Příloha č. 3c (Anglická verze)

*Annex No. 1 (English version)*

Special technical conditions

**„RS 1 VRT Prosenice – Ostrava-Svinov, II. Part, Hranice na Moravě – Ostrava-Svinov“; Preparation of Preliminary Design Documentation**

5th November 2020

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**LIST OF ABREVIATIONS**

|  |  |
| --- | --- |
| DÚR | dokumentace pro vydání rozhodnutí o umístění stavby (dráhy)  Preliminary design documentation (Preliminary design) |
| MÚK | mimoúrovňová křižovatka  Grade separated roads interchange |
| RAMS | Reliability, Availability, Maintainability, Safety |
| 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 |
| TSI | Technické specifikace interoperability  Technical Specifications for Interoperability |
| VRT  HSL | vysokorychlostní trať  High-speed line |
| ZTP  STC | Zvláštní technické podmínky  Special technical conditions |
| IPF | Investment Project File |
| ŽST | železniční stanice  Railway station |

1. SPECIFICATIONS OF THE SUBJECT OF THE WORK
   1. Main Subject-matter of the Public Contract (the Work)
      1. The main subject of performance is the execution of the Work consisting in the preparation of:
2. construction documentation "RS 1 HSL Prosenice – Ostrava-Svinov, Part II, Hranice na Moravě – Ostrava-Svinov" in the details of the documentation for issuing a decision on the location of the railway construction according to Annex No. 3 of Decree No. 499/2006 Coll., on Construction Documentation, as amended, the Construction Act No. 183/2006 Coll., as amended, including the provision of the necessary documents, surveys for the preparation of the pre-project documentation and the elaboration of a preliminary engineering geological survey according to Czech Technical Standard P 73 1005 IG surveys for the pre-project documentation in the stage for zoning decisions (DZD). Biological survey and its evaluation is not a part of the DZD assignment.
3. EIA documentation of the construction "RS 1 HSL Prosenice – Ostrava-Svinov, Part II, Hranice na Moravě – Ostrava-Svinov" according to Act No. 100/2001 Coll., on Environmental Impact Assessment and on Amendments to Certain Related Acts (the Environmental Impact Assessment Act), as amended, and preparation of the application for issuance of a binding 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. The RAMS assessment will also be processed, i.e. the setting and assessment of the overall concept of the new construction of the high-speed railway line section from the point of view of its reliability, availability, maintainability and safety.
     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 goal and content of the Work is to design, within the concept of Rapid Service, a feasible solution to satisfy future transport demand between Prague and Ostrava, i.e. **a new high-speed line in the Hranice na Moravě – Ostrava-Svinov section,** which is a part of the rail "RS 1 HSL Prosenice – Ostrava-Svinov“.
      2. The Construction also includes connection to the existing infrastructure, modifications of the existing infrastructure, connection to the connecting sections of the HSL and construction of the accompanying infrastructure:
4. connection of the HSL in the direction of the Hranice na Moravě Railway station from the north to the railway line section Hranice na Moravě - Polom, including necessary temporary modifications in the inter-station railway line section and any necessary and temporary modifications (especially technological) of the subsystems at the Hranice na Moravě Railway station, in the event that the construction of the connection would take place in advance before the reconstruction of the Hranice na Moravě Railway station;
5. connection of the HSL to the Polanka nad Odrou Railway station and to the Ostrava-Svinov – Ostrava-Vítkovice railway line, including the necessary modifications in the affected railway lines sections and in the Polanka nad Odrou Railway station;
6. connection of the HSL to the Ostrava-Svinov Railway station, including the necessary modifications of the Ostrava-Svinov Railway station;
7. facility for maintenance of the HSL (fully equipped maintenance centre) in the Ostrava-Vítkovice Railway station, including the necessary modifications of the Ostrava-Vítkovice Railway station.
   * 1. The Work also includes all other induced modifications of the affected infrastructure, railway line sections and railway stations to which the HSL is connected.
8. MATERIALS OF PREPARATION
   1. Binding Materials and Sources for Preparation
      1. RS 1 HSL Prosenice – Ostrava-Svinov, Part II, Hranice na Moravě – Ostrava-Svinov, SITE PLAN 01 - 05, 1:10 000, Správa železnic, state organizations, 11/2020. The document in digital form will be submitted to the Contractor. For use see Art. 4.1.1. of the Special Technical Conditions.
      2. High-Speed Railways Design Guide for the Planning Permit Level, Správa železnic, state organisation, in the current version. Will be handed over to the Contractor after signing the CfW. For further use see Article 4.1.2 of these STC.
      3. Geotechnical search in the Přerov – Ostrava section, Feasibility study of HSL (Brno-) Přerov – Ostrava, 07/2020, annex to the Tender Documentation.
      4. Scientific survey for biological evaluation of "RS 1 HSL Prosenice – Ostrava-Svinov", expected completion in 4Q/2021. The subject of the work is elaboration of a year-round scientific survey and the so-called biological evaluation pursuant to Section 67 of Act No. 114/1992 Coll., on Nature and Landscape Protection, as amended, elaboration of the impact assessment of a significant impact on the interests of the nature and landscape protection (the biological assessment) within the meaning of Section 7 of Decree No. 142/2018 Coll., on the Requirements of Assessing the Impact of the Intention and Concept on Sites of European Importance and Bird Areas and on the Requirements of Assessing the Impact of a Significant Intervention in the Interests of Nature and Landscape Protection, and of a migration study. The preliminary results of the elaboration of the underlying data shall be handed over to the Contractor on an ongoing basis.
   2. Other Materials and Sources for Preparation
      1. Geodetic data „Mapping, TU 1891, the Prosenice Railway station (incl.) - Hranice na Moravě – the Ostrava Svinov Railway station (inclusive) in km 191.4 – 263.3, including territories and buildings in the "new/future route", HRDLIČKA spol. s.r.o., 01/2020, for the project of "RS 1 HSL Prosenice – Ostrava", Správa železnic, state organization. The document shall be handed over to the Contractor.
      2. Feasibility study of HSL (Brno-) Přerov – Ostrava, expected completion in 02/2021. For conditions of use of the underlying data, see Chapter 5 titled Specific Conditions.
   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.
9. COORDINATION WITH OTHER STRUCTURES AND DOCUMENTS
   * 1. Coordination with other intentions of Správa železnic shall take place according to the instructions of the Client and the current situation during the elaboration of the subject of performance, in particular:

* "RS 1 HSL Prosenice – Ostrava-Svinov, Part I, Prosenice – Hranice na Moravě” Preparation of Preliminary Design Documentation;
* „Milotice nad Bečvou – Hranice na Moravě (excluded), new railway line”;
* „Modernisation of the Ostrava railway node”;
* „Optimalisation of the railway line section Ostrava-Kunčice (excluded) – Ostrava-Svinov/Polanka nad Odrou“
* "Feasibility Study of Traction Change from DC 3 kV to AC 25 kV, 50 Hz in the "Ostrava and Přerov” region.
  + 1. Update No. 4 of the Principles for Zoning Development of the Olomouc Region obtained on the basis of the Resolution of the Olomouc Regional Council No. UZ/14/44/2019 of 25 February 2019. The subject of the update is the definition of the HSL corridor and the determination of the basic conditions for the location of the HSL within the defined corridor.
    2. Update No. 3 of the Principles for Zoning Development of the Moravian-Silesian Region obtained on the basis of the Resolution of the Moravian-Silesian Regional Council No. 10/1051 of 13 December 2018. The subject of the update is the change of the high-speed railway line territorial reserve in the section Přerov – Ostrava (border of the regions OLK/MSK – Ostrava-Svinov Railway station) to a design corridor enabling the construction of the HSL.

1. 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 section according to the Annex „RS 1 VRT Prosenice – Ostrava-Svinov, II. část, Prosenice – Hranice na Moravě“ SITE PLAN 01 – 05, Správa železnic, státní organizace, 11/2020, 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, including relevant safety analyses and studies. The contents and introductory chapter (process of creation, sources, requirements, objectives, scope, etc.) of the High-Speed Railways Design Guide for the Planning Permit Level constitute the annex to these STC. Design Guide will be handed over to the Contractor after signing the Appendix 17 of the CfW “Confidentiality Agreement (with selected contractor)”.
   2. General Description and Specification of the Scope of the Construction

New construction of the section of line Hranice na Moravě – Ostrava-Svinov

* + 1. The subject of the Work shall be a design based on the "Feasibility Study of HSL (Brno-) Přerov – Ostrava" in the Hranice na Moravě – Ostrava-Svinov section in the variant PrO-s 350, i.e. the north connection to the Hranice na Moravě Railway station and without the implementation of the Odry terminal.
    2. The rail section is designed as double-tracked, defined and configured according to the situation plan attached. The beginning of the section (at the HSL stationing) is approx. at km 112.500 (continuation of the state proposed within the Prosenice – Hranice na Moravě HSL section Preliminary design documentation), the end approx. at km 156.300. The maximum operating speed is assumed to be 320 km/h (the line geometry will not make it impossible to increase the speed up to 350 km/h in the long run) and the minimum operating speed is assumed to be 200 km/h. The line must be designed for the operation of both train units and sets of locomotives and wagons interoperable according to the TSI.
    3. The subject of the Work is also the relocation of the existing railway line no. 270 approx. at km 253.600 – 257.400 in order to minimize the impact on the Poodří Protected Landscape Area.
    4. The used power supply concept for the new HSL is based on the Programme for the Development of High-Speed Railway Connections in the Czech Republic approved by Government Resolution No. 389 of 22 May 2017 and on the energy calculations prepared as part of the "Feasibility Study of HSL (Brno-) Přerov – Ostrava". The design of the contact between the power supply systems is a part of the construction, including the necessary overlaps, while the conversion of adjacent sections is assumed to proceed according to the approved concept of transition to a unified power supply system. The section shall be powered from the new traction power station near Suchdol nad Odrou, the design of which is a part of the Work. The power supply system shall be 2x25 kV AC with autotransformers. The new traction power station shall be connected to the 400 kV voltage level networks. The design of new energy equipment and the HSL heavy current power lines must be carried out in accordance with the applicable Technical Specifications for Interoperability (TSI) of the “Energy” subsystem of the Trans-European conventional railway system and other related rules and standards.
    5. The security equipment of the new HSL shall be controlled remotely. The remote control workplace shall be located in the Central Dispatching Workplace (CDW) in Přerov. If such a need occurs, the workplace shall be expanded (the design of adaptation and/or extension of the CDW is a part of the Work). The security equipment of the high-speed lines must be carried out in accordance with the applicable Technical Specifications for Interoperability (TSI) of the “Management and Security” subsystem of the Trans-European conventional railway system and other related rules and standards. In addition, a temporary solution for remote control of CCS equipment and track diagnostics will be designed in case the construction takes place in advance of the construction "RS 1 VRT Prosenice - Ostrava-Svinov, Part I, Prosenice – Hranice na Moravě". The temporary solution will minimize any wasted investment and may be based on a temporary reduction in operational capabilities.

North connection of the HSL in the direction of the Hranice na Moravě Railway station

* + 1. The connection of the HSL (HSL exit and the connecting railway line) in the direction of the Hranice na Moravě Railway station from the north is approx. at km 92.500 (at the HSL stationing) and is connected (directional arrangement) into the inter-station section Hranice na Moravě – Polom of the railway line no. 270. The maximum speed on the connecting tracks is assumed to be 120 – 160 km/h and the connection into the HSL and line no. 270 has extra-level arrangement. The induced necessary temporary modifications of the inter-station section (in case the construction takes place in advance of the reconstruction of the Hranice na Moravě railway station) in all subsystems are a part of the Work.

Connection of the HSL to the Polanka nad Odrou Railway station and to the Ostrava-Svinov – Ostrava-Vítkovice railway line

* + 1. The connection of the HSL to the Polanka nad Odrou Railway station and to the Ostrava-Svinov – Ostrava-Vítkovice railway line has primarily the character of an operational/maintenance connection, which will enable maintenance of the line with minimization of traffic restrictions on both HSL and conventional lines. However, it can also be used for regular operation of selected lines and as a capacity reserve of the Ostrava node in case of emergencies. The maximum speed on the connecting tracks is assumed to be 80 km/h. The induced modifications of the affected railway line sections and of the Polanka nad Odrou Railway station in all subsystems are part of the Work.

Connection of the HSL to the Ostrava-Svinov Railway station

* + 1. The Ostrava-Svinov Railway station will be partially rebuilt to allow the connection of separate HSL tracks in a directional arrangement. The reconstruction mainly affects the southern part of the station. The necessary modifications of the Ostrava-Svinov Railway station in all subsystems are part of the Work.

Facility for maintenance of the HSL in the Ostrava-Vítkovice Railway station

* + 1. The “Fully equipped maintenance centre” is expected to be built in the The Ostrava-Vítkovice railway station. The Fully equipped maintenance centre area is assumed including:
* a building (staff backrooms with the possibility of eating, workshops, tool storage, etc.; typically one building with 600 m2);
* at least two maintenance tracks with a recommended useful length of 300 m;
* at least one maintenance track with a minimum length of 150 m, equipped with a front and lateral ramp (with a minimum length of 10 m);
* roads, handling and car parking areas;
* stand-by material storage (the spare parts storage space for different subsystems shall have minimum dimensions of 300 m x 20 m).

Maintenance tracks in the Fully equipped maintenance centre must be equipped with:

* lighting (whole area/site);
* cleaning and inspection pit (20 m) for maintenance machines (typically on a dead-end single track);
* fuel station for locomotives and vehicles of independent traction;
* front and lateral loading ramp for loading and unloading maintenance machines and pieces of infrastructure to and from working trains (by the 150m maintenance track).

The design of the Fully equipped maintenance centre, including its adequate connection to the transport and technical infrastructure, especially the appropriate road connection of the complex, as well as the necessary modifications of the Ostrava-Vítkovice Railway station in all subsystems is part of the Work.

1. SPECIFIC REQUIREMENTS
   1. Other Requirements for the Work Elaboration
      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. In the case of newly discovered facts which are directly related to the construction and operation of the HSL and negative impacts on the environment the examinations of variant technical solutions for the purposes of discussing the Work and/or updating the technical solution are part of the Work.
      3. Part of the Work will be also the incorporation of the third parties (especially the affected public and local government) requirements, which are directly related to the construction and operation of the HSL and negative effects on the environment (after approval by the Client).
      4. The Work will be prepared in the Czech language.
   2. 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 Stage – within 3 months from the effective date of the CfW,** there shall be handover or realization of:
3. ensuring map data;
4. conducting and evaluating geotechnical, pyrotechnic and other surveys;
5. elaboration and evaluation of the methods of extra-level crossings;

Invoicing 10% of the Price of the Work.

* + 1. **2nd Partial Stage – within 6 months from the effective date of the CfW,** there shall be handover or realization of:

1. the concept of the technical solution of the Work for discussion (including the results of the preliminary engineering geological survey), in particular the design of:
2. track solution (site plans, longitudinal profiles and cross sections);
3. rail undercarriage solution;
4. bridge objects (site plans, longitudinal profiles and cross sections);
5. solutions of power supply, communication and security equipment;
6. solution of the fully equipped maintenance centre
7. solution of related ground objects (floor plan, height solution);
8. solution of access roads and areas;
9. anti-noise and compensatory measures.
10. assessment of the impacts of the plan on the objects of protection and the integrity of the Site of European importance (SEI) and/or the bird area (BA);
11. basic 3D model of crucial buildings embedded in the terrain   
    for the presentation of the plan to the local government and the public.

Invoicing 30% of the Price of the Work.

* + 1. **3rd Partial Stage – within 11 months from the effective date of the CfW,** there shall be realization or handover (for the Client’s comments) of:

1. the Work according to Art. 1.1.1., letter c) of these STC (EIA documentation);
2. calculation of the total investment costs of the construction or of the budget, and the update of the evaluation of the economic efficiency of the construction;
3. RAMS assessment;
4. all other relevant outputs for discussion with the Client.

Invoicing 30% of the Price of the Work.

* + 1. **4th Partial Stage – within 14 months from the effective date of the CfW,** there shall be a final delivery of the Work approved by the Client in the scope and details according to Article 1 of these STC, especially after discussion and settlement or incorporation of the Client's comments, and after consultation with the owners of the public transport and technical infrastructure, or after incorporating their requirements.

Invoicing 30% 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**

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www: [www.tudc.cz](https://www.tudc.cz/) or [www.spravazeleznic.cz](http://www.spravazeleznic.cz) in the section „O nás / Vnitřní předpisy / link Dokumenty a předpisy“

1. ANNEXES OF THE SPECIAL TECHNICAL CONDITIONS

“RS 1 HSL Prosenice – Ostrava-Svinov, Part II, Hranice na Moravě – Ostrava-Svinov” SITE PLANS 01 – 05, Správa železnic, state organizations, 11/2020.

“Feasibility Study of HSL (Brno-) Přerov – Ostrava”, 2. Partial submission for the Přerov – Ostrava section, 02/2020.

“Feasibility Study of HSL (Brno-) Přerov – Ostrava”, 3. Partial submission for the Přerov – Ostrava section, Geotechnical search incl. the Annex, 07/2020.

High-Speed Railways Design Guide for the Planning Permit Level, Table of Content and Introduction chapter, Cross section, Správa železnic, state organisation, version 31st March 2020.

Geodetic data „Mapping, TU 1891, Prosenice Railway station (including) - Hranice na Moravě – the Ostrava Svinov Railway station (including) at km 191.4 – 263.3, including territories and buildings in the "new/future route", HRDLIČKA spol. s.r.o., 01/2020, for the project of "RS 1 HSL Prosenice – Ostrava", Správa železnic, state organization. The document shall be handed over to the Contractor.

**This document was prepared by:**

Autonomous High-Speed Lines preparation Unit (PVRT),

Správa železnic, state organisation