Příloha č. 1 (Anglická verze)

*Annex No. 1 (English version)*

Special technical conditions

**“RS 1 VRT Praha-Běchovice – Poříčany; Preparation of Planning Permit Procedure Documentation – the Praha-Běchovice – Poříčany High-speed Railway Line (II.)”**

24th April 2020

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List of Abreviations

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| DÚR | Dokumentace pro vydání rozhodnutí o umístění stavby (dráhy)  Planning permit procedure documentation (Preliminary design) |
| MÚK | Mimoúrovňový křižovatka (Exit)  Grade separated roads interchange |
| RS | Rychlé spojení  Rapid service |
| SoD  CfW | Smlouva o dílo  Contract for Work |
| SNCF | Société Nationale des Chemins de fer Français |
| TKP | Technické kvalitativní podmínky staveb  Technical quality conditions of structures |
| VRT  HSL | Vysokorychlostní trať  High-speed line |
| ZTP  STC | Zvláštní technické podmínky  Special technical conditions |
|  |  |

1. SPECIFICATIONS OF THE SUBJECT OF THE WORK
   1. Main Subject-matter of the Public Contract (the Work)
      1. The main subject-matter of performance is:
2. the execution of a work consisting in the preparation of documentation for the construction “RS 1 VRT Praha-Běchovice – Poříčany”, in the details of the documentation for the decision on the location of the railroad construction pursuant to Act No. 183/2006, the Building Act, as amended, and pursuant to Annex 3 to Decree No. 499/2006 Coll., on construction documentation, as amended;
3. the preparation of EIA documentation of “RS 1 VRT Praha-Běchovice – Poříčany” pursuant to Act No. 100/2001 Coll., on the Environmental Impact Assessment and amending some related laws as amended) and of the application for the final EIA opinion.
   * 1. The main subject-matter of performance according to Article 1.1.1 a) of these STC is the preparation of documentation in the details of the documentation for the decision on the location of the railroad construction, in the extent possible without the execution of the additional performance, this means pursuant to Annex 3 to Decree No. 499/2006 Coll., on construction documentation, as amended, except documents of sub-Sections 1, 3 and 5 of the Section on the Documents in Annex 3 and the implementation of possible objections and comments arising from such documents.
     2. The documentation according Article 1.1.1 a) of these STC will be prepared in such a way that the technical solution is clear; that technical solution, in a further specification as part of the planning permit documentation and implementation documentation, shall not require a different layout scope for its execution compared to the planning permit documentation. At the same time, the future investment costs of the construction must be clear from the documentation and it shall contain the budget and the evaluation of economic efficiency.
     3. Further specification of the subject-matter of performance of the public procurement is provided in other parts of the tender documentation, especially in the Contract for Work and its annexes, which constitute Part 2 of the tender documentation.
   1. Main Objectives of the Project
      1. The main objective and content of the Work is to propose, within the Rapid services concept, a feasible solution to meet future transport demand between Prague and Poříčany, that is, a new nationwide railway, respectively HSL section Praha-Běchovice – Poříčany, line RS 1 Praha – Brno – Přerov – Ostrava – Polish border.
      2. The subject of the Work will also involve the connection of the new railway line to current infrastructure, preparation for the connection of the further HSLs stages and the building of the accompanying infrastructure:
4. terminal Praha-východ;
5. rebuilding of the Praha-Běchovice railway station;
6. connection of the HSL to line Prague – Kolín (by Poříčany);
7. connection of the HSL to line Poříčany – Nymburk (by Sadská);
8. partial modernisation and adding of a new track on rail line Poříčany – Nymburk;
9. preparation for HSL continuation to Brno;
10. preparation for HSL continuation to Hradec Králové.
11. MATERIALS OF PREPARATION
    1. Binding Materials and Sources for Preparation
       1. Pilotní úsek Praha-Běchovice – Poříčany, Situace DÚR 01-03 1:10 000 *(Pilot section Praha-Běchovice – Poříčany, Site layout plan parts 01-03)*, Správa železnic, state organisation, 04/2020, digital format of the drawing will be handed over to the Contractor. For further use see Article 4.1.1 of these STC.
       2. Manuál pro projektování vysokorychlostních tratí ve stupni dokumentace pro vydání územního rozhodnutí *(High-Speed Railways Design Guide for the Planning Permit Level)*, Správa železnic, state organisation, version 31st March 2020. Will be handed over to the Contractor. For further use see Article 4.1.2 of these STC.
       3. Inženýrskogeologický průzkum – archivní rešerše a orientační průzkum “RS1 VRT Praha-Běchovice – Poříčany” *(Engineering-geological survey – archive research and orientation survey “RS 1 VRT Praha-Běchovice – Poříčany”)*, expected to be completed in 06/2020. Will be handed over to the Contractor.
       4. Přírodovědný průzkum pro biologické hodnocení “RS1 VRT Praha-Běchovice – Poříčany” *(Natural exploration for biological evaluation “RS1 VRT Praha-Běchovice – Poříčany”)*, expected completion 1Q/2021. Continuous results will be handed over to the Contractor continuously.
       5. Results of the Architectural Competition and elaboration of the “DÚR Terminal Praha-východ”. Continuous results will be handed over to the Contractor continuously.
    2. Other Materials and Sources for Preparation
       1. Geodetické podklady pro projekt “RS 1 VRT Praha-Běchovice – Poříčany” *(Geodetic data for the project “RS 1 VRT Praha-Běchovice – Poříčany”)*, Správa železnic, state organisation, estimated completion in 04/2020. Will be handed over to the Contractor.
       2. Studie proveditelnosti vysokorychlostní trati Praha – Brno – Břeclav *(Feasibility study of the high-speed line Prague – Brno – Břeclav),* SUDOP PRAHA a.s., estimated completion in 09/2020. For further use see Chapter 5 of these STC.
       3. Technicko-provozní studie – Technická řešení VRT *(Technical-Operational Study – Technical Solutions of HSLs)*, SUDOP PRAHA a.s., ACRI, METROPROJEKT Praha a.s., 05/2017. Will be handed over to the Contractor.
       4. Vyhledávací studie odstavných kapacit v uzlu Praha *(Searching study of lay-by capacities in the Prague railway node)*, SUDOP PRAHA a.s., 04/2018. Will be handed over to the Contractor.
       5. Územně technická studie VRT Praha – Havlíčkův Brod *(Territorial technical study HSL Prague – Havlíčkův Brod)*, SUDOP PRAHA a.s., Mott MacDonald CZ, spol. s r.o., 06/2016. Will be handed over to the Contractor.
       6. Vyhodnocení vlivu tras RS zapojených do ŽUP na udržitelný rozvoj území (studie) *(Evaluation of the impact of RS routes involved in ŽUP on the sustainable development of the territory (study))*, SUDOP PRAHA a.s., AF-CITYPLAN s.r.o., 05/2015. Will be handed over to the Contractor.
    3. Submission of Materials and Sources for Preparation
       1. The Client is responsible for the handover of documents and any delay in the performance of the subject of performance caused by the late handover of documents to the Contractor.
12. COORDINATION WITH OTHER STRUCTURES AND DOCUMENTS
    * 1. Feasibility study of the high-speed line Prague – Brno – Břeclav (at the stage of processing). The Contractor shall have the opportunity to view the parts of the documentation being prepared for the purposes of the Work.
      2. “DÚR Terminal Praha-východ” according to 4.2.11 and 4.2.12 including coordinated settlement of comments of the Client.
      3. Coordination with other investments of the Railway Administration will take place according to the instructions of the Client and according to the current situation during the processing of subject of performance.
      4. Update No. 10 of the Principles of Territorial Development of the Capital City of Prague (AZUR HMP No. 10) procured on the basis of Resolution of the City Council of the Capital City of Prague No. 13/17 as of 23rd January 2020 (initiative phase of the Procurement process, separately procured).” In particular, taking into account the conclusions of the Environmental Impact Assessment (SEA) process of the Update process.
13. TECHNICAL SOLUTION REQUIREMENTS
    1. General Provisions
       1. For the purposes of preparing the Work, the Contractor shall be obliged to use the route in the extent of the pilot section according to the Annex “Pilot Section Praha-Běchovice – Poříčany, Situation DÚR parts 01-03”, Správa železnic, state organisation, 04/2020, of these STC.
       2. The technical solution will be prepared according to the “High-Speed Railways Design Guide for the Planning Permit Level”, which was based on the Service Agreement between Správa železnic, state organisation, and SNCF International and which contents and introductory chapter (process of creation, sources, requirements, objectives, scope, etc.) constitute the annex to these STC. Design Guide will be handed over to the Contractor after signing the Confidentiality Agreement (NDA) which is the Annex of the CfW.
    2. Description of expected construction scope

Construction of new rail line Praha-Běchovice – Poříčany

* + 1. This line section is a four-track section. The site layout appended shows the scope and configuration. The expected maximum operating speed is 320 km/h (design speed 350 km/h) and the expected minimum speed 200 km/h. The rail line must be designed for train units and conventional trains consisting of a locomotive and coaches also.
    2. The used concept of power supply of the new HSLs is based on the Rapid Services Development Programme in the Czech Republic approved by the Resolution of the Government of the Czech Republic No. 389 as of 22nd May 2017. The design of the points of contact of the voltage systems is part of the Work.
    3. When the HSL network has been completed in the Czech Republic, train operation is expected at least in these directions:

1. Prague main station – Praha-Zahradní Město – Praha-východ – to Brno (HS trains)
2. Prague main station – Praha-Libeň – Praha-východ – to Hradec Králové (HS trains)
3. Prague main station – Praha-Libeň – Praha-východ – to Pardubice (conventional trains)
4. Prague main station – Praha-Libeň – Praha-východ – to Nymburk (conventional trains)
   * 1. Track connections allowing for a combination of train directions with regards to the capacity of the Prague railway junction and the direction in which the trains continue behind the Prague railway junction.

Terminal Praha-východ

* + 1. The Praha-východ terminal is the point of transfer to the HSLs for the eastern part of the Central Bohemian Region. It shall be used for trips within the Czech Republic, abroad and for trips to the capital city.
    2. Part of the elaboration of the Work will also be the solution of the road connection of the terminal area on the D11 motorway, to the existing MÚK/Exit Jirny in km 8 and the new MÚK/Exit in km 11 (at the intersection with the existing road III/2455; as described in the Principles of Territorial Development of the Central Bohemian Region and in the Municipal Spatial Plan of the town of Nehvizdy). Subject of the proposal is the design of their modification and/or new building. The basic concept of the terminal road connection will be the subject of a separate public contract (Architectural Competition).
    3. For this reason, the terminal must be sized for passengers travelling long distances as well as for daily commuting. The transport model also expects more intensive use of the terminal for transfers between train lies, particularly between the direction Nymburk and the HSL to Brno and between the HSL to Hradec Králové and the HSL to Brno. No space designated for checking passengers before their boarding the train is expected in the terminal building.
    4. The terminal design shall comply with the Property Handling Concept for Passenger Stations (Ministry of Transport; Správa železnic, state organisation; State Fund for Transport Infrastructure (SFDI)):

<https://www.szdc.cz/documents/50004227/66689801/Koncepce+p%C5%99i+nakl%C3%A1d%C3%A1n%C3%AD+s+nemovitostmi+osobn%C3%ADch+n%C3%A1dra%C5%BE%C3%AD/bafca319-b443-4f8d-8c7e-1298fde60534>).

The concept of the technical solution/design (initial size and equipment of the terminal related to the operation of the HSL) will be the subject of design and discussion in the first phase of documentation processing. The architectural design of the terminal will be the subject of a separate contract (Architectural Competition).

* + 1. The technical solution of the railway tracks, all technological equipment associated with the operation of the HSL and the expected dimensions of the operational buildings and areas is part of the basic concept of the technical solution of the subject of the public contract. The concept of the technical solution (see Article 5.4.1. of these STC) will be the baseline document for a separate public contract (Architectural Competition).
    2. The terminal connections proposal must take the connections to other types of transport into account. The size and equipment of the terminal will be the subject of the proposal and negotiations in the first phase of the design documentation. For the avoidance of doubts "connections to other types of transport" means: places for stopping and waiting of regional buses (we assume about three places for stopping) and places for stopping and waiting of long-distance buses (we assume about three places for stopping). The terminal must enable transfers between trains and buses under the roof. The proposal must include parking places for 3 000 passenger cars, 100 bikes and 20 buses and at least one half of the car parking places must be based in a parking house. The urban and architectural design of the terminal complex will be the subject of a separate public contract (Architectural Competition).
    3. The Client assumes that the basic concept of the terminal road connection will be delivered to the Contractor for incorporation into the main subject of performance no later than 3 months before submission of the 2nd partial performance (see Article 5.4.2 of these STC), as a continuous output of the Architectural Competition.
    4. The Client assumes that the result of the urban and architectural solution of the terminal (i.e. the output of the Architectural Competition) including the Preliminary design documentation of objects solved within the Architectural Competition will be delivered to the Contractor for incorporation into the main subject of performance no later than 2 months before submission of the 2nd partial submission (see Article 5.4.2 of these STC). The documentation will be handed over to the Contractor to the extent specified in Annex No. 1 to Decree No. 499/2006 Coll., on structures documentation. The Client is responsible for the handover of these documents for incorporation.

Rebuilding of the Praha-Běchovice railway station

* + 1. The station Praha-Běchovice will be rebuilt in a way that it allows a connection of the HSL with separated levels (HSL on level -1) to the space between the main tracks of the Prague – Kolín rail line. The proposal is part of the Planning Permit Design.
    2. The rebuilding proposal will enable the connection of a 4th track to Praha-Libeň. The proposal of the 4th track is however not part of the Planning Permit Design.
    3. The civil design must be ready for future continuation of two tracks to Praha-Zahradní Město. Only the earth body from the Xaverov branch-off up to the entry structure (covered frame structure) of the cut-and-covered section will be prepared for this continuation. The work must ensure that the future extension of section Praha-Běchovice – Praha-Zahradní Město does not require any further adaptations of station Praha-Běchovice or operation interruption of the completed parts. The utility structures in this section and the passage through the cut-and-covered section under station Běchovice is part of the Planning Permit Design.
    4. The rebuilding proposal must make it possible to connect the side rails area (depot) Praha-Běchovice. The proposal of the side rails area is not part of the Planning Permit Design.

Connection of the HSL to the line Praha – Kolín (by Poříčany)

* + 1. The connection to rail line Prague – Kolín must have separated levels on the open track in accordance with the site layout attached and be sized for design speed 200 km/h. The main direction of rail line tracks will now be to/from the HSL. The tracks of the Prague – Kolín rail line will bypass this connection from the side. The Planning Permit Design includes the necessary modification of the Prague – Kolín alignment in the connection point.

Connection of the HSL to the line Poříčany – Nymburk (by Sadská)

* + 1. The connection to rail line Prague – Nymburk must not have separated levels on the open track in accordance with the site layout attached and be sized for design speed 160 km/h. The proposal is part of the Planning Permit Design.

Partial modernisation and adding of a new track on the rail line Poříčany – Nymburk

* + 1. Adding of one track and general modernisation of the rail line from the HSL connection point up to km 12.0, including a solution to the Hořátev stop for design speed 160 km/h, is part of the Planning Permit Design.
    2. The rail line will be modernised to receive parameters for passenger and freight transport. The rail line design must follow the design rules of Správa železnic, state organisation, for conventional rail lines.

Preparation for the HSL continuation to Brno

* + 1. The civil work must be ready for the future continuation of two tracks to Brno with no further upgrades of the connection point and with no future operation interruption on the completed parts. The earth body and utility structures in the branch-off place are part of the Planning Permit Design.

Preparation for the HSL continuation to Hradec Králové

* + 1. The civil work must be ready for the future continuation of two tracks to Hradec Králové and the continuation may lead to an operation interruption for the necessary period of time (e.g. installing a turnout in the connection place). The earth body and utility structures in the branch-off place are part of the Planning Permit Design.

1. SPECIFIC REQUIREMENTS
   * 1. The Contractor of the Work is obliged to specify the technical solution of the Work according to the interim and final results of the Feasibility Study (see Article 2.2.2 of these STC).
     2. The Work will be prepared in the Czech language.
   1. Designation of the Client's representatives and other persons concerned to discuss the Work
      1. With respect to the nature of the Work, the Contracting Parties agree that the Contractor, when negotiating parts of the Work, shall negotiate with the individual departments and units of the Client and other relevant persons and authorities through or in cooperation with the Client's representative in technical matters according to relevant CfW. The parts of the Work must be discussed with the following representatives and professional specialists of the Client. The Client reserves the right to appoint other persons and bodies for discussion.
      2. Organisational units of the Directorate General of Správa železnic, state organisation, invited to discuss beyond the Annex No. 14 General Technical Conditions of the CfW:
2. Division for Infrastructure Modernisation, Autonomous High-Speed Lines Preparation Department (PVRT)
   1. Instructions for discussing and commenting on parts of the Work
      1. The parts of the Work will be duly discussed, both in terms of technical, content and legislative aspects, and will be assessed and approved in the comments procedure of the Client according to the Client's requirements for the Work. The technical part and content will be discussed at the meetings with the authorised persons of the Client and with the designated representatives of the Client.
      2. The Work will be discussed in the form of meetings.
      3. The meetings shall be convened as needed by the Client or the Contractor, but always before partial deliveries. The scope of participants will be determined according to the discussed issue and is subject to approval by the Client.
      4. A meeting for discussion may be convened by the Client or the Contractor. If necessary, the Contractor may ask the Client to convene a meeting. The authorised persons of the Client and the designated representatives of the Client pursuant to Article 5.2 must be invited to each meeting, unless the Contractor is expressly authorised to do so by the CfW. The invitation to the meeting is sent electronically (by e-mail) or in writing, at least 7 days before the meeting, to the relevant representatives of the Client. The meeting must always be convened in cooperation and knowledge of the Client's authorised person. The list of email addresses will be handed over to the Contractor by the Client's representative after signing the CfW.
      5. The course and results of the meeting shall be recorded in paper form in the form of a record or minutes. The record or minutes of the meeting shall include a brief description of the issues discussed and the statements of the participants presented at the meeting. It must be clear from the record whether these statements have been accepted or not. This document from the meeting is sent to all invited and present participants only in electronic form, the paper form is part of the handover of the Work. Draft report of the meeting must be circulated no later than 7 days from the date of the meeting. Participants in the meeting may, within 7 days of receipt of the record, send comments on the record, unless they express their views within that period, it is deemed to agree to the contents.
      6. Before opening the comment procedure, the Contractor shall check the completeness of the accepted Work in accordance with the CfW.
      7. The comment procedure is usually concluded by discussing the comments contained in the individual opinions at which the final method of settlement of comments is agreed. The discussion of the comments may have a form of a conference and is convened by the Client or the Contractor.
      8. Part of the Work will be records from the meetings recorded by the Contractor, received statements and opinions, designer's responses to received objections, comments and opinions, etc.
      9. Unless they deviate from this assignment, the Contractor is obliged to incorporate the comments from the meetings that were not rejected by the Client.
      10. All dealings with the Client will be conducted in the Czech language (or interpreted at the expense of the Contractor).
      11. All inputs and calculations carried out during the completion of the Work will be recorded in detail conclusively and documented.
   2. Basic Schedule of Work
      1. **1st partial submission – within 6 months** of the effect of the CfW will be handed over:
3. Concept of technical solution for discussion in the scope of:
4. rail tracks design (situation, longitudinal and transverse profiles);
5. design of the railway substructure;
6. bridge structures design (situation, longitudinal and transverse profiles);
7. design of power supply and command, control and signalling subsystem;
8. design of related ground structures (floor plan, height solution);
9. design of access roads and aces areas and spaces;
10. design of noise and compensation measures.
11. The concept of the technical solution of the Terminal Praha-východ as a baseline for the elaboration of the design arising from the Architectural Competition, which will also include the elaboration of the Preliminary design (DÚR) for the multi-modal terminal (DÚR Terminal Praha-východ).
12. Assessment of the effects of the project on the objects of protection and the integrity of the site of European importance (EVL) and/or bird area (PO).
13. Basic 3D model of the critical buildings set in the field for presentation to the local government and the public.

Invoicing of 30 % of the price of the Work.

* + 1. **2nd partial submission – within 11 months** of the effect of the CfW will be handed over (to the Client's comments):

1. the Work according to Article 1.1.1 a) of these STC after incorporation of the coordinated part of “DÚR Terminal Praha-východ”;
2. the Work according to Article 1.1.1 b) of these STC (EIA documentation);
3. calculation of the total investment costs of the construction, resp. budget and economic evaluation of the construction;
4. all other outputs relevant for discussion of the Work with the Client.

Invoicing of 30 % of the price of the Work.

* + 1. **3rd partial submission – within 14 months** of the effect of the CfW will be finally delivered the complete Work in a detail and scope according to Chapter 1 of these STC, especially after discussion, settlement and incorporation of the Client's comments, and after discussion with the owners of public transport and technical infrastructure, resp. after incorporation of their requirements.

Invoicing of 40 % of the price of the Work.

* 1. Instructions for Submission of the Work
     1. As required by the CfW, submission will be made in paper and electronic form within the partial deadlines (depending on the phasing of the Work) and at the final date of completion of the Work.
     2. The structure of digital and printed submissions remains the same unless specified in detail for the parts of documentation. Electronic or digital submission means:

1. files in closed (non-editable) form (in PDF format), its display is identical to the printed or paper version of the documentation,
2. files in open (editable) form (at least in DOC, XLS, DWG, DGN files), from which it is possible to make a copy identical to the submitted printed or paper version without further content editing.
   * 1. For each partial stage connected with the handover of the part of the Work, the documentation corresponding to the level of completion according to the CfW requirements shall be submitted on the basis of the discussed technical solution, namely in hard copy in two counterparts and in electronic form of 2 CD/DVD in closed form and 1 CD/DVD in open form.
     2. Final submission of the Work will be done in a hard copy in 10 counterparts (or any other number as required by the Client and the state of the discussion), incorporating all accepted requirements and comments of the Client and other persons concerned and all and any requirements arising from the discussion of comments.
     3. Final submission of the complete Work according to CfW will be in electronic form carried out in accordance with the requirements of Annex No. 14 General Technical Conditions of the CfW.
     4. The handover must be accompanied by a written document proving the handover of the documentation by the Contractor and acceptance by the Client with the approval of the required scope of activities, scope of performance and meeting the deadlines according to the CfW.
     5. The clean copy of the final version of the Work will be authorised and numbered according to the Client's instructions.
     6. The following files will be submitted to the Contractor in digital form only:
     7. The spatial data files will be submitted in "shapefile (SHP)" format, which will be furnished with metadata. At the same time, they must comply with Directive 2007/2/EC on Establishing an Infrastructure for Spatial Information in the European Community (INSPIRE) and the relevant regulations and technical guidelines, as amended, relating to the INSPIRE Directive, in particular:
3. Commission Regulation (EC) No. 1205/2008 of 3 December 2008 implementing Directive 2007/2/EC of the European Parliament and of the Council as regards metadata.
4. Commission Regulation (EU) No. 1089/2010 of 23 November 2010 implementing Directive 2007/2/EC of the European Parliament and of the Council as regards interoperability of spatial data sets and services.
5. Commission Regulation (EU) No. 102/2011 of 4 February 2011 amending Regulation (EU) No. 1089/2010 implementing Directive 2007/2/EC of the European Parliament and of the Council as regards interoperability of spatial data sets and services.
6. RELATED DOCUMENTATION AND REGULATIONS
   * 1. The Contractor undertakes to perform the Work in accordance with generally binding legal regulations of the Czech Republic and the EU, technical standards and internal regulations and documents of the Client (directives, model design sheets, instructions, TKP, ZTP etc.), all as amended.
     2. The Client allows the Contractor access to all its internal regulations and documents at the following address and contact details:

Správa železnic, státní organizace

Centrum telematiky a diagnostiky

**Oddělení dokumentace a distribuce tiskových materiálů**

Jeremenkova 103/23

779 00 Olomouc

Contact person: Ms Jarmila Strnadová

phone.: +420 972 742 396, cell phone: +420 725 039 782

e-mail: typdok@tudc.cz

www: [www.tudc.cz](https://www.tudc.cz/) or [www.szdc.cz](https://www.szdc.cz/o-nas/vnitrni-predpisy-szdc) in the section „O nás / Vnitřní předpisy / link Dokumenty a předpisy“

1. ANNEXES OF THE SPECIAL TECHNICAL CONDITIONS
   * 1. Pilotní úsek Praha-Běchovice – Poříčany, Situace DÚR 01-03 1:10 000 *(Pilot section Praha-Běchovice – Poříčany, Site layout plan parts 01-03)*, Správa železnic, state organisation; 04/2020.
     2. Manuál pro projektování vysokorychlostních tratí ve stupni dokumentace pro vydání územního rozhodnutí *(High-Speed Railways Design Guide for the Planning Permit Level)*, Table of Content and Introduction chapter, Správa železnic, state organisation, version 31st March 2020.
     3. Contract for Work: Geodetické podklady pro projekt “RS 1 VRT Praha-Běchovice – Poříčany” *(Geodetic data for the project “RS 1 VRT Praha-Běchovice – Poříčany”).*
     4. Tender documentation: Inženýrskogeologický průzkum – archivní rešerše a orientační průzkum “RS1 VRT Praha-Běchovice – Poříčany” *(Engineering-geological survey – archive research and orientation survey “RS 1 VRT Praha-Běchovice – Poříčany”).*
     5. Tender documentation: Přírodovědný průzkum pro biologické hodnocení “RS 1 VRT Praha-Běchovice – Poříčany” *(Natural exploration for biological evaluation “RS 1 VRT Praha-Běchovice – Poříčany”).*

**This document was prepared by:**  Autonomous High-Speed Lines preparation Unit (PVRT),

Správa železnic, state organisation