



European Climate, Infrastructure and Environment Executive Agency

Sustainable Networks and Investments Department
Unit B1 - CEF Transport

AMENDMENT N° 5 TO AGREEMENT No INEA/CEF/TRAN/M2015/1125504

The **European Climate, Infrastructure and Environment Executive Agency (CINEA)** ("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 Unit B1 of the Agency, Morten Jensen,

on the one part,

and

Správa železnic, státní organizace (Správa železnic)

Public sector body

Dlažděná 1003/7

110 00 Praha

Czech Republic

VAT No CZ70994234,

represented for the purposes of signature of this amendment by Deputy DG for Rail Modernization, Mojmir 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 28/10/2016 as amended on 14/11/2017, 24/10/2018, 02/03/2020 and 21/01/2021,

Whereas:

- (1) The beneficiary has requested the Agency on 27/09/2023 to amend the above - mentioned grant agreement for the following reason(s): due to i) delayed building permit and the need to remove unexpected hazardous material from the construction field under activity 1 and ii) delayed activation of the signalling equipment of the ongoing conditional construction "Plzeň Junction, 5th construction, Lobzy - Koterov" under activity 2..
- (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 01/11/2016 ("the starting date") until 31/05/2024 ("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 2017;
- Reporting period 2 from 1 January 2018 to 31 December 2018;
- Reporting period 3 from 1 January 2019 to 31 December 2019;
- Reporting period 4 from 1 January 2020 to 31 December 2020;
- Reporting period 5 from 1 January 2021 to 31 December 2021;
- Reporting period 6 from 1 January 2022 to 31 December 2022;
- Reporting period 7 from 1 January 2023 to 31 December 2023;
- Last reporting period from 1 January 2024 to the completion date of the action."

(3) Article 6.3 is replaced by the following article:

"6.3 Communication details of the beneficiaries"

Any communication from the Agency to the beneficiaries shall be sent to the following addresses:

For Správa železnic, státní organizace:

Radka Šnajdrová

Head of External Financing and PPP Department

Dlažděná 1003/7, 110 00 Praha, Czech Republic

E-mail address: snajdrova@spravazeleznic.cz"

(4) 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
 - Horizontal priority: Telematic applications systems for rail (ERTMS).
 - Corridor(s): Rhine - Danube
 - Pre-identified section(s) on the core network corridor(s):
 - 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): Severozápad (CZ04), Střední Čechy (CZ02), Jihozápad (CZ03).

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

ARTICLE I.3 – SCOPE AND OBJECTIVES OF THE ACTION

“ETCS Beroun – Plzeň – Cheb” is an important Action of the global ETCS deployment project, related to the backbone rail network in the Czech Republic. It is part of the “ERTMS National Implementation Plan, which aims at deploying ETCS on approximately 1,350 km of railway lines in the Czech Republic by 2020. Three of the nine defined TEN-T Core Network Corridors cross the territory of the Czech Republic: the Baltic Adriatic, the Orient/East-Med and the Rhine-Danube Corridors.

The present Action aims at deploying ETCS Level 2 Baseline 3 on the Beroun – Plzeň – Cheb section (including state border CZ/D) on a total length of 182 km. This section is the part of Rhine – Danube Core Network Corridor.

Deployment of ETCS L2 within the Czech rail infrastructure, which forms part of the Trans-European conventional rail network, will increase interoperability and safety on European Core railway network. It will be beneficial for the Czech Republic not only in terms of interoperability, but also in terms of increased rail transport safety and efficiency. This will help consolidate the position of the Czech railways in transit transport, particularly within the European Rail Freight corridors (RFC 7, 9).

The implementation of the Action will increase the level of safety, utilization capacity, as well as the general efficiency of rail transport management in the Czech Republic. The deployed system will respect a mixed operation of ETCS equipped and non -equipped trains on conventional lines according to the operating rules applicable to the infrastructure managed by Správa železnic, and will not be a hindrance for the use of the current railway

capacity provided by the existing infrastructure.

ARTICLE I.4 – ACTIVITIES

I.4.1 Activities timetable

Activity number	Activity title	Indicative start date	Indicative end date	Milestone number
1	ETCS Plzeň - Cheb and renewal of interlockings in Station Cheb	01/11/2016	31/12/2023	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
2	ETCS Beroun - Plzeň	19/07/2018	31/05/2024	13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23

I.4.2 Activities description

Deliverables of all activities shall cover the authorisation procedure documents. Reference of the following documents to the above mentioned section must be clearly demonstrated:

1. EC declaration of conformity for each interoperability constituent relevant for ERTMS issued by the supplier or the suppliers' authorised representative established within the Union, including the certificate of conformity from a notified conformity assessment body. The EC declaration of conformity shall be fully in line with Directive 2008/57/EC;
2. Information regarding tests results (test report including operational scenarios) in line with the latest applicable technical specification for interoperability, performed with on-board units provided by at least one different supplier to the one in charge of the equipment of the line. The on-board units used for tests shall be compliant with the applicable technical specification for interoperability;
3. EC declaration of verification of the subsystem issued by the applicant for each Control Command Signalling subsystem installed including the EC certificate of verification of subsystem from a Notified Body and the safety assessment report following section 3.2.1 of Regulation 2016/919/EU. The EC declaration of verification shall be fully in line with Directive 2008/57/EC;
4. Copy of an application to a competent authority for an authorisation for placing the Control Command Signalling trackside subsystem in service or the authorisation issued by a competent authority, in case it is available by the time the final payment claim is due.

Activity 1: ETCS Plzeň - Cheb and renewal of interlockings in Station Cheb

This activity covers the deployment of ERTMS on approximately 115 km track (double track 31km/single track 84km) section between Plzeň and Cheb which is part of the Rhine-Danube Core Network Corridor and the renewal of the interlockings in station Cheb. The line will be equipped with Level 2, Baseline 3. The trackside must be interoperable and fully compatible with railway vehicles equipped with ETCS on-board certified by ETCS Baseline 2, and vehicles equipped with ETCS on-board certified by ETCS Baseline 3 according to actual TSI

CCS. It is split into 4 sub-activities:

A1.1: Preparation of preliminary design for Plzeň - Cheb, including preliminary design for interlockings in the Station Cheb;

A1.2: Preparation of detailed design for ETCS Plzeň - Cheb, including detailed design for interlockings in the Station Cheb;

A1.3: Construction phase of the project implementation in the Plzeň - Cheb line section, including renewal of interlockings in the Station Cheb. The activity covers the infrastructure works for the trackside equipment necessary for the implementation of ERTMS Level 2, Baseline 3, notably the renewal of interlockings in the Station Cheb which consists of :

- Modernisation of passenger station interlocking and its interconnection with interlocking n°1 and interlocking plant n°2.
- Construction of new electronic station equipment replacing the existing relay system, this new equipment will be situated in the passenger building.
- Incorporation of the line safety and signalling plant in the system.
- Renewal of cabling in the passenger station premises and replacement of external elements of the equipment such as signals, point machines, etc.
- Installation of new interoperable track circuits and axle counters.
- Relocation of the main service train dispatcher worksite to a new room.
- Power supply including back up for the modernised safety and signalling plant.
- Relocation of the internal systems of the equipment affected by the station safety and signalling modernisation such as communication plant, station announcement system and information system, camera system, etc.
- Relocation of the current heavy electrical installations such as controllers of electrical heating of points, lighting, catenary switches, etc.
- Adaptation of service space in the buildings.
- Installation of new transverse cable conduits and adaptation of the longitudinal cable conduits in the tracks.

The interlocking plant module (interlocking equipment room) will be installed in the passenger building situated in the station Cheb. It will include the passenger station area from km 453.330 (entry signal from Lipová u Chebu) to km 234.803 (entry signal from Tršnice). The distance between the entry signal from Lipová to Chebu u Chebu and entry signal from Tršnice is 2992 k. The interlocking equipment room in Cheb will be allocated RBC located in the technology room, designed by the designer.

The preparation of the preliminary design for interlockings is an integral part of the tender for preliminary design for ETCS Plzeň-Cheb. The preparation of detailed design and works for interlockings should also be an integral part of the tender for detailed design and works for ETCS Plzeň-Cheb. The total costs for the renewal of interlockings are estimated to approximately EUR 15,672,014.

A.1.4. Testing and certification in the Plzeň - Cheb section.

Activity 2: ETCS Beroun - Plzeň

The activity covers the deployment of ERTMS on approximately 67 km double track section between Beroun and Plzeň which is part of the Rhine-Danube Core Network Corridor. The line will be equipped with Level 2, Baseline 3. The trackside must be interoperable and fully compatible with railway vehicles equipped with ETCS on board certified by ETCS Baseline 2, and vehicles equipped with ETCS on board certified by ETCS Baseline 3 according to actual TSI CCS. It is split into 4 sub-activities:

- A2.1: Preparation of preliminary design for Beroun - Plzeň;
- A2.2: Preparation of detailed design for ETCS Beroun - Plzeň;
- A2.3: Construction phase of the project implementation in the Beroun - Plzeň line section;
- A2.4: Testing and certification in the Beroun – Plzeň section.

ARTICLE I.5 – MILESTONES AND MEANS OF VERIFICATION

Milestone number	Milestone description	Indicative completion date	Means of verification
1	A1.1. Start of preliminary design for ETCS Plzeň - Cheb and interlockings in Station Cheb	01/11/2016	Confirmation from the beneficiary
2	A1.1 - Preliminary design for ETCS Plzeň - Cheb and interlockings in Station Cheb completed	07/03/2018	Confirmation from the beneficiary
3	A1.2. Launch of public procurement procedure (design and build) for ETCS deployment on section Plzeň - Cheb and interlockings in Station Cheb	30/06/2018	Publication
4	A1.2 - Contract (design and build) for ETCS deployment on section Plzeň - Cheb and interlockings in Station Cheb	22/10/2018	Contract signature
5	A1.3. ERTMS deployment launched on the section Plzeň - Cheb	22/11/2019	Confirmation from the beneficiary
6	A1.3 - Completion of the system design ETCS on section Plzeň - Cheb	29/09/2020	Confirmation from the beneficiary
7	A1.2. - Interoperability Constituents conformity	30/11/2020	EC declaration of conformity for the Interoperability Constituents and EC certificates
8	A1.3. Start of renewal of interlockings in station Cheb	15/01/2021	Confirmation from the beneficiary
9	A1.3. Renewal of interlockings in station Cheb completed	15/10/2023	Confirmation from the beneficiary
10	A1.4 - Operational tests description and results on section Plzeň - Cheb completed	30/09/2023	Test description and report
11	A1.4 - Subsystem verification of section Plzeň - Cheb	31/10/2023	EC declaration of verification of the subsystem and EC certificates
12	A1.4 - Authorization of the section Plzeň – Cheb by a competent authority	31/12/2023	Authorization requested
13	A2.1. Start of preliminary design for ETCS Beroun - Plzeň	19/07/2018	Confirmation from the beneficiary
14	A2.1 - Preliminary design for ETCS Beroun - Plzeň completed	27/06/2019	Confirmation from the beneficiary
15	A2.2. Launch of call for public procurement (design & build) for ETCS deployment on section Beroun - Plzeň	16/12/2019	Publication
16	A2.2 - Contract (design and build) for ETCS deployment on section Beroun - Plzeň	15/10/2020	Contract signed

17	A2.3 - Completion of the system design for ETCS on section Beroun - Plzeň	01/09/2021	Confirmation from the beneficiary
18	A.2.3. ERTMS deployment on section Beroun - Plzeň launched	30/11/2021	Confirmation from the beneficiary
19	A2.2 - Interoperability Constituents conformity	30/06/2022	EC declaration of conformity for the Interoperability Constituents and EC certificates
20	Completion of Action "Plzeň Junction 5th construction section Lobzy-Kolárovy" (not covered by the Grant Agreement)	31/07/2023	Confirmation from the beneficiary
21	A2.4 - Operational tests description and results on section Beroun - Plzeň	29/02/2024	Test description and report
22	A2.4 - Subsystem verification of section Beroun - Plzeň	30/04/2024	EC declaration of the verification of the subsystem and EC certificates
23	A2.4 - Authorisation of section Beroun - Plzeň by a competent authority	31/05/2024	Authorisation requested

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(5) Table 2 of Annex III "Estimated budget of the Action" is replaced by the following table:

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

Activities	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
ELIGIBLE DIRECT COSTS										
Activity 1	0	104,940	162,237	964,722	6,570,867	9,909,937	8,754,714	1,500	0	26,468,917
Activity 2	0	0	0	112,904	807,719	3,100,223	1,442,290	5,000	1,500	5,469,636
TOTAL ELIGIBLE DIRECT COSTS	0	104,940	162,237	1,077,626	7,378,586	13,010,160	10,197,004	6,500	1,500	31,938,553
Annual instalments of maximum CEF contribution	227,100.45	0	0	915,982.1	6,271,798.1	11,058,636	8,667,453.4	5,525	1,275	27,147,770.05

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 31/12/2023.

SIGNATURES

For the beneficiary Správa železnic, státní
organizace
Mojmir Nejezchleb

For the Agency
Morten Jensen

Done at Praha, on

Done at Brussels, on

In duplicate in English.

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

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System ERMS (zpracovatel dokumentu Alois SLAVÍČEK)

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

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