PPP Project Information Memorandum

Market Sounding

Prague – Václav Havel Airport Prague – Kladno

Czech Republic

June 2024

INTRODUCTION

Správa železnic, státní organizace (thereafter referred to as "SŽ"), a railway infrastructure manager in the Czech Republic, has been undertaking the Prague - Václav Havel Airport Prague - Kladno Railway project ("PRAK"), a significant initiative aimed at enhancing the transportation network in the Czech Republic. This project, which includes the construction of a railway connection to Vaclav Havel Airport Prague, addresses a long-standing gap in the modernised Prague agglomeration's mass transit system.

PRAK is going to significantly increase railway capacity and improve comfort for travellers and commuters while enhancing reliability and safety through the implementation of modern signalling and communication systems and the removal of level crossings. These improvements are going to have positive social impacts, enhancing safety and security for passenger rail transport and the areas surrounding railway stations.

Moreover, PRAK is going to support active modes of mobility by incorporating cycling paths from the Prague city centre to Kladno and Vaclav Havel Airport Prague. By improving connectivity along one of Czechia's crucial sub-agglomeration transport routes, PRAK is going to incentivise the use of public transport, promoting sustainable mobility solutions.

The lack of a railway connection severely limits the further development of Václav Havel Airport Prague. The implementation of a railway connection would enable the airport to fulfil the environmental standards and facilitate its future growth.

SŽ, operator and manager of the Czech railway infrastructure in state ownership, is responsible for ensuring the functionality, operation, modernisation, and development of the railway network in compliance with relevant laws, notably the Railways Act[1] and Act on Správa železnic[2] .

As part of the whole Project implementation, SŽ, Ministry of Transport ("MoT") and State Fund of Transport Infrastructure ("SFTI") have been preparing a Public-Private Partnership (PPP) model for sections from station Praha-Veleslavín to Václav Havel Airport Prague and connection back to the main line Prague – Kladno ("Project"), reflecting a strategic approach to leveraging private sector expertise and resources. This approach aligns with SŽ's commitment to deliver efficient and effective transportation infrastructure solutions for the benefit of the Czech Republic's citizens and economy.

In this context, SŽ requested technical assistance from the European Bank for Reconstruction and Development ("EBRD") to advise on preparation of the PRAK for public tender and to support SŽ until financial close.

EBRD has appointed Consortium of Deloitte Advisory s.r.o., Česká spořitelna, a.s., PORTOS, advokátní kancelář s.r.o., and AFRY CZ s.r.o. ("Consultant") for the execution of the assignment titled "PPP Preparation and Tender Advisory Support: Prague - Airport - Kladno Railway project".

The Consultant followed up on the prepared PRAK feasibility study, which demonstrated Value for Money (VfM) potential, and is now preparing the tender for the selection of the concessionaire. For certain project

[1] Act No. 266/1994 Coll., Railways Act

[2] Act No. 77/2002 Coll., Act on České dráhy, joint stock company, on Správa železnic, státní organizace and on the amendment of Act No. 266/1994 Coll., Railways Act, as amended, and Act No. 77/1997 Coll., on the state enterprise, as amended

parameters, there are several different approaches possible, therefore it has been decided to engage the market to obtain feedback. This feedback will assist the Consultant in creating an initial version of the contract and set up the profile of the Concessionaire (tender criteria) for the subsequent phase of the tender, ensuring it is as acceptable for the market as possible.

In case of any ambiguities in the responses of the participants or in order to clarify the issues in more depth, an online 1:1 meeting with some of the survey participants may be initiated by SŽ, EBRD and the Consultant.

In early autumn (preferably at the beginning of September 2024), there is going to be an investor conference where the basic features of the upcoming competition reflecting the results of this market sounding will be presented to potential bidders.

We understand that your time is valuable, and we want to assure you that it is not necessary to answer every single question. We kindly request you to focus on the questions that align with your area of professional expertise.

Questionnaire is presented in English, but you are welcome to answer the questions in the Czech language, if it would be a more suitable option for you than English.

Proposed timeline for market sounding[3]:

- Release of the market sounding questionnaire (12/06/2024)
- Collection of feedback through a structured questionnaire (12/06/2024 – 27/06/2024)
- Deadline for questionnaire submission (27/06/2024)
- Analysis of the responses to identify key insights and preferences (June/July – August 2024)
- One-on-one interview (June/July – August 2024)
    - Conducting individual interviews with selected respondents based on their feedback for a deeper insight
    - Gathering detailed perspectives to refine the Project scope and tender requirements
- Investor Conference(s) – early autumn (beginning of September 2024)
    - Presenting the preliminary features of the competition to potential investors
    - Discussing the feedback received during market sounding
    - Allowing potential bidders to ask questions and provide further input

[3] Consultant informs that the market sounding is a conduct according to section 33 ZZVZ. The responses received from the suppliers will not be used as bids for the performance of the public contract on the basis of which a contract could be concluded. Market sounding also does not oblige the Contracting authority to initiate a procurement procedure under the ZZVZ.

If the information from the market sounding is used to determine the terms of the public contract, the Contracting authority will proceed in accordance with the ZZVZ, in particular with section 36(4) ZZVZ.

Neither the market sounding nor the contents of any statement of the Contracting authority shall give a rise to any obligation of the Contracting authority to any supplier in connection with the Project or the public contract, nor shall it give a rise to any obligation of any supplier to the Contracting authority in connection with the Project or the public contract.

- Incorporation of the Feedback
    - Integrating the insights from the market sounding into our Project planning and tender documentation (to the maximum possible extent)
    - Making necessary adjustments to align with market expectations
- Launch of the tender – by the end of 2024

On behalf of the Project team, we would like to thank you for your time and cooperation.

If you have any questions, please do not hesitate to contact us.

Please send us your reaction to the following e-mail addresses by 27 June 2024.

- TO: Správa železnic, státní organizace E-mail: ppp@spravazeleznic.cz
- CC: Kateřina Komárková – Deloitte E-mail: kkomarkova@deloittece.com
  Martin Janeček – EBRD E-mail: janecekm@ebrd.com

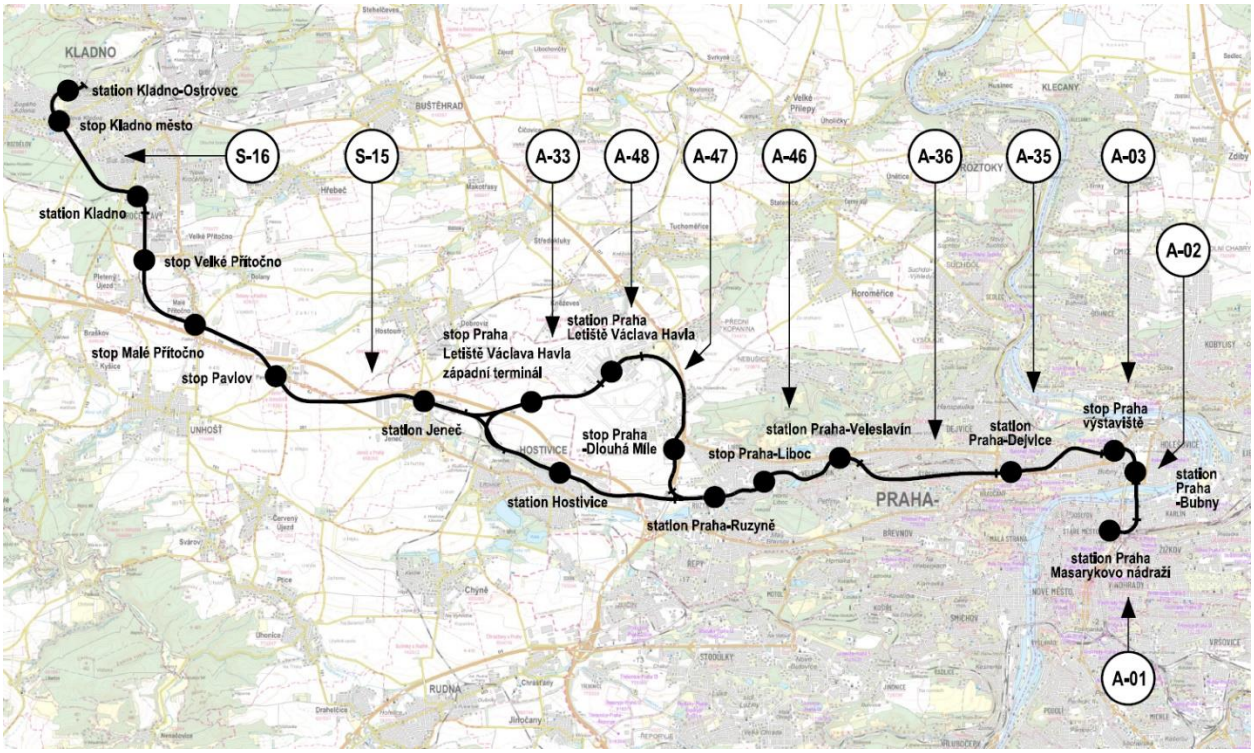
PROJECT DESCRIPTION

Modernisation of the line Prague – Kladno with a connection to Václav Havel Airport Prague is a project of a high-capacity suburban railway line from Praha Masarykovo nádraží located in Prague's historical downtown to Kladno-Ostrovec with a line to Václav Havel Airport Prague, the only international airport in Prague, which would be built in the form of modernisation of a part of the current railway line No. 120 (PRAK).

The entire project is divided into 11 sections, out of which 4 have been selected for implementation through PPP ("Project").

PRAK

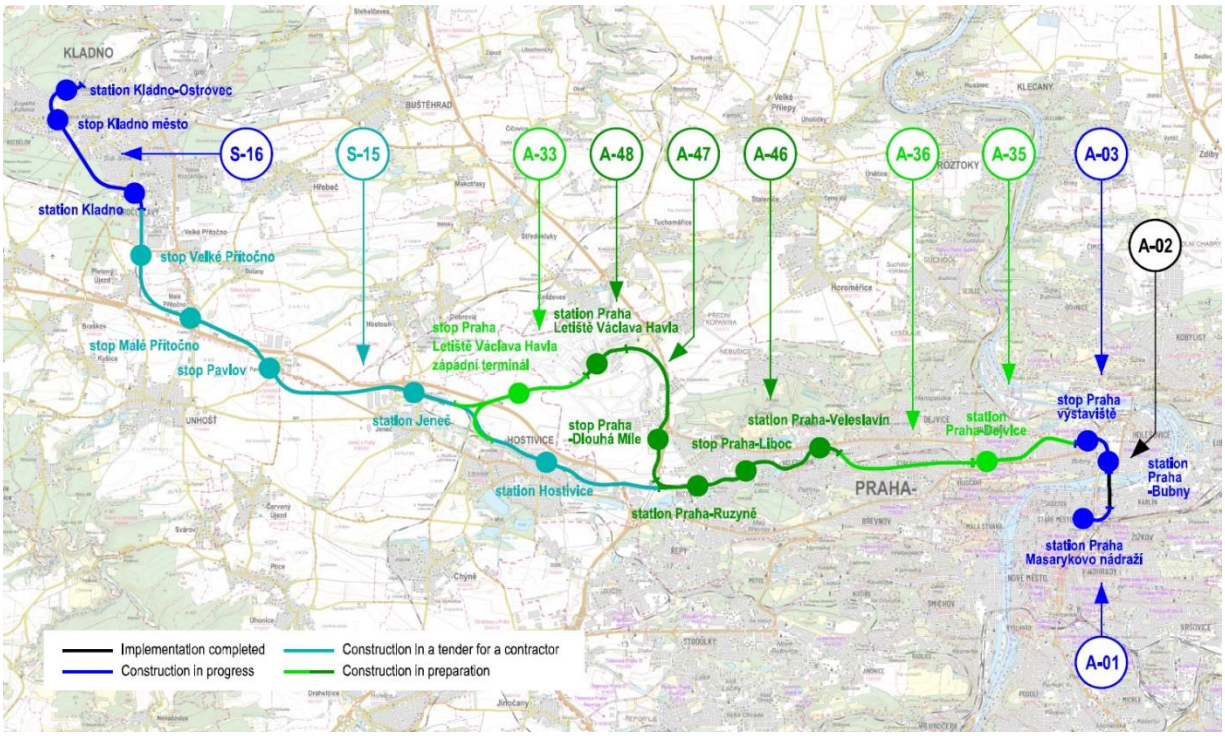
The project of modernisation of the railway connection Praha Masarykovo nádraží – Kladno-Ostrovec represents a comprehensive modernisation of the railway line No. 120, its double-tracking, electrification with a 25 kV AC power supply system and equipment with modern communication and signalling technologies. New platforms with barrier-free access will be built at all stations and stops.



PRAK is divided into the following sections:

- A-01 Modernisation and completion of the Praha Masarykovo nádraží
- A-02 Reconstruction of the Negrelli Viaduct
- A-03 Modernisation of the line Praha-Bubny (station included) – Praha Výstaviště (station included)
- A-35 Modernisation of the line Praha Výstaviště (station excluded) - Praha-Dejvice (station included)

- A-36 Modernisation of the line Praha-Dejvice (station excluded) - Praha-Veleslavín (station excluded)
- **A-46 Modernisation of the line Praha-Veleslavín (station included) - Praha-Ruzyně (station included)**
- **A-47 New construction of the line Praha-Ruzyně (station excluded) - Praha Letiště Václava Havla (station excluded)**
- **A-48 New construction of the railway station Praha Letiště Václava Havla**
- **A-33 "Rounding" of the railway connection of Václav Havel Airport Prague to the line Prague – Kladno**
- S-15 Modernisation of the line Praha-Ruzyně (station excluded) - Kladno (station excluded)
- S-16 Modernisation of the line Kladno (station included) - Kladno-Ostrovec (station included)



PROJECT

The decision of the Government of the Czech Republic no. 577 dated August 16, 2023, instructed the Minister of Transport in cooperation with the SŽ to procure selected sections of PRAK through a public-private partnership model, making it the pilot railway PPP project in the Czech Republic.

Basic description of sections

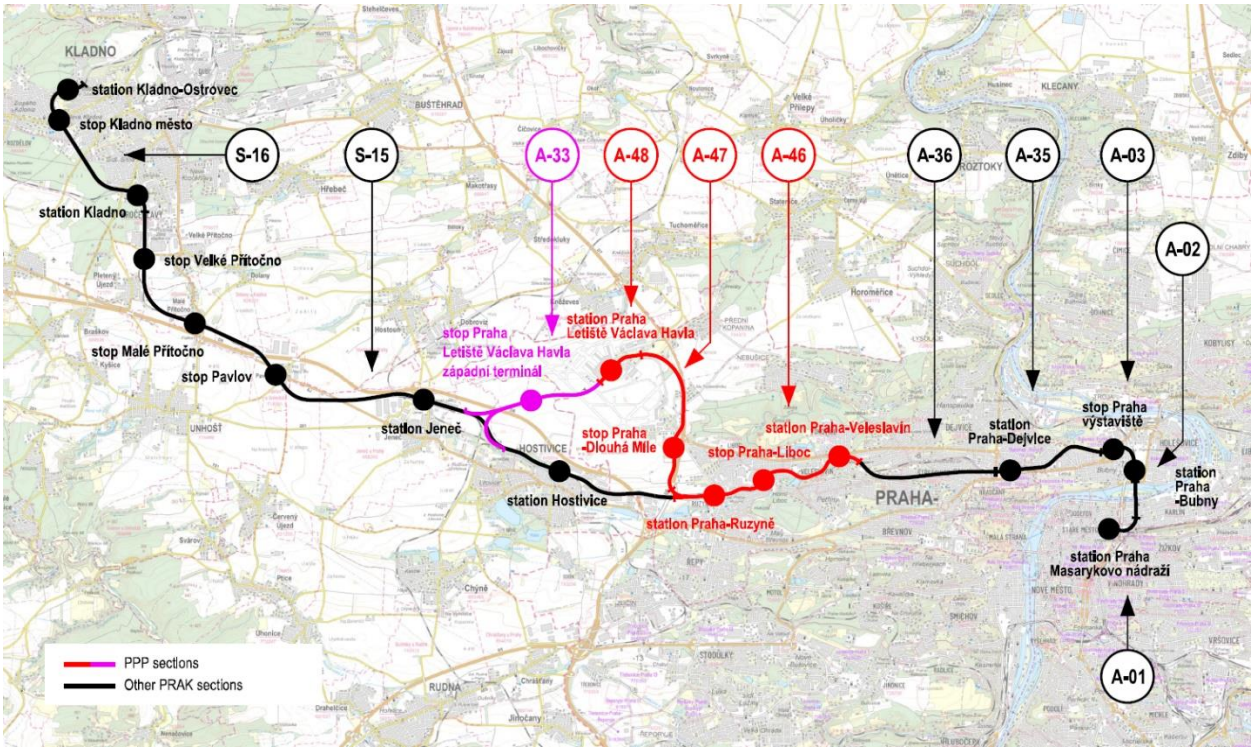
The section Praha-Veleslavín to Praha-Ruzyně (labelled A-46) is a completely new double track electrified railway to be constructed in the line of historical, and currently still operating, one track non-electrified railway. From station Praha-Ruzyně to Praha Letiště Václava Havla (labelled A-47) it will be an entirely greenfield construction of double track and electrified railway with the multimodal hub for suburban transport in the middle of the stretch (Dlouhá Míle Terminal). Those sections will be followed by the station Praha Letiště Václava Havla itself (labelled A-48).

The last section is so-called "rounding" (labelled A-33), i.e. the extension of the line under the airport area establishing the connection back to the main line Prague–Kladno in the direction of Kladno and Hostivice. This “rounding” will enable some of the trains to operate from Prague to Kladno directly via the airport. The rounding section will also bring the possibility to reach the airport by the long-distance trains directly from the Prague main railway station in line with the EU TEN-T Regulation.

Out of the whole PRAK, only the above-mentioned sections A-46, A-47, A-48, and A-33 have been defined as Project and are considered for a PPP model.

To avoid any misunderstandings, construction of section S-15 from Praha-Ruzyně to Kladno, which was considered during the feasibility stage as a potential part of DBFM responsibility of the concessionaire, is currently being procured by traditional method (standard public procurement with estimated portion of EU financing to be allocated for). If the market feedback will not state essential reasons for inclusion of this part for the repair and maintenance responsibility of concessionaire, it will not be included in the Project. It is envisaged that Section S-15 will be constructed between 2025 and 2028. At the moment, the tender for the construction contractor is underway with the intention to secure European co-financing of the construction. This process could be stopped only for very good reasons which are not recognizable at the moment.

This topic is also addressed in the attached questionnaire. Please refer to it.

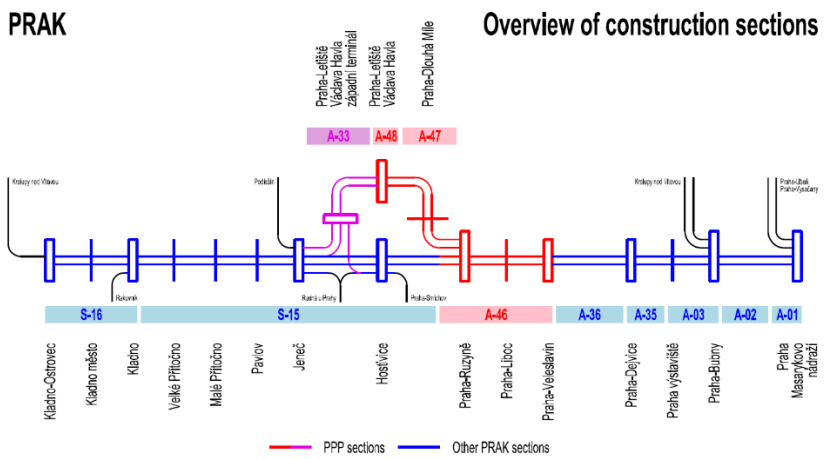


The video visualisation related to the Project:

- A-46 – A-48 sections: https://www.youtube.com/watch?v=q4XElP4j5lg
  - Visualizations used in the video slot are dated to 07/2020
- Dlouhá Míle Terminal: https://www.youtube.com/watch?v=XWz3uL9SDBU

SUMMARY OF EXPECTED PROJECT PARAMETRS

Contracting Authority	SŽ jointly with the MoT. SŽ to act as the Contracting authority, the MoT to act as participating Contracting authority.
Asset ownership	Legal owner of the Project assets will be the Czech Republic, SŽ having the right to manage these state assets on behalf of the state.
Procurement procedure	The tender procedure will primarily follow the applicable Czech legislation, primarily Public Procurement Act (Act No. 134/2016 Coll.). Regulation (EU) 2022/2560 (FSR Regulation) has to be reflected by the bidders and their subcontractors from outside of the EU. The procurement procedure will take the form of a competitive dialogue (art. 68 of the Public Procurement Act). The shortlisting is envisaged for 4 participants. At least 4 rounds of negotiation (two days for each round for each bidder) is expected.
Scope of Project	The scope of the Project includes modernisation and construction of parts of PRAK, which connects the capital city of the Czech Republic - Prague with Václav Havel Airport Prague and Kladno. Not all parts of the PRAK are procured by the PPP model. The Project (PPP parts of the PRAK) includes the following sections: • **A-46 Modernisation** of the line Praha-Veleslavín (station included) - Praha-Ruzyně (station included), • **A-47 New construction** of the line Praha-Ruzyně (station excluded) – Praha Letiště Václava Havla (station excluded), • **A-48 New construction** of the railway station Praha Letiště Václava Havla, • **A-33 New construction** of the rounding of the railway connection of Václav Havel Airport Prague to the line Prague – Kladno. The Project comprises the design, construction, financing, maintenance (DBFM) of a 14.337 km stretches of railway.

	
Design phase	Sections A-46, A-47 and A-48 have been designed in BIM. It is assumed that section A-33 will be designed in BIM also. This applies to all levels of documentation. SFTI data structure for BIM modelling has to be reflected. The necessity to implement a CDE to exchange all Project relevant information during design, construction and maintenance phase is envisaged by SŽ / MoT. Details to be discussed in the competitive dialogue. **Section A-46, A-47, and A-48** As part of the Project, SŽ will ensure the preparation of the documentation necessary for granting the permit for the construction in accordance with the Building Act (Act No. 283/2021 Coll.). As well the permits itself will be handled by SŽ. The subject of the contract will therefore be the shaping / elaboration of the follow-up implementation project documentation (draft as well provided by SŽ), according to the requirements of SŽ agreed with the bidders during the competitive dialogue. It is assumed that it will be possible for the Concessionaire **to propose changes to the submitted project documentation** (the possibility to submit a modified / different solution as part of the bid), while the tender conditions will set restrictions on the possibility of proposing the deviating solutions (typically in relation to the necessity of structural changes of the issued permits). The minimum technical requirements will be set up and discussed together with the bidders in the competitive dialogue phase. It is assumed that if the necessity of change of the permits occurs, resulting from the approved minimum technical requirement or from the changes designed by the Concessionaire, it will be the responsibility of the Concessionaire to obtain that change of permit(s).

Section A-33

A different approach is considered for the section A-33, where it is assumed that at the time of commercial / financial close SŽ will not have relevant permits allowing the commencement of the construction part or the relevant project documentation in detail for the construction permit within the Project schedule.

The preferred option under consideration is that for this A-33 section the Concessionaire will be enabled to influence the project design documentation more in comparison with the sections A-46 – A-48 and will design the project documentation to obtain the construction permit (in accordance with legislation and requirements of the Contracting Authority set out in the contract).

The risk for failure to obtain the construction permit will be shared in accordance with this principle: a) the Contracting authority will be liable for the failure to issue the permit where this is due to reasons on the part of the administrative authority (delay in issuing the permit compared to the legal deadlines, unlawful action by the authority); b) Concessionaire shall be liable for the failure to issue or delay in issuing a building permit where this is due to defects in the design documentation / wrong fulfilment of the conditions set up by the relevant authorities for which Concessionaire is responsible.

It is considered that Concessionaire will partly share risks connected to land acquisition process in accordance with this principle: a) Concessionaire might take the responsibility for preparing the geometrical plans, experts opinions on the plots market price and subsequent procedures necessary to be done by the investor in line with the law for acquire / expropriate the plots in the name of SŽ; b) Contracting authority should be liable for the failure to issue the expropriation decision for reasons on the part of the administrative authority (delay in issuing the permit compared to the legal deadlines, unlawful action by the authority). Part of the responsibility for finishing the negotiation of the specific conditions with Letiště Praha, a. s. (the company operating the Václav Havel Airport) that holds most of the land plots for the A-33 stretch is also considered to be transferred to the Concessionaire.

With regard to the nature of individual activities, Railway operation remains primarily within the competence of SŽ, while ensuring the availability of the railway itself includes its technological equipment in the range of Project will be primarily within the competence of the Concessionaire. For some objects and facilities, the competencies may be set slightly differently after the detailed approach will be contractually drafted.

Data from monitoring and diagnostic systems should be available to both parties – SŽ and the Concessionaire.

This topic is also addressed in the attached questionnaire. Please refer to it.

<table>
<tr><td>Construction phase</td><td>The section delimitation of the Project for the construction phase is recommended as follows according to the boundaries of the track solution:<table><tr><td>Construction of the A-46</td><td>• The total length of the A-46 construction in the main route is 5.451 km (5.601 km in the direction of Kladno).</td></tr><tr><td>Construction of the A-47</td><td>• The total length of the A-47 construction in the main route is 3.781 km.</td></tr><tr><td>Construction of the A-48</td><td>• The total length of the A-48 construction in the main route is 0.890 km.</td></tr><tr><td>Construction of the A-33</td><td>• The total length of the A-33 construction in the main route is 4.065 km.</td></tr></table>The boundaries are delimited according to the track design, other construction objects and operational units (cabling, roads, etc.) are located outside of this range. The construction of the selected utilities will be designed and constructed by other subjects than the Concessionaire, especially the power lines and optical network relocations. The responsibility for on-time delivery will be subject to discussion in the competitive dialogue based on the stage of contractual and/or construction readiness in time.</td></tr>
<tr><td>Operational phase</td><td>The extent of construction objects and operational units, that will be managed by the Concessionaire in the operational phase, is reduced compared to the construction phase, because part of the construction objects, operational units and facilities will be considered as transfer elements. That means they will be transferred to the management of other administrators (typically utility networks, road relocations, P+R and the bus terminal in Dlouhá Míle stop) after their construction completion.

The operational phase applies to all selected sections.

Note: The traditional way is considered for the construction of S-15 section as described in the Project description part above. In case of adding the S-15 section to the scope of repair and maintenance responsibility of the Concessionaire thus would mean taking over the responsibility for the section in a stage shortly after the completion by another constructor, while Concessionaire would not even have the possibility to supervise the original constructor in the case of construction work. Thus, the scope of the S-15 section could theoretically be only a separate set of activities from the repair and maintenance point of view.

This topic is also addressed in the attached questionnaire. Please refer to it.</td></tr>
</table>

The basic division of responsibilities for activities:

Area	Description
Railway operation	• Asset records • Administration of legislative activities during operation • Insurance relevant for railway operator • Investigation of exceptional situations / emergencies • Lane capacity allocation • Provision of traction electric power • Collection of a fee for the use of the transport route
Operability / ensuring operational capability on the railway	• Support SŽ to enable it to fulfil the duties of railway operator • Inspection activities • Supervisory activities • Cleaning • Maintenance planning • Repairs scheduling • Renewal of equipment (reinvestment) • Closure planning • Elimination of the consequences of emergencies • Provision of electricity for the plant's own consumption
Operation of objects and equipment	• Configuration of network elements • Operation of the signalling equipment • Operation of communication equipment • Operation of high-voltage technologies

With regard to the nature of individual activities, Railway operation and Operation of objects and equipment remains primarily within the competence of SŽ, while ensuring the availability of the railway itself including its technological equipment in the range of Project will be primarily within the competence of the Concessionaire. For some objects and facilities, the competencies may be set slightly differently after the detailed approach will be contractually drafted.

Data from monitoring and diagnostic systems should be available to both parties – SŽ and the Concessionaire.

It is expected that the Concessionaire will be required to continuously maintain and renew not only the track itself, but as well the selected technical elements of the Project to ensure that they are of the required quality and ensuring the availability of the railway during the whole operational period and fulfil the properly the hand back criteria.

Signalling and communication equipment	For selected technological equipment, which are specified as separate operational sets, there is a direct technical connection between the part of the equipment in the line section under consideration and the central part located in the Central Control Room. These are primarily signalling equipment located on the railway line and its link to the control level, which is today primarily located at the Central Control Room (CDP Prague). Furthermore, with regard to the function and focus of the equipment (systems for ensuring traffic safety and traffic control on the railway infrastructure), it is necessary to take into account the strict and restrictive requirements of standards and regulations based on the legal regulations of the Czech Republic and the SŽ. (Note: The selection of the supplier of the central part of the signalling equipment including the delivery of the radio-block control center (RBC) to be placed in CDP Prague will take place already within the selection of the supplier for the S-15 section (Prague-Ruzyně – Kladno) in advance of the competitive dialogue for the Project. This RBC delivered to CDP Prague is common for the whole PRAK.) The current practice is based on the cooperation of the central part (equipment located mainly at CDP Prague) and individual station or line signalling equipment, which must be either equipment approved for repeated use on the railway transport route or equipment in verification operation on the basis of a permit issued by SŽ. Due to the absence of a specification of a universal interface between individual elements and subsystems of signalling equipment, the selection of the type of equipment is currently limited to those that will be compatible with the RBC (radio block control centre) in CDP Prague and possibly also with the commissioning level of the equipment (control interface controller - signalling equipment), if it is used for a longer section of the line (controlled area), which is also the case for PRAK or the Project, see above. In the case of the GSM-R radio link, which is currently a prerequisite for the operation of ETCS L2, there is a limited range of suppliers among the products approved for use on the railway line as well. The Contracting authority anticipates the necessity for active participation of suppliers of safety and communication equipment to meet the above-mentioned prerequisites during the competitive dialogue. These suppliers should act as subcontractors to the individual participants in the competitive dialogue and the participants in the competitive dialogue should be able to negotiate with the Contracting authority during the competitive dialogue such terms and conditions of the concession contract that are acceptable to all participants in the competitive dialogue and to the Contracting authority. This topic is also addressed in the attached questionnaire. Please refer to it.

<table>
<tr><td>Power supply, traction</td><td>The complex set of power supply construction objects and operational units / equipment relevant for powering the overhead traction lines will be part of the design, construction, repair and maintenance responsibility of Concessionaire. As part of the A-46 section the Liboc traction substation is designed. This traction substation will power the overhead traction lines of the entire line from stop Praha Výstaviště to Kladno-Ostrovec (together with the smaller Kladno traction substation). SŽ envisages that the Concessionaire should be responsible for its construction, repair and maintenance, including its technical equipment parts during the concession period. The possibility for redesign of the traction substation will be limited as the range of operation of it is wider than the Project area. Control and operation of the devices will be handled by SŽ from the centralised electronic dispatch room. When Concessionaire employees will work on electrical equipment, it is necessary to meet all the requirements for work on the track, the qualification of employees is required according to Decree 100/1995 Coll. At the same time, intensive communication with the electrical dispatcher of SŽ will be necessary.

Any outages or shutdowns of the traction power substation will have an impact on traffic not only in the PPP Project area but outside of it as well. In the case of extraordinary situations and/or emergencies connected to overhead traction lines and/or traction substation, SŽ will hold the coordination role. The Concessionaire will be responsible to deliver the 24/7 cooperation to enable set up the functions of the system back to the available stage of operation.

This topic is also addressed in the attached questionnaire. Please refer to it.</td></tr>
<tr><td>Certification of materials and products</td><td>The Contracting authority consider reserving its right to use only certified materials and products in railway constructions as usual to ensure to safety of railway operation for which is SŽ still mainly responsible as Railway operator.

The list of approved products and materials is available at:
https://www.spravazeleznic.cz/dodavatele-odberatele/technicke-pozadavky-na-vyrobky-zarizeni-a-technologie-pro-zdc

This topic is also addressed in the attached questionnaire. Please refer to it.</td></tr>
<tr><td>CAPEX</td><td>
<table>
<tr><th>Section</th><th>Total investment costs (without VAT)</th><th>Investments costs without VAT (excluding costs estimated by SŽ for the preparation, development and permitting of the section and for the land acquisition)</th></tr>
<tr><td>A-46</td><td>432 mil. EUR</td><td>332 mil. EUR (documentation excluded)</td></tr>
<tr><td>A-47</td><td>361 mil. EUR</td><td>244 mil. EUR (documentation excluded)</td></tr>
<tr><td>A-48</td><td>216 mil. EUR</td><td>199 mil. EUR (documentation excluded)</td></tr>
<tr><td>A-33</td><td>304 mil. EUR</td><td>287 mil. EUR (documentation include)</td></tr>
<tr><td>TOTAL</td><td>1 313 mil. EUR</td><td>1 062 mil. EUR</td></tr>
<tr><td colspan="3">Price level 2024</td></tr>
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Property rights preparedness

The various sections of the PRAK project are at different stages of development, preparation, and implementation. Therefore, both traditional and PPP procurement methods will be used in the implementation of the individual sections of the PRAK.

The project investment file for section A-33 has not yet been approved by the Ministry of Transport.

Compared to the A-46, A-47 and A-48 constructions, the construction of A-33 (the so-called rounding) has a lower degree of construction readiness.

The assumption is that the terms of reference (respectively the contract with the Concessionaire) will specify the latest date by which the Contracting authority will hand over the project plots and the necessary permits for construction to the Concessionaire, until those deadlines the Concessionaire will not be entitled to compensation. This time will be set as a period of months from the conclusion of the contract with the Concessionaire.

The Contracting Authority also intends to reserve the possibility to extend the time frame between the finalisation of negotiation phase and issuing the by all bidders pre-approved version of "call for bids" in case of unforeseeable complications in obtaining the project construction permits and/or land plots. In fact, this will bring bidders a longer time frame to prepare their bids.

This topic is also addressed in the attached questionnaire. Please refer to it.

A-46	
EIA	Obtained (validity extension requested, to be issued in Q3/2024 with expected validity up to 26.01.2026, with the possibility of further extension)
Current level of documentation	Documentation for the issuance of a joint permit in progress
Zoning permit (ZP)	To be issued in Q3/2024
Building or joint permit (BP)	Documentation for joint permit to change the zoning permit issued and grant the final permit for construction.
Land acquisition	Not yet started, part of the land plots available as the construction is in line of the old track
Expected next steps	Documentation for joint permit will be finalized on the basis of the scope according to the Documentation for the zoning permit. Any modifications will be addressed as part of comments on the project documentation and discussions.

A-47	
EIA	Obtained (validity extension requested, to be issued in Q3/2024 with expected validity up to 26.01.2026, with the possibility of further extension)
Current level of documentation	Project documentation for the implementation of the construction in progress
Zoning permit (ZP)	Requested - joint permit to be issued
Building or joint permit (BP)	Requested in 02/2024, the authority ask for supplementary documents and interrupt the procedure until delivery it
Land acquisition	Not yet started. The applicable law newly enables to start the land acquisition before the building permit is granted.
Expected next steps	Completion of the statements of the concerned authorities is underway and will be subsequently forwarded to the Transport and Energy Construction Authority.
A-48	
EIA	Obtained (validity extension requested, to be issued in Q3/2024 with expected validity up to 26.01.2026, with the possibility of further extension)
Current level of documentation	Project documentation for the implementation of the construction
Zoning permit (ZP)	Requested - in legal force from 03/2024
Building or joint permit (BP)	Requested
Land acquisition	Not yet started, main part of the plots is owned by Letiště Praha a.s., the process is not deemed to be problematic.
Expected next steps	Negotiations are now underway with the last network administrators and state administration authorities. After incorporating comments, the Transport and Energy Construction Authority can be asked for permission.
A - 33	
EIA	Not yet started. The SEA evaluation obtained during the spatial planning phase. The corridor is settled up in the relevant spatial planning documentation
Current level of documentation	Project investment file (not approved by MoT yet)
Zoning permit (ZP)	Not started - joint permit to be issued
Building or joint permit (BP)	Not yet started - joint permit to be issued
Land acquisition	Not yet started
Expected next steps	The approval of the Project Intent in the Central Commission of the Ministry of Transport is expected; then the next phase of design preparation will continue.

Risk allocation

The risk allocations are based on good practice in Europe PPPs projects with the specific needs of Eurostat principles of off-balance sheet treatment.

Risk category	Risk allocation for A46-A48 (X) Risk allocation for A33 (Y)		
	Public	Shared	Private
Wear and tear of infrastructure due to traffic			**XY**
Rail route revenue risk	**XY**		
Risks of permitting processes (EIA, Zoning permits, BP, etc.)	**X**	**Y**	
Land acquisition	**XY**		
Design phase		**X**	**Y**
Design phase amendments and re-permitting			**XY**
Construction phase			**XY**
Geological conditions • Without tunnels parts • Tunnels parts		**XY**	**XY**
Financing			**XY**
Operation of the technologies, dispatching the trains	**XY**		
Repair & maintenance of infrastructure			**XY**
FX Risk • Construction phase • Operation phase	**XY**		**XY**[4]
Interest rate risk			**XY**[5]
Inflation risk • During Build phase (CAPEX) • During O&M (OPEX + LCC)	**XY**	**XY**	
Insurance			**XY**
Relief & Force majeure		**XY**	
Multilateral financing institution support risk			**XY**
Tax and legal risks	**XY**		
Network-wide impacts - traction and energy equipment		**XY**	
Communication technology (GSM-R, connection system, communication system)		**XY**	
Signalling technology (ETCS L2)		**XY**	

**The Contracting authority doesn't expect any financial support to the Concessionaire during the construction phase. Except for potential capex indexation mechanism which will be discussed during competitive dialogue.*

This topic is also addressed in the attached questionnaire. Please refer to it.

Scope of ESG	The Contracting Authority will keep track of the overall progress in ESG area and aim to incorporate the most up-to-date requirements of the EU and financing institutions (including Multilaterals).
	
	This matter will be open for discussion with the bidders during the competitive dialogue.
	
	The applicable ESG EU Regulations and Directives and the environmental and social (E&S) standards and requirements must be reflected by the selected Concessionaire. The Concessionaire will be responsible for managing and fulfilling them during the construction and operation period.
	
	The "Applicable E&S Requirements" are:
	• Standards of potential Lenders the "MDB E&S Standards[6]" specifically:
	  ○ EBRD's 2024 Performance Requirements (PRs).
	  ○ EIB's Environmental and Social Standards (ESS),
	  ○ national legislation, regulations, and standards.
	
	The Project should be qualified as:
	
	• "Green" under the EBRD Green Economy Transition (GET) approach and "Paris-Aligned" in accordance with the EBRD Paris Alignment Methodology,
	• eligible for Green Bonds.
	
	This topic is also addressed in the attached questionnaire. Please refer to it.

[4,5] The Contracting Authority will bear the risk of changes of market base rates between BAFO and Financial Close.

[6] Note - In the event of a conflict, the more stringent requirements apply.

Payment mechanism	The payment mechanism will be based on availability payments (AvP). It will include deductions for rail unavailability and insufficient quality standards. The payment mechanism will be in line with Eurostat, ESA 2010 principles. The payment mechanism will reflect the railway project specifics and the sharing of the railway track equipment responsibilities to be discussed and finalised during the competitive dialogue phase. To allow the AvP match the Concessionaire's real cash outflows the AvP will be divided into four parts - fixed and indexed parts paid out in CZK and in EUR. This will enable the bidders to include EUR financing. The AvP will be paid to the Concessionaire directly by the State Fund for Transport Infrastructure (SFTI) or by SŽ using financial sources from the SFTI. Both scenarios are procedurally functional, and the final treatment will be subject to currently proposed legislative changes. Regardless of the final scenario the MoT will be, as a second contracting party, finally responsible for making the payments to the to the Concessionaire in the case of any unforeseeable situations. It is envisaged, that the deduction for non-availability will reflect the importance of the projected railway sections for the railway operationality on the whole Project itself. The proper function of the installed electrical equipment will be considered. The availability of the stations for passengers to be handled under the Concessionaire responsibility as well. The cases, where the unavailability of the network will be caused by the train operators, will not be considered as Concessionaire's responsibility. No additional payments for increased traffic are assumed. Passengers and cargo trains on the whole rail corridor have its limits in the (only) 2-line rail and the traffic forecast to be based on the maximum estimated workload. This topic is also addressed in the attached questionnaire. Please refer to it.
Financing structure	Typical long term project financing structure with maturities corresponding with the duration of the concession agreement and expected life cycle treatment of the Project. Expected D/E ratio: 90/10. Debt financing to be the mix of CZK and EUR. Expected involvement of EIB and EBRD. This topic is also addressed in the attached questionnaire. Please refer to it. The Contracting Authority intends to require fully committed financing (less expected EIB involvement) for BAFO submission.

Multilateral financing	Active discussion with the EIB and the EBRD is ongoing. The project is being prepared in accordance with the EIB / EBRD standards (incl. E&S) to allow their participation in financing of those two institutions fully respecting their specific requirements. Positive preliminary general feedback received from both institutions under assumption of the Project being in line with their standards. The EBRD is currently involved in the preparation of the Project set-up.
Concession period	Expected total length of the Project for the Concessionaire is 30 years (expected 5Y of construction period followed by 25Y of operation). The operational period of the Project starts with the first section completed. Each section could be started in the operating after construction completion and readiness for the operation phase. The final setting will depend on the competitive dialogue (including possible extension or shortening of the concession length with regards to expected LCC or to the situation on the financial market).
Compensation at early termination	Standard treatment assumed: • Default of the Concessionaire: Market value of the contract, • Default of the Contracting Authority: Outstanding senior debt and fees, third-party liabilities due and lost profit, • Default in case of Force Majeure: Outstanding debt and fees, third-party liabilities due and equity contribution less equity distributions in any form made up to termination.

Qualification and shortlisting	**Economic qualification:** The minimum yearly turnover CZK 5,000,000,000 in each of previous 3 accounting periods. **Technical qualification:** significant contracts completed in the last 5 years with the following parameters considered: (a) the completed implementation of at least 3 Railway projects[7], each with a length of the main line section of at least 5 km, whereby the construction completion and commissioning (i.e. commissioning by means of a permanent occupancy permit or a preliminary occupation permit or trial permit, or an equivalent act issued under the legal system of the relevant country) took place within the above-mentioned period of 5 years prior to the commencement of the tender procedure, (b) the provision of at least (i) 1 Rail PPP project, with a duration of its operational and maintenance phase at least 7 years, or at least (ii) 2 other Transport infrastructure PPP projects[8], with a duration of its operational and maintenance phase of at least 7 years. The Rail PPP project as well as the Transport infrastructure PPP project each had to have a length of the main line section of at least 5 km, with the construction completed and put into operation (i.e. put into operation by a permanent occupancy permit or preliminary occupation permit or trial permit, respectively). Such a PPP project construction phase could be completed more than 5 years prior to the start of the tendering procedure, but the management and/or maintenance must have been carried out within last 5 years and for at least 12 consecutive calendar months, c) 1 PPP project that has been financed using project finance structure in the amount of minimum CZK 5,000,000,000 (or foreign currency equivalent), i.e. has successfully reached its Financial Close. d) provision of at least 3 services of preparation or ensuring preparation of project documentation at least in the stage of construction implementation documentation for the Railway project with the length of the main line section of at least 5 km. **Shortlisting:** Shortlisting to 4 qualified bidders expected based on the PPP projects under the letter b). It is envisaged, that more points will be granted to bidders who present Railway PPP projects within the reference projects. All submitted references will be evaluated, included reference projects used for qualification. This topic is also addressed in the attached questionnaire. Please refer to it.
Evaluation criteria	The most economically advantageous bid will be evaluated based on the following criteria:

<table>
<tr><td></td><td>

- NPV of availability payments,
- Qualitative criterion.

The NPV of AvP criterion in principle already includes most of qualitative aspects of the Project and will play a dominant role in the bid evaluation.

Qualitative evaluation criterion is expected to have a maximum weight of 5 %. The Contracting authority considers evaluating the quality of the assets at the hand-back with this regard.

This topic is also addressed in the attached questionnaire. Please refer to it.
</td></tr>
<tr><td>Tender schedule</td><td>
<table>
<tr><th></th><th>Date</th><th>Content</th></tr>
<tr><td>1</td><td>Q4/2024</td><td>Tender (qualification) lauched</td></tr>
<tr><td>2</td><td>Q1/2025</td><td>Qualification including short listing</td></tr>
<tr><td>3</td><td>Q2/2025 - Q1/2026</td><td>Dialogue phase</td></tr>
<tr><td>4</td><td>Q2/2026</td><td>Call for bids</td></tr>
<tr><td>5</td><td>Q3/2026</td><td>Bid Evaluation and Award</td></tr>
<tr><td>6</td><td>End of Q3/2026</td><td>Commercial Close</td></tr>
<tr><td>7</td><td>Q3/2026</td><td>Financial Close</td></tr>
<tr><td>8</td><td>Q4/2026</td><td>Start of the construction</td></tr>
</table>
</td></tr>
<tr><td>Other specifics</td><td>The concession agreement will reflect the main principles used in the D4 PPP motorway project while reflecting the (technical) specifics of the railway infrastructure.</td></tr>
</table>

[7] Railway Project means new construction or reconstruction of a double-track or multi-track electrified line including at least the following trades or structures: railway superstructure, railway substructure, overhead lines, railway bridges with reinforced concrete superstructure, heavy current equipment, safety equipment.

[8]Rail Project means new construction or reconstruction of a single-track or multi-track electrified line, including the following trades or structures: superstructure, substructure, overhead lines and heavy current equipment.

Transport infrastructure Project means transport infrastructure project within the meaning of Section 1(2) of Act No. 416/2009 Coll.

Market Sounding Questionnaire

Situation		Questions
1.	**Scope of work – Section S-15** Pertinence of adding repair and maintenance of section S-15 to scope of the Project (not design and construction). For more **details,** please see **description of S-15** and **Operational phase**	What is your opinion on including the S-15 section in the Project for repair and maintenance responsibility or full asset availability responsibility of the Concessionaire? Will you overtake the maintenance risk on a section you have not designed or constructed? Can the potential increase of the Project length bring better cost efficiencies of maintenance? Would the increase of the Project length by another 14.8 km (for a total of 29.2 km) add value to SŽ from your point of view? What is the minimum length of the rail to justify the Concessionaire own repair & maintenance centre / team resources, technical and technology service fleet responsibilities, and manageable risk allocation?

Situation		Questions
2.	**Scope of work – Section A-33** Adding full DBFM scope to the Project, including properly balanced participation of Concessionaire on the issues of permitting and land acquisition processes. For more details, please see **Design phase**	What is your opinion on including section A-33 into the Project considering the level of maturity compared with A-46 – A-48? Can you recognize any added value / cost optimization from extending the design, construction and maintenance responsibility of Concessionaire as well to the A-33 section, given that only the design in the level of project investment file is available at this time? Do you prefer to receive the drafted and partially negotiated version of documentation for joint permit, or you prefer to start the design from the beginning? Can you identify any added value in involving the concessionaire in the design of the joint permit documentation and in organizing the administrative procedures to obtain the construction permit and manage the land acquisition process? (Note: The Contracting Authority will be liable for the failure to issue the permit and/or expropriation decision due to reasons on the part of the administrative authority (such as delays in issuing the permits compared to the legal deadlines or unlawful actions by the authority) within the contractually established timeframe).
3.	**Signalling and communication equipment** The Contracting authority envisage to reserve its right to allow only certified signalling and communication equipment. For more details, please see **Signalling and communication equipment**	Do you consider any complications regarding the requirement to supply signalling and communication equipment approved to be installed on the railway line? In case of use of not yet approved equipment, are you prepared to undergo the approval process? There is a limited range of suppliers of this equipment in the Czech Republic. Is the risk of commissioning and functionality of equipment for which there is a limited range of suppliers acceptable for you? Do you anticipate any problem for competition during the procurement? Are you able to identify other potential solutions to ensure the compatibility of signalling and telecommunication equipment with the already existing elements (subsystems) in case it is acceptable to use the equipment that has not yet been approved?

Situation		Questions
4.	**Responsibility** It appears to be crucially necessary to provide a highly detailed description of the interface to accurately determine the causes of problems and establish responsibility for all network components (interface for safety and security devices / traction / other network elements). For more details, please see **Signalling and communication equipment** and **Power supply, traction**	Do you have any experience with projects where it was necessary to precisely establish such process and technical measures that would allow taking responsibility for the functionality of network elements only in specific sections of the Project? Can then be determined the reasons and locations of failures and causes of malfunctions with high degree of certainty, even if they occur on network elements outside the responsibility of the Concessionaire?
5.	**Certification of materials and products** The Contracting authority consider reserving its right to use only certified materials and products in railway constructions. For more details, please see **Certification of materials and products** https://www.spravazeleznic.cz/dodavatele-odberatele/technicke-pozadavky-na-vyrobky-zarizeni-a-technologie-pro-zdc	Do you consider a major limitation for the allocation of the construction risk if the Contracting Authority requires using only materials and products approved by SŽ for use on the railway transport infrastructure in the Czech Republic? Would it be acceptable for you to bear the risk of fulfilling the technical specifications of public authority for individual materials/products not yet approved prior to enabling their incorporation into the Project? Can contractually described exemptions from the request to use only certified materials / products bring a cost savings in CAPEX / OPEX / LCC? In this case, how else can then a guaranty of the quality and safety for the railway operation be proved before using of the products / materials in this case?

Situation		Questions
6.	**Prolongation of the tendering phase due to unexpected complications during Project preparation by SŽ** The contract with the Concessionaire will specify the latest date by which the Contracting authority will hand over the project plots and the necessary permits. For more details, please see **Property rights preparedness**	The time frame between the competitive dialogue finalisation and the time when request for final bids may be delayed in case of the unexpected issues with granting the necessary permits and/or acquiring the land plots for the sections A-46, A-47, and A-48. Will this be acceptable for you? If not, what type of other suggestions would you recommend implementing in the tender procedure or concession agreement (for example: could relevant conditions precedent be considered)?
7.	**Construction site handover** The contract with the Concessionaire will specify the latest date by which the Contracting authority will hand over the project plots and the necessary permits. For more details, please see **Property rights preparedness**	Would you find acceptable a period of 6 months from the time of financial close to handover to the Concessionaire all the land plots / construction site? Alternatively, by how many months could this 6-month period be extended (without the right of the Concessionaire for compensation)?
8.	**Risk Allocation** The risk allocations are based on good practice in Europe PPPs projects with the specific needs of Eurostat principles of off-balance sheet treatment. For more details, please see **Risk allocation**	What is your opinion on the expected key risk allocation? Do you have any suggestions for specific risks you consider important to this Project?

Situation		Questions
9.	**Scope of ESG** The applicable ESG EU Regulations and Directives and the environmental and social (E&S) standards and requirements must be reflected by the selected Concessionaire. The Project should be eligible for green bonds. For more details, please see **Scope of ESG**	Do you have any experience with projects where concessionaires were involved in fulfilling the requirements according to Environmental and Social Policy (ESP) and Access to Information Policy (AIP)? Will you seek to obtain financing in capital markets issuing green bonds? Do you have any suggestions to the Contracting Authority with regards to your internal ESG strategy and technical preparation of this Project?
10.	**Project financing in CZK** The Contracting Authority is aware of limitations of the Czech banking market with regard to project finance for PPPs and related specifics. However, the Contracting Authority would like to maximise the potential of the Czech market to decrease the FX risk while maintaining value for money. For more details, please see **Payment mechanism** and **Financing structure**	Would you see any difficulties in using (partial) financing in CZK? What do you suggest to the Contracting Authority in order to increase your interest in using more CZK financing? Have you previously been involved in PPP projects with payment mechanisms akin to the one proposed for Project? If so, could you share your experiences and the lessons learned?

Situation		Questions
11.	**Level of commitment of financing required for BAFO** The Contracting Authority intends to require fully committed financing for BAFO submission. For more details, please see **Financing structure**	Would you consider problematic to obtain committed financing before contract award with regard to the Project size (financing requirements of the Project minus the portion of EBRD / EIB soft commitments)? If yes, will you take the risk of securing financing for the BAFO stage? What approach would you suggest to the Contracting Authority to consider mitigating the risk of unsuccessful financial close? If the Contracting Authority allows soft commitments for BAFO submission, would you expect any significant positive consequences for the Contracting Authority in terms of value for money / lower cost of the final proposal?
12.	**General financing issues**	Are there any other financing / financial issues you would like to raise to the Contracting authority?
13.	**Qualification / shortlisting criteria** The main interest of the Contracting Authority is to select the most qualified bidder and the best proposal available. For more details, please see **Qualification and shortlisting**	Do you consider the qualification / shortlisting criteria sufficiently transparent and appropriate for the purposes of the tender? Would you recommend any additional qualifying / shortlisting criteria? Is there any criterion you find difficult to meet? If yes, what modifications to the criteria do you suggest? Would you consider a restriction to accept only references for construction/PPP projects implemented in European Union, European Economic Area, the Swiss Confederation, and the OECD´s members unfair? If so, is any other territorial restriction more appropriate from your point of view?

Situation		Questions
14.	**Evaluation criteria** The main interest of the Contracting Authority is to select the most qualified bidder and the best proposal available. For more details, please see **Evaluation criteria**	Do you find the proposed evaluation criteria satisfactory? Would you recommend adding any suitable qualitative evaluation criteria?
15.	**Railway line closure/partial closure of section A-46** The project documentation assumes a complete closure of 22 months. For more details, please see **A-46**	Is this length appropriate with regards to the principles of organizational plans of the constructions used in similar projects? What extent of complete closure do you deem optimal from the perspective of time and construction cost optimization?
16.	**General Comment**	Do you have any ideas or suggestions, which could have a positive impact on the Project? Are there any other issues having a negative impact on the Project? What would you deem appropriate / necessary to be changed to make the Project more feasible or attractive for you?

On behalf of the Project team, we would like to thank you for your time and cooperation. If you have any questions, please do not hesitate to contact us. Please send us your reaction to all of the following e-mail addresses by 27 June 2024.

- TO: Správa železnic, státní organizace E-mail: ppp@spravazeleznic.cz
- CC: Kateřina Komárková – Deloitte E-mail: kkomarkova@deloittece.com
  Martin Janeček – EBRD E-mail: janecekm@ebrd.com

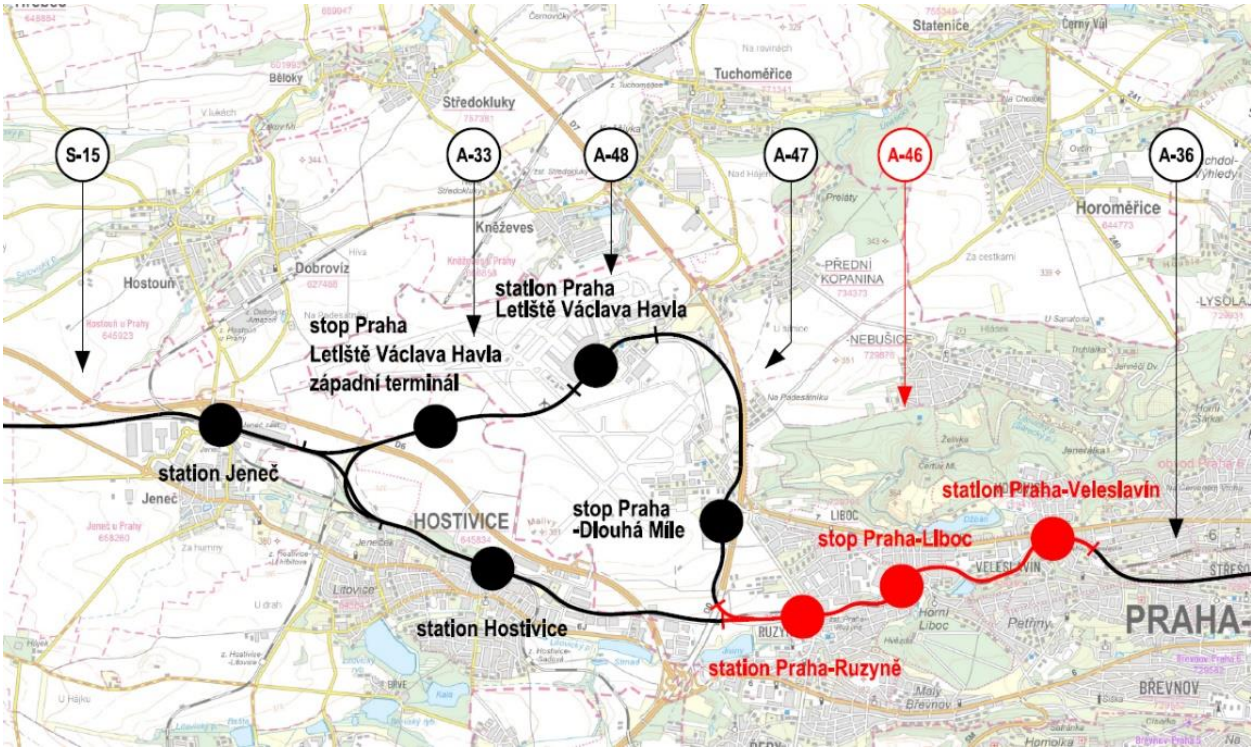
In case of any ambiguities in the responses of the participants or in order to clarify the issues in more depth, an online 1:1 meeting with some of the survey participants may be initiated by SŽ, EBRD and the Consultant.

Annex: Technical description of individual sections

A-46: Modernisation of the line Praha-Veleslavín (station included) - Praha-Ruzyně (station included)

Modernisation of the line Praha-Veleslavín (inclusive) – Praha-Ruzyně (inclusive) will ensure the connection of trains from Kladno and from Václav Havel Airport Prague to the Prague subway network at Nádraží Veleslavín station. This construction may be carried out simultaneously with the connection to the Airport (A-47 section), or it may be carried out in advance from a technical point of view. In the direction of Kladno, the section connects to the section S-15 Praha-Ruzyně (station excluding) - Kladno (station excluded). In the direction to the centre of Prague, the A-46 section will be connected temporarily to the existing single-track non-electrified line in the direction of Praha-Dejvice, until the tunnel section Praha-Dejvice (excluded) – Praha-Veleslavín (excluded) will be completed.

The route of the currently existing one-track railway line is adjusted in terms of direction and height in connection with the double-tracking respecting the requirement to increase the speed on it. After the modernisation, all level crossings with roads will be replaced by the under/over passes. At the railway station Praha-Veleslavín, a part of the trackage will be recessed below the level of today's terrain. The outer platforms at the main tracks will be located approximately at the level of the subway vestibule; Another platform at the single tracks, intended for the turnover of lines ending here, will be at ground level. The length of the platforms will be 220 m. A traction substation Liboc will be located near the Praha-Veleslavín station.



New stop Praha-Liboc will be built between Praha-Veleslavín and Praha-Ruzyně stations with two external platforms 220 m long and grade-separated access via an underpass.

The Praha-Ruzyně railway station will be built to the west of Drnovská Street. The station will have the platform in the middle between the main tracks with an edge length of 220 m. The platform will be

accessible by an underpass. Stabling tracks will be located at the station. Stabling tracks are designed to allow trains to enter and leave the track without opposing traffic; The connection between the two directions of track (first to Kladno and second to Václav Havel Airport Prague) will be directional grade separated.

A-46 Technical description	
Length:	5.451 m
Stations / stops	2 stations (Praha-Veleslavín, Praha-Ruzyně), 1 stop Praha-Liboc
Load class:	D4 (22.5t/axle/8t/bm)
Max. line speed:	85 km/h
Moving dimension:	UIC-GC
Tracks:	Type: 60E2 Number: double-track
Traction:	Electrified Voltage: 25 kV AC Traction substation (Liboc) Switching station (Praha-Ruzyně)
Required crucial ITS:	ETCS – Level 2 GSM-R RTMS (controlled from CTC Prague)
Total volume of earthworks:	Excavations: 165.460 m^3 Embankments: 144.260 m^3
Bridges:	5 railway bridges 2 railway culverts 8 pedestrian underpasses
Tunnels:	1 singletrack (135m) 1 doubletrack (51m) Total length: 186 m
Noise barriers – number: Noise barriers - total length:	8 (1 to 4.85 m height) 2.525 m
Estimated construction cost:	EUR 332 mil. (2024 price level, without VAT, excluding costs already spent by SŽ on the preparation, development and permitting of the section to date)
Key road modifications:	Removal of all level crossings. New road and pedestrian access paths built around all stations and stops
Number of trains – in peak time: *Passenger trains:*	Praha Masarykovo nádraží – Praha Letiště Václava Havla: 6 pairs/hour, every 10 min Kladno-Ostrovec – MRS: 4 pairs/hour, interval 10/20 minutes Praha-Veleslavín – Praha Letiště Václava Havla – Praha-Smíchov: 1 pair/h
Number of trains – in peak time: *Cargo trains:*	No regular cargo train operations are planned on this section

It is not yet decided if the section could be modernised during complete long-term closure, while passenger transport in the meantime could be ensured by adjusting the public transport routes and/or providing replacement bus services. The Prague public transport organizer (ROPID) prefers the minimalisation of the railway operation interruption.

It is envisaged in the design documentation, that 22 months of the complete closure of the old track between Praha-Ruzyně and Praha-Veleslavín will be permitted. The temporary constructions will be necessary to enable the operation on most part of A-46 during the construction (to enable trains from Kladno to reach the head of Praha-Veleslavín station).

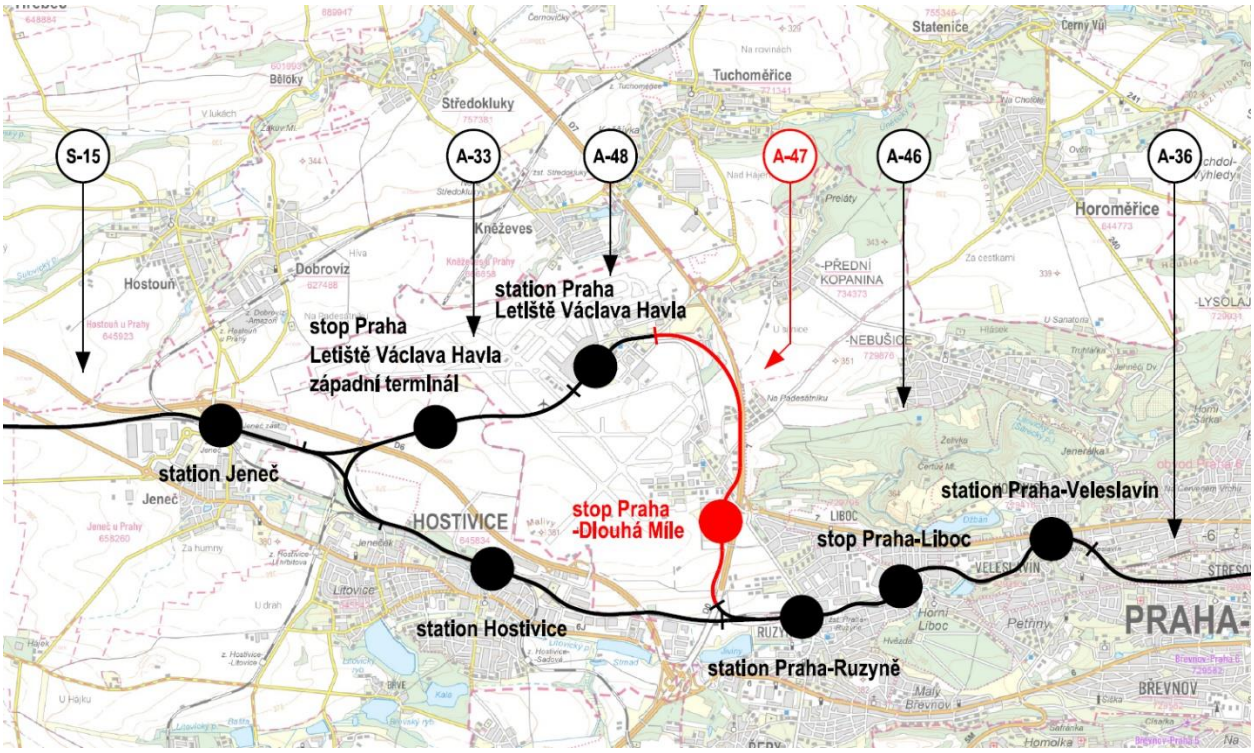
This topic is also addressed in the attached questionnaire. Please refer to it.

A-47: New construction of the line Praha-Ruzyně (station excluded) - Praha Letiště Václava Havla (station excluded)

The line section starts at Praha-Ruzyně station, passes under the Prague Ring Road (D0) and then turns to the Praha-Dlouhá Míle stop. The section in front of and behind the Praha-Dlouhá Míle stop is designed to run through an excavated tunnel. There will be two external platforms with a length of 220 m at the station. Further to the airport, the line will run parallel to the Prague Ring Road and the Lipská 4-lane street which serves as the road connection to the airport.

The section will include the construction of 1 new railway bridge, 6 new road overpasses and 3 pedestrian overpasses. In addition, 2 new tunnels will be built, both double-tracked with a total length of 429 m (99 m + 330 m).

The newly built stop Dlouhá Míle will become an important multimodal transport hub, connecting the railway line with other public transport (regional buses, Prague tram and trolleybus network) and a high-capacity P+R car park (especially for transport from the D6 and D7 motorways and the Prague Ring Road).

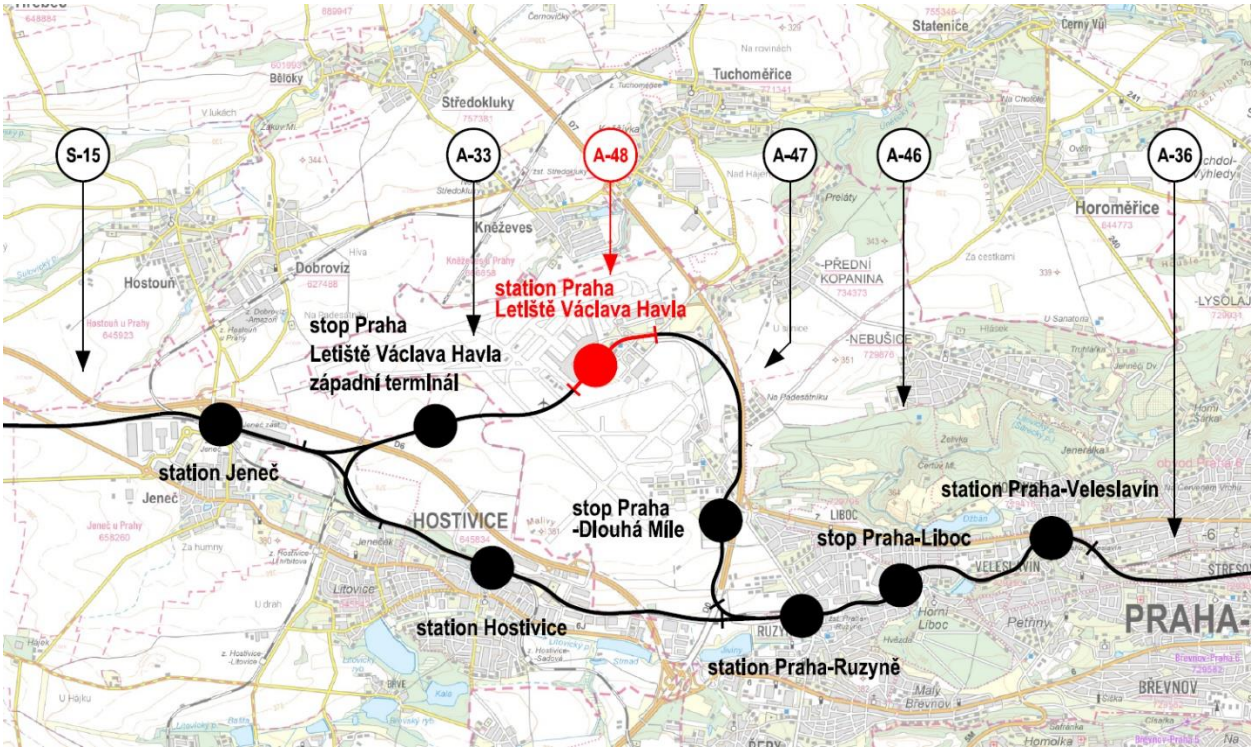


A-47 Technical description	
Length:	3.781 m
Stations / stops	1 stop Praha-Dlouhá Míle
Load class:	D4 (22.5t/axle / 8t/bm)
Max. line speed:	110 km/h
Moving dimension:	UIC-GC
Tracks:	Type: 60E2 Number: double-track
Traction:	Electrified Voltage: 25 kV AC
Required crucial ITS:	ETCS – Level 2 GSM-R RTMS (controlled from CTC Prague)
Total volume of earthworks:	Excavations: 347.000 m^3 Embankments: 11.000 m^3
Bridges:	1 railway bridges 6 road overpasses Pedestrian overpass
Tunnels:	Doubletrack tunnels Total length: 429 m
Noise barriers – number: Noise barriers - total length:	n/a
Estimated construction cost:	EUR 244 mil. (2024 price, without VAT, excluding costs already spent by SŽ on the preparation, development and permitting of the section to date)
Key road modifications:	New road and pedestrian access paths built around Dlouhá Míle Railway station
Number of trains – in peak time: *Passenger trains:*	Praha Masarykovo nádraží – Praha Letiště Václava Havla: 6 pairs/h, every 10 min Praha-Veleslavín – Praha Letiště Václava Havla – Praha-Smíchov: 1 pair/h
Number of trains – in peak time: *Cargo trains:*	No regular cargo train operations are planned on this section

A-48: New construction of the railway station Praha Letiště Václava Havla

The section consists of the underground station Praha Letiště Václava Havla, which will be located under Aviatická Street and will end at the edge of the existing Terminal 2. The section will consist of the construction of one 518 m long double-track excavated tunnel.

The station will consist of two single tracks with one double-sided 225 m long platform. The platform will be accessible by stairs and escalators leading to the level of Aviatická Street to the area between Terminal 2 and Car Park C. The design of the station reflects the future direct passenger connection to Terminals after their modernisation which is designed in coordination between SŽ and airport owner (Letiště Praha, a.s.). The Concessionaire should take place of SŽ on the field of coordination of the activities considered by Letiště Praha a.s. in the area as well from the design point of view and the organizational issues during the construction. The new surface will be designed as a pedestrian zone. The new station will offer passengers public spaces (vestibules), facilities and commercial facilities.



A-48 Technical description	
Length:	890 m
Stations / stops	1 station (Airport)
Load class:	D4 (22.5t/axle / 8t/bm)
Max. line speed:	80 km/h
Moving dimension:	UIC-GC
Tracks:	Type: 60E2 Number: double-track Ballastless track
Traction:	Electrified Voltage: 25 kV AC
Required crucial ITS:	ETCS – Level 2 GSM-R RTMS (controlled from CTC Prague)
Total volume of earthworks:	Excavations: 1.650 m^3 This part of the railway consists mostly of tunnels and underground stations.
Bridges:	n/a
Tunnels:	1 doubletrack tunnel Total length: 518 m
Noise barriers – number: Noise barriers - total length:	n/a
Estimated construction cost:	EUR 199 mil. (2024 price, without VAT, excluding costs already spent by SŽ on the preparation, development and permitting of the section to date)
Key road modifications:	Complete restructuring of traffic flows on Aviatická Street and other adjacent streets and carpark houses within the airport perimeter
Number of trains – in peak time: Passenger trains:	Praha Masarykovo nádraží – Praha Letiště Václava Havla - Kladno: 6 pairs/h, every 10 min from city centre, 2 pairs/h (every 30 min) continues to Kladno. Praha-Veleslavín – Praha Letiště Václava Havla – Praha-Smíchov: 1 pair/h
Number of trains – in peak time: Cargo trains:	No regular cargo train operations are planned on this section

There are 4 parking tracks in the station Praha-Ruzyně. Two parking tracks are passable, the other two parking tracks are connected only in the direction from Prague and will allow operational treatment of EMUs (service). A total of 12 four-car EMU can be parked.

A-33: Rounding of the railway connection of Václav Havel Airport Prague to the line Prague — Kladno

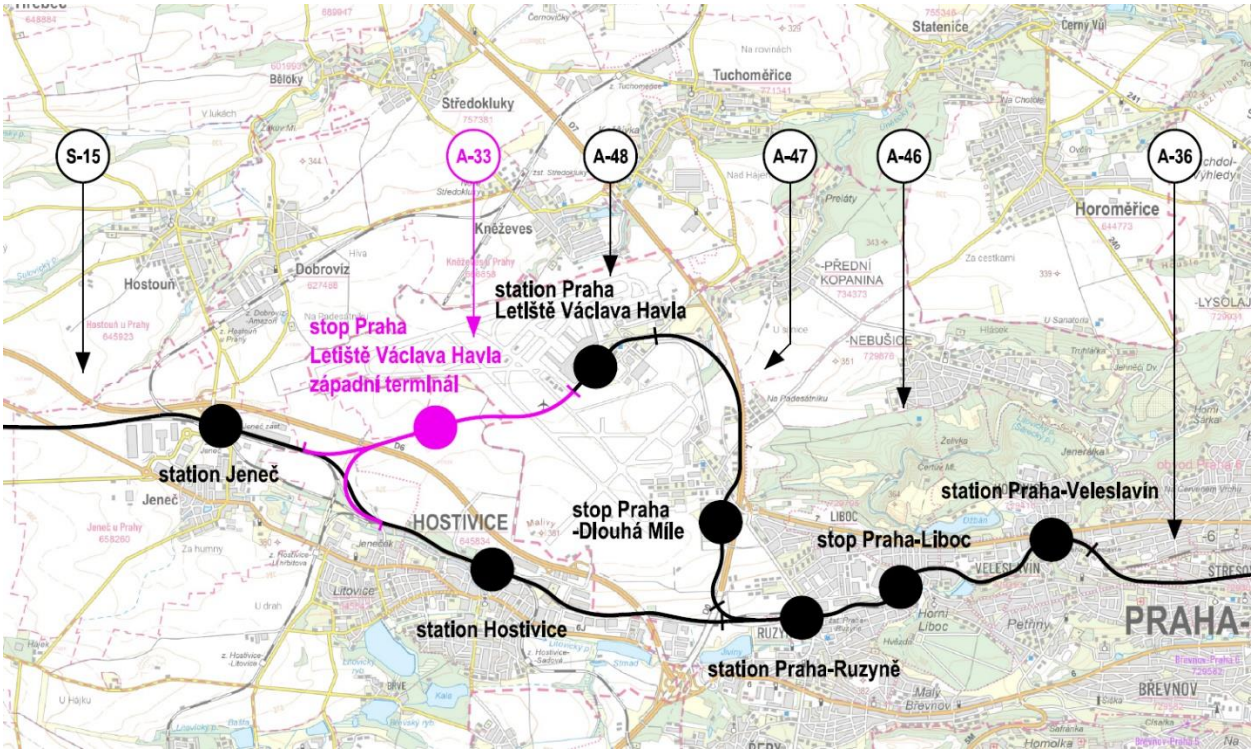
The construction includes an extension of the station and the addition of a single track for the turnover of trains from Prague. A double-track tunnel section continues under the airport area in an excavated tunnel (approx. 2.8 km long). After the intersection with the D6 motorway (underpass), the track reaches the surface; double track continues in the direction of Jeneč and Kladno. At the same time, a single-track connection leads from the Průhony junction back to the Hostivice railway station in the direction to Prague.

In the western part of the airport complex, there will be space for adding the future railway station Praha-Letiště Václava Havla západní terminál if the idea of extension of the terminal capacity will become the reality.

Compared to the A-46, A-47 and A-48 constructions, the construction of A-33 (the so-called “Rounding”) lower degree of construction readiness. However, it has a high potential for streamlining the operational concept of the entire PRAK. In addition, it allows SŽ and Letiště Praha, a.s (the owner of the airport) for a significantly greater development of cooperation with the selected Concessionaire in the design and investment-engineering phases.

A-33 section seems appropriate to be part of the Project while properly reflecting its different and not sufficiently graduated construction readiness.

This topic is also addressed in the attached questionnaire. Please refer to it.



A-33 Technical description	
Length:	4.065 m
Stations / stops	1 stop (Airport)
Load class:	D4 (22.5t/axle / 8t/bm)
Max. line speed:	120 km/h
Moving dimension:	UIC-GC
Tracks:	Type: 60E2 Number: double-track Ballastless track
Traction:	Electrified Voltage: 25 kV AC
Required crucial ITS:	ETCS – Level 2 GSM-R RTMS (controlled from CTC Prague)
Total volume of earthworks:	Excavations: 565.000 m^3
Bridges:	1 (30 m long)
Tunnels:	doubletrack tunnel Total length: 2.230 m singletrack tunnel Total length: 637 m
Noise barriers – number: Noise barriers - total length:	According to noise study in project design phase
Estimated construction cost:	EUR 287 mil. (2024 price, without VAT, excluding costs already spent by SŽ on the preparation, development and permitting of the section to date)
Key road modifications:	There will be 2 overpasses
Number of trains – in peak time: Passenger trains:	Praha-Veleslavín – Praha Letiště Václava Havla – Praha-Smíchov: 1 pair/h Praha Masarykovo nádraží – Praha Letiště Václava Havla – Kladno: 2 pairs/h
Number of trains – in peak time: Cargo trains:	No regular cargo train operations are planned on this section

At the moment, the designer of preliminary design (documentation for zoning permit) has already been awarded the contract, but the works have not yet started.