

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“**

19th December 2019

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LIST OF ABBREVIATIONS

VRT/HSL	Vysokorychlostní trať/High-speed line
SoD/CfW	Smlouva o dílo/Contract for Work
ZTP/STC	Zvláštní technické podmínky/Special technical conditions
RS	Rapid service/Rychlá spojení

1. SPECIFICATIONS OF THE SUBJECT OF THE WORK

1.1 Subject of Specification

- 1.1.1 The subject-matter of performance is 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 railway 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, including all requisites and including all of the necessary documents, as well as the preparation of an application for the commencement of the planning permit procedure (including preparation of EIA documentation pursuant to Act No. 100/2001 Coll., on the Environmental Impact Assessment and amending some related laws (the EIA Act), as amended).
- 1.1.2 The documentation 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.
- 1.1.3 In accordance with Section 66 of the Public Procurement Act, the Contracting Authority reserves the option right to award new services consisting in repeating similar services as in the original public procurement and corresponding to the original public procurement. The subject-matter of the option right is specifically
- the so-called additional performance offered by the contractor within the evaluation sub-criterion "Value Add" according to Article 16.5 of these Guidelines for the purpose of better fulfilment of the project objectives of the Contracting Authority according to Article 16.3 of these Guidelines,
 - an EIA opinion (this process involves the submission of approved environmental impact assessment (hereinafter the "EIA") documentation, activities related to the EIA process and obtaining a final positive EIA opinion),
 - the decision on the location of the railway construction (submission of the application for the issue of the final decision concerning the location of the railway construction to the affected authority, activities related to the proceedings, obtaining a final decision on the location of the railway construction).

1.2 Main Objectives of the Project

- 1.2.1 The main objective and content of this public procurement 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 - PL border.
- 1.2.2 The Planning Permit Design 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:
- terminal Prague-East
 - rebuilding of station Prague-Běchovice
 - connection of the HSL to line Prague – Kolín (by Poříčany)
 - connection of the HSL to line Poříčany – Nymburk (by Sadská)
 - partial modernisation and adding of a new track on rail line Poříčany – Nymburk
 - preparation for HSL continuation to Brno
 - preparation for HSL continuation to Hradec Králové

2. MATERIALS OF PREPARATION

2.1 Binding Materials and Sources for Preparation

- 2.1.1 Pilotní úsek Praha-Běchovice – Poříčany, Situace DÚR 01-03 1:10 000 (*Pilot section Praha-Běchovice – Poříčany, Site layout plan parts 01-03*), SŽDC, 12/2019, digital format of the drawing will be handed over to the winning bidder.
- 2.1.2 Manuál pro projektování vysokorychlostních tratí ve stupni dokumentace pro vydání územního rozhodnutí (*High-Speed Railways Design Guide for the Planning Permit Level*), SŽDC, 12/2019, will be handed over to the winning bidder.
- 2.1.3 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 04/2020, will be handed over to the winning bidder.
- 2.1.4 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.

2.2 Other Materials and Sources for Preparation

- 2.2.1 Geodetické podklady pro projekt „RS 1 VRT Praha-Běchovice – Poříčany“ (*Geodetic data for the project "RS 1 VRT Praha-Běchovice – Poříčany"*), SŽDC, estimated completion in 04/2020.
- 2.2.2 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 3.
- 2.2.3 Technicko-provozní studie – Technická řešení VRT (*Technical-Operational Study – Technical Solutions of HSLs*), SUDOP PRAHA a.s., ACRI, METROPROJEKT Praha a.s., 05/2017.
- 2.2.4 Vyhledávací studie odstavných kapacit v uzlu Praha (*Searching study of lay-by capacities in the Prague railway node*), SUDOP PRAHA a.s., 04/2018.
- 2.2.5 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.
- 2.2.6 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.

3. COORDINATION WITH OTHER STRUCTURES AND DOCUMENTS

- 3.1.1 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.

4. TECHNICAL SOLUTION REQUIREMENTS

4.1 General Provisions

- 4.1.1 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", SŽDC, 12/2019 of these STC.
- 4.1.2 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 SŽDC and SNCF International and which contents and introductory chapter

(process of creation, sources, requirements, objectives, scope, etc.) constitute the annex to these STC.

4.2 Description of expected construction scope

4.2.1 Construction of new rail line Prague-Běchovice – Poříčany

- 4.2.1.1 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 trains consisting of a locomotive and cars.
- 4.2.1.2 When the HS rail lines network has been completed in the Czech Republic, train operation is expected at least in these directions:
 - Prague main station – Prague-Zahradní město – Prague-East – to Brno (HS trains)
 - Prague main station – Prague-Libeň – Prague-East – to Hradec Králové (HS trains)
 - Prague main station – Prague-Libeň – Prague-East – to Pardubice (conventional trains)
 - Prague main station – Prague-Libeň – Prague-East – to Nymburk (conventional trains)
- 4.2.1.3 Track connections allowing for a combination of train directions with regards to the capacity of the Prague junction and the direction in which the trains continue behind the Prague junction.

4.2.2 Terminal Prague-East

- 4.2.2.1 The Prague-East terminal is the point of transfer to the HS rail line 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.
- 4.2.2.2 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 lines, particularly between the direction Nymburk and the HS line to Brno and between the HS line to Hradec Králové and the HS line to Brno. No space designated for checking passengers before their boarding the train is expected in the terminal building.
- 4.2.2.3 The terminal design shall comply with the Property Handling Concept for Passenger Stations (Ministry of Transport, SŽDC s.o., 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 size and equipment of the terminal will be the subject of the proposal and negotiations in the first phase of the design documentation. The architecture will be subject to a separate order.
- 4.2.2.4 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 3000 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 proposal is part of the Planning Permit Design.

4.2.3 Rebuilding of station Prague-Běchovice

- 4.2.3.1 The station Prague-Běchovice will be rebuilt in a way that it allows a connection of the HS rail line with separated levels (HS rail line on level -1) to the space between the main track of the Prague – Kolín rail line. The proposal is part of the Planning Permit Design.
- 4.2.3.2 The rebuilding proposal will enable the connection of a 4th track to Prague-Libeň. The proposal of the 4th track is however not part of the Planning Permit Design.
- 4.2.3.3 The civil design must be ready for future continuation of two tracks to Prague-Zahradní město. Only the earth body from the Xaverov branch-off up to the entry structure of the cut-and-covered section will be prepared for this continuation. The work must ensure that the future extension of section Prague-Běchovice – Prague-Zahradní město does not require any further adaptations of station Prague-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.
- 4.2.3.4 The rebuilding proposal must make it possible to connect the side rails area (depot) Prague-Běchovice. The proposal of the side rails area is not part of the Planning Permit Design.

4.2.4 Connection of the HS rail line to line Prague – Kolín (by Poříčany)

- 4.2.4.1 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 HS rail line. 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.

4.2.5 Connection of the HS rail line to line Poříčany – Nymburk (by Sadská)

- 4.2.5.1 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.

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

- 4.2.6.1 Adding of one track and general modernisation of the rail line from the HS 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.
- 4.2.6.2 The rail line will be modernised to receive parameters for passenger and freight transport. The rail line design must follow the design rules of SŽDC for conventional rail lines.

4.2.7 Preparation for HS rail line continuation to Brno

- 4.2.7.1 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.

4.2.8 Preparation for HS rail line continuation to Hradec Králové

- 4.2.8.1 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.

5. SPECIFIC REQUIREMENTS

- 5.1.1 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 2.2.2).
- 5.1.2 The Work will be prepared in Czech language.

5.2 Designation of the Client's representatives and other persons concerned to discuss the Work

- 5.2.1 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 Contract for Work (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.
- 5.2.2 Organisational units of DG SŽDC invited to discuss:
 - Division for Infrastructure Modernisation, Autonomous High-Speed Lines Preparation Department (PVRT)

5.3 Instructions for discussing and commenting on parts of the Work

- 5.3.1 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.
- 5.3.2 The Work will be discussed in the form of meetings.
- 5.3.3 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.
- 5.3.4 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 Contract.
- 5.3.5 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.

- 5.3.6 Before opening the comment procedure, the Contractor shall check the completeness of the accepted Work in accordance with the CfW.
- 5.3.7 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.
- 5.3.8 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.
- 5.3.9 Unless they deviate from this assignment, the Contractor is obliged to incorporate the comments from the meetings that were not rejected by the Client.
- 5.3.10 All dealings with the Client will be conducted in the Czech language (or interpreted at the expense of the Contractor).
- 5.3.11 All inputs and calculations carried out during the completion of the Work will be recorded in detail conclusively and documented.

5.4 Basic Schedule of Work

- 5.4.1 **Within 6 months of the effect of the CfW concept of technical solution** for discussion in the scope of rail solutions (situation, longitudinal and transverse profiles), design of the railway substructure, bridge structures (situation, longitudinal and transverse profiles), design of power supply, design of communication and signalling equipment, design of related ground structures (floor plan, height solution), design of access roads and areas solution, design of noise and compensation measures. There will be a basic 3D model of critical buildings set in the field for presentation to the local government and the public. Notification of an intention pursuant to Section 6 of Act No. 100/2001 Coll., on Environmental Impact Assessment.
 - 5.4.1.1 Invoicing of 30% of the price of the Work.
- 5.4.2 **Within 12 months of the effectiveness of the CfW handover of the documentation** within the scope of Decree No. 499/2006 Coll., Annex No. 3, for comments and discussion with the authorities concerned.
 - 5.4.2.1 Invoicing of 30% of the price of the Work.
- 5.4.3 **Within 16 months from the effect of the SfW submission of the complete documentation for issuing a decision on the location of the railway construction** within the scope of Decree No. 499/2006 Coll., Annex No. 3, including the incorporation of requirements of the authorities concerned. Handing over the complete documentation of the project's environmental impact. Incorporation of comments and opinions. Preparation of the application for the issuance of the decision on the location of the railway construction and the application for the EIA opinion.
 - 5.4.3.1 Invoicing of 40% of the price of the Work.
- 5.4.4 **Optionally:** an EIA opinion (this process involves the submission of approved environmental impact assessment (hereinafter the "EIA") documentation, activities related to the EIA process and obtaining a final positive EIA opinion), the planning permit on the new railway construction (submission of the application for the issue of the final planning permit to the affected authority, activities related to the proceedings, obtaining a final planning permit of the new railway construction).

5.5 Instructions for Submission of the Work

- 5.5.1 As required by the Contract for Work, 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.
- 5.5.2 The structure of digital and printed submissions remains the same unless specified in detail for the parts of documentation. Electronic or digital submission means:

- files in closed (non-editable) form (in PDF format), its display is identical to the printed or paper version of the documentation,
 - 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.
- 5.5.3 **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.
- 5.5.4 **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.
- 5.5.5 **Final submission of the complete Work according to CfW will be in electronic form** carried out according to the Instruction of DG No. 4/2016 and SŽDC Directive No. 117, namely in **10 CD/DVD** in closed form and **2 CD/DVD** in open form.
- 5.5.6 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 and meeting the deadlines according to the CfW.
- 5.5.7 The clean copy of the final version will be authorised and numbered according to the Client's instructions.
- 5.5.8 The following files will be submitted to the Contractor in digital form only:
- 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:
- 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.
 - 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.
 - 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

- 6.1.1 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:

Správa železniční dopravní cesty, státní organizace

Technická ústředna dopravní cesty / Technical Centre of Infrastructure

Oddělení distribuce dokumentace / Documentation distribution department

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7. 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), SŽDC, 12/2019
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, SŽDC, 12/2019
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"*)