



Innovation and Networks Executive Agency

Department C - Connecting Europe Facility (CEF)

**AMENDMENT N° 3
TO AGREEMENT No INEA/CEF/TRAN/M2015/1138251**

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

Správa železnic, státní organizace (Správa železnic)

Public Sector Body

Registration No A48384

Dlážděná 1003/7

11000 Praha

Czech Republic

VAT No CZ70994234,

represented for the purposes of signature of this amendment by Deputy Director General for Rail Modernisation, **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 27/10/2016 as amended on 14/11/2017 and 05/11/2018,

Whereas:

- (1) The beneficiary has requested the Agency on 18/12/2019 to amend the above-mentioned grant agreement for the following reason(s): delays in the launch and completion of preliminary and detailed designs affecting the implementation schedule and end date of the action and resulting in cancellation of activity 3.
- (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) In the preamble, the beneficiary details shall read as follows, as from 01/01/2020:

Správa železnic, státní organizace/ Správa železnic (formerly SŽDC, s.o.)

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

"2.2 The action shall run from 18/03/2016 ("the starting date") until 31/12/2022 ("the completion date")."

(3) Article 3 "Maximum amount and form of the grant" is replaced by the following article:

"ARTICLE 3 – MAXIMUM AMOUNT AND FORM OF THE GRANT

The grant for the action shall be of a **maximum amount of EUR 10,286,001.**

The grant shall take the form of:

(a) the reimbursement of 85% of the eligible costs of the action ("reimbursement of eligible costs"), which are estimated at EUR 12,101,178 and which are:

(i) actually incurred ("reimbursement of actual costs")

(ii) reimbursement of unit costs: not applicable

(iii) reimbursement of lump sum costs: not applicable

(iv) reimbursement of flat-rate costs: not applicable

(v) declared on the basis of an amount per unit calculated in accordance with the beneficiary's usual cost accounting practices ("reimbursement of costs declared on the basis of the beneficiary's usual cost accounting practices") for personnel costs

(b) unit contribution: not applicable

(c) lump sum contribution: not applicable

(d) flat-rate contribution: not applicable"

(4) 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 2016;
- Reporting period 2 from 1 January 2017 to 31 December 2017;
- Reporting period 3 from 1 January 2018 to 31 December 2018;
- Reporting period 4 from 1 January 2019 to 31 December 2019;

- Reporting period 5 from 1 January 2020 to 31 December 2020;
- Reporting period 6 from 1 January 2021 to 31 December 2021;
- Last reporting period from 1 January 2022 to the completion date of the action."

(5) Article 22 is added to the grant agreement as follows:

"ARTICLE 22 – IMPLEMENTATION OF ACTIVITIES NOT FINANCIALLY SUPPORTED UNDER THE AGREEMENT

The following activities as described in Annex I shall not be financially supported under the Agreement:

- Activity 3 - Ústí nad Orlicí – Choceň track section - N/A.

Costs incurred by the beneficiaries, entities affiliated to the beneficiaries and implementing bodies designated by the beneficiaries in relation to these activities shall not be eligible and shall not contribute to the eligible costs of the action as estimated in Article 3 and to the estimated budget of the action as specified in Annex III. The reimbursement rate(s) specified in Article 3 do(es) not apply to these activities.

The possible costs related to the implementation of these activities shall not be taken into consideration for determining the final amount of the grant in accordance with Article II.25. These activities shall not be taken into consideration for the purpose of Article II.25.4.

By way of derogation from Article II.22, the estimated budget breakdown set out in Table 2 of Annex III may not be adjusted by transfers of amounts to these activities. An amendment may not have the purpose or the effect of transferring amounts to these activities."



(6) 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): Orient/East-Med, Rhine - Danube
 - Pre-identified section(s) on the core network corridor(s):
 - Praha - Brno - Breclav

ARTICLE I.2 – LOCATION OF THE ACTION

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

I.2.2 Region(s) (using the NUTS2 nomenclature): Severovýchod (CZ05).

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

ARTICLE I.3 – SCOPE AND OBJECTIVES OF THE ACTION

The Action is part of a Global Project addressing the modernisation of the railway line Praha–Brno, located on both the Orient/East-Med and the Rhine-Danube core network corridors. A large part of the conventional line has already been modernised, although some sections still require modernisation to harmonise the technical parameters of the entire Praha-Brno line. The main parameters to be achieved include: nominal track gauge of 1,435 mm; 22.5 t axle load; up to 160 km/h line speed; possibility of running trains with a length of 740 m.

The selected sections of the Praha-Brno line to be modernised, namely the Pardubice junction and the Česká Třebová junction, have aging infrastructure, insufficient track length for freight trains and low travelling speed. They constitute a bottleneck for the line and the core network in terms of capacity and efficiency. This also prevents any future introduction of ERTMS on the entire global project.

The Action's and the global project's overall objectives are to:

- improve the technical condition and parameters of the line to ensure required interoperability;
- achieve higher track speed and reduce travel times;
- increase the line capacity to cope with forecasted passenger and freight traffic;
- ensure accessibility of railway transport for persons with reduced mobility;
- enhance safety of passengers and railway personnel.

To deliver the overall objectives, the Action comprises preliminary and detailed designs and documentation to obtain both the zoning decisions and the building permits for the

modernisation of these two sections.

ARTICLE 1.4 – ACTIVITIES

1.4.1 Activities timetable

Activity number	Activity title	Indicative start date	Indicative end date	Milestone number
1	Pardubice junction	18/03/2016	31/05/2020	1, 2, 3, 4, 5, 6, 7
2	Česká Třebová junction	07/06/2016	31/12/2022	8, 9, 10, 11, 12, 13
3	Ústí nad Orlicí – Choceň track section - N/A	01/02/2019	29/02/2020	14, 15

1.4.2 Activities description

Activity 1: Pardubice junction

This activity includes the elaboration of the necessary documentation in view of launching the Pardubice Junction construction tender. The central point of modernisation is the Pardubice main station, which is at km 305.690 of the Praha-Brno line. The extent of the junction is defined as follows:

- in the west, at km 306.680 of the Praha-Brno railway line, it borders with the already implemented construction of Přelouč – Pardubice (excl.);
- in the east, at km 304.320 of the Praha-Brno railway line, it borders with the already implemented construction of Pardubice (excl.) – Uhersko (excl.);
- in the north, at km 1.673 of the Pardubice-Hradec Králové railway line, it borders with the foreseen construction "Modernisation of the Hradec Králové – Pardubice – Chrudim line, 3rd construction, double-tracking of the Pardubice-Rosice nad Labem – Stěblová section";
- in the south, the chainage will be defined following the further design of the connecting point between the Pardubice junction and the newly designed Pardubice-Chrudim line.

The activity covers the preparation of all necessary documentation, including the public consultation, in view of obtaining the zoning decision and building permit. This includes the following documents:

- Preliminary design documents necessary to obtain the zoning decision include the following deliverables:
 - Hydrogeological study
 - Geotechnical investigation
 - Construction-technical study
 - Geological investigation
 - Pyrotechnical investigation

- Geodetic study
- Engineering network current stage analysis
- Cadastre study
- Biological investigation
- Dendrological investigation
- Noise study
- Waste management study
- Technical design study
- Investment project file
- Environmental Impact Study
- Public consultation
- Land acquisition preparation
- Preliminary design file for zoning decision application
- Zoning decision issued

In addition, this task also includes elaboration of the static re-calculation, diagnostics and proposals of the possible construction measures of the railway bridge at km 304.776.

Detailed design documents necessary to obtain the building permit include the following deliverables:

- Hydrogeological study
- Geotechnical investigation
- Geological investigation
- Pyrotechnical investigation
- Geodetic study
- Engineering network current stage analysis
- Cadastre study
- Dendrological investigation
- Noise study
- Waste management study
- Environmental impact study
- Public consultation
- Land acquisition preparation
- Administrative file for trees felling permit application
- Detailed design file for building permit application
- Trees felling permit issued
- Building permit issued

The activity is carried out by external contractors selected in line with applicable legislation.

Activity 2: Česká Třebová junction

This activity includes the elaboration of the necessary documentation in view of launching the Česká Třebová Junction construction tender. The Česká Třebová Junction is located on the Praha-Brno and Česká Třebová-Olomouc lines. It is also the starting point for two lines towards Lanškroun and Moravská Třebová. The extent of the junction is defined as follows:

- in the west, at km 249.400 of the Praha-Brno line, it borders with the already

completed construction of Ústí nad Orlicí (excl.) – Česká Třebová (excl.);

- in the east, from km 0.000 to km 6.400 of the Česká Třebová-Olomouc line, it borders with the already completed construction of Česká Třebová (excl.) – Krasíkov;
- in the south, at km 239.900 of the Praha-Brno line, it borders with the already completed construction of Česká Třebová (excl.) – Skalice nad Svitavou (excl.).

The activity therefore covers the preparation of all necessary documentation, including the public consultation, in view of obtaining the zoning and building permit(s). This includes the following documents:

• Preliminary design documents necessary to obtain the zoning decision include the following deliverables:

- Hydrogeological study
- Geotechnical investigation
- Construction-technical study
- Geological investigation
- Pyrotechnical investigation
- Geodetic study
- Engineering network current stage analysis
- Cadastre study
- Biological investigation
- Dendrological investigation
- Noise study
- Waste management study
- Radon survey (if required)
- Technical design study
- Investment project file
- Environmental impact study
- Public consultation
- Land acquisition preparation
- Preliminary design file for zoning decision application
- Zoning decision issued

This task includes the elaboration of the noise study update with new noise barrier measures and any other updates or additional studies/surveys/investigation/documentation that may be required by the participants in the zoning procedure.

• Detailed design documents necessary to obtain the building permit include the following deliverables:

- Hydrogeological study
- Geotechnical investigation
- Geological investigation
- Pyrotechnical investigation
- Geodetic study
- Engineering network current stage analysis
- Cadastre study
- Dendrological investigation



- Noise study
- Waste management study
- Radon survey (if required)
- Environmental impact study
- Public consultation
- Land acquisition preparation
- Detailed design file for building permit application
- Building permit issued which will be verified at the latest at the request for payment of the balance

In addition, this task will also include any updates or additional studies/surveys/investigation/documentation that may be required following the detailed designs' results or may be required as part of the building permit procedure.

The activity is carried out by external contractors selected in line with applicable legislation.

Activity 3: Ústí nad Orlicí – Choceň track section - N/A

N/A

ARTICLE I.5 – MILESTONES AND MEANS OF VERIFICATION

Milestone number	Milestone description	Indicative completion date	Means of verification
1	Activity 1- Preliminary design contract signature	18/03/2016	Signed contract
2	Activity 1- Investment project file completion	18/11/2016	Handover protocol
3	Activity 1- EIA completion	15/06/2017	EIA Decision
4	Activity 1- Preliminary design completion	15/06/2017	Handover protocol
5	Activity 1- Zoning decision issuance	08/11/2017	Zoning decision / Development consent
6	Activity 1- Detailed design contract signature	23/05/2018	Signed contract
7	Activity 1- Detailed design completion	30/10/2019	Handover protocol
8	Activity 2- Preliminary design contract signature	07/06/2016	Signed contract
9	Activity 2- Investment project file completion	07/07/2017	Handover protocol
10	Activity 2- EIA completion	09/08/2017	EIA decision
11	Activity 2- Preliminary design completion	15/07/2020	Handover protocol
12	Activity 2- Zoning decision issuance	31/03/2021	Zoning decision
13	Activity 2- Detailed design completion	31/12/2022	Handover protocol
14	Activity 3- Detailed design contract signature	01/02/2019	N/A
15	Activity 3- Detailed design completion	30/09/2019	N/A

"

(7) 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	10,286,001
2. Beneficiary's own resources	0
of which:	
(a) EIB loan	0
3. State budget(s)	1,815,177
4. Regional/ local budget(s)	0
5. Income generated by the action	0
6. Other sources	0
TOTAL	12,101,178

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

Activities	2016	2017	2018	2019	2020	2021	2022	Total
ELIGIBLE DIRECT COSTS								
Activity 1	292,636	509,809	0	3,492,939	0	0	0	4,295,384
Activity 2	0	1,126,756	407,876	29,235	304,075	2,373,537	3,564,315	7,805,794
Activity 3	0	0	0	0	0	0	0	0
TOTAL ELIGIBLE DIRECT COSTS	292,636	1,636,565	407,876	3,522,174	304,075	2,373,537	3,564,315	12,101,178
Annual instalments of maximum CEF contribution	1,986,515.45	0	0	2,993,847.9	258,463.75	2,017,506.45	3,029,667.75	10,286,001.3

Table 3: Indicative breakdown per beneficiary of the maximum CEF contribution (EUR)

Not applicable.
"



Article 2

All the other provisions of the grant agreement shall remain unchanged.

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 31/03/2020, unless otherwise specified herein.

SIGNATURES

For the beneficiary Správa železnic, státní
organizace
Mojmír Nejezchleb

For the Agency

Andreas Boschen

Done at Prague, on 30. 3. 2020

Done at Brussels, on 20. 4. 2020

In duplicate in English.

Ověřovací doložka změny datového formátu dokumentu podle § 69a zákona č. 499/2004 Sb.

Doložka číslo: 741448

Původní datový formát: application/pdf

UUID původní komponenty: 93c0438b-2404-4d63-831b-791d896fb260

Jméno a příjmení osoby, která změnu formátu dokumentu provedla:

System ERMS (zpracovatel dokumentu Anna VRÁNA)

Subjekt, který změnu formátu provedl: Správa železnic, státní organizace

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