



**Innovation and Networks Executive Agency**

**Department C - Connecting Europe Facility (CEF)**

**AMENDMENT N° 1  
TO AGREEMENT No INEA/CEF/TRAN/M2014/1050728**

The **Innovation and Networks Executive Agency (INEA)** ("the Agency"), under the powers delegated by the European Commission ("the Commission"), represented for the purposes of signature of this amendment by the Head of Department C of the Agency, **Andreas Boschen**,

on the one part,

**and**

**Sprava železniční dopravní cesty, státní organizace (SZDC)**

Dlážděná 1003/7

11000 Prague

Czech Republic

represented for the purposes of signature of this amendment by Deputy Director General, **Mojmír Nejezchleb**

hereinafter referred to collectively as "the beneficiaries", and individually as "beneficiary" for the purposes of this amendment

on the other part,

Having regard to the above-mentioned grant agreement concluded between the Agency and the beneficiary on 18/11/2015,

Whereas:

- (1) The beneficiary has requested the Agency on 28/03/2019 to amend the above-mentioned grant agreement for the following reason(s): (i) delays in completion of design documentation affecting the implementation schedule and end date of the action; (ii) minor adjustment of length of dismantled tracks under Activity 3 affecting the description of the action.
- (2) The measures provided for in this amendment do not affect the award of the Union financial aid.

**HAVE AGREED AS FOLLOWS:**

**Article 1**

(1) Article 2.2 is replaced by the following article:

"2.2 The action shall run from 01/06/2014 ("the starting date") until 30/06/2020 ("the completion date")".

(2) Article 4.1.1 "Reporting periods" is replaced by the following article:

**"4.1.1 Reporting periods"**

The action is divided into the following reporting periods:

- Reporting period 1 from the starting date of the action to 31 December 2014;
- Reporting period 2 from 1 January 2015 to 31 December 2015;
- Reporting period 3 from 1 January 2016 to 31 December 2016;
- Reporting period 4 from 1 January 2017 to 31 December 2017;
- Reporting period 5 from 1 January 2018 to 31 December 2018;
- Reporting period 6 from 1 January 2019 to 31 December 2019;
- Last reporting period from 1 January 2020 to the completion date of the action."

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(3) Annex I shall read as follows:

## **"ANNEX I DESCRIPTION OF THE ACTION**

### **ARTICLE I.1 – IMPLEMENTATION OF THE TEN-T NETWORK**

The action contributes to the implementation of the:

- the core network
  - Corridor(s): Rhine - Danube
  - Pre-identified section(s) on the core network corridor(s):
    - München - Praha
    - Nürnberg - Praha

### **ARTICLE I.2 – LOCATION OF THE ACTION**

I.2.1 Member State(s): Czech Republic.

I.2.2 Region(s) (using the NUTS2 nomenclature): Jihozápad (CZ03).

I.2.3 Third country(ies): not applicable.

### **ARTICLE I.3 – SCOPE AND OBJECTIVES OF THE ACTION**

The railway line "Praha–Plzeň-Domažlice/Cheb-DE border" is part of Rhine-Danube Core Network Corridor and connects the Czech cities Praha and Plzeň with the German metropolitan areas of Nürnberg and München. The action addresses the third phase of an overall upgrade of the railway junction Plzeň. It covers the reconstruction of the existing double-track railway line "Plzeň – Cheb" in section from km 350.781 to km 352.201, and the reconstruction of the existing single-track and construction of a new second track on the "Plzeň – Domažlice" section from km 105.176 to km 108.310. The aim of the reconstruction is to increase the maximum speed to 160 km/h and to achieve parameters of railway line category of UIC D4. Full electrification and implementation of ERTMS of the mentioned sections will be completed within the next phases of the upgrade of the whole railway line "Praha–Plzeň-Domažlice/Cheb-DE border" (Global Project), which are not part of this action.

The action consists of both studies and works. The studies concern: (i) elaboration of project design, (ii) assessment/verification of compliance with the relevant environmental legislation, (iii) procedure of acquiring of the building permits, and (iv) tender procedure for the main works contract. The construction works cover: (i) land acquisition, (ii) site preparation, (iii) re-locations of roads, (iv) reconstruction of railway line, and (v) supervision.

The fulfilment of EU environmental law, in particular, the provisions of Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, Directive 2009/147/EC on the conservation of wild birds, Directive 92/43/EEC on the conservation of natural habitats and of wild flora and fauna,

Directive 2000/60/EC establishing a framework for community policy in the field of water, is a pre-condition for the disbursement of EU financial aid to the action. The compulsory assessments must be duly completed and approved by the competent authorities according to national law and in line with requirements of relevant EU legislation before the start of the physical intervention. If this information is not provided or is not positively assessed by the Commission services, the Agency may suspend, reduce, recover or terminate financial assistance in accordance with articles II.15, II.16, II.24.5 and II.25.4.

## ARTICLE I.4 – ACTIVITIES

### I.4.1 Activities timetable

Activity number	Activity title	Indicative start date	Indicative end date	Milestone number
1	Preparatory studies	01/06/2014	08/08/2018	1, 2, 3, 4
2	Land acquisition	01/05/2015	01/02/2018	5
3	Site preparation	20/01/2017	30/06/2019	6, 7, 8
4	Re-locations of roads	31/01/2018	31/01/2020	9, 10
5	Reconstruction of railway line	01/12/2017	31/01/2020	11, 12, 13, 14, 15
6	Supervision	20/01/2017	30/06/2020	16, 17, 18, 19, 20

### I.4.2 Activities description

#### Activity 1: Preparatory studies

The activity covers preparatory studies and tasks necessary for commencement of the construction works. It consists of the following:

Elaboration of project design – This task concerns elaboration of project documentation identifying precisely technical scope of construction works. It forms an integral part of the request for the building permit as well as the tender documentation for construction works. The service contract for elaboration of project design will be concluded with external contractor.

Verification of compliance with environmental legislation – The environmental impacts of the action were assessed by the competent environmental authority according to the Act no. 100/2001 on Environmental Impact Assessment (EIA Statement issued by Plzeň Regional Authority on 15.10.2007). The environmental aspects of the action will be further assessed in line with the provisions of Act no. 39/2015 (amending Act no. 100/2001 and other relevant Acts) in subsequent proceedings to obtain the building permit / development consent. The compliance of the action with the applicable EU environmental legislation will be ensured through application of the provisions of the mentioned Act no. 39/2015. In particular, the general public will be granted, as per provisions of the Act no. 39/2015, a right for information and a possibility of appeal by public concerned.

Procedure of acquiring of the building permits – Based on elaborated and approved project documentation, a request for issuance of building permits will be submitted to the competent authorities. 2 building permits are foreseen for the main works of the action (1 for railway

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line and 1 for re-location of Road I/26). This task will be performed by the external contractor responsible for preparation of the project design.

Tender procedure for the main works contract – The main works contract will be procured in compliance with the applicable public procurement law in force.

The deliverables of the activity are:

- Project design documentation
- Confirmation of compliance with environmental legislation – building permit / development consent
- Building permits
- Signed main works contract

### **Activity 2: Land acquisition**

The need for land acquisition stems from the new alignment of the reconstructed railway line and the necessary road re-locations. It consists of permanent measures (purchase of land) or temporary measures (leasing or deposit easement). The most complex purchases include purchases from RWE (approx. 4,206 m<sup>2</sup>) and Stollen (approx. 3,124 m<sup>2</sup>). The costs related to land acquisition exceeding 10% of total eligible costs are not considered as eligible.

The deliverables of the activity are:

- Land acquisition completed – Contracts

### **Activity 3: Site preparation**

The activity concerns works related to preparation of the construction site at "Plzeň – Domažlice" section. In particular, it covers dismantling of the existing tracks in total length of 596 m and demolition of existing structures, which are in collision with future construction works. The activity will be performed by an external contractor selected through the public procurement procedure.

The deliverables of the activity are:

- Site preparation completed - Handover Protocol on completion of the site preparation

### **Activity 4: Re-locations of roads**

The activity will be performed by an external contractor selected through the public procurement procedure. The following re-locations are covered by the activity:

Construction of bridge on Road I/26 – The construction of a road bridge is necessary in order to implement a grade-separated crossing of the "Plzeň – Domažlice" railway line with the Road I/26. The bridge is foreseen to be situated at the existing level crossing of the railway line with the Road I/26 in km 107.089. It will be based on a monolithic pre-stressed beam structure. Total length of the bridge will be 110.1 m.

Re-location of Road I/26 and local roads – Road re-locations are necessary due to a colliding alignment of the railway line with the existing road network in the area. Road I/26 is to be

re-located in section from km 12.434 to km 13.642 in total length of 1,208 m. In addition, 604 m of noise protection walls and assembly of trolleybus traction wiring will be implemented on the re-located Road I/26. The task also covers adjustments of local roads and streets affected by the railway line reconstruction in order to ensure accessibility to buildings and other facilities in the area.

Modifications of public utilities – Necessary modifications of public utilities are resulting from the changes in alignment of the railway line as well as re-located Road I/26. These consist of modification of water supply network in total length of 2,247 m, sewerage network in total length of 4,276 m, and heating /steam ducts in total length of 576 m.

The deliverables of the activity are:

- Completed bridge on Road I/26 – Handover Protocol
- Completed re-location of Road I/26 - Handover Protocol
- Completed modifications of public utilities - Handover Protocol

#### **Activity 5: Reconstruction of railway line**

The activity concerns construction works along the whole railway line subject to the action, namely in "Plzeň – Cheb" section from km 350.781 to km 352.201, and in "Plzeň – Domažlice" section from km 105.176 to km 108.310. The works cover mainly the substructure, superstructure, bridges and engineering structures, interlocking and catenary. The activity will be performed by an external contractor selected through the public procurement procedure.

The scope of the construction works consists of the following main parts:

Substructure and superstructure on "Plzeň – Domažlice" section - This covers replacement of substructure and superstructure on the existing single line track and construction of a new track next to the existing one. Concrete sleepers of type B 91 and rails of type UIC 60 will be used. Total length will be 2,618 m of reconstructed double-track line. The activity also covers repositioning of railway stop Plzeň-Skvrňany which includes two platforms, one underpass, four stairways and two shelters.

Substructure and superstructure on "Plzeň – Cheb" section - This covers replacement of substructure and superstructure using concrete sleepers of type B 91 and rail of type UIC 60 in total length of 1,420 m of existing double-track line.

Bridges on "Plzeň – Domažlice" section – This covers reconstruction of a railway bridge of total length of 8.3 m in km 106.164, reconstruction of a railway bridge in km 106.418 at the crossing with "Plzeň – Cheb" section in total length of 64.31 m (to be replaced by two bridges), and reconstruction of 42.6 m long road bridge in km 105.409. All bridges will be newly constructed following the demolition of the existing bridge structures.

Interlocking – This task addresses a new service building containing the equipment of the station interlocking for the Nová Hospoda branch line and a line interlocking for the section "Plzeň – Vejprnice", both connected to central interlocking in Plzeň Junction. The activity also covers implementation of interlocking elements on the "Plzeň – Domažlice" section (5 secured switches) and software upgrades in railway station Křimice on the "Plzeň – Cheb"

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section.

Catenary – A new catenary in length of 6,600 m will be implemented on the "Plzeň – Cheb" section. As regards the "Plzeň – Domažlice" section, 57 new poles will be constructed in order to prepare the future implementation of catenary. The remaining works will be implemented outside the scope of this action.

The deliverables of the activity are:

- Completed substructure and superstructure on "Plzeň – Domažlice" section - Handover Protocol
- Completed substructure and superstructure on "Plzeň – Cheb" section - Handover Protocol
- Completed bridges on "Plzeň – Domažlice" section - Handover Protocol
- Completed interlocking - Handover Protocol
- Completed catenary - Handover Protocol

#### **Activity 6: Supervision**

The activity covers various supervisory services necessary to ensure compliance of the construction works with the relevant rules and standards. It addresses the following:

Design supervision – External contractor responsible for preparation of project design will perform the relevant supervision tasks in order to ensure the compliance of construction works with the project design. He will also be responsible for consulting and approving any changes in technical scope in relation to the original design.

Health and safety supervision – A work safety coordinator will address safety and protection of health issues during the period of construction. Duties and tasks of the coordinator are based on the requirements of the Act no. 309/2006. This task will be performed by a specialist selected through a public procurement.

Geotechnical supervision – Geotechnical supervision concerns soil classification, assessment of excavation and backfilling materials, controlling and laboratory tests of building materials, and issuance of mandatory opinions and recommendations during the construction phase. This task will be performed by a specialist selected through a public procurement.

Pyrotechnical supervision – This task involves pyrotechnical monitoring and control of the construction site before and during the implementation of works. It is necessary due to the character of the construction site which was subject to a heavy bombing during the second world war. This task will be performed by a specialist selected through a public procurement.

Final documentation preparation - This task concerns the elaboration of "final project documentation" which covers and summarises all tasks, activities and procedures performed during the implementation of construction works. The document therefore defines the final state and technical parameters of the completed construction. It will be elaborated by the contractor responsible for execution of construction works.

The deliverables of the activity are:

- Design supervision completed – Final report
- Health and safety supervision completed – Final report
- Geotechnical supervision completed – Final report
- Pyrotechnical completed – Final report
- Final documentation preparation completed – Handover Protocol

## ARTICLE 1.5 – MILESTONES AND MEANS OF VERIFICATION

Milestone number	Milestone description	Indicative completion date	Means of verification
1	Completion of project design	30/11/2016	Handover Protocol
2	Confirmation of compliance with environmental legislation	05/11/2017	Building permit / development consent
3	Building permits issued	05/11/2017	Building permits
4	Main works contract signed	27/11/2017	Main works contract
5	Land acquisition completed	01/02/2018	Land acquisition contracts
6	Commencement of the site preparation	20/01/2017	Building log entry
7	Demolition works completed	14/12/2017	Handover Protocol
8	Completion of the site preparation	30/06/2019	Handover Protocol
9	Commencement of road re-locations	31/01/2018	Building log entry
10	Completion of road re-locations	31/01/2020	Handover Protocol
11	Commencement of reconstruction of railway line	01/12/2017	Building log entry
12	Completion of bridge in km 106.418	31/07/2019	Handover Protocol
13	Completion of bridge in km 106.164	31/08/2019	Handover Protocol
14	Completion of reconstruction of railway line	31/01/2020	Handover Protocol
15	Railway line put in operation	31/01/2020	Handover Protocol
16	Design supervision completed	31/01/2020	Final report
17	Health and safety supervision completed	31/01/2020	Final report
18	Geotechnical supervision completed	31/01/2020	Final report
19	Pyrotechnical supervision completed	31/01/2020	Final report
20	Final documentation preparation completed	30/06/2020	Handover Protocol

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(4) Annex III shall read as follows:

**"ANNEX III  
 ESTIMATED BUDGET OF THE ACTION**

**Table 1: Planned sources of financing of the eligible costs of the action**

Financing sources	Amount of financial contribution to the action eligible costs (EUR)
1. CEF-Transport financing	35,761,031.09
2. Beneficiary's own resources	0
of which:	
(a) EIB loan	0
3. State budget(s)	14,163,624.9
4. Regional/ local budget(s)	0
5. Income generated by the action	0
6. Other sources	0
<b>TOTAL</b>	<b>49,924,655.99</b>

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**Table 2: Indicative breakdown per activity of estimated eligible costs of the action (EUR)**

Activities	2014	2015	2016	2017	2018	2019	2020	Total
<b>ELIGIBLE DIRECT COSTS</b>								
Activity 1	892,784	504,670	197,393	55,483	39,024	0	0	1,689,354
Activity 2	0	1,000,062	97,436	978,772	422,302	0	0	2,498,572
Activity 3	0	0	0	781,669	189,164	227,623	0	1,198,456
Activity 4	0	0	0	0	3,626,206	2,695,690	398,115	6,720,011
Activity 5	0	0	0	0	10,815,673	22,202,617	4,041,428	37,059,718
Activity 6	0	0	0	2,324	57,221	362,551	336,449	758,545
<b>TOTAL ELIGIBLE DIRECT COSTS</b>	892,784	1,504,732	294,829	1,818,248	15,149,590	25,488,481	4,775,992	49,924,656
<b>Annual instalments of maximum CEF contribution</b>	639,501.18	1,077,839.53	211,186.01	1,302,411.04	10,851,651.32	18,257,398.94	3,421,043.07	35,761,031.09

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**Table 3:**

**Indicative breakdown per beneficiary of the maximum CEF contribution (EUR)**

Not applicable.

Article 3  
The present amendment shall form an integral part of the grant agreement and it shall enter into force on the date on which it is signed by the last party. It shall take effect on 01/06/2014.

**SIGNATURES**  
For the beneficiary Správa zeleznici  
vojmir Nejezchleb  
dopravní cesty, státní organizace  
statní organizace  
IC: 70994234  
Dátum 1003/7, 10 09 Praha 1  
IC: 0270994234  
7.6.2014

For the Agency  
Andreas Boschen  
Done at Brussels, on  
01 JUL. 2019

in English.