the trans-European high-speed railway system.

See Annex "G".

3.7.2 ETCS Development

The strategy of transferring from the national LS control-command system to the European interoperable system Class A – ETCS is – based on the National ERTMS implementation plan and European Development plan - set in such a way to combine investments in lines' and vehicles' equipment in order for lines' equipment to create conditions for operation of equipped vehicles. However compared to the development of the GSM-R system, the TCS system development is considerably slower given the fact that putting the ETCS into operation is effective on modernized lines and the ETCS on-board part will be equipped gradually, in the first phase only on vehicles in international transport, new or modernized vehicles.

The strategy of ensuring operation from the national VZ LS system to the ETCS system during the migration period is based on use of dual equipment on lines allowing simultaneous operation of both vehicles equipped with ETCS and vehicles equipped only with the national VZ LS system.

The ETCS system migration period in the Czech Republic for lines with mixed operation of vehicles equipped with ETCS and vehicles non-equipped with ETCS is set as the period since starting routine operation of the ETCS system on a given continuously equipped line section up to the moment of introducing operation of all trains exclusively under ETCS supervision.

The ETCS system migration period for continuous sections approximately hundreds of kilometres long is equipped with ETCS in accordance with the ERTMS 2014 National Implementation plan is minimal and will not end sooner than in five years since the day of prohibiting entry for trains drawn by a vehicle without a functional ETCS compatible part by the Ministry of Transport.

The ETCS system migration period for other line sections than continuous sections approximately hundreds of kilometres long equipped with ETCS will be ongoing for a period of 5 years at minimum.

After the expiration of the migration period, the line part of the national system VZ LS can be completely put out of operation and assets of the ETCS system in the field of increasing operation safety and traffic control effectiveness can be applied in full in accordance with Article 7.1.3 of the EC Decision No 2012/88/EU.

Within construction of new lines or extensively modernized lines (currently mostly without a national VZ LS system), it is possible to put into operation sections equipped exclusively by the ETCS system with exclusive operation of vehicles equipped with ETCS, e.g. the planned connection from Prague to Václav Havel Airport or new or modernized lines with the so-called Rapid Service system.

Specific sections equipped by the ETCS system with mixed operation of vehicles equipped with ETCS and vehicles non-equipped with ETCS and the date of putting ETCS into operation will be published on the Infrastructure Operation Portal 6 months in advance of starting routine operation at minimum including conditions for using the ETCS system and related possible restrictions of allocated capacity use⁵. This paragraph concerns sections with a migration period of 5 years at minimum.

⁵ Possible related restrictions of allocated capacity use will concern vehicles equipped with an on-board part of ETCS during the migration period and will be related to applications for a compatibility of the ETCS line and on-board part.

Specific line sections (being) equipped with the ETCS train control system which the migration period will not be applied on or this period will be reduced to a strictly necessary minimum will be published on the Infrastructure Operation Portal 5 years in advance of starting ETCS operation above the framework of publishing assured by the Ministry of Transport. For these sections, using allocated capacity will be possible only by trains equipped with an on-board part of the ETCS system compatible with line part of the ETCS system. Information on starting routine ETCS operation in these cases will be continuously updated and terms (time periods) set by the ministry of Transport will not be reduced.

Constructions including ETCS are shown in the Investments Plan – selection (see Annex “O”).

4 INFRASTRUCTURE CAPACITY ALLOCATION

4.1 Introduction

Infrastructure capacity, i. e. its usable permeability within allocation of required train paths in certain section of railway infrastructure over certain time period, is expressed as the number of trains which can be transported over certain time period with given technical, operational and staff equipment while keeping necessary quality of transport.

SŽDC determines the infrastructure capacity of multi-track line sections separately for each track according to stipulated organization of train traffic.

According to §34b of the Rail Systems Act, SŽDC allocates infrastructure capacity on national railways and regional railways owned by the state. **The maximum time range (time between departure from the first point and arrival to the last point on SŽDC network) of the allocated infrastructure capacity is 20 hours.** An exception may be allowed by the allocator only on condition that that the request for one ride is submitted for a single day of ride only.

On lines incorporated into the European Rail Network for Competitive Freight Transport (ERNCF) pursuant to the Regulation 913/2010 (see Chapter 1.9), infrastructure capacity may be allocated also by the Corridor OSS (C-OSS). Conditions and procedures for allocating infrastructure capacity by C-OSS are published by each corridor in their Corridor Information Document (CID). Additional information is provided on the website of each corridor or on SŽDC website in the ERNCF part.

4.2 Description of the process of infrastructure capacity allocation

SŽDC allocates infrastructure capacity if:

- a) the applicant has sent and attested his application in accordance with the Network Statement,
- b) the applicant has a valid license or complied with all legislation requirements for applicants who do not have a valid licence,
- c) infrastructure capacity enables it,
- d) the applicant has concluded a contract with SŽDC pursuant to Chapter 2.3.2 or 2.3.3,
- e) the RU pledged himself contractually to a performance remuneration system pursuant to Chapter 6.4,
- f) on international paths, the condition pursuant to Chapter 4.3.1.2 has been met.

4.2.1 The essentials of application for infrastructure capacity allocation

4.2.1.1 Application for infrastructure capacity allocation to annual timetable and its regular changes

Due applications for capacity infrastructure allocation to the annual timetable, late applications to the annual timetable and applications to regular changes of the annual timetable are submitted by the applicant to SŽDC as follows:

- by electronic means through the IS KANGO or the IS RNE PCS in accordance with operating instructions for these applications issued by the IM,
- on specified written form “INTERNATIONAL STUDY FORM / PATH REQUESTS” in Czech or in English either directly or through an authorized person as follows:

- i. by post to the address Railway Infrastructure Administration, state organization, Dlážděná 1003/7, 110 00 Prague 1
- ii. in person in the registry of the Railway Infrastructure Administration, state organization; applications are received during office hours, i. e. on working days from 8:00 am to 2:30 pm;

The application in written form must be signed by an authorized person according to the Agreement (see Chapter 2.3) or by a person (persons) authorized to act on behalf of the company pursuant to the Commercial Register.

The application is considered as delivered based on the date and time:

- » of submission of the application for infrastructure capacity and path through IS KANGO,
- » of delivering an application for a path through IS RNE PCS,
- » indicated in SŽDC registry's stamp (in case of written application),

4.2.1.2 Application for infrastructure capacity allocation ad hoc

An application for individual infrastructure capacity allocation ad hoc is submitted by the applicant at SŽDC in Czech in electronic form, namely:

- by means of an online form IS KADR which can be found on the Infrastructure Operation portal <http://provoz.szdc.cz/KADR>) in accordance with instructions published by the IM for servicing this information system,
- by means of electronic data exchange between the IS of the applicant and IS KADR pursuant to conditions set by a specially concluded contract
- for international applications also by means of IS RNE PCS. The IM will inform the applicant about starting data communication between IS RNE PCS and IS KADR on the Infrastructure Operation portal.

In cases of unexpected failures of IS KADR, the RU can request the train path ordered under a period of 3 days also by telephone. In this case, the applicant also must submit a written application immediately in Czech directly or through an empowered person:

by e-mail in the format *.rtf, *.doc, *.xls, *.pdf or *.htm for:

- for international applications to the address: oss@szdc.cz
- for domestic applications: to the master dispatcher of relevant control region of the railway service operator – see Annex A.

The application is considered as delivered based on the date and time

- of submitting the application for infrastructure capacity and path through IS KADR
- of delivering an application in written form to SŽDC
- of delivering a request for a path through IS RNE PCS.

4.2.1.3 The essential data in application

The applicant is obliged to state in the application:

- a) business firm, Tax Identification Number and registered office of the applicant, in case of an applicant who does not have a valid licence also the designation of the RU who will be using the allocated infrastructure capacity (commercial company, identification code and seat of the RU); in case of an application for international paths also cooperating RUs on the respective neighbouring infrastructures; for

international requests, the applicant must also have an international company number allocated by UIC (so-called RICS codes);

- b) description of required infrastructure capacity, i. e. train path expressing a logical connection of starting and destination point (eventually connection point of mutually joined lines) and listing of wayside transport points necessary for unambiguous definition of the path, whereas the path must not include sections or transport points operated multiple times except cases specially agreed upon by the IM;
- c) proposal of time leading of the required train path including requirements for waiting in certain transport points and reasons of that waiting;
- d) type of train operated in required train path including determination of its maximum regular weight, maximum speed and length, braking mode, maximum area of braking percentage and rolling resistance;
- e) type of traction and series and numbers of hauling rail vehicles, their function, requirements on planned relaying of hauling vehicles etc.;
- f) time extent of required infrastructure capacity (i. e. schedule of usage of the train path – daily/on certain days, regularly/as necessary, or in the period from-until);
- g) kind of operated railway transport including information whether the train is operated on the basis of public service obligation;
- h) required tariff and non-tariff notes in the annual timetable including their time and regional limitations;
- i) kind and scope of services provided;
- j) other requirements of the applicant on movement of rail vehicles and engagement of track in the yard area of the station where the assigned path starts or ends, eventually shunting in wayside stations or minimum required technological waiting period in a border station etc.
- k) in case of an individual application for allocating infrastructure capacity ad hoc also the technology used at destination transport point and technology used at the wayside transport point (see Annex “J”) in case the applicant requires a stay or an operation which means an exigency for any occupation of station tracks before the arrival or after the departure of a train or in case the RU request further cooperation from the IM during the stay.
- l) exceptional situations on the train (see Chapter 4.7.1) if they are known to him at the time when the application is being submitted
- m) for an application in written form, the signature of an authorized person according to the Agreement (see Chapter 2.3) or by a person (persons) authorized to act on behalf of the company pursuant to the Commercial Register.

During change of parameters stated in points a) – f), the capacity allocation body will assess within the planning process of the annual timetable whether the matter in question is a change of the application according to Chapters 4.3.1.1 and whether the application is to be changed to a late application.

In accordance with the procedure of TAF/TAP TSI implementation, a list of obligatory and optional elements of individual messages used within the Request for a path dialogue will be published on the website portal Operation of infrastructure.

4.2.1.4 Further necessary documents

The RU must prove to SŽDC no longer than the date of initiation of operation of railway transport within allocated infrastructure capacity:

- a) safety certificate valid for the time period the infrastructure capacity has been allocated for,
- b) document confirming conclusion of a liability insurance contract for damage caused by operation of railway transport within allocated infrastructure capacity in a minimum amount pursuant to Chapter 2.2.2, including a document that the insurance has been paid.

4.3 Time schedule of infrastructure capacity applications submissions

The process of infrastructure capacity allocation to the annual timetable and in the ad-hoc mode is carried out in accordance with European directives included in the Rail Systems Act and its implementing regulations, as amended, and in accordance with agreements of European IMs and infrastructure capacity allocation bodies incorporated in the organization RNE.

Applications for infrastructure capacity are classified by the following products:

- a) application for infrastructure capacity allocation to annual timetable,
- b) late application for infrastructure capacity allocation to annual timetable,
- c) application for infrastructure capacity allocation to a change of annual timetable,
- d) application for individual ad-hoc infrastructure capacity allocation

The participants in the infrastructure capacity allocation process according to a) – d) are:

- the applicant;
- infrastructure capacity allocation body
 - SŽDC – Department of Timetable
 - SŽDC – Department for Operative Traffic Control
 - SŽDC - Central Traffic Control Prague, Central Traffic Control Přerov
 - – for lines operated by a different operator, the dispatcher department of the IM;

Contacts to IMs and the dispatcher department of the railway manager are provided in Chapter 1.1.3 and in Annex “A”.

For mutual communication of applicants and the capacity allocation body during the infrastructure capacity allocation process, following information systems are used:

- a) Information system for planning of the annual timetable IS KANGO - it is a set of interconnected modules that allow to carry out planning of the annual timetable and its planned changes from preparation of necessary framework data through entering detailed data for each of requested train paths and graphic planning of the train timetable to creating all necessary print utilities for the annual timetable.
- b) Information system RNE PCS - it is a communication tool that ensures mutual cooperation of applicants and capacity allocation bodies including their own information systems during defining of requests and subsequent planning of international train paths. This IS is developed by RNE and is offered to RUs free of charge. Further information can be found on RNE's website or provided by OSS.
- c) Information system IS KADR – it serves for entering individual ad-hoc requests for train paths and applications within remaining infrastructure capacity and subsequent

assignment of the path by the allocation body. This IS is offered to applicants free of charge. Detailed information on terms of using of this IS are provided on the website portal Operation of infrastructure.

By submitting an application for infrastructure capacity, the applicant expresses his consent with conditions stated in this Network Statement.

4.3.1 Application to annual the timetable and its regular changes

4.3.1.1 Due application for infrastructure capacity allocation to the annual timetable

This process is divided into logical sequence of partial stages which are accommodated to stipulated schedule of planning of the annual timetable.

Individual partial stages include:

- receipt of the application to the annual timetable;
- submission of draft plan of train paths;
- application of suggestions of applicants;
- final infrastructure capacity allocation.

For planning of the annual timetable, SŽDC offers technical infrastructure capacity which is determined by equipment of the transport infrastructure. By request of an applicant, SŽDC allocates infrastructure capacity for the annual timetable period.

Technical infrastructure capacity indicates the maximum amount of traffic while taking request or necessary quality and prescribed maintenance into consideration. Ascertaining technical infrastructure capacity anticipates full staffing and operation of equipment temporarily closed but able to be put into operation in case of necessity as well.

The IM settles the train path and timetable within the assessment of infrastructure capacity before subsequent infrastructure capacity allocation. Utilities for the annual timetable are provided by SŽDC free of charge in electronic version on the website portal Operation of infrastructure - <http://provoz.szdc.cz>. or are available, on the request of the RU, for a fee in written form or in electronic form on a CD-ROM.

Submission of application

The applicant requests the IM for a domestic train path

- by means of IS KANGO or RNE PCS;
- by data communication from the RU's own IS into the IM's IS. – IS KANGO. Before starting data communication, the assent of the IM with the correctness of created data communication must be given. Conditions for connecting data communication of the RU's IS will be delivered by the IM.
- on a specified form (see Annex E "INTERNATIONAL STUDY FORM / PATH REQUESTS").

The applicant requests the IM for an international train path through the IS RNE PCS or the application may also be submitted through IS KANGO. In the future, IS KANGO will enable transferring the application to IS RNE PCS its harmonization. SŽDC will inform the applicant on data communication start in this sense between IS RNE PCS and IS KANGO on the Infrastructure Operation Portal.

The application must contain all information defined in Chapter 4.2.1.3.

An international application must be harmonized with cooperating applicants on neighbouring railway infrastructures. This is an essential condition of acceptance of the application for path

planning. IS RNE PCS serves for this harmonization of applications between applicants. Infrastructure capacity allocation and path assignment in a border section is conditioned by an approving standpoint of the capacity allocator (IM) of the neighbouring infrastructure based on a confirmation that a concurrent application for infrastructure capacity allocation and path on a connected border section of the neighbouring infrastructure has been submitted by the applicant and that this application would be granted.

The applicant can request assignment of catalogue path in the application. The IM does not guarantee the assignment of catalogue path to the applicant.

Receipt of path application

The IM receives the application and if it has not been submitted directly through IS, the operator enters the data from the application to IS KANGO. Incompleteness or factual mistakes in the application can be reason for rejecting it. Repeated submission of that application is considered as a new application including the new date of receipt.

After receipt of the application, the IM assesses infrastructure capacity. Within the assessment of infrastructure capacity, the operator assigns a catalogue path or plans the train path and submits the draft timetable to the applicant. In case of an international path, the draft timetable is coordinated on the part of IMs and collectively submitted to the applicants. IS RNE PCS serves for coordination of draft timetables of the train. The path proposal is delivered to the applicant by SŽDC by means of IS KANGO or IS RNE PCS.

Acceptance of the draft timetable of the train

The applicant assesses the draft timetable of the train and advises of objections against the planned paths or approves the paths. This is carried out either through IS KANGO or in written form for domestic paths, for international paths through the IS RNE PCS. Written objections or written approval shall be submitted through electronic mail to SŽDC, Department of Timetable. In case of an international path that is operated by cooperating applicants, the objections are handled with the leader applicant which submits them collectively to the IMs. Detailed information concerning these processes is provided in the RNE's Manual for IS RNE PCS.

The applicant must submit their objections or acceptance of paths by the deadline set for applicants' objections against the draft annual timetable. If the applicant does not submit their objections by the deadline, drafted paths are considered as accepted.

The IM will process the objections of the applicant by the deadline of infrastructure capacity allocation for applications to the annual timetable.

If the request of the applicant for infrastructure capacity allocation cannot be met even after carrying out of coordination of all received requests, the IM communicates this information to the applicant notifying that there is no other alternative to handle their request. The applicant can submit their application again with new deadlines and new conditions for planning of the train path. This repeated submission of the application is considered as a new application including the date of receipt.

After the applicant's acceptance of the path, SŽDC allocates infrastructure capacity to this path. Then the operator incorporates the planned path and its data into the utilities of the annual timetable.

During handling of applications to the annual timetable, deadlines set by European directives, Rail Systems Act and its implementing regulations, as amended, as well as deadlines

stipulated by RNE - organization of European IMs and infrastructure capacity allocation bodies, are observed; the deadlines are stated in Chapter 4.3.1.9.

Change of application

A change of parameters of the application to such extent that the IM has to change parameters of a path that is already being planned is considered as a change of the application. It is the IM who makes decisions on whether the change of parameters of the application invokes change of planned path.

If the applicant changes parameters of the application between April 14th, 2015 and August 25th, 2015, a change of application takes place and it is resolved in two successive steps:

- cancellation of the original application,
- elaborating an application for the new path – it is a late application with a new date of submission.

4.3.1.2 Late application for infrastructure capacity allocation to annual timetable

This process handles applications to the annual timetable that were submitted after April 13th, 2015, or were changed after this date.

For late applications, train paths are planned within remaining infrastructure capacity with regard to paths already assigned and planned construction works.

Paths planned for late applications have lower priority than applications for infrastructure capacity allocation to the annual timetable.

To submission and receipt of path application, acceptance of the draft annual timetable and change of the application, provisions of Chapters 4.3.1.1 apply as appropriate.

4.3.1.3 Application for infrastructure capacity allocation to a change of annual timetable

The IM offers to applicants the possibility of submitting applications to planned changes of the annual timetable as a business offering out of scope of the process of ad-hoc infrastructure capacity allocation established by law.

Upon changes of the annual timetable, paths are planned within remaining infrastructure capacity with regard to paths already assigned and planned construction works.

Paths planned based on applications to changes of the annual timetable have lower priority than applications for infrastructure capacity allocation to the annual timetable.

To submission and receipt of path application and acceptance of the designed change of the timetable, provisions of Chapters 4.3.1.1 apply as appropriate.

4.3.1.4 Deadlines for planning of annual timetable and its planned changes

The annual timetable 2016		
Application to annual timetable	Applications received until:	April 13, 2015
	Submission of draft annual timetable in passenger transport (PT):	June 15, 2015
	Draft international annual	July 6, 2015

	timetable until:		
	Draft annual timetable in freight transport (FT):		July 6, 2015
	Deadline for objections of RUs in FT:		August 27, 2015
	Deadline for objections of RUs in PT:		August 17, 2015
	Deadline for capacity allocation:		November 30, 2015
Late application to annual timetable	Applications received from:		April 14, 2015
	Applications received until:		September 7, 2015
	Deadline for capacity allocation:		November 30, 2013
Validity of annual timetable from:			December 13, 2015
Validity of annual timetable until:			December 10, 2016
Deadlines for applications to planned changes of the annual timetable 2016			
Changes in passenger transport (PT) and freight transport (FT)			
1 st change of annual timetable	Applications received until:	December 14, 2015	FT
	Change in effect from:	February 8, 2016	
2 nd change of annual timetable	Applications received until:	February 8, 2016	FT
	Change in effect from:	April 4, 2016	
3 rd change of annual timetable	Applications received until:	April 18, 2016	FT + PT
	Change in effect from:	June 12, 2016	
4 th change of annual timetable	Applications received until:	July 11, 2016	FT
	Change in effect from:	September 5, 2016	

4.3.2 Individual ad-hoc infrastructure capacity allocation

Within the process of ad-hoc infrastructure capacity allocation, the following products are offered by SŽDC:

- “an application ad hoc for infrastructure capacity allocation “over 3 days” for which the duration since receipt of the application until its realization is longer than three working days (including the day of submission of the application)
- “an application ad hoc for infrastructure capacity allocation “under 3 days” for which the duration since receipt of the application until its realization is shorter than three working days (including the day of submission of the application)
- an application ad hoc for infrastructure capacity allocation for technical and safety tests of rail vehicles
- an application ad hoc for infrastructure capacity allocation for runs of vehicles of unapproved types or with higher than line speeds
- an application ad hoc for infrastructure capacity allocation for runs for the purpose of SŽDC infrastructure maintenance

- an application ad hoc for infrastructure capacity allocation for runs resulting from SŽDC infrastructure limitations
- an application ad hoc for infrastructure capacity allocation for other reasons on SŽDC side.

The train path and timetable is fixed by the IM within consideration of the infrastructure capacity allocation request.

The IM creates within capacity creation for requests “over 3 days” ad hoc paths with conflicts’ solution.

As far as requests for “under 3 days” are concerned the IM decides by himself if he allocated ad hoc paths with conflicts’ solution (e.g. he allocates bid paths in a constructed position) or allocates paths in remaining infrastructure capacity without conflicts’ solution. Conflicts will be solved for these paths operatively by traffic employees of the IM.

4.3.2.1 Submission of application

The applicant submits the application for individual ad hoc infrastructure capacity by electronic means:

- By data communication between their own IS and the IM's IS – IS KADR. Before initiation of data communication, confirmation of correctness of established data communication must be issued by the IM. The IM notifies the conditions for data communication connection with the applicant’s IS.
- By means of the form in the web application “IS KADR” located on the website portal Operation of the infrastructure: <http://provoz.szdc.cz/KADR>.
- For international applications also by means of the IS RNE PCS. The IM will inform RU about initiation of data communication between IS RNE PCS and IS KADR on the website portal Operation of the infrastructure

In case of an unexpected failure of IS KADR, an application ad hoc submitted under 3 working days can be requested for by phone as with a consequent confirmation in written form, following instructions provided in Chapter 4.2.1.2.

The application must contain all information defined in Chapter 4.2.1.3.

An international application must be harmonized with cooperating applicants on neighbouring railway infrastructures. This is the essential condition of acceptance of such application for path planning. Infrastructure capacity allocation and path assignment in a border section is conditioned by an approving standpoint of the capacity allocator (IM) of the neighbouring infrastructure based on a confirmation that a concurrent application for infrastructure capacity allocation and path on a connected border section of the neighbouring infrastructure has been submitted by the applicant and that this application would be granted..

An applicant can request assignment of a catalogue path in the application. The IM does not guarantee the assignment of the catalogue path to the applicant

In case of a path request applied for “under 3 days”, the applicant submits its request in a period exceeding 12 hours before the train departure from the starting transport point (entry on SŽDC infrastructure) The applicant can request in a shorter time too, however SŽDC cannot guarantee satisfying the request on time.

4.3.2.2 Receipt of application for rail infrastructure capacity

SŽDC receives the application; if it has not been submitted directly through IS, the operator enters the data from the application to IS KADR. If the application is not complete or contains

factual mistakes, it can be reason for rejecting and returning it. Repeated submission of that application is considered as a new application including the new date of receipt.

The application for infrastructure capacity allocation is, from the side of SŽDC, only assessed within the free infrastructure capacity remaining after completion of the process of infrastructure capacity allocation to the annual timetable and resolving all previous ad-hoc applications for infrastructure capacity allocation. By request of the applicant, SŽDC allocates infrastructure capacity for the period until the forthcoming planned change of the annual timetable; SŽDC may however carry out a separate assessment of the application and subsequent infrastructure capacity allocation for every 30 days.

During the whole process of infrastructure capacity allocation, SŽDC closely cooperates with other railway operators within the territory of the Czech Republic responsible for planning the timetable of the train.

For mutual collaboration upon infrastructure capacity allocation that overreaches the network of one allocation body, a joint committee consisting of representatives of allocation bodies involved is established if needed.

After receipt of the application, SŽDC assesses infrastructure capacity, determines the timetable of the train within this capacity and submits this timetable to the applicant as a draft.

In case of a conflict during the timetable planning the application that has been received earlier has priority.

For applications for international capacity, the IM ensures coordinated offering of the train path in collaboration with infrastructure operators and capacity allocation bodies on other infrastructures. Infrastructure capacity allocation and path assignment in a border section is conditioned by an approving standpoint of the capacity allocator (IM) of the neighbouring infrastructure based on a confirmation that a concurrent application for infrastructure capacity allocation and path on a connected border section of the neighbouring infrastructure has been submitted by the applicant and that this application would be granted.

4.3.2.3 Acceptance of proposed path

The applicant assesses the proposed path and communicates objections against the proposed timetable of the train, or approves the proposed path. This is done through the IS.

The applicant must submit their objections or acceptance of the path

- within 24 hours after receipt of the path offer or maximum 2 hours before proposed time of departure from the starting station at the latest; in case of request for capacity for 3 and more working days.
- within 2 hours since obtaining the path offer but at the latest within 2 hours before the proposed departure of the train from the starting station in case of request for capacity for less than 3 working days.

otherwise the infrastructure manager's offer is considered as accepted.

The applicant also has the possibility to approve the proposed path in advance upon submitting the application. In this case, infrastructure capacity is allocated automatically after the draft timetable of the train is created.

The IMs handles the applicant's objections as soon as possible, at latest by the time of the departure from the starting transport point.

The IM may also submit to the applicant the information that there is no alternative of handling their request for capacity. The applicant may submit their application again with new

deadlines and new conditions for planning of the train path. This repeated submission of the application is considered as a new application including the date of receipt.

After the applicant's acceptance of the path, SŽDC allocates infrastructure capacity to this path. Then it incorporates the planned path and its data into their IS.

In cases of ad-hoc capacity applications on rail lines with a lock-out of transport (see Chapter 3.5.3), the applicant, in case that it requires modification of the extent of the lock-out of transport, is obliged to request capacity at least three working days before the planned movement, i.e. in the ad-hoc mode. The IM assesses the possibility of modification of the extent of the lock-out of transport and notifies the applicant.

4.3.2.4 Deadline for handling ad-hoc infrastructure capacity application

The allocator replies to applications for infrastructure capacity allocation as soon as possible, at latest within 5 working days after their receipt. Applications for infrastructure capacity allocation submitted in a period longer than 12 hours before the train departure from the starting transport point/entry on SŽDC infrastructure will be moreover replied to by the allocator up to the requested train departure from the starting transport point/entry on SŽDC infrastructure at the latest.

The reply can take the form of a change of the application status in IS KADR.

4.4 Rail infrastructure capacity allocation process

If the number of applications for infrastructure capacity allocation does not exceed the capacity of the rail, SŽDC proceeds in such a manner that any of the applicants is preferred. If the number of applications exceeds the infrastructure capacity, SŽDC follows the principles of coordination of applications and priority criteria (see below).

4.4.1 Coordination process

If it is not possible to handle all submitted requests for allocation of free infrastructure capacity to the annual timetable, SŽDC carries out coordination of the applications submitted by the applicants and offers to all applicants another appropriate infrastructure capacity which does not have to fully correspond with individual requests.

If it is not possible to handle all submitted requests for allocation of free infrastructure capacity, SŽDC has the right to prefer infrastructure capacity allocation to an applicant for operation of regular

- a) public railway transport to ensure transport needs of the state,
- b) public railway passenger transport to ensure transport service within the territory of the region,
- c) combined transport,
- d) rail transport in the extent of the framework agreement
- e) regular international passenger transport,
- f) regular international freight transport,
- g) regular national passenger transport,
- h) regular national freight transport,
- i) other transport.

If it is still not possible to handle requests for capacity allocation while coordinating requests for preferential capacity allocation and consultations with applicants, the allocator decides within each category on capacity allocation

- 1) based on priorities set by the applicant if the allocator coordinates routes of a single applicant within separate categories and the allocator sets priorities for an individual case
- 2) in other cases while taking into account facts shown hereunder and following order of importance
 - a) the RU requests capacity for a path which is agreed upon in advance on the International Timetables' Conference;
 - b) the RU requests capacity for a larger extent of rail transport in the number of trains or to assure transport servicing in a larger extent;
 - c) the RU requests capacity for a longer period for which he intends to operate transport;
 - d) the RU requests capacity for a train for a larger transport capacity extent and greater range of provided services;
 - e) the required capacity ensures connectivity of timetables of individual RUs as well as to other modes of transport;
 - f) the required capacity has compared with collision capacity has a less acceptable possibility to use replacement capacity
 - g) the required capacity is in the public interest.

During the infrastructure capacity allocation process for late applications to the annual timetable, for applications to regular changes of the annual timetable and for applications including individual capacity allocation ad hoc, conflicts in infrastructure capacity allocation are resolved by preferring the application that has been delivered to SŽDC earlier.

4.4.2 Dispute resolution process

If the applicant does not agree with performed coordination of requests, they notify their disapproval with rationale, eventually with a proposal for alternative solution of the coordination of requests, in writing within three days after delivery of SŽDC's proposal for capacity allocation. SŽDC handles the disapproval within 10 working days after delivery of the applicant's disapproval.

The applicant, whose application for infrastructure capacity was not satisfied by SŽDC even after completion of the process of coordination of requests, has the right to request the railway administration authority, which is the Rail Authority (see Chapter 1.1.1.2) for review of the procedure of infrastructure capacity allocation process including its results and charging method; this must be done within 15 days after delivery of the statement.

If the railway administration authority finds out incorrect procedure within the infrastructure capacity allocation process including its results and charging method, it decides about a change of infrastructure capacity allocation including charging method.

4.4.3 Exhausted infrastructure capacity

In cases when, after coordination of requested paths and consultations with applicants, it is not possible to adequately satisfy requests for free infrastructure capacity, SŽDC declares relevant infrastructure element, on which this situation occurred, to be Exhausted capacity.

SŽDC notifies this fact on the website portal Operation of infrastructure provably to all applicants with whom it has concluded a contract pursuant to Chapter 2.3.2 or 2.3.3.

SŽDC has the right to restrict infrastructure capacity allocation in an infrastructure section where the demand for infrastructure capacity cannot be satisfied over certain time periods even after coordination of various applications for infrastructure capacity, i. e. in case of Exhausted infrastructure capacity.

SŽDC has the right to withdraw the infrastructure capacity allocated to an applicant in a section of infrastructure where infrastructure capacity got exhausted or in a section where a rail operation limit is planned in case allocated train paths have not been utilized in this line section by the applicant according to the timetable at least by 75% during a period of one month. The right to withdraw the infrastructure capacity does not apply to cases when the infrastructure capacity is not used for reasons on the side of the IM.

If a given infrastructure is declared to be exhausted by the IM, SŽDC uses for allocation of such infrastructure capacity the priority criteria of coordination process according to Chapter 4.4.1.

4.4.4 Impact of framework agreements

SŽDC offers to applicants for infrastructure capacity in case of requests exceeding the period of a one annual timetable the possibility of concluding a framework agreement (see Chapter 2.3.1). In case of requests' coordination, requests submitted within such a concluded framework agreement receive allocated infrastructure capacity with priority according to Chapter 4.4.1.

4.5 Infrastructure capacity allocation for maintenance, renewal and infrastructure development

SŽDC as an organization exercising the function of rail owner for rails owned by the State, carries out - pursuant to provisions of Article 20 of the Rail Systems Act – rail infrastructure maintenance and renewal in the extent necessary for its operability and takes care for development and modernization of nation-wide infrastructure and regional lines in the extent necessary for ensuring transport needs of the state and transport servicing of the regions' territory.

For this reason, SŽDC implements an extensive infrastructure development and maintenance programme. Implementation of this programme has considerable impacts on the extent of available infrastructure capacity, both by closing parts of infrastructure and by limiting speed on affected line sections. A list of planned limitations as a result of investment operations planned by SŽDC to be implemented during the 2016 timetable validity period is shown in Annex "G". On a request of the applicant, SŽDC submits a complete annual closure plan before allocating rail infrastructure capacity. SŽDC advises the RU in 60 days before the implementation of an operation from closure plan at the latest about possible impacts in the amount of available infrastructure capacity.

The allocated infrastructure capacity may be adapted or even withdrawn if this is necessary in relation to implementing operations from the closure plan. RUs will be informed about the need to adapt or withdraw the already allocated capacity immediately, but at least 60 days before the operation start. Following that, a closure timetable draft will be sent to them at least 45 days before the term of the planned infrastructure operation restriction. A possible infrastructure capacity withdrawal will be carried out in the first step pursuant to provisions of Chapter 4.4.3 and following that in the second step in a non-discriminatory way so that the

share of paths withdrawn from the applicant corresponds to the share of paths allocated to him on the affected section before the limitation's emergence.

During allocated capacity adaptations, the IM will strive for minimizing the deviation from the allocated timetable. During the adaptation of paths' leading as such the IM will act according to the following priority rules:

- a) Exceptional trains in general interest,
- b) international express and fast trains (including locomotive rides for these trains),
- c) international passenger trains, domestic express and fast trains and international freight express trains,
- d) domestic through and ordinary trains
- e) domestic express freight trains
- f) other international freight trains
- g) direct freight trains
- h) manipulation freight trains
- i) sidings freight trains
- j) locomotive, service and work trains.

In such case, applicants are entitled to using compensatory infrastructure capacity or a return of the paid price for infrastructure capacity allocation pursuant to provisions of Chapter 4.6.

The procedure mentioned above includes the following stages:

Stage	Term
Submitting the annual closure plan	28 days ^{*)}
Discussing the annual closure plan with applicants	21 days ^{*)}
Informing RUs on a planned closure	60 days ^{**)}
Request for providing RU's measures to the closure	45 days ^{**)}
Deadline for RUs' remarks to the closure timetable diagram draft (if constructed)	40 days ^{**)}
Deadline for RUs' measures for the closure command	20 days ^{**)}
Finalizing the closure command and issuing the closure command and the closure timetable diagram draft (if constructed)	15 days ^{**)}

^{*)} before allocating capacity to the annual timetable – see Chapter 4.3.1.9

^{**)} before the closure start

For needs of diagnostics and infrastructure measurements, SŽDC sets where possible reserve transport infrastructure capacity in the extent of 10% of the technical infrastructure capacity of relevant line section.

This infrastructure capacity can be used by:

- a) applicants transporting material, equipment and technical devices for diagnostics and measurements, maintenance, reconstruction and capacity enhancement of the lines;

- b) applicants whose infrastructure capacity allocated by SŽDC is restricted by maintenance, reconstruction and capacity enhancement in progress, to the extent reducing this restriction,
- c) other applicants in case this infrastructure capacity is not used according to points a) or b).

4.5.1 Process of allocating reserve rail infrastructure capacity for maintenance, renewal and enhancements

Infrastructure capacity is allocated to applicants by the procedure specified in Chapter 4.3.2

In case of an application for allocation of this infrastructure capacity, SŽDC takes into account its purpose and adjusts priorities according to that during allocation. SŽDC can reject an applicant's request for reserve infrastructure capacity for maintenance, reconstruction and capacity enhancement in case the application does not meet this purpose.

4.6 Non-usage of allocated rail infrastructure capacity / rules for relinquishing capacity

The applicant cannot delegate allocated infrastructure capacity to other subjects while using capacity allocated to applicants who do not possess a valid licence by a RU designated in an application is not considered as a delegation of infrastructure capacity.

If the applicant, for any reason, does not intend to use allocated infrastructure capacity or intends to restrict the extent or frequency of train movements on certain days or over certain time period, it has to give up infrastructure capacity allocated by SŽDC. The giving up of the infrastructure capacity shall be done:

- » through IS KANGO, within intrastate routes in case of giving up into planned change of annual timetable also in written, when deadline of application submission is date and time of delivery of application to SŽDC; for international applications also through IS RNE PCS;
- » through the application IS KADR or electronic data exchange between the applicant's IS and IS KADR.

Such disengaged infrastructure capacity can be then allocated to another applicant.

If the applicant does give up allocated infrastructure capacity ten or less calendar days before the planned day of ride or the allocated infrastructure capacity forfeits due to a train delay longer than 1,200 minutes for reasons on the side of the applicant or nobody uses the allocated infrastructure capacity the applicant is obliged to pay to the allocator a sanction (see Chapters 6.4.1 and 6.4.2).

If the applicant cannot use allocated capacity for reasons on the side of SŽDC, it has the right to use alternative infrastructure capacity (detours) offered by SŽDC free of charge.

If the applicant cannot use allocated infrastructure capacity in the entire train path of allocated infrastructure capacity for reasons on the side of SŽDC and does not use the right to free allocation of alternative infrastructure capacity, it can require return of the price paid for infrastructure capacity allocation for days when the applicant could not use infrastructure capacity allocation in the full amount. SŽDC is in such a case obliged to accept this request.

4.6.1 Rules for using allocated infrastructure capacity

From the point of view of allocated train path, infrastructure capacity is considered as used on a specific day if it has been used between two transport points at least on that day. That means

that the applicant cannot apply multiple use of a single business transaction (TR ID) and a single data timetable (PA ID) for several trains for a specific day. Provisions of this paragraph do not impact in any way assessment of capacity use as related to individual sections between stations as shown in Chapter 4.4.3.

By using a path on a section between stations in a single time period the applicant's right to use the allocated path on other originally allocated sections is forfeit.

The RU can use allocated capacity only in such a way so that at no point of the path any deviation from the allocated time position exceeding 3 hours before the allocated path (headstart) or 20 hours after the allocated time position (delay) occurs. In case the RU requests a longer deviation he is obliged to submit a new request for infrastructure capacity allocation.

4.6.2 Withdrawing allocated infrastructure capacity

SŽDC is entitled to withdraw allocated infrastructure capacity from the applicant in case that:

- a) it was not being used for a period of one month
- b) if conditions as set in the Network Statement are being met
- c) the RU does not meet conditions for infrastructure access specified in Article 2.2.2 of this Network Statement anymore
- d) the applicant did not pay the invoiced price for allocating infrastructure capacity or the price for infrastructure use for a train ride or a sanction for non-usage of infrastructure capacity even after a reminder to do so or in a subsequently agreed term of maturity
- e) the RU is using infrastructure in contradiction with the allocated infrastructure capacity
- f) a cancellation / withdrawal of infrastructure capacity occurred on the neighbouring infrastructure.

SŽDC is also entitled to limit the allocated infrastructure capacity to the applicant in case when the allocated infrastructure capacity was being used by the applicant during a period of one month by less than 25% of allocated train-kilometres.

SŽDC is also entitled to require from the applicant to limit the extent or frequency of train rides on certain days or during a certain period, giving up infrastructure capacity which was being used for a period of one month by less than 50% of allocated train-kilometres if this was not caused by reasons that could not be influenced by the applicant.

4.7 Exceptional transports and dangerous goods

The RU is obliged to negotiate with the IM every transport of an exceptional load or dangerous goods according to the internal regulation of the IM aggrieved by this transport.

Negotiation of conditions of the exceptional transport and transport of dangerous load must be completed with all IMs aggrieved by this transport prior to its initiation.

The RU is obliged to register the number of exceptional transport and the number of commanding dispatch for transporting an exceptional load into the information system of the IM in accordance with the IM's internal instruction.

4.7.1 Exceptional situations on the train

The RU is obliged to inform the IM about all exceptional situations on the train before the ride. The following is considered as exceptional situation on the train:

- a) marshalling an exceptional load

- b) train riding with a code for combined transport
- c) transport of dangerous goods (with RID code marking)
- d) military transport
- e) transport of passengers in freight trains (beside regular transport)
- f) exceeding the length norm pursuant to provisions of respective tables for conditions on the line
- g) decreasing train speed compared to set speed by 10 and more km/h
- h) transport of special motive power vehicles
- i) all other transport for which any limiting measure has been published concerning their ride on the required path (e.g. testing rides, marshalling vehicles with a “R” speed limit etc.)
- j) manipulation on the path or change of work technology on the RU’s request not in accordance with valid timetable conditions
- k) delay of a train-set or locomotive train riding for a passenger train

An exceptional situation on a train is being reported in accordance with internal regulations of the IM.

4.7.2 Exceptional conditions for tests of rail vehicles

Applications of applicants for infrastructure capacity allocation for technical and safety tests of rail vehicles, tests of rail vehicles of uncertified types or movements at a speed higher than the line speed limit are handled by SŽDC in the ad-hoc mode of individual infrastructure capacity allocation (see Chapter 4.3.2). If no path meeting requirement for a test movement without any impact on other paths is found, it is possible to allocate infrastructure capacity after the applicant obtains the consent of other applicants to impairment of their paths.

In case of such test rides, SŽDC has the right to charge the applicant a price for infrastructure capacity allocation according to Chapter 6.3.1 (products TB and ZK)

If a vehicle of unapproved type within testing operation is put into regular operation and no exceptional traffic measures have been prepared for ensuring its ride and operational safety, such a ride is not considered as a test ride pursuant to Chapter 4.7.2.

By request of the applicant, SŽDC provides special paid services such as ensuring exceptional safety conditions for carrying out a test movement etc.

4.8 Code of conduct during exceptional events

Exceptional event in railway transport as defined by §49 of the Rail Systems Act is a serious accident, an incident or imperilment in railway transport that endangers or impairs safety, regularity and fluency of operation of railway transport, personal safety or safe function of buildings and facilities or endangers the environment.

A serious accident in railway transport is defined as a collision or derailment of rail vehicles that takes place in relation to operation of railway transport with the consequence of death or injury of at least 5 individuals or damage of a large extent. An incident in railway transport is defined as an event that takes place in connection with operation of railway transport with the consequence of death, injury or considerable damage. Other exceptional events are considered as imperilments.

4.8.1 Principles

The procedure of investigation of causes of an exceptional event includes reporting the exceptional event, procedure for collecting documentation on the site of the exceptional event,

determination of causes and circumstances of the exceptional event and measures for preventing exceptional events.

For the purpose of quick reporting of exceptional events, SŽDC issues its own organizational measures that take form of a reporting scheme. The reporting scheme is available at all sites charged by SŽDC with reporting of exceptional events. Such a reporting site is always the nearest transport site manned by a train dispatcher on service.

The agreement between the RU and SŽDC (see Chapter 2.3.2.1) defines a listing of operation rules that the RU and SŽDC are obliged to observe in case of an exceptional event.

On the regional line Milotice nad Opavou – Vrbno pod Pradědem the operator of this line offers to the company Advanced World Transport a.s. concluding or good offices for concluding a contract of assistance for eliminating consequences of exceptional events. More information can be provided by the line operator directly.

Contacts on regional line operators can be found in Chapter 1.1.3 and in Annex “A”.

4.8.2 Operating rules

Basic operating rules for exceptional events and related anticipated and unexpected problems are defined in the Regulation no. 376/2006 Coll., On Regulation on the Management System for the Rail Operation Safety and Rail Transport Safety, and on Procedures in the Event of the Rise of Accidents and Incidents in Rail Systems, as amended by subsequent regulations. These basic operating rules are further developed by internal regulations of relevant IM.

4.8.3 Anticipated problems

In case of disturbance of train traffic caused by an exceptional event, the IM adopts all measures necessary for restoration of normal situation. For this purpose, the operator has an emergency plan prepared that states public administration bodies that must be notified in case of a serious accident or serious disturbance of train traffic.

SŽDC allows applicants to use other free infrastructure capacity to allow leading the trains through appropriate by-pass line accepted by the applicant.

4.8.4 Unexpected problems

SŽDC has the right to restrict infrastructure capacity allocation in case of disturbance of operability of the line in consequence of an exceptional event that endangers safe infrastructure operation or railway transport and in case of regulation measures in railway transport being announced in crisis situations.

In cases of emergency or if it is utterly necessary in consequence of an exceptional or other event due to which given part of the railway infrastructure is temporarily unusable, SŽDC can restrict or even withdraw allocated infrastructure capacity without prior notice of the aggrieved applicant over a time period necessary for restoration of operation.

5 SERVICES

5.1 Introduction

In accordance with the law of the European Community, the scope of services provided by an IM to a licensed RU is defined by the Regulation no. 351/2004 Coll., On the Scope of Services Provided by a Railway Operator to Transporters.

Access to the transport infrastructure of national and regional networks and services provided in connection with activities during operation of railway transport that serve or can serve to more than one RU is available to all licensed RUs in a manner that excludes preference of any of the RUs.

5.2 Minimum access package

Based on the agreement on operation of railway transport concluded with SŽDC, RUs have the right to:

- a) planning of the timetable according to allocated infrastructure capacity of national and regional rail networks and usage of allocated infrastructure capacity according to negotiated timetable of the train,
- b) usage of rail lines, stations and passing loops in the scope defined in the agreement on operation of railway transport,
- c) ensuring of organization of railway network, operational control in case of irregularity of railway traffic, provision of track radio connection with the rail vehicles and reporting and providing of information on the movement of the RU's train,
- d) provision of information necessary to establish or operate transport services for which the infrastructure capacity has been allocated, particularly provision or procurement of training of the train crew and presentation of rail line situation on lines and stations and provision of tables of rail line situation of line sections the train is lead through and the timetable of the train,
- e) provision of audio-visual information to passengers within the extent set to the IM by the Rail Systems Act and by implementing Regulations and IM's internal regulations.

5.3 Rail line access to service facilities and offer of services

According to the agreement on operation of railway transport concluded with SŽDC, if the required service cannot be provided by another supplier, a licensed RU has the right to provided or procured services allowing them to use:

- a) electrical power supply facilities for traction power on electrified lines,
- b) fixed power supply facilities for pre-heating and air-conditioning of standing railway vehicles, if available
- c) fuelling stations for filling up gas and other fluids for rail vehicles,
- d) passenger stations, premises for providing passenger services, information facilities for passengers and other passenger check-in facilities,
- e) places for loading and unloading for transport of goods,
- f) yards for formation of trains and shunting of rail vehicles,
- g) shunt rails,
- h) premises dedicated for maintenance and other technical services for operational maintenance of the rolling stock

5.3.1 Usage of power supply facilities for traction current

On electrified lines, SŽDC provides use of the catenary to draw traction current for propulsion, pre-heating and air-conditioning by means of pantographs of rolling stock with electrical traction to all RUs. For overview of rail lines equipped with power supply facilities for traction current see map “M5”, connection points of individual traction current systems are provided in Chapter 3.3.2.6.

SŽDC provides to all RUs for use fixed power supply facilities if available, allowing to connect standing railway vehicles for pre-heating and air-conditioning purposes.

5.3.2 Refuelling facilities

SŽDC does not administer or operate facilities for fuelling. Information on possibilities of fuelling is procured by the owner of relevant railway where facilities for fuelling are available.

Contacts to railway owners are provided in Chapter 1.1.4.

5.3.3 Passenger stations, their buildings and other facilities

SŽDC administers platforms and buildings at stops and platforms at stations owned by the Czech Republic. Requests on usage of individual facilities administered by SŽDC please forward to locally relevant railway infrastructure administration (SDC). Territories of individual SDC are made public on the website Operation of infrastructure - <http://provoz.szdc.cz>. In case of request for regular use of installations, due to the necessity of elaborating technological procedures the relevant Regional Directorate has to be contacted at least 45 days before the timetable validity or its change.

Requests on usage of other buildings, which are not administered by SŽDC, please forward directly to owner of the building. Contact to owner of the building is stated on concrete building or eventually it is provided by relevant railway owner. See Chapter 1.1.4.

5.3.4 Freight terminals

SŽDC operates handling tracks for loading and unloading purposes at individual stations. Possible rent is negotiated by locally relevant railway infrastructure administration (SDC). Territories of individual SDC are made public on the website Operation of infrastructure. Possible short-term or long-term standstill of wagons on these tracks must the RU negotiate with locally relevant Regional centre of operation (RCP) in advance. Territories of individual RCP are made public on the map “M12” and on the website portal Operation of infrastructure. For more see Chapter 3.6.2. In case of request for regular use of installations, due to the necessity of elaborating technological procedures the relevant Regional Directorate has to be contacted at least 45 days before the timetable validity or its change.

Requests on usage of other parts of railway, which is not administered by SŽDC, please forward directly to owner of the railway eventually to the railway operator. See Chapters 1.1.3 and 1.1.4.

5.3.5 Marshalling yards

SŽDC operates selected marshalling yards for train formation purposes being perceived by SŽDC as train-formation stations. For the list of train-formation stations operated by SŽDC see Chapter 3.6. Possible usage of train-formation stations must the RU negotiate with locally relevant Regional centre of operation (RCP) in advance. Territories of individual RCP are made public on the map “M12” and on the website Operation of infrastructure. In case of request for regular use of installations, due to the necessity of elaborating technological

procedures the relevant Regional Directorate has to be contacted at least 60 days and documents must be submitted 45 days before the timetable validity or its change.

Requests on usage of other marshalling yards, which are not administered by SŽDC, please forward directly to owner of the railway eventually to the railway operator. See Chapters 1.1.3 and 1.1.4.

5.3.6 Train formation facilities

Possible usage of train formation facilities at railway stations administered by SŽDC must the RU negotiate with locally relevant Regional Directorate in advance. Territories of individual Regional Directorates are made public on the map “M12” and on the website portal Operation of infrastructure. In case of request for regular use of installations, due to the necessity of elaborating technological procedures the relevant Regional Directorate has to be contacted at least 60 days and documents must be submitted 45 days before the timetable validity or its change.

Requests on usage of train formation facilities, which are not administered by SŽDC, please forward directly to owner eventually to operator of relevant facility. Contact to the owner eventually to the operator of facility is provided by owner or relevant railway operator. See Chapters 1.1.3 and 1.1.4.

5.3.7 Storage sidings

SŽDC does not administer or operate any special storage sidings. Possible requests of RUs for short-term or long-term standstill of trains or rail vehicles on rails at stations must the RU negotiate in advance with the IM which must give its preliminary assent to the standstill of trains or rail vehicles. For operative requests (i.e. request for standstill for a period shorter than seven days) an appropriate railway station is designated by the respective chief dispatcher of the Central Command of Traffic, in other cases by the Regional Directorate. The IM can also designate for a possible requested standstill of trains or wagons another appropriate station than the one requested by the RU. The RU which stood still the railway vehicles (train) on the network operated by SŽDC is responsible for meeting all conditions for safe standstill of railway vehicles (train) as set by internal Czech legislation and internal regulations of the IM for the whole time of these railway vehicles' (train) standstill. SŽDC is not responsible for any damage for rail vehicles stood still which did not occur in direct connection with SŽDC activity. The RU which stood still the railway vehicles (train) on the network operated by SŽDC is obliged on demand of SŽDC to take the rail vehicles away up to 48 hours in case of standing still on a running track and up to 72 hours in case of other tracks or immediately after the expiration of the period for which SŽDC gave its consent with the standstill of rail vehicles (train). If the RU does not fulfil his obligation to take the rail vehicles away on time SŽDC may claim from him a damage compensation for reason of not having freed the track on time.

In case of request for regular use of installations, due to the necessity of elaborating technological procedures the relevant Regional Directorate has to be contacted at least 60 days and documents must be submitted 45 days before the timetable validity or its change.

Requests on usage of other parts of railway which are not administered by SŽDC must be forwarded directly to the owner of the railway or to the railway operator. See Chapters 1.1.3 and 1.1.4.

5.3.8 Maintenance and other technical facilities

SŽDC administers washer of rail vehicles in circuit of Brno-Horní Heršpice station, which is operated by Traťová strojná společnost, Joint Stock Company (TSS). Requests on usage of this washer please forward directly to TSS:

Registered office:	Na Valše 676/18, 702 00 Ostrava - Přívoz
Tax Identification Number:	27467295
VAT Number:	CZ27467295
Legal form:	joint-stock company
WWW:	www.tssas.cz

Requests on usage of facilities for maintenance and other technical equipment, which are not administered by SŽDC, please forward directly to owner of the railway eventually to the railway operator. See Chapters 1.1.3 and 1.1.4.

5.4 Other services

5.4.1 Traction power

In accordance with the law no. 458/2000 Coll., as amended (Act on Energy) the traction power on the rail lines of SŽDC is provided by company of Czech Railways, Joint Stock Company. Every RU is obliged to conclude agreement with this provider prior to initiation of traction power take off. Contact to traction power provider is:

Company:	České dráhy, a.s.
Registered office:	Nábřeží L. Svobody 1222, 110 15 Praha 1
Tax Identification Number:	70994226
VAT Number:	CZ70994226
Legal form:	joint-stock company
WWW:	www.ceskedrahy.cz

5.4.2 Supply of fuel

The owner of the railway eventually the railway operator provides information on supplies of fuel, where the refuelling facility is available. See Chapters 1.1.3 and 1.1.4.

5.4.3 Service for trains

Facilities for pre-heating, water supply and other facilities are available at railway stations operated by SŽDC. The overview of these stations equipped with these facilities is made public on the website portal Operation of infrastructure. Possible usage of these facilities must the RU negotiate with locally relevant Regional centre of operation (RCP) in advance. Territories of individual Regional Directorates are made public on the website portal Operation of infrastructure. In case of request for regular use of installations, due to the necessity of elaborating technological procedures the relevant Regional Directorate has to be contacted at least 45 days before the timetable validity or its change.

Requests on usage of other service facilities at railway stations which are not operated by SŽDC must be forwarded directly to the owner of the railway or to the railway operator. See Chapters 1.1.3 and 1.1.4.

5.4.4 Shunting and other services

SŽDC ensures only the organising of shunting at railway stations which it operates.

Requests on shunting at other railway stations which are not operated by SŽDC must be forwarded directly to the owner of the railway or to the railway operator. See Chapters 1.1.3 and 1.1.4.

5.4.5 Services for exceptional transports and dangerous goods

SŽDC ensures negotiation of exceptional transports on the rail network operated by SŽDC. For more see Chapter 2.5.

Requests on dangerous goods and exceptional loads transport on the railways which are not operated by SŽDC must be forwarded directly to the owner of the railway or to the railway operator. See Chapters 1.1.3 and 1.1.4.

5.5 Additional services

The IM may, according to the agreement on operation of railway transport, provide auxiliary additional services, which are:

- a) access to telecommunication network during operation of railway transport,
- b) additional information related to organization of railway transport and safety during operation railway transport, particularly on technological procedures used for operating railway transport and scope and level of services provided,
- c) technical examination of rolling stock,
- d) provision of audio-visual services to passengers outside the extent of the provisions in Chapter 5.2.

This does not affect the possibility of the RU to ensure provision of mentioned auxiliary additional services by a contract with another supplier.

5.5.1 Access to telecommunication network

SŽDC operates non-public fixed and radio (digital or analog) telecommunication networks (TS), enabling voice and data communication. SŽDC informs on requests about access conditions to individual networks.

5.5.2 Provision of supplementary information

SŽDC allows to RUs access to IS of SŽDC, which provide information on train movement and further information related to railway operation and rail transport operation. Access conditions for individual IS of SŽDC are provided by OSS SŽDC upon request.

SŽDC enables provision of audio-visual services to passengers outside the extent of the provisions in Chapter 5.2.

On the regional railway Milotice nad Opavou – Vrbno pod Pradědem the rail operator of this railway - Advanced World Transport, joint stock company offers provision of supplementary information related to organization of railway transport and safety during operation railway transport, particularly on technological procedures used for operating railway transport and scope and level of services provided. For more information please contact directly the rail operator of this regional railway. For contacts see Chapter 1.1.3.

5.5.3 Technical inspection of rolling stock

SŽDC does not ensure technical inspection of rolling stock.

6 PRICES FOR RAILWAY INFRASTRUCTURE USE AND FOR PROVIDED SERVICES

6.1 Prices setting principles

The allocator and IMs charge applicants for nation-wide and regional railway infrastructure owned by the Czech Republic

- a) prices including economically justified costs directly spent on railway infrastructure operation, which are
 - allocator's price for infrastructure capacity allocation,
 - IM's price for usage of transport infrastructure by train movement,
 - IM's price for access of RUs to service facilities,
 - Price of services specified in Chapter 5.3
- b) charges for other services provided according to this Network Statement

Price of regulated services specified in letter a) are subject to material coordination with an extent specified by a valid assessment of the Ministry of Finance, published in the Price Journal (Usage of nation-wide and regional railway infrastructure). They are being set for the period of timetable duration and are published in the Network Statement. Prices of regulated services are equal and non-discriminatory for all applicants services of the same type on the same or similar part of railway infrastructure are being provided to. Regulation of prices is valid for nation-wide and regional infrastructure pursuant to Article 3 paragraph 1 letter a) and b) of the Rail Systems Act.

6.1.1 Minimum access package

SŽDC provides for prices including economically justified costs directly spent on operating railway transport

- allocating infrastructure capacity including timetable preparation
- infrastructure for usage for the train ride, i.e. ensuring rail operation (operation control) and rail operability (infrastructure maintenance and repairs)

Other IMs provide for prices including economically justified costs directly spent on operating railway transport

- infrastructure for usage for the train ride, i.e. ensuring rail operation (operation control) and rail operability (infrastructure maintenance and repairs)

Providing information needed for introducing or operating transport services for which infrastructure capacity has been allocated, especially ensuring or mediation of train crew training and familiarizing it with conditions on line sections on which the train rides and with the train timetable is charged with a price including costs directly spent for providing information mentioned above.

Providing audio-visual information to passengers in the extent set to the IMS by the Rail Systems Act, its implementation notices and internal regulations of the IM is not charged by SŽDC with separate prices if not set otherwise.

6.1.2 Track access to facilities referred to in 5.3

Line access of RUs to service facilities mentioned in 5.3 is prices for regulated services and is subject to material coordination.

6.1.3 Services referred to in Chapter 5.3

By using the services mentioned in Chapter 5.3, SŽDC charges stipulated prices according to the price list published on the website portal Operation of Infrastructure. Prices on rail networks not being operated by SŽDC will be let known directly by operators of relevant networks. See Chapter 1.1.3. SŽDC does not charge special prices for using the catenary on electrified lines. Paying costs for traction power distribution (not traction power as such) is calculated as part of charges for infrastructure use for a train ride.

6.1.4 Additional services

By using other services mentioned in Chapter 5.4, SŽDC charges stipulated prices according to the price list published on the website portal Operation of Infrastructure. Prices on rail networks not being operated by SŽDC will be let known directly by operators of the relevant networks. See Chapter 1.1.3.

6.1.5 Complementary services

SŽDC by using the additional services mentioned in Chapter 5.5 charges stipulated prices. Price setting principles for these services are made public by SŽDC on the website portal Operation of Infrastructure. Prices setting principles on rail networks not being operated by SŽDC will be let known directly by operators of relevant networks. See Chapter 1.1.3.

6.2 Price setting system

6.2.1 Minimum access package

The price amount for infrastructure capacity allocation is dependent on the system being used for dealing with a requirement and on the number of required framework paths. The price calculation for infrastructure capacity allocation takes into account costs of operating SŽDC electronic information systems and other professional activities needed for incorporating framework paths into the train timetable.

The price for infrastructure capacity allocation is determined depending on:

- duration of the period between submission of the application for infrastructure capacity allocation and required date of its usage,
- relation between submitted request for infrastructure capacity allocation and the deadline for planning of the annual timetable or its planned changes,
- complexity of handling of the request.

The price for infrastructure capacity allocation includes:

- charge for the infrastructure capacity allocation process,
- payment for planning of the train's timetable (except costs of printing and distribution of utilities) allocated to the given request of the applicant,
- payment for operational implementation of the train and supplementary charge for short-term negotiation and handling of the application,

The price for infrastructure capacity allocation is calculated according to the following

calculation formula

$$\text{Price} = K_1 + K_2 \times \text{Path length} + K_3 \times \text{Days of ride [CZK]}$$

whereas:

K₁ rate for preparing and setting the timetable and allocating infrastructure capacity [CZK]

K₂ rate for construction of train path [CZK/km]

K₃ rate for day of allocating a train path [CZK/day]

Length of path distance of allocated path between the starting and the end point on the rail network where SŽDC fulfils the role of IM (capacity allocator) [km]

Days of ride number of days for which the relevant path was allocated [day]

The price amount for infrastructure capacity allocation for a train ride on lines operated by Advanced World Transport, a.s. is dependent on the length and parameters of the operated infrastructure, type of transport (passenger, freight) and train parameters. Advanced World Transport, a.s. sets the price for railway infrastructure usage for a train ride to all RUs according to the formula and conditions as defined in Annex “C” of this Network Statement.

The price amount for infrastructure capacity allocation for a train ride on lines operated by PDV Railway, a.s. is dependent on the length and parameters of the operated infrastructure, type of transport (passenger, freight) and train parameters. PDV Railway, a.s. sets the price for railway infrastructure usage for a train ride to all RUs according to the formula and conditions as defined in Annex “C” of this Network Statement.

The price amount for infrastructure capacity allocation for a train ride on lines operated by SŽDC is dependent on the length and parameters of the operated infrastructure, type of transport (passenger, freight), train parameters and on the fact if a basic price, bid price or increased price is offered. The price is set by calculation which is based on real scope of performances of RUs on rail transport infrastructure operated by SŽDC bordered by connection points with infrastructure operated by other legal entities. By the term of performance are understood covered train kilometres (train/km) and gross weight ton kilometres (gross t/km) calculated by multiplication of train kilometres and gross weight of the train within the given billing period. SŽDC sets the price for railway infrastructure usage for a train ride to all RUs according to the formula and conditions as defined in Annex “C” of this Network Statement.

Within creating a single European railway market, rules for differentiating prices for infrastructure usage for train rides on the rail infrastructure owned by the Czech Republic depending on the amount of noise emissions produced by ride of railway rolling stock will be gradually created. The objective is initiating investments into railway infrastructure and RUs' rolling stock designed for lowering noise. The system will require the possibility to identify all individual vehicles in the train in order to check their parameters by means of registers. Therefore SŽDC concentrates during the stage of preparation especially on further development of the Vehicles' Register (REVOZ).

In relation to a gradual putting of line sections equipped with ETCS into operation, a price differentiation for infrastructure usage is being prepared for train rides between trains hauled by a locomotive with ETCS and trains hauled by locomotives without ETCS. Parameters of differentiation will be set in accordance with standards valid in the time of putting sections equipped with ETCS into operation.

6.2.2 Track access to service equipment specified in Chapter 5.3

The calculation of prices for track access to service equipment specified in Chapter 5.3 abides by conditions for price regulation. SŽDC does not currently apply these prices.

6.2.3 Services specified in Chapter 5.3

The price's amount for services specified in Chapter 5.3 abides by the price list and rules published on the Infrastructure Operation Portal.

6.2.4 Additional services

The price's amount for services specified in Chapter 5.4 abides by the price list and rules published on the Infrastructure Operation Portal.

6.2.5 Complementary services

The price's amount for services specified in Chapter 5.5 abides by the price list and rules published on the Infrastructure Operation Portal.

6.3 Prices

6.3.1 Minimum access package

Price for infrastructure capacity allocation

Product		K ₁	K ₂	K ₃
RJ	Due request for infrastructure capacity allocation into the yearly timetable	1 700,00	8,00	10,00
PJ	late request for infrastructure capacity allocation into the yearly timetable	1 700,00	10,00	20,00
ZJ	request for infrastructure capacity allocation into the regular timetable change	1 700,00	10,00	20,00
N3	request for infrastructure capacity allocation ad hoc "over 3 days"	100,00	0,00	70,00
P3	request for infrastructure capacity allocation ad hoc "under 3 days"	100,00	0,00	160,00
TB	request for infrastructure capacity allocation ad hoc for testing technical safety of railway rolling stock	480,00	0,00	70,00
ZK	request for infrastructure capacity allocation ad hoc for testing rides of vehicles of non-approved type or rides with higher than local line speed	960,00	0,00	70,00
UI	request for infrastructure capacity allocation ad hoc for train rides for the purpose of SŽDC infrastructure maintenance	0,00	0,00	0,00
OM	request for infrastructure capacity allocation ad hoc for train rides resulting from SŽDC infrastructure limitations	0,00	0,00	0,00
JD	request for infrastructure capacity allocation ad hoc for rides resulting from other reasons on the side of SŽDC	0,00	0,00	0,00

The price for infrastructure capacity use for rides of passenger or freight trains and conditions for their application are specified in annex "C" of this Network Statement.

6.3.2 Track access to services facilities mentioned in Chapter 5.3

SŽDC did not set a special price for RUs' access to service facilities mentioned in 5.3. Prices on networks not being operated by SŽDC are communicated directly by the operator of the specific network. See Chapter 1.1.3.

6.3.3 Services referred to in Chapter 5.3

SŽDC concludes stipulated prices with RUs for directly provided services mentioned in Chapter 5.3. Prices abide by the price list and rules published on the Infrastructure Operation Portal. While concluding stipulated prices, a non-discriminatory access to all RUs is being observed (a single price list and same application conditions for all RUs). Stipulated prices are concluded by a contract on operating rail transport or by separate contracts. Prices and the way of their setting on networks not being operated by SŽDC are communicated directly by the operator of the specific network. See Chapter 1.1.3.

6.3.4 Additional services

SŽDC concludes prices for services mentioned in Chapter 5.4. Prices abide by the price list and rules published on the Infrastructure Operation Portal. While concluding stipulated prices, a non-discriminatory access to all RUs is being observed (a single price list and same application conditions for all RUs). Stipulated prices are concluded by a contract on operating rail transport or by separate contracts. Prices on networks not being operated by SŽDC are communicated directly by the operator of the specific network. See Chapter 1.1.3.

6.3.5 Complementary services

SŽDC concludes stipulated prices for services mentioned in Chapter 5.4.5. Prices abide by the price list and rules published on the Infrastructure Operation Portal. While concluding stipulated prices, a non-discriminatory access to all RUs is being observed (a single price list and same application conditions for all RUs). Stipulated prices are concluded by a contract on operating rail transport or by separate contracts. Prices on networks not being operated by SŽDC are communicated directly by the operator of the specific network. See Chapter 1.1.3.

6.4 Financial sanctions and incentives

6.4.1 Sanctions for not using infrastructure capacity

If the applicant does not use allocated infrastructure capacity (see Chapter 4.6.1) or the allocated infrastructure capacity forfeits due to a train delay exceeding 1,200 minutes for reasons on the side of the applicant he is obliged to pay a sanction to the allocator for each planned day of ride when such a situation occurs, calculated from the length of the allocated path, the rate and conditions as specified in Part D of Annex "C" to this Network Statement.

By reasons on the side of the applicant all reasons are perceived that are not on the side of the allocator, the IM, state administration bodies, local administration bodies and that are not caused by an exceptional event or by a force majeure.

SŽDC does not apply this sanction in case of infrastructure capacity allocated for rides directly ensuring carrying out diagnostics, measuring and maintenance of the railway infrastructure within operations paid from resources for ensuring rail operability.

6.4.2 Sanctions for infrastructure capacity cancellation

If the applicant cancels the allocated infrastructure capacity ten and less calendar days before the planned day of ride while the planned day of ride is not included into the term, for reasons

on the side of the applicant he is obliged to pay a sanction to the allocator for each planned day of ride when such a situation occurs, calculated from the length of the allocated path, the rate and conditions as specified in Part D of Annex “C” to this Network Statement.

By reasons on the side of the applicant all reasons are perceived that are not on the side of the allocator, the IM, state administration bodies, local administration bodies and that are not caused by an exceptional event or by a force majeure.

SŽDC does not apply this sanction in case of infrastructure capacity allocated for rides directly ensuring carrying out diagnostics, measuring and maintenance of the railway infrastructure within operations paid from resources for ensuring rail operability.

6.4.3 Incentive for framework agreements

SŽDC does not provide any special incentives for framework agreements (see Chapter 2.3.1)

6.4.4 Incentives for vehicles equipped with ERTMS

SŽDC does not provide any special incentives for vehicles equipped with ERTMS.

6.5 Performance remuneration system

The performance remuneration system is a system of financial incentives with a motivation intent aiming to minimize defects on transport infrastructure and increasing its permeability with the objective of enhancing quality of services. The RU’s contractual obligation to observe the performance remuneration system is one of the basic conditions for allocating infrastructure capacity.

The performance remuneration system is defined by an agreement so that:

- it is in accordance with applicable legal regulations,
- none of the RUs is given advantage,
- monitored items are balanced in terms of the sum of items and do not prefer any of the contractual parties or any of the criteria monitored,
- each monitored item is unambiguously defined and financially quoted separately,
- the IM or the RU are only held liable for mistakes caused directly by themselves,
- monitored items are fully transparent and allow control of settlements of disputes by the regulatory body.

The RU is committed on lines operated by SŽDC to pay it all penalties caused by actions of the RU that SŽDC had provably paid to other RUs based on Performance remuneration

Application of the performance remuneration system does not affect the right of SŽDC or the RU to a possible compensation of provable damages in accordance with legislation in force.

SŽDC does not take responsibility for additional cost incurred to RUs in connection with planned closings, which will be negotiated with RU in accordance with deadlines determined by Rail authority in a decision on railway operation restriction.

A detailed description of the performance remuneration system can be found in annex “D”.

6.6 Changes to prices

SŽDC keeps the right to change prices specified in Chapter 6.3.3, 6.3.4 and 6.3.5. Changes of these prices are announced by SŽDC by form of a change to this Network Statement and by a notice on the Infrastructure Operation Portal; other IMs (see Chapter 1.1.3) inform on price changes separately.

6.7 Billing arrangements

6.7.1 Billing arrangements on the network operated by Advanced World Transport, a.s.

Prices for infrastructure usage for train rides on the regional line Milotice nad Opavou – Vrbno pod Pradědem are invoiced by Advanced World Transport, a.s. to RUs within the deadline by the 15th day of the next calendar month after the month during which the ride of the respective train was terminated. The invoice includes the total final price for performances in passenger or freight transport, VAT and the total price including VAT. The due date of the invoice is 30 calendar days.

Identification of payments for infrastructure usage by a train ride is done as follows:

Account: = 1000483318/3500 conducted with ING Bank N.V.

Variable code = number of the invoice;

Specific code = the period of really realized performances subject to charge, in a format of - “mmyyyy” (e.g. 052013).

6.7.2 Billing arrangements on networks operated by PDV RAILWAY, a.s.

PDV RAILWAY, a.s. as IM does not allocate infrastructure capacity. Infrastructure capacity allocation on regional lines operated by the company PDV RAILWAY, a.s. is required for the RU at SŽDC. Prices for infrastructure capacity allocation are subsequently invoiced by SŽDC to the RUs.

Prices for infrastructure usage for train rides are invoiced by PD RAILWAY, a.s. to the RUs based on a contract on operating rail transport, concluded between the RU and the IM. The due date of the invoice is 30 calendar days. The invoice includes data with separate identification of performances in passenger and freight transport, for each type of transport the number of trains, train-kilometres and gross tons/kilometres is being specified. Additional data is specified only in case it is agreed upon in the contract on operating rail transport.

Other services required by RUs (e.g. long-term standstill of vehicles, refuelling, train crew training etc) are provided by the IM upon agreement with the RU based on a concluded contract. As far as other services provided by the IM PDV RAILWAY, a.s. are concerned, only real and provably spent costs are being always invoiced to the RU.

6.7.3 Billing arrangements on networks operated by SŽDC

Prices for infrastructure capacity allocation are invoiced by SŽDC to applicants within the deadline by the 15th day of the next month after the month when the infrastructure capacity allocation was realized. The invoice includes the total final price for infrastructure capacity allocation, VAT and the total price including VAT. The due date of the invoice is 30 calendar days.

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Identification of payments for capacity allocation is done as follows:

Account: = 17152393/0300 conducted with ČSOB, a.s. Praha;
Variable code = invoice number;

Sanctions for unused infrastructure capacity are billed by SŽDC to applicants quarterly. The invoice maturity is 30 calendar days.

Identification of payments for unused infrastructure capacity is done as follows:

Account = 17152393/0300 conducted with ČSOB, a.s., Praha
Variable code = invoice number

Prices for railway infrastructure usage for train rides are invoiced by SŽDC to RUs within the deadline by the 15th day of the next calendar month after the month during which the ride of the respective train was completed. The invoice includes the total final price for performances in passenger or freight transport, VAT and the total price including VAT. The due date of the invoice is 30 calendar days.

identification of payments for railway infrastructure usage by a train ride is done as follows:

Account: = 17152393/0300 conducted with ČSOB, a.s. Praha;
Variable code = number of the invoice;

Prices for railway infrastructure usage for train rides are invoiced separately by type of transport (passenger, freight)

Mutually agreed sanctions sums resulting from the Performance remuneration system are invoiced both by SŽDC and the RUs in a quarterly term within the deadline by the end of the next calendar month after the last month of the respective trimester in which the cause for applying the sanction arose. The invoice includes the final price for all agreed sanctions during the respective trimester. The due date of the invoice is 30 calendar days.

The differentiation of payments for consulted sanctions invoiced by SŽDC to the RUs is done as follows:

Account: = 17152393/0300 conducted with ČSOB, a.s. Praha;
Variable code = number of the invoice;

Prices for track access to services in Chapter 5.3 and for services on Chapters 5.3, 5.4 and 5.5 (if they were set) are invoiced separately.

Neither SŽDC nor the RUs are entitled to make the payment of prices and sanctions being invoiced to them pursuant to Chapter 6 by form of one-sided clearing.

In Prague, 12.11.2015

Ing. Pavel Surý, by his own hand
Director General