Přídělce kapacity, a.s.

Statement on the regional railway lines Čížkovice – Obrnice and Dolní Bousov – Kopidlno

valid and effective for the allocation of railway capacity during the period of validity and effect of the 2027/2028 timetable

pursuant to the provisions of Section 33 of Act No. 266/1994 Coll., on Railways, as amended.

Přídělce kapacity a.s., Company Registration Number: 17984408, with its registered office at Litoměřická 213/30, 190 00 Prague 9.

The company is registered in the Commercial Register maintained by the Municipal Court in Prague, Section B, File No. 27925.

Contents

Contents 2

Definition of the railways concerned and the persons performing duties in relation to these railways 4

Definition of basic terms 5

General provisions on the nature of this railway declaration 5

Establishment of rules governing access to and use of the railway 6

The charge for track usage and the rules for its calculation 7

Fees for the allocation of railway capacity and rules for their calculation 7

Definition of railway capacity, including that part reserved for planned maintenance and repair of the railway infrastructure 8

Rules on restrictions on railway operations 8

Rules for the allocation and withdrawal of track capacity, including the allocation of capacity in exceptional circumstances 9

Requirements for applications for the allocation of railway capacity 10

Type of application for the allocation of railway capacity in terms of the time of its submission 11

Method of submitting an application for the allocation of railway capacity for the annual timetable and amendments thereto 11

Procedure for submitting an application for ad hoc allocation of railway capacity 13

Transport of exceptional consignments 14

Conditions and amount of the financial guarantee in accordance with the directly applicable European Union regulation governing the criteria for applicants for track capacity allocation, where such a guarantee is required 14

Conditions and principles for the allocation of capacity, including criteria for priority allocation of capacity, where a line or part thereof is declared to be congested 15

The procedure for processing applications for capacity allocation and the time limits for their processing 15

The procedure for regular amendments to the current timetable, the dates of such amendments and the relevant time limits 16

Conditions and principles governing the withdrawal, restriction and relinquishment of allocated capacity; the procedure for the withdrawal, restriction and relinquishment of allocated capacity and the relevant time limits, including the conditions for relinquishing allocated capacity on a congested line in the event of its partial or total non-utilisation 16

Definition of a railway line or part thereof on which railway capacity will be allocated on a priority basis for the purpose of operating passenger or freight rail transport, specifying the available train routes, where such a railway line or part thereof has been designated in accordance with Section 34(5) of the Railways Act 17

General provisions on the powers and jurisdiction of the administrative authorities of the Czech Republic in the field of railways and rail transport 17

Designation of the administrative authority competent to issue a licence for the operation of rail transport 18

Designation of the administrative authority competent to issue a carrier's certificate 18

Conditions for the issue of a licence to operate rail transport 18

Conditions for the issue of a carrier's certificate 19

The procedure and principles to be followed by the allocation body in the out-of-court settlement of disputes between itself and an applicant for the allocation of railway capacity, and the time limit for the out-of-court settlement of disputes 20

Conditions for the review of a railway declaration by the Office for the Protection of Competition 21

Conditions for the review of a rail transport operating agreement by the Office for the Protection of Competition 22

Conditions for the review of a draft rail transport operating contract by the Office for the Protection of Competition (ÚOHS) 23

Model draft agreement on penalty payments for disruption to rail transport operations and failure to utilise allocated railway capacity, including an impartial method for the out-of-court settlement of disputes concerning disruption to rail transport operations 23

Conditions for the provision of services via service facilities accessible from a designated railway line, the price for the provision of these services and the price for the use of a sidings serving to connect the service facilities, based on data provided by the operator of the service facilities or the sidings .24

A model draft framework agreement to be concluded between the capacity allocator and the applicant for the allocation of railway capacity 25

Information on planned changes to the price for the use of the railway and the price for the allocation of railway capacity over the next 5 years, where such information is available 25

Annex 1 to the railway declaration – Basic structural and technical parameters of the railway, including the designation of the start and end of the railway, as well as operational and technical characteristics in accordance with the list maintained pursuant to Section 23(1)(f) of the Railways Act 26

Annex 2 to the railway declaration – Pricing rules regarding the price for the allocation of railway capacity and the price for the use of the railway 28

Annex 3 to the Railway Declaration – Scope and content of services provided through service facilities 34

Annex 4 to the Railway Declaration – Model contract for the allocation of railway capacity 35

Annex 5 to the Railway Declaration – Contact details 37

Definition of the lines concerned and the entities responsible for these lines

The railway line to which the railway declaration applies: the Čížkovice–Obrnice regional line and the Dolní Bousov–Kopidlno regional line (hereinafter collectively referred to as the 'relevant lines', and individually as the 'relevant line'); the basic structural and technical parameters of the affected lines, including the designation of the start and end of the line, as well as the operational and technical characteristics in accordance with the list maintained pursuant to Section 23(1)(f) of the Railways Act, are set out in Annex 1 to this line declaration; further structural and technical parameters of the railways concerned are set out in the line condition tables published on the websites of the railway operator http://www.azd.cz and the allocation authority http://www.pridelce.cz. The form and content of the tables of line conditions comply, in particular, with Section 1(r) in conjunction with Section 4(4) and (5) of Decree No. 173/1995 Coll., issuing the Railway Transport Regulations, as amended; for the period of validity of the timetable to which this railway declaration relates, the operator, as defined below, shall issue the line condition tables for the railways concerned.

The lines concerned are not lines or sections of such lines on which trains operate exclusively under the supervision of the European Rail Traffic Management System.

Independent Allocator: Allocator of Capacity a.s., Company Registration Number: 17984408, with its registered office at Litoměřická 213/30, 190 00 Prague 9, a company registered in the Commercial Register maintained by the Municipal Court in Prague, Section B, File 27925 (hereinafter also referred to as the 'allocator').

Track owner: AŽD Praha s.r.o., company registration number: 48029483, with its registered office at Žirovnická 3146/2, Záběhlice, 106 00 Prague 10, a commercial company registered in the Commercial Register maintained by the Municipal Court in Prague, Section C, File 14616.

Railway operator: AŽD Praha s.r.o., Company Registration Number: 48029483, with its registered office at Žirovnická 3146/2, Záběhlice, 106 00 Prague 10, a commercial company registered in the Commercial Register maintained by the Municipal Court in Prague, Section C, File 14616; the railway operator operates the railways in question as a vertically integrated undertaking through a branch *of the railway operator*, which is situated at the address of the railway operator's registered office.

Operator: Správa železnic, a state organisation, Company Registration Number: 70994234, with its registered office at Dlážděná 1003/7, 110 00 Prague 1, a state organisation registered in the Commercial Register maintained by the Municipal Court in Prague, Section A, File 48384; the operator, on the basis of contracts concluded with the railway operator and the capacity allocator, performs certain functions relating to the allocation of railway capacity.

Definition of basic terms

Railways Act – Act No. 266/1994 Coll., on Railways, as amended

Railway Transport Regulations – Decree No. 173/1995 Coll., laying down the Railway Transport Regulations, as amended

Administrative Procedure Code – Act No. 500/2004 Coll., the Administrative Procedure Code, as amended

Commission Implementing Regulation (EU) 2018/763 – Commission Implementing Regulation (EU) 2018/763 of 9 April 2018 laying down practical rules for the issuing of single safety certificates to railway undertakings in accordance with Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EC) No 653/2007

Directive – Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area

Railway Safety Directive – Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety

Allocator – Přídělce kapacity a.s., Company Registration Number: 17984408, with its registered office at Litoměřická 213/30, 190 00 Prague 9, a company registered in the Commercial Register maintained by the Municipal Court in Prague, Section B, File No. 27925, acting as an independent allocation body

Railway operator – AŽD Praha s.r.o., Company Registration Number: 48029483, with its registered office at Žirovnická 3146/2, Záběhlice, 106 00 Prague 10, a commercial company registered in the Commercial Register maintained by the Municipal Court in Prague, Section C, File 14616; the railway operator operates the relevant railways as a vertically integrated undertaking through a branch of the railway operator

Track owner – AŽD Praha s.r.o., Company Registration Number: 48029483, with its registered office at Žirovnická 3146/2, Záběhlice, 106 00 Prague 10, a company registered in the Commercial Register maintained by the Municipal Court in Prague, Section C, File 14616

SŽ – Správa železnic, a state organisation, company registration number: 70994234, with its registered office at Dlážděná 1003/7, 110 00 Prague 1, registered in the Commercial Register maintained by the Municipal Court in Prague, Section A, File 48384, as the entity acting as the owner and operator of the railway in the case of national railways, regional railways and state-owned sidings

Carrier – rail transport operator

Licence holder – rail transport operator

ÚOHS – Office for the Protection of Economic Competition, as another central state administrative body exercising the powers and functions of a regulatory authority within the meaning of the Directive, as enshrined, inter alia, in the Railways Act and directly applicable sources of European Union law

Railway station

General provisions regarding the nature of this railway declaration

This railway statement has been drawn up by the allocation body within the meaning of Section 33(1) of the Railways Act in connection with the fulfilment of the allocation body's obligations in respect of the railways concerned and contains, in particular, non-discriminatory rules for the allocation and withdrawal of railway capacity, for access to the railways concerned, their use and for the calculation of the price for such use, and is published on the Allocator's website

http://www.pridelce.cz and, simultaneously, on the railway operator's website http://www.azd.cz in a manner allowing remote access and free of charge; in the event of any discrepancy (inconsistency) between the versions thus published, the version published on the Allocator's website shall prevail. At least 30 days prior to the date of publication of the railway declaration, the Allocator gave interested parties the opportunity to comment on its content; the Allocator received no comments from such parties regarding the content of the railway declaration. The Allotment Authority publishes the route statement in the Czech language and in an English translation. In the event of any discrepancy between the Czech and foreign-language versions of the route statement, the Czech version shall prevail.

This Track Statement applies for the period covered by the 2027/2028 timetable; for the avoidance of all doubt, the Allocator shall act in accordance with this Track Statement when allocating track capacity, with the rights arising from such allocated track capacity being exercised from 12 December 2027 to 9 December 2028.

When concluding or amending a contract for the operation of rail transport on the line in question, no deviation from the content of this line statement is permitted. This line statement sets out, amongst other things, the content of the contractual relationship established between the railway infrastructure manager and the relevant rail transport operator by means of a contract for the operation of rail transport.

An applicant who is not the rail transport operator and who submits an application to the allocation body for the allocation of railway capacity undertakes to act in accordance with the content of this railway declaration.

All provisions of this railway declaration must be interpreted in accordance with the relevant national legislation, in particular the Act, as well as directly applicable sources of European Union law. Provisions of national law must be interpreted in a manner consistent with European Union law, in particular in the spirit of the Directive.

The licence holder is obliged to record, without delay, any changes to the information contained in this railway declaration, in accordance with Section 33(5) of the Railways Act.

Establishment of rules for access to and use of the railway

The right of access to the railway line in question may be exercised:

- directly, in the case of persons who are authorised rail transport operators within the meaning set out below in the case of those applicants who are also such authorised rail transport operators, or
- through authorised rail transport operators as defined below, in the case of applicants who have been allocated capacity on the railway line in question and who are applicants other than authorised rail transport operators as defined below.

Any applicant is obliged to demonstrate to the allocator or the operator – depending on whether the matter concerns the allocation of railway capacity or the exercise of rights constituting the right to use the allocated railway capacity – at any time that they meet the conditions for the allocation of railway capacity or the exercise of rights constituting the right to use the allocated railway capacity. The preceding sentence applies mutatis mutandis to the use of the railway by an authorised rail transport operator in cases where railway capacity is not allocated (in particular in the case of shunting, shunting between stations, etc.).

An authorised rail transport operator means a person authorised to operate rail transport on the track in question under public and private law, that is to say, a person who:

- is established in a Member State of the European Union or in a state forming part of the European Economic Area,

- holds a valid licence and carrier's certificate issued by a railway regulatory authority or the European Union Agency for Railways, the territorial scope of which covers the Czech Republic and the material scope of which covers the railway line in question,
- has been allocated railway capacity, or is authorised to exercise rights arising from railway capacity allocated to another applicant who is not currently an authorised rail transport operator,
- has concluded a contract for the operation of rail transport with the railway operator,
- is insured under the statutory liability insurance for rail transport operators in respect of liability to compensate for damage caused by such operations, which is a prerequisite for the granting of a licence to operate rail transport, with cover of at least CZK 50 million per calendar year and per insured event.

An 'applicant' means any other natural or legal person who does not currently hold a valid licence to operate rail transport on the railway line in question; such an applicant is obliged to submit to the allocator, prior to the allocation of railway capacity, a written declaration from the rail transport operator who will exercise the rights arising from the allocated railway capacity (the licence holder), stating that, in the event of the allocation of railway capacity , the relevant rail transport operator will actually utilise that capacity; A further condition for the allocation of railway capacity to this applicant is the conclusion of a written contract between the Allocator and this applicant concerning the allocation of railway capacity to the applicant, whereby the applicant undertakes to comply with the rules set out in this railway declaration. Such a declaration may be made by only one licence holder for a specific portion of railway capacity. If the applicant fails to submit this declaration, the Allocator shall not allocate track capacity to them.

The Allocator stipulates that the right of access to the railways in question (use of the allocated railway capacity) may only be exercised using railway vehicles that may be operated on the railways in question in accordance with generally binding legal regulations, in particular the Railways Act and European Union legislation. This rule does not affect the applicant's right to transport exceptional consignments under the conditions set out in this track statement.

The applicant undertakes, in exercising the right of access to the railway line in question, to act in accordance with the railway operator's technical regulations set out in the railway transport operating agreement, or with the railway operator's technical regulations to which the railway transport operating agreement otherwise refers.

The applicant may only use the allocated capacity in such a way that, at no point along the route, does the deviation from the allocated time position exceed 3 hours ahead of the allocated route (advance) or 20 hours behind the allocated time position (delay). Should the operator require a greater deviation, it is obliged to submit an application for a new allocation of track capacity.

Track capacity is deemed to have been utilised on a specific day, in relation to the allocated train path, if it was used on that day between at least two transport points. This means that the applicant may not claim multiple uses of a single commercial transaction and a single allocated timetable for more than one train on a specific day.

Track access charge and rules for its calculation

The track access charge, including the rules for its calculation, is set out in Annex 2 to this Track Statement.

The price for the allocation of track capacity and the rules for its calculation

The price for the allocation of track capacity, including the rules for its calculation, is set out in Annex 2 to this track statement.

Definition of track capacity, including the part reserved for planned maintenance and repair of the track

During the period of validity of the 2027/2028 timetable, the Allocator shall define the railway capacity, including the part reserved for planned maintenance and repair of the track, to the extent of that portion of the railway's technical capacity within a single calendar day which allows for the allocation of at least three train paths in each direction and across the entire section of the railway, provided that the parameters of these paths correspond to those of a freight train hauled by a locomotive capable of achieving and maintaining the maximum line speed; this provision does not preclude the railway operator's right to restrict railway operations for reasons laid down by law, in particular Section 23b et seq. of the Railways Act.

Applicants authorised to use the railway capacity reserved in this way are:

- applicants operating rail transport for the purpose for which this track capacity is reserved (in particular for the carriage of passengers or goods in connection with track maintenance or repair, or for the purpose of carrying out measurements and diagnostics of the track's technical parameters, etc.),
- applicants whose railway capacity allocated by the allocator is restricted due to ongoing maintenance or repair works, but only to the extent necessary to alleviate such restrictions,
- other applicants, provided that the track capacity reserved in this way is not utilised in the manner specified in the preceding points.

Rules on restrictions on railway operation

The railway operator shall draw up a draft plan for restricting the operation of the railway or part thereof due to the performance of activities related to railway maintenance or repair, activities related to the construction of the railway or works on the railway, or other activities endangering the safety or continuity of rail transport on the railway, provided that a development consent has been granted for the construction of the railway or works on the railway, and in other cases where the anticipated duration of the restriction exceeds 24 hours. The draft plan for restrictions on the operation of the railway or part thereof shall be approved by the Office for the Protection of Competition (ÚOHS) by means of a decision.

The railway operator shall publish on the website http://www.azd.cz information on planned restrictions on railway operations on the affected lines. A carrier operating public rail transport, where the costs incurred directly in connection with providing replacement transport for interrupted public passenger rail transport due to a restriction on railway operations planned in accordance with Section Section 23b(3) of the Railways Act, shall be entitled to compensation from the railway operator for this difference. The railway operator shall reimburse this difference provided that the applicant demonstrably substantiates the amount of costs incurred directly in connection with the provision of replacement transport and the amount of savings associated with the suspension of rail transport. If a transport operator is entitled to reimbursement of costs incurred directly in connection with the provision of replacement transport under a public service contract for passenger transport, it must also provide verifiable evidence of the amount of this claim.

Furthermore, under the Railways Act, the railway operator is authorised to restrict railway operations for reasons not specified in the approved restriction plan, in respect of:

- restoring the railway to operational condition following disruption caused by a natural disaster or emergency,
- maintenance or repair of the railway, provided that the expected duration of the restriction does not exceed 24 hours or there is no restriction on rail transport operations on the railway, or

- maintenance or repair of the railway, where the conditions set out in the preceding indent are not met but the performance of these activities cannot be deferred.

In such cases, the railway operator is obliged to notify the applicants concerned, the railway owner and the Office for the Protection of Competition without undue delay, stating the reasons for its course of action and the expected duration of the restriction. If the statutory conditions are not met, the Office for the Protection of Competition shall decide on the railway operator's obligation to resume railway operations and shall set a reasonable deadline for this.

Rules for the allocation and withdrawal of railway capacity, including the allocation of capacity in exceptional circumstances

The Allocator states that, on the basis of a separate contractual agreement between the Allocator and the Operator, it has authorised the Operator to exercise certain rights and obligations in relation to the allocation of railway capacity; the Operator is authorised, in the exercise of these rights and obligations, to deal directly with the applicant for the allocation of railway capacity, in which case it acts in its own name and on behalf of the Allocator.

The operator thus exercises the following rights and obligations on behalf of the Allocator when allocating track capacity:

- drawing up the timetable,
- ensuring the preparation of the annual timetable and the production of tabular timetables and the diagrammatic timetable, including any amendments thereto,
- ensuring the production of timetable data tables for passengers (printed timetable), including the incorporation of any supplementary and fare information, including any amendments thereto,
- ensuring the preparation of a draft timetable for passenger and freight rail transport, including its publication and consultation in the manner and within the time limits laid down in Section 34a of the Railways Act.

The Allocator allocates track capacity within the scope of the train's route. Track capacity for shunting movements, including shunting between marshalling yards, as well as for the movement of a railway vehicle onto a closed track and the movement of a railway vehicle from a closed track, shall not be allocated.

Track capacity may only be allocated to an applicant who meets the conditions set out in this track declaration and in generally binding legal regulations, and provided that the track in question permits such allocation of capacity.

An applicant intending to submit an application for the allocation of railway capacity for the purpose of operating regular passenger rail transport services without a public service contract for passenger transport, in accordance with the directly applicable European Union regulation governing the economic equilibrium test, shall notify the Office for the Protection of Competition (ÚOHS) and the Allocator of this fact no later than 18 months before the date on which the timetable comes into force. The Allocator shall not allocate railway capacity for the purpose of operating passenger rail transport without a public service contract for passenger transport if the applicant fails to notify its intention, unless no rail transport is operated on the line in question under a public service contract for passenger transport and there is no prospect of such transport being operated. Nor shall the Allocator allocate railway capacity until a decision by the Office for the Protection of Competition (ÚOHS) has become final, if an application has been submitted for an assessment of the threat to the economic equilibrium of passenger rail transport operated under a public service contract for passenger transport on the railway line in question or a section thereof, as a result of the operation of passenger rail transport without such a contract.

Requirements for an application for the allocation of railway capacity

An application for the allocation of railway capacity must contain:

- a description of the applicant, including details enabling their identification in accordance with generally applicable legislation (in the case of a natural person: first name, surname, date of birth, address, or identification number, if assigned by another authority; in the case of a legal person, the name under which it is registered in the relevant register, its registered office and identification number),
- a specification of the required portion of the total track capacity in the form of a train route defined by a starting point and a destination; unless the allocator and the applicant agree otherwise, the train's journey must not involve a return journey in the same direction on any section of the track,
- specification of the required portion of the total track capacity in the form of time data relevant to the construction of the train timetable (i.e. including the train's stop at the relevant transport points, together with an indication of the reasons for such a stop),
- the type of train intended to utilise the track capacity should it be allocated, as well as a specification of the operational and technical parameters of the train (rail vehicles), in particular the maximum weight, maximum speed, train length, the most unfavourable track class for the train's rolling stock, the method and mode of braking, the maximum braking gradients for the train and the running resistance of the rolling stock,
- the type of traction of the train's traction rolling stock, the number of such rolling stock items with a specification of their type or series, and a specification of the required technical operations in relation to this traction rolling stock (e.g. coupling/uncoupling, etc.); this provision does not apply to traction rolling stock which, for the purposes of train operation, is treated as hauled rolling stock,
- the time or period of use of such a route (or routes) within the period for which track capacity is allocated (e.g. daily, on working days, during a specified period, etc.),
- the mode of rail transport operation under which the train is to run (e.g. public passenger rail transport, etc.); where the train is to run in connection with the operation of rail transport in fulfilment of obligations under a public service contract for passenger transport, or in fulfilment of obligations imposed by a decision of the contracting authority, this fact shall be stated in the application for the allocation of track capacity,
- information to be published in the annual timetable as notes (including notes of a tariff nature), as well as the temporal and geographical scope of such notes;
- the type and scope of the services requested,
- any further requirements of the applicant regarding the operation of railway vehicles and track occupancy within the area of the station (traffic point) where the train's route begins or ends, as well as technical operations at intermediate stations (traffic points),
- in the case of a request for the allocation of ad hoc (individual) track capacity, a specification of the operational procedures at the destination and en route stations (traffic points), if a stop or operational procedure is anticipated at the station (station point) in question that would result in the track being occupied at that station (station point) prior to the train's arrival or after its departure, or if the applicant requests any further cooperation from the railway operator,
- known exceptional circumstances relating to the train.

In the event of a change to the circumstances set out in points 1 to 6, then, depending on the nature of such a change—if it occurs within the framework of the annual timetable— the Allocator shall assess whether this change constitutes a mere amendment to the application without affecting its nature, or whether the application is to be reclassified as a late application for the allocation of railway capacity. A change to the application is defined as a modification made by the applicant to such an extent and at such a time that it necessitates a change to the parameters of an already constructed route by the Allocator (operator). The deadlines for submitting applications for the

annual timetable are published by the operator in the relevant statement on the operator's railway, or are published on the Railway Operations Portal (http://www.provoz.spravazeleznic.cz).

The applicant is responsible for ensuring that the application for the allocation of railway capacity is complete in terms of content, factually correct and meets all other requirements.

Type of application for the allocation of railway capacity in terms of the time of its submission

In accordance with generally binding legal regulations, in particular Section 34a et seq. of the Railways Act, applications for the allocation of railway capacity are categorised, based on the time of submission, as follows:

- applications on the basis of which railway capacity is allocated when drawing up the timetable and its amendments,
- applications on the basis of which railway capacity is allocated after the timetable has come into force.

The Allocator then, within the limits of the Railways Act, classifies individual applications for the allocation of railway capacity into:

- applications for the allocation of track capacity in the annual timetable,
- late applications for the allocation of track capacity to the annual timetable,
- applications for the allocation of track capacity to an amendment to the annual timetable,
- applications for individual ad hoc allocation of railway capacity (i.e. after the annual timetable has come into force).

Procedure for submitting an application for the allocation of track capacity to the annual timetable and its amendments

Track capacity for the annual timetable is allocated for a period not exceeding the validity of the relevant annual timetable. The allocator (operator) decides on the train route and the train timetable. The allocation of track capacity is carried out in accordance with the relevant provisions of the Railways Act, in particular Sections 34 and 34a of the Railways Act.

Guidance on the annual timetable is available on the railway operator's website and on the allocator's website.

Applications for the allocation of track capacity are submitted to the Allocator via the Operator, namely

- using the operator's IS KANGO information system, which is available on the operator's Railway Operations Portal at http://www.provoz.spravazeleznic.cz, or
- in writing via a postal licence holder (e.g. by sending it to a data box, by post to the operator's registered office) or by hand delivery to the operator's registry office at the operator's registered office on working days between 8.00 am and 2.30 pm.

The applicant is obliged to request the operator to grant access rights to the operator's Track Operation Portal, and must do so sufficiently in advance to enable the applicant to submit an application for the allocation of track capacity properly and on time.

For the purposes of determining the time of receipt of an application for the allocation of railway capacity, the time of receipt on the relevant calendar day (hour, minute) shall be decisive. An application for the allocation of railway capacity is deemed to have been received by the operator if it is submitted via:

- the KANGO IS, at the moment the application for track capacity allocation is submitted via the KANGO IS,

- a postal licence holder: at the time of delivery of the application for track capacity allocation.

The process of allocating track capacity to the annual timetable can be described in terms of its individual stages as follows:

- receipt of an application for the allocation of track capacity in the annual timetable,
- submission of a proposed train path structure,
- acceptance of this proposed train path structure by the applicant, or rejection of this proposed train path structure by the applicant, stating the reasons,
- where applicable, consultation with applicants regarding the proposed allocation of track capacity in cases where two or more applicants have applied for the same portion of track capacity, including, where applicable, a declaration that the track or part thereof is congested,
- allocation of track capacity.

The rules of the process set out above shall apply mutatis mutandis to the process of allocating track capacity as part of a planned amendment to the annual timetable.

Should the applicant intend to accept the proposed route (train timetable) or, alternatively, to reject this proposed route, stating their reasons, they are entitled to do so via the KANGO Information System or in writing to the operator's relevant timetable department. An applicant who intends to reject the proposed route, stating their reasons (or to submit comments on the proposed route), is obliged to do so within the specified time limit; otherwise, the proposed route shall be deemed to have been accepted. The Allocator shall respond to any comments made by the applicant by the time the track capacity is allocated.

Should the applicant accept the proposed route, the operator shall incorporate this route into the annual timetable (or any amendments thereto) and into the supporting documents for the annual timetable (amendments to the annual timetable).

With regard to the individual steps involved in allocating track capacity to the annual timetable, the deadlines and timeframes set out in this track statement and in the operator's relevant track statement published for the relevant timetable validity period apply; these are available on the website http://www.spravazeleznic.cz.

A late application for the allocation of track capacity is defined as an application submitted by the applicant after the deadline for submitting applications for the allocation of track capacity to the annual timetable, but before the allocation of track capacity to applicants in the annual timetable. The Allocator shall take late applications into account when allocating capacity and drawing up the draft timetable, where possible. Only track capacity remaining after the satisfaction of applications submitted before the deadline for submitting applications for the allocation of track capacity for the annual timetable may be allocated on the basis of a late application. Where several late applications relate to the allocation of the same portion of track capacity, the Allocator shall allocate the capacity in the order in which the applications were received. In the event of concurrent late applications, the Allocator shall schedule the allocation in such a way as to satisfy each applicant and shall discuss this schedule with the applicants concerned. If several applicants request the allocation of the same portion of track capacity on a line or part of a line designated for the priority allocation of track capacity for the purpose of operating passenger or freight rail transport, the Allocator shall organise the allocation in such a way as to satisfy every application for the allocation of track capacity for the purpose of operating the relevant type of rail transport, and thereafter, if any track capacity remains available, other applications; the Allocator shall discuss this allocation plan with the applicants. The Allocator may, to the extent necessary, deviate from the requested portion of railway capacity; in doing so, it shall endeavour to maintain international train services where possible. The Allocator shall provide the applicants concerned with the necessary information in good time before the schedule is discussed, in particular details of applications for the same portion of railway capacity, details of other applications for capacity

allocation on the railway line in question, and details of the allocated railway capacity. The Allocator shall only disclose the applicant's identifying details with the applicant's consent.

Where an application for the allocation of track capacity is submitted prior to a change to the annual timetable, in accordance with the deadlines specified by the operator in its track statement issued for the period of validity of the relevant timetable, the following shall apply: that, in the event of such a change to the annual timetable, train paths shall be constructed within the remaining available track capacity, taking into account paths already allocated and planned restrictions on track operations; applications for track capacity allocation prior to a change to the annual timetable shall have lower priority than applications for track capacity allocation submitted earlier.

Procedure for submitting an application for ad hoc track capacity allocation

Upon request, the Allocator shall provide information on the remaining available track capacity within 5 working days of the date of receipt of the request for such information.

Track capacity is allocated on the basis of an ad hoc track capacity allocation application, always up to the time of the next scheduled change to the annual timetable at the latest, and always within the limits of the remaining available track capacity.

An application for the ad hoc allocation of track capacity shall be submitted to the Allocator via the Operator, using the Operator's IS KADR information system, which is available on the Operator's Track Operation Portal at http://www.provoz.spravazeleznic.cz.

The applicant is obliged to request access rights to the operator's Track Operation Portal from the operator well in advance, so that they may submit the application for capacity allocation properly and in good time.

For the purposes of determining the time of receipt of an application for the allocation of railway capacity, the time of receipt on the relevant calendar day (hour, minute) shall be decisive. An application for the allocation of railway capacity is deemed to have been received by the operator at the moment it is submitted via the KADR Information System.

Any amendment to an ad hoc track capacity allocation application is always treated as a new application.

When allocating ad hoc track capacity, the Allocator applies the individual products in accordance with the operator's track declaration, i.e.:

- a request for ad hoc track capacity allocation (product P3),
- a request for ad hoc track capacity allocation (product N3),
- an application for ad hoc track capacity allocation for the purpose of carrying out a technical safety test on a railway vehicle (product TB),
- application for ad hoc allocation of track capacity for the purpose of conducting a test run of railway vehicles of an unapproved type, or a run at a speed higher than the line speed (product ZK),
- a request for an ad hoc allocation of track capacity for the purpose of maintenance or repair of the railway operator's track (product UI),
- a request for an ad hoc allocation of track capacity due to restrictions on the railway operator's infrastructure (product OM),
- a request for ad hoc allocation of track capacity for journeys for other reasons on the part of the allocator or the railway operator (product JD).

When allocating track capacity on an ad hoc basis, the procedure is followed where two or more applicants request the same portion of track capacity, in the same way as for the allocation of track capacity in the annual timetable.

The route proposal is delivered to the applicant via the KADR IS. The applicant is entitled to submit comments on the route proposal via the KADR IS; if no such comments are submitted, the applicant is deemed to have accepted the route proposal. The applicant is obliged to accept the route proposal or, where applicable, to submit comments on the route proposal to the allocator:

- for applications submitted 3 or more working days before the intended train journey – within 24 hours of receiving the proposed route, but no later than 2 hours before the train's departure from the departure station as specified in the proposed route,
- for applications submitted less than 3 working days before the intended train journey – within 2 hours of receiving the proposed route, but no later than 2 hours before the train's departure from the originating station as specified in the proposed route.

The applicant is entitled to accept the proposed route even before it is delivered to them, by stating this fact when submitting an application for the allocation of ad hoc track capacity; in such a case, the track capacity is allocated to the applicant automatically.

If the applicant does not submit any comments on the proposed route, the proposed route is deemed to have been accepted.

The Allocator (operator) is obliged to acknowledge receipt of an application for the allocation of ad hoc track capacity within 5 working days of its receipt.

Transport of exceptional consignments

A consignment is classified as exceptional if, due to its external dimensions, weight and/or nature, taking into account the rolling stock used and the structural, technical and transport parameters of the railways concerned, its carriage requires the adoption and implementation of special technical and/or operational measures by any person involved in its carriage.

The following are considered exceptional consignments:

- consignments exceeding the loading gauge, railway vehicles exceeding the clearance gauge,
- consignments exceeding the weight limit,
- consignments of exceptional length,
- other consignments:
    - passenger or freight trains exceeding the length limits specified in this railway declaration or in the track condition tables,
    - railway vehicles which, by decision of the competent public authority, may be operated under special technical and operational conditions,
    - consignments loaded onto wagons with more than 8 axles.

Exceptional consignments may only be transported following consultation with the railway operator.

The conditions and amount of the financial guarantee in accordance with the directly applicable European Union regulation governing the criteria for applicants for the allocation of railway capacity, where such a guarantee is required

The Allocator does not require a financial guarantee in accordance with Commission Implementing Regulation (EU) No 10/2015 of 6 January 2015 on criteria for applicants for the allocation of railway infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014.

Conditions and principles for the allocation of capacity, including criteria for the priority allocation of capacity where a line or part thereof is declared to be congested

In accordance with Section 34a of the Railways Act, the following rules apply to the allocation of railway capacity when drawing up the timetable and any amendments thereto.

If several applicants request the same portion of railway capacity, the allocator shall schedule its allocation in such a way as to satisfy each applicant and shall discuss this schedule with the applicants concerned.

Where it is not possible to accommodate the individual requests of applicants, the allocator shall proceed, depending on the nature of the request, in accordance with the provisions of Section 34a(4) and (9) of the Railways Act; that is to say, where several applicants request the allocation of the same portion of railway capacity in the case of a railway or part thereof, which has been designated for the priority allocation of railway capacity for the purpose of operating passenger or freight rail transport, the Allocator shall allocate such capacity in such a way as to satisfy every application for the allocation of a portion of railway capacity for the purpose of operating the relevant type of rail transport, and thereafter, if any railway capacity remains available, the remaining applications; it shall discuss this allocation plan with the applicants. The Allocator may, to the extent necessary, deviate from the requested portion of railway capacity; in doing so, it shall endeavour to maintain international train services where possible. The Allocator shall provide the applicants concerned with the necessary information in good time before the schedule is discussed, in particular details of applications for the same portion of railway capacity, details of other applications for capacity allocation on the railway line in question, and details of the allocated railway capacity. The Allocator shall only disclose the applicant's identifying details with the applicant's consent.

If the procedure set out in the previous point fails to satisfy all requests for the allocation of track capacity, the Allocator shall declare the line concerned, or part thereof, to be congested. On a congested line or part thereof, the Allocator shall give priority to requests for the allocation of track capacity:

- for the purpose of operating rail transport under a public service contract for passenger transport,
- combined transport; and
- rail freight transport where the train crosses the state border of the Czech Republic.

The Allocator shall discuss the priority allocation of track capacity with the relevant applicants. If, even after such consultation, it is not possible to accommodate all priority applications, the Allocator shall allocate track capacity first for the purpose of operating rail transport under a public service contract for passenger transport, then for combined transport, and then for rail freight transport in which a train crosses the state border of the Czech Republic, provided that track capacity remains available. In the context of rail transport under a public service contract for passenger transport, the allocation authority shall allocate track capacity first for the operation of rail transport providing transport services at national level, then for rail transport providing transport services at regional level, and finally for rail transport providing transport services at local authority level.

Procedure for processing applications for capacity allocation and deadlines for their processing

The procedure to be followed by the Allocator when processing an application for the allocation of railway capacity, including the time limits, is governed by the specific provisions of this Railway Declaration, depending on the nature of the application (application for the allocation of railway capacity for the annual timetable or amendments thereto, including late applications; application

for the allocation of railway capacity on an ad hoc basis). When allocating track capacity, the Allocator shall proceed in a manner that precludes any preferential treatment of any applicant.

Procedure for regular amendments to the current timetable, dates for amending the current timetable and relevant deadlines

With regard to the operator's authorisations set out in this track statement, the Allocator shall, in connection with regular amendments to the current timetable, act in accordance with the rules laid down in the operator's current and effective track statement.

Conditions and principles governing the withdrawal, restriction and relinquishment of allocated capacity; the procedure for the withdrawal, restriction and relinquishment of allocated capacity; and the relevant time limits, including the conditions for relinquishing allocated capacity on an overloaded line in the event of its partial or complete non-utilisation

The withdrawal of allocated track capacity means a unilateral act by the allocator whereby the latter withdraws the capacity allocated to the applicant for reasons set out in this track statement or in generally binding legal regulations.

A restriction on allocated track capacity means a unilateral act by the allocator whereby the latter restricts the content or scope of the capacity allocated to the applicant, for reasons set out in this track statement or in generally binding legal provisions.

'Waiver of allocated track capacity' means a unilateral act by the applicant whereby the applicant waives, in whole or in part, the allocated track capacity.

The Allocator is entitled to withdraw the allocated track capacity from the applicant if:

- it has not been used for a period of one month,
- it is so stipulated in the railway declaration issued by the operator,
- the relevant rail transport operator has ceased to meet the conditions for access to the railway,
- the railway operator has failed to pay the due charge for the use of the railway, even in part, and even within an extended period for payment,
- the rail transport operator uses the railway in contravention of the allocated railway capacity,
- the track capacity allocated on the line into which the track in question joins has been withdrawn, restricted or has ceased to exist as a result of the applicant relinquishing that allocated track capacity.

The Allocator is entitled to restrict the track capacity allocated to the applicant if, over a period of one month, the allocated track capacity has been utilised to an extent of less than 25 per cent of the allocated track capacity (in train-kilometres).

The applicant is entitled to relinquish the allocated track capacity:

- via the KANGO IS; for domestic routes, in the event of a waiver prior to the regular change to the annual timetable, also in writing, whereby the moment of waiving the allocated track capacity is deemed to be the moment the request is delivered to the operator,
- via the KADR information system, including data communication between the applicant's information system and the KADR information system.

The Allocator is also entitled to request that the applicant relinquish the allocated track capacity if such track capacity has been utilised to an extent of less than 50 per cent of the allocated track capacity (in train-kilometres), for reasons attributable to the applicant or, where applicable, the rail transport operator, which the applicant could have influenced.

Neither the railway operator nor the allocator shall be liable to the applicant – which also includes an authorised rail transport operator – in respect of the exercise of rights forming part of the allocated track capacity, for restrictions on train services, in particular those caused by:

- weather conditions preventing the proper operation of rail transport
- traffic situations caused by extraordinary events within the meaning of the Railways Act, which do not arise in connection with causes attributable to the railway operator or the capacity allocator whilst performing duties relating to their core activities or whilst operating the railway,
- a breach of obligations by the rail transport operator in the operation of rail transport,
- restrictions on railway operations under the Railways Act,
- the actions of third parties,
- the imposition of regulatory measures in rail transport by the relevant generally binding legal provisions, in particular during states of emergency.

In such cases, neither the railway operator nor the allocation authority shall be liable to the applicant for compensation for damage.

If the applicant or a third party causes restrictions on the operation of a train operated by another rail transport operator, the railway operator is entitled to provide the aggrieved rail transport operator with all available documentation to prove liability for the damage incurred.

In the event that the smooth flow of traffic is disrupted for reasons attributable to the applicant (e.g. a train becoming stuck on the track), the applicant is obliged, at their own expense, to take immediate action to remedy this disruption. The applicant is obliged to ensure that the cause of the disruption to the smooth running of services is rectified without delay, in cooperation with the railway operator (specifically, the staff member responsible for organising rail transport).

The applicant is liable for any loss or damage caused by the disruption to the railway operator, the allocation authority, other applicants or third parties. Other applicants are obliged, upon request, to cooperate in rectifying the cause of the disruption, provided that no other serious circumstances prevent them from doing so. The costs associated with providing such assistance shall be borne by the applicant who caused the disruption to the smooth running of operations.

Definition of the railway line or part thereof on which railway capacity is to be allocated as a priority for the purpose of operating passenger or freight rail transport, specifying the available train routes, where such a railway line or part thereof has been designated in accordance with Section 34(5) of the Railways Act

The railways in question are not designated railways within the meaning of Section 34(5) of the Railways Act; that is to say, the capacity allocator does not allocate railway capacity on the railways in question on a priority basis for the purpose of operating passenger or freight rail transport.

General provisions on the powers and jurisdiction of the administrative authorities of the Czech Republic in the field of railways and rail transport

The powers and jurisdiction of the administrative authorities of the Czech Republic in the field of railways and rail transport are governed, in particular, by the Railways Act.

Competence and powers:

- the functions of the licensing authority within the meaning of the Directive are exercised at first instance by the Railway Authority,

- the functions of the safety authority within the meaning of the Safety Directive are exercised at first instance by the Railway Authority,
- the regulatory body within the meaning of the Directive is exercised by the Office for the Protection of Competition (ÚOHS) at first instance,
- the inspection body within the meaning of the Safety Directive is exercised, in the first instance, by the Railway Inspectorate.

The appeal body in the case of decisions issued by the Railway Authority is the Ministry of Transport; the Railways Act specifies when an appeal cannot be lodged against a decision of the Railway Authority, or when such a decision cannot be reviewed in review proceedings, or specifies when objections may be lodged against a decision of the Railway Authority.

Designation of the administrative authority competent to issue a licence for the operation of rail transport

The competent administrative authority for issuing a licence to operate rail transport is:

- the Railway Authority, the appeal body for which is the Ministry of Transport, in the case of applicants established (including secondary establishment) within the territory of the Czech Republic,
- the competent authority issuing licences to railway undertakings of another Member State in accordance with the legal system of the Member State in which the relevant rail transport operator is established as a railway undertaking within the meaning of the Directive.

Designation of the administrative authority competent to issue a carrier's certificate

The competent administrative authority for the issue of a carrier's certificate is:

- the Railway Authority, the appeal body for which is the Ministry of Transport, in the case of an applicant who does not hold a carrier's certificate valid within the territory of another Member State of the European Union, applies for the issue of a carrier's certificate solely for the territory of the Czech Republic[1] and has simultaneously designated the Railway Authority as the competent authority; the Railways Act stipulates when no appeal may be lodged against a decision of the Railway Authority issued in relation to a carrier's certificate, nor may such a decision be reviewed in review proceedings (Section 31a et seq. of the Railways Act),
- The European Union Agency for Railways in the case of an applicant whose carrier's certificate is to cover the territory of at least two Member States of the European Union.

Conditions for the issue of a licence to operate rail transport

The conditions for the issue of a licence are laid down:

- in the case of licence applicants established in the Czech Republic, Section 25 et seq. of the Railways Act,
- in the case of licence applicants not established in the Czech Republic, the legislation of the Member State in which the applicant is established, which transposes and implements the objectives set out in the Directive.

Further provisions relate to the conditions for the granting of a licence as set out in Section 25 et seq. of the Railways Act. The granting of a licence means the granting of authorisation to operate rail transport on national and regional railways.

1 The territory of the Czech Republic is also understood to include the territory of another Member State to the extent of the section of railway line situated near the Czech Republic's state border, within the meaning of Section 31a(1) of the Railways Act.

The Railway Authority shall, upon application, grant authorisation to operate rail transport on national and regional railways, provided that the applicant

- is over 18 years of age and has full legal capacity, in the case of a natural person,
- has a clean criminal record; for the purposes of proceedings to grant authorisation to operate rail transport, a person shall not be deemed to have a clean criminal record if they have been finally convicted of an intentional criminal offence or of a criminal offence committed through negligence in connection with the operation of rail transport, unless they are treated as if they had not been convicted. A legal person shall also not be regarded as having a clean criminal record if a member of its statutory body has been convicted by a final judgement of an intentional criminal offence or a criminal offence committed through negligence in connection with the operation of rail transport, unless that person is treated as if they had not been convicted;
- is professionally competent; for the purposes of proceedings to grant authorisation to operate rail transport, a person is deemed to be professionally competent if they have completed a bachelor's, master's or doctoral degree programme in the field of technical sciences and technologies, transport, economics or law, and has at least three years' experience in a managerial role within the rail transport sector; or has completed higher vocational education or secondary education with a school-leaving examination in fields related to rail transport as specified in the Rail Transport Act, and has at least five years' experience in a managerial role within the rail transport sector. A legal person shall also be deemed professionally competent if at least one member of its statutory body is professionally competent within the meaning of the preceding sentence.
- is financially competent; for the purposes of proceedings to grant authorisation to operate rail transport, a person is deemed financially competent if they are able to financially secure the commencement and proper operation of rail transport for a period of at least 12 months. A person shall not be regarded as financially competent if their insolvency is being dealt with by a decision of the insolvency court declaring bankruptcy in respect of the debtor's assets or authorising reorganisation, or where the insolvency court has decided to terminate the bankruptcy proceedings on the grounds that the debtor's assets are wholly insufficient to satisfy creditors, or if they owe arrears in respect of taxes, social security contributions or penalties, contributions to the state employment policy, or general health insurance contributions.
- has not seriously breached labour law provisions,
- has not seriously breached customs regulations in relation to authorisation to operate rail freight transport,
- is insured, as at the date of commencement of rail transport operations, against liability to compensate for damage caused by such operations; and
- is established in the territory of the Czech Republic.

Conditions for the issue of a carrier's certificate

The conditions for the issue of a carrier's certificate are as follows:

- in the case of an applicant who does not hold a carrier's certificate valid within the territory of another Member State of the European Union, the applicant applies for the issue of a carrier's certificate solely for the territory of the Czech Republic and, at the same time, has designated the Railway Authority as the competent authority under Section 31a et seq. of the Railways Act, together with Commission Implementing Regulation (EU) 2018/763,
- in the case of other applicants for a carrier's certificate, the legislation of the Member States concerned, together with Commission Implementing Regulation (EU) 2018/763.

Further provisions relate to the conditions for the issue of a carrier's certificate as laid down in Section 31a of the Railways Act.

An applicant for a carrier's certificate is required to submit to the Railway Authority an application for a carrier's certificate, which must contain

- the information required under Commission Implementing Regulation (EU) 2018/763,
- details of the type of service, which is understood to mean
    - passenger rail transport, including high-speed transport,
    - passenger rail transport excluding high-speed transport,
    - rail freight transport, including the transport of dangerous goods,
    - rail freight transport, excluding the transport of dangerous goods, or
    - shunting only,
- details of the area of operation, which is understood to mean
    - national and regional railways,
    - a section of a national or regional railway line on which the applicant intends to operate rail transport, or
    - a railway in the territory of another Member State on which the applicant intends to operate rail transport within the meaning of Section 31a(1) of the Railways Act,
- details of the scope of operations, meaning the estimated number of passengers carried and the volume of freight transported per year, and an indication of whether, in view of the estimated number of employees, the applicant will be a micro-enterprise, a small, medium-sized or large undertaking within the meaning of Commission Regulation (EU) No 651/2014 of 17 June 2014 declaring certain categories of aid compatible with the internal market in accordance with Articles 107 and 108 of the Treaty, as amended.

The application for a carrier's certificate shall be accompanied by the documents specified in Commission Implementing Regulation (EU) 2018/763.

The procedure to be followed by the applicant prior to submitting an application for a carrier certificate and the procedure for the issuance of a carrier certificate are laid down in Commission Implementing Regulation (EU) 2018/763.

The carrier's certificate shall contain the particulars set out in Commission Implementing Regulation (EU) 2018/763 and information on the type, area and scope of operations.

Further details are set out in generally binding legal provisions published in the Collection of Laws and the Official Journal of the European Union (https://www.mvcr.cz/clanek/sbirka-zakonu.aspx and https://eur-lex.europa.eu/homepage.html?locale=cs).

The procedure and principles followed by the Allocator in the out-of-court settlement of disputes between itself and an applicant for the allocation of railway capacity, and the time limit for such settlement

For the purposes of out-of-court dispute resolution between the allocation body and an applicant in relation to the allocation of railway capacity, a 'dispute' means a dispute arising between those parties during or in connection with the allocation of railway capacity, and which concerns the subject matter, content or extent of the portion of the total track capacity required for the requested train path and in connection with the use of such a portion.

Out-of-court dispute resolution is not mandatory for the applicant. The applicant is entitled to exercise their right to lodge an application for a decision as to whether the extent of the allocated railway capacity or the procedure for its allocation is in breach of generally binding legal regulations pursuant to Section 34f(1) of the Railways Act, irrespective of any prior out-of-court settlement of the dispute between them and the applicant for the allocation of railway capacity. The Office for the Protection of Competition (ÚOHS) shall decide on this application.

The entity responsible for resolving disputes out of court and impartially is the commercial company SART-stavby a rekonstrukce a.s., Company Registration Number: 25898671, with its registered office at Uničovská 2944/1b, 787 01 Šumperk, registered in the Commercial Register maintained by the Regional Court in Ostrava, Section B, File No. 2550, email addresssart@sart.cz , data box address *fe5f7j9* (hereinafter referred to as the 'arbitrator'). The Arbitrator does not hold the status of an arbitrator within the meaning of Act No. 216/1994 Coll., on Arbitration Proceedings and the Enforcement of Arbitral Awards, as amended, and its decision does not constitute an arbitral award or any other authoritative decision concerning the rights or obligations of the parties to the dispute. The parties to the dispute are entitled to act in accordance with the arbitrator's decision in a manner that resolves the dispute.

The claimant is obliged to notify the other party to the dispute of their intention to submit a request for out-of-court dispute resolution by an arbitrator at least three days prior to submitting such a request; if they fail to fulfil this obligation, they shall not be entitled to reimbursement of the arbitrator's fee in the amount specified below.

A fee of CZK 2,000 shall be paid to the arbitrator for the commencement of out-of-court dispute resolution, no later than at the time of filing the application for out-of-court dispute resolution. The party obliged to pay the fee is the claimant. Should the arbitrator uphold the claim in full, the unsuccessful party to the dispute is obliged to reimburse the claimant for the amount of the fee paid by the claimant for the initiation of out-of-court dispute resolution.

The Appointing Authority stipulates that, in addition to the provisions of Section 33(3)(i) of the Railways Act, the arbitrator is required to be impartial. Should the arbitrator be a person who, in view of their relationship to the matter or to a person (in particular the claimant), is not impartial, the parties to the dispute are obliged, without undue delay from the moment such an impediment to the arbitrator's decision is discovered, to conclude an agreement appointing another arbitrator who will be impartial. A party to the dispute is not entitled to refuse to enter into such an agreement without good cause.

Proceedings before the arbitrator shall be conducted in writing and in camera, with individual documents relating to the out-of-court dispute resolution being served electronically between the parties to the dispute, as well as between the parties and the arbitrator. The arbitrator is obliged to decide the dispute no later than 10 working days from the date of service of a valid proposal for out-of-court dispute resolution. The claimant is obliged to notify the other party to the dispute of the submission of the application for out-of-court dispute resolution; the arbitrator does not separately notify the other party to the dispute of the content of this application or of the commencement of the out-of-court dispute resolution.

The content of the application for out-of-court dispute resolution shall include the identification of the parties to the dispute, a brief description of the facts in dispute between the parties (the subject matter of the dispute) and a proposed resolution of the dispute. Should the application for out-of-court dispute resolution fail to contain the required particulars, the arbitrator shall request the applicant to remedy the defects in the application.

Conditions for the review of a 'course of action' declaration by the Office for the Protection of Competition

The ÚOHS reviews a track declaration in proceedings initiated

- at the request of an applicant for the allocation of railway capacity or
- ex officio.

In the proceedings, the ÚOHS assesses whether any part of the published railway declaration is in breach of the Railways Act and directly applicable European Union legislation. If the railway declaration was published due to changes to the information it contains, a proposal may only be submitted in respect of those changes.

The application must specify which part of the railway declaration is in breach of the aforementioned legal provisions, in what respect this breach is alleged, and indicate the evidence required to prove it.

If the Office for the Protection of Competition (ÚOHS) decides that any part of the route declaration is in breach of the above-mentioned legal provisions, it shall specify in its decision a reasonable time limit, after the expiry of which that part may no longer be used. The allottee shall replace the part that is in breach of the above-mentioned legal provisions with a new part, which it shall record in the track declaration and republish the track declaration.

The Office for the Protection of Competition (ÚOHS) is obliged to issue a decision no later than 40 days from the date of the commencement of proceedings.

Conditions for the ÚOHS's review of capacity allocation

The ÚOHS reviews whether the extent of the allocated capacity or the procedure for its allocation is in breach of the Railways Act and directly applicable European Union legislation in proceedings initiated

- at the request of an applicant for the allocation of railway capacity or
- ex officio.

The application by the applicant for the allocation of railway capacity must contain details of the alleged conflict between the extent of the allocated railway capacity or the procedure for its allocation and the Railways Act or directly applicable European Union legislation, and must specify the evidence required to substantiate this.

If the Office for the Protection of Competition (ÚOHS) decides that the extent of the allocated railway capacity is in breach of the Railways Act or directly applicable European Union legislation, it shall order the allocator to reallocate the railway capacity and shall specify the manner in which this reallocation is to be carried out.

The ÚOHS is obliged to issue a decision no later than 40 days from the date on which the proceedings were initiated.

Conditions for the ÚOHS's review of a rail transport operating contract

The ÚOHS reviews whether a rail transport operating contract is in breach of the Railways Act and directly applicable European Union legislation in proceedings initiated

- at the request of one of the contracting parties to the rail transport operating agreement or
- ex officio.

A proposal by any of the contracting parties to a rail transport operating agreement must specify which part of the agreement is in breach of the Railways Act or directly applicable European Union legislation, the nature of that breach, and the evidence required to prove it.

If the Office for the Protection of Competition (ÚOHS) decides that any part of a rail transport operating agreement is in breach of the Railways Act or directly applicable European Union legislation, it shall specify in its decision a reasonable period, after the expiry of which that part may no longer be applied.

The ÚOHS is obliged to issue a decision no later than 40 days from the date on which the proceedings were initiated.

Conditions for the ÚOHS's review of a draft rail transport operating agreement

The ÚOHS reviews whether a draft railway transport operating agreement is in breach of the Railways Act and directly applicable European Union legislation in proceedings initiated

- at the request of any of the parties involved in negotiations to conclude a railway transport operating agreement, or
- ex officio.

A proposal submitted by any of the contracting parties involved in negotiations to conclude a rail transport operating agreement must specify which part of the draft agreement is in breach of the Railways Act or directly applicable European Union legislation, the nature of the alleged breach, and the evidence required to substantiate it.

If the Office for the Protection of Competition (ÚOHS) decides that any part of a draft contract for the operation of rail transport is in breach of the Railways Act or directly applicable European Union legislation, it shall specify in its decision a reasonable time limit, after the expiry of which that part may not be used.

Until the conclusion of proceedings initiated at the request of any of the parties involved in negotiations to conclude a rail transport operating agreement, that agreement may not be concluded.

Model draft provisions on penalty payments for disruption to rail transport operations and failure to utilise allocated rail capacity, including an impartial method of out-of-court dispute resolution concerning disruption to rail transport operations

The Allocator shall not impose penalty payments for disruption to rail transport operations.

Penalties for failure to utilise allocated railway capacity shall not be imposed.

For the purposes of out-of-court dispute resolution between the Allocator and the applicant concerning disruption to rail transport operations and in connection therewith, a 'dispute' means a dispute arising between the said parties in the application of the rules concerning disruption to rail transport operations or in connection therewith.

Out-of-court dispute resolution is not mandatory on the part of the applicant.

The body responsible for resolving disputes out of court and impartially is the company SART-stavby a rekonstrukce a.s., Company Registration Number: 25898671, with its registered office at Uničovská 2944/1b, 787 01 Šumperk, registered in the Commercial Register maintained by the Regional Court in Ostrava, Section B, File No. 2550, email addresssart@sart.cz , data box address *fe5f7j9* (hereinafter referred to as the 'arbitrator'). The Arbitrator does not hold the status of an arbitrator within the meaning of Act No. 216/1994 Coll., on Arbitration Proceedings and the Enforcement of Arbitral Awards, as amended, and its decision does not constitute an arbitral award or any other authoritative decision concerning the rights or obligations of the parties to the dispute. The parties to the dispute are entitled to act in accordance with the arbitrator's decision in a manner that resolves the dispute.

The claimant is obliged to notify the other party to the dispute of their intention to submit a request for out-of-court dispute resolution by an arbitrator at least three days prior to submitting such a request; if they fail to fulfil this obligation, they shall not be entitled to reimbursement of the arbitrator's fee in the amount specified below.

A fee of CZK 2,000 shall be paid to the arbitrator for the commencement of out-of-court dispute resolution, no later than at the time of filing the application for out-of-court dispute resolution. The party obliged to pay the fee is the claimant. Should the arbitrator uphold the

claim in full, the unsuccessful party to the dispute is obliged to reimburse the claimant for the amount of the fee paid by the claimant for the initiation of out-of-court dispute resolution.

The Rules stipulate that the arbitrator must be impartial. Should the arbitrator be a person who, in view of their relationship to the matter or to a person (in particular the claimant), is not impartial, the parties to the dispute are obliged, without undue delay from the moment such an impediment to the arbitrator's decision is discovered, to conclude an agreement appointing another arbitrator who will be impartial. A party to the dispute is not entitled to refuse to enter into such an agreement without good cause.

Proceedings before the arbitrator shall be conducted in writing and in camera, with individual documents relating to the out-of-court dispute resolution being served electronically between the parties to the dispute, as well as between the parties and the arbitrator. The arbitrator is obliged to decide the dispute no later than 10 working days from the date of service of a valid proposal for out-of-court dispute resolution. The claimant is obliged to notify the other party to the dispute of the submission of the application for out-of-court dispute resolution; the arbitrator does not separately notify the other party to the dispute of the content of this application or of the commencement of the out-of-court dispute resolution.

The content of the proposal for out-of-court dispute resolution shall include the identification of the parties to the dispute, a brief description of the facts in dispute between the parties (the subject matter of the dispute) and a proposed resolution of the dispute. Should the proposal for out-of-court dispute resolution fail to contain the required elements, the arbitrator shall request the claimant to rectify the defects in the proposal.

The terms and conditions for the provision of services via service facilities accessible from a designated railway line, the price for the provision of these services and the price for the use of the sidings serving to connect the service facilities, in accordance with the information provided by the operator of the service facilities or the sidings

The Allottee states that no sidings serving to connect service facilities lead onto the railways in question.

Service facilities accessible from the railway line in question are, within the meaning of Section 3(1) of Decree No. 76/2017 Coll., on the content and scope of services provided to carriers by the railway operator and the operator of service facilities, as amended, the following operational components of a railway station or stop:

- passenger information systems regarding train arrivals and departures, service disruptions, transport operators' services and other transport connections within integrated transport systems,
- signage indicating access to trains,
- passenger waiting areas,
- sanitary facilities for passengers; and
- track layout for train formation and shunting of railway vehicles.

The Allottee states that the services provided in and via the aforementioned service facilities are not available at all railway stations and stops on the lines concerned. The scope and content of the services provided via the service facilities are set out in Annex 3 to this railway declaration.

Services via the service facilities are provided to individual applicants free of charge.

Model draft framework agreement to be concluded between the Allocator and the applicant for the allocation of railway capacity

The Allocator, in connection with the performance of the main activities of a railway undertaking in accordance with Article 14 of Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria relating to framework agreements for the allocation of railway infrastructure capacity, declares that it does not offer or apply framework agreements in connection with the allocation of track capacity on the lines concerned.

Details of planned changes to track access charges and track capacity allocation charges over the next five years, where such details are available

Depending on changes in economically justifiable costs (direct costs associated with train operations), the Allocator plans to implement changes to track access charges and track capacity allocation charges over the next five years, in principle with effect from the first day of validity of the relevant annual timetable.

_____

Capacity Allocator a.s.
Mgr. Jan Lexa, member of the Board of Directors

Appendix No. 1 to the railway declaration – Basic structural and technical parameters of the railway, including the designation of the start and end points of the railway, as well as operational and technical characteristics in accordance with the list maintained pursuant to Section 23(1)(f) of the Railways Act

Čížkovice – Obrnice regional railway line

- Start of the line: Čížkovice (km 4.023)
- End of the line: Obrnice (km 232.846)
- Length of the line: 34.817 km
- Official authorisation to operate the railway: official authorisation issued by the Railway Authority on 1 March 2017, ref. no. ÚP/2017/8021
- Points where the line intersects with other railway lines: Čížkovice station at km 4.023 on the Lovosice–Louny regional line, Obrnice station at km 232.846 on the Žatec–Obrnice national line; both railway lines are operated by SŽ
- Track gauge: 1,435 mm (standard)
- Traction system: the line is not electrified
- Braking distance: 700 m
- Standard train length N: 240 m
- Standard train length O: 40 m
- Length of freight trains on individual sections of the line: as per TTP
- Track load class with associated speed in km/h: C3/50, B2/100
- Gauge clearance: Z-GČD
- Minimum curve radius: 190 m
- Gauge gradient: 11 ‰ (in the direction from the start to the end of the line), 24.1 ‰ (in the direction from the end to the start of the line)
- Track-side radio communication: the basic track-side radio communication system is GSM-R

Further structural and technical parameters are set out in the tables of line conditions published on the websites of the railway operator and the allocation authority.

Dolní Bousov – Kopidlno regional railway

- Start of the line: Dolní Bousov (km 34.385)
- End of line: Kopidlno (km 25.501)
- Line length: 22.370 km
- Official licence to operate the railway: official licence issued by the Railway Authority on 1 March 2017, ref. no. ÚP/2017/8020
- Points where the line intersects with other railway lines: Dolní Bousov station at km 34.385 on the Mladá Boleslav – Stará Paka regional line, Kopidlno station at km 25.501 on the Jičín – Nymburk regional line; both lines are operated by SŽ
- Track gauge: 1,435 mm (standard)
- Traction system: the line is not electrified
- Braking distance: 400 m
- Standard train length N: 224 m
- Standard train length O: 35 m
- Length of freight trains on individual sections of the line: as per TTP
- Track load class with associated speed in km/h: C3/60
- Clearance: Z-GČD
- Gauge gradient: 14 ‰ (in the direction from the start to the end of the line), 15 ‰ (in the direction from the end to the start of the line)
- Track-side radio communication: the basic track-side radio communication system is GSM-R

Further structural and technical parameters are set out in the tables of line conditions published on the websites of the railway operator and the capacity allocator.

Annex 2 to the Track Statement – Pricing rules regarding the price for the allocation of track capacity and the price for track usage

General remarks on pricing rules regarding the price for the allocation of railway capacity and the price for the use of the railway

When establishing pricing rules, the Allocator carries out one of its core activities, in which it does not take into account the instructions of the railway operator.

When establishing the pricing rules for the aforementioned charges, the Allocator is obliged to base its decisions on generally binding legal regulations, in particular

- Act No. 526/1990 Coll., on prices, as amended,
- the relevant decision of the pricing authority laying down the rules for price regulation (the pricing decision of the Ministry of Finance),
- Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the methods for calculating costs directly incurred in the operation of rail transport.

The applicant (railway operator) is entitled, as part of the right of access to the railway line in question, to use the line at such a regulated price (fixed in kind) for services within the scope specified in Section 2 of Decree No. 76/2017 Coll., on the content and scope of services provided to transport operators by the railway infrastructure manager and the service facility operator, as amended. This constitutes the so-called minimum access package within the meaning of Annex II to Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area.

The Allocator states that, when applying the pricing rules, the general rule relating to the application of rules on individual applicants' access to the railway network shall apply, namely the prohibition of discrimination; discrimination against an applicant does not, however, include differential treatment based on a legitimate reason.

Value added tax is added to the prices at the rate laid down by generally binding legal regulations.

Tax documents are issued by the allocation authority in electronic form in accordance with the procedure laid down in Act No. 235/2004 Coll., on value added tax, as amended. Unless the applicant specifies otherwise, these are delivered to the applicant's data box; in the case of applicants who do not have a data box set up (in particular natural persons for whom a data box is not required by law, legal entities not established in the Czech Republic, etc.), the applicant is obliged to provide an email address to which the allocator will send the tax document in electronic form.

The Allocator shall issue an invoice for the price of track capacity allocation and the price for track usage for the calendar month in which:

- track capacity was allocated to the applicant, in the case of the fee for the allocation of track capacity, and
- the applicant (an authorised rail transport operator) used or was due to use the track in the exercise of rights arising from the allocated track capacity, in the case of the track usage charge.

The fee for the allocation of railway capacity and the fee for the use of the railway are invoiced via tax documents, which are payable by the 30th day of the calendar month following the calendar month in which the event giving rise to the issue of the tax document occurred. The bank account number of the allocator, to which the track capacity allocation charge and the track usage charge are to be paid, and other payment details (variable symbol, etc.) are specified in this tax document.

The price for the allocation of track capacity and the rules for its calculation

In accordance with price regulation rules, the price for track capacity allocation is determined on the basis of the direct costs incurred by the allottee in connection with the allocation of track capacity through the operator.

The price for track capacity allocation is determined on the basis of:

- the length of time between the date of submission of the application for track capacity allocation and the date on which the intended first use of the track capacity to be allocated is to take place,
- the relationship between the application for track capacity allocation and the deadline for drawing up the annual timetable or its planned amendment,
- the complexity of processing the application.

The price for the allocation of track capacity includes:

- reimbursement of the operator's economically justifiable costs incurred in connection with the allocation of track capacity,
- reimbursement of the operator's economically justified costs incurred in connection with the preparation of the timetable allocated to the applicant's request for the allocation of railway capacity (excluding the costs of printing and distributing timetables),
- reimbursement of the operator's economically justifiable costs incurred in connection with the operational introduction of the train, including additional costs arising in connection with the short-term processing and handling of the application.

The price for the allocation of track capacity is calculated using the following formula:

Price = S × number of days of operation [CZK]

where:

S	unit rate for the allocation of track capacity [CZK]
Number of days of operation	the number of days for which the relevant route is allocated [days]

The rates for track capacity allocation are set out in the table below.

Product	Rate S
Application for track capacity allocation for the annual timetable, including late applications	300 CZK
Application for the allocation of track capacity for a planned amendment to the annual timetable	500 CZK
Application for ad hoc track capacity allocation – P3 product	260 CZK
Application for the allocation of ad hoc track capacity – product N3	170 CZK
Application for ad hoc track capacity allocation – TB product	550 CZK
Application for ad hoc track capacity allocation – ZK product	1,030 CZK

Application for ad hoc track capacity allocation – UI product	CZK 0
Application for ad hoc track capacity allocation – OM product	CZK 0
Application for ad hoc track capacity allocation – JD product	CZK 0

Track usage charge and rules for its calculation

The amount of the track usage charge for a train journey on the tracks in question depends on the length and parameters of the track travelled, the purpose of the rail transport operation (passenger or freight transport), the train's parameters and, where applicable, other factors as set out in this track statement (transport of exceptional consignments). In the case of passenger train journeys, the price for the use of the track also includes the price for the use of access routes for passengers on passenger trains.

The price is determined by a calculation based on the actual volume of services provided by rail transport operators on the line in question. In a given accounting period, 'services' are defined as train-kilometres (vlkm) and gross tonne-kilometres (hrtkm), calculated as the product of train-kilometres and the gross weight of the train.

The price for passenger access facilities on passenger trains forms part of the regulated price for the use of the railway, based on the actual costs directly associated with the operation, maintenance, lighting and cleaning in relation to the journey of the train in question, in the case of platforms and their equipment (canopies, lighting, benches, seats, luggage storage areas and litter bins), crossings and paths designated for passenger access to platforms, including their roofing and lighting, as well as signs indicating the name of the railway station or stop and the direction of travel of the train. The categorisation of 'n' railway stations and stops is based on the structural and technical nature of the access routes; the following applies with regard to the classification of individual railway stations and stops into the relevant category:

- category 11 – railway stations with grade-separated access to all platforms,
- category 12 – railway stations with level-separated access to only some platforms,
- Category 13 – railway stations without level-separated access to platforms,
- Category 14 – stops with level-separated access to platforms,
- Category 15 – a halt without level access to the platforms, including halts on a single-track line with a single platform adjacent to the building (shelter).

A train is defined as a coupled and coupled-together group of railway vehicles, consisting of at least one traction vehicle and one hauled railway vehicle, marked with the prescribed signals, accompanied by a train crew and running in accordance with the timetable or the instructions of a professionally qualified person controlling rail traffic, or a single traction rail vehicle or a special self-propelled vehicle, or a consist of at least two traction rail vehicles, marked with the prescribed signals, accompanied by a train crew and travelling in accordance with the timetable or the instructions of a professionally qualified person managing rail traffic.

Base prices and calculation formula

The base price is defined as the price calculated using the calculation formula and the unit prices set for passenger trains or freight trains. The following calculation formula is used to calculate the base price:

$C = C_1 + C_2 + C_{PK}$

C_1	track usage charge (based on the number of train-kilometres travelled)

C_2	track usage charge (based on hrtkm)
C_{PK}	charge for the use of access roads in the case of a passenger train

At the same time, the following applies:

$C_1 = S_1 \times L$

S_1	[CZK] price per 1 km of train journey, depending on the type of train operated (passenger or freight)
L	[km] is the distance travelled by the train, rounded to one decimal place

$C_2 = S_2 \times Q \times L$

S_2	[CZK] is the price per 1,000 gross tonne-kilometres (Gtkm) transported, which depends on the purpose of the train in operation (passenger or freight)
Q	[gross tonnes in thousands] is one thousandth of the train's gross weight in tonnes, which includes the total weight of the train, comprising the load and the passengers carried; the weight of passengers carried is calculated as the product of the train's total capacity, determined by the number of seats, and 80 kg
L	is the distance travelled by the train [km], rounded to one decimal place

$C_{PK} = \Sigma^{15}_{n=11} (Z_n^{PK} \times m_{PK} \times N_{zn})$

C_{PK}	[CZK] is the cost of access routes at railway stations and stops along the entire train route
Z_n^{PK}	[CZK/stop*t] the base price for one scheduled stop of a passenger train for passengers to board and/or alight at railway stations and stops of category 'n'
m_{PK}	[t] is the train weight used to calculate the price for access routes; for the purposes of calculating this component of the track access charge, this is the total train weight minus the weight of active traction rolling stock not capable of carrying passengers, as per the REVOZ operator's information system, rounded up to the nearest whole tonne. For the purposes of calculating this component of the track access charge, the train composition is based on the data provided by the rail transport operator in the operator's IS COMPOST system and in accordance with the operator's internal regulation Is 10

N_{zn}	[planned number of train stops] the planned number of stops made by a passenger train for passengers to board and/or alight at railway stations and stops of category 'n', in accordance with the parameters of the train's allocated route

Track access charges – passenger train, Čížkovice–Obrnice railway line

Type of charge	Unit of service	Price [CZK] per unit of service
S_1	train-km	5.72
S_2	1,000 hrtkm	31.34

Track access charges – freight trains, Čížkovice–Obrnice railway line

Type of charge	Unit of service	Price [CZK] per unit of service
S_1	train-km	34.50
S_2	1,000 hrtkm	34.92

Track access charges – passenger trains, Dolní Bousov – Kopidlno railway line

Type of charge	Unit of service	Price [CZK] per unit of performance
S_1	train-km	5.08
S_2	1,000 hrtkm	27.86

Track access charges – freight trains, Dolní Bousov – Kopidlno railway line

Type of charge	Unit of service	Price [CZK] per unit of performance
S_1	train-km	30.67
S_2	1,000 hrtkm	31.04

Fare rates for scheduled train stops for passengers to board and/or alight

Categories of stations and stops for calculating charges for access routes 'n'	Base price Z_n^{PK} [CZK/stop*t]
11	0.08
12	0.09
13	0.05
14	0.04
15	0.06

Classification of individual railway stations and stops into category 'n'

Name of railway station or stop	Category 'n'
Bělušice	15
Dětenice	13
Dlažkovice	15

Ledkov	15
Libáň	15
Libčeves	13
Osenice	15
Podsedice	15
Rabakov	15
Rokytňany	15
Řítonice	15
Sedlec near Obrnice	15
Semeč	15
Sinutec	15
Skršín	15
Třebenice	13
Třebenice town	15
Třebívlice	13
Židonice	15

Price for publishing a printed timetable

The price for the publication of a printed timetable arranged through the operator is CZK 10,000 for each commenced page of A5 format (122x188 mm) for the period of validity of the timetable.

Appendix No. 3: Declaration on the railway line – Scope and content of services provided via service facilities

Čížkovice – Obrnice regional railway line

- individual stops and railway stations, unless otherwise stated below:
  - passenger information systems regarding train arrivals and departures, service disruptions, transport operators' services and other transport connections within integrated transport systems,
  - signage indicating access to trains,
- Libčeves railway station, Třebenice railway station and Třebívlice railway station
  - passenger information systems regarding train arrivals and departures, service disruptions, transport operators' services and other transport connections within integrated transport systems,
  - signage indicating access to trains,
  - passenger waiting areas,
  - toilet facilities for passengers and
  - track layout for train formation and shunting of railway vehicles.

Dolní Bousov – Kopidlno regional railway line

- individual stops and railway stations, unless otherwise stated:
  - passenger information systems regarding train arrivals and departures, service disruptions, transport operators' services and other transport connections within integrated transport systems,
  - signage guiding passengers to trains,
- Dětenice railway station
  - passenger information systems regarding train arrivals and departures, service disruptions, transport operators' services and other transport connections within integrated transport systems,
  - signage guiding passengers to trains,
  - passenger waiting areas,
  - toilet facilities for passengers and
  - track layout for train formation and shunting of railway vehicles.

Appendix 4 to the Railway Declaration – Model contract for the allocation of railway capacity

Přídělce kapacity a.s., Company Registration Number: 17984408,
with its registered office at Litoměřická 213/30, 190 00 Prague 9,
a company registered in the Commercial Register maintained by the Municipal Court in Prague, Section B, File No. 27925,
as the capacity allocator

and

[identification of the applicant by details enabling their identification]
as the applicant

enter into this agreement on the day, month and year set out below

track capacity allocation agreement

Article I.

1. The Allocator is an impartial allocator which carries out its main activities in relation to the railway lines, the Dolní Bousov – Kopidlno and Čížkovice – Obrnice regional railway lines (hereinafter collectively referred to as the 'regional railway lines').
2. The applicant is interested in accessing the regional railways, either directly, if it is an authorised rail transport operator, or through an authorised rail transport operator.
3. The applicant declares that it is an authorised rail transport operator, i.e. it holds all public-law authorisations to operate rail transport on the regional railways; if the applicant is not such an authorised rail transport operator, they declare that they have entered into a contractual relationship with such an authorised rail transport operator, under which the relevant rail transport operator is authorised and obliged to utilise the track capacity which, should the anticipated circumstances arise, will be allocated to the applicant by the allocator.

Article II.

1. The applicant declares that, in connection with the intention to gain access to regional railways or parts thereof, in particular to apply for the allocation of track capacity on regional railways or parts thereof, and the exercise of the rights arising from such allocation of railway capacity, the applicant undertakes to act in accordance with the rules set out in the valid and effective railway declaration issued by the Allocator in connection with the performance of its principal activities in relation to the railway network (hereinafter referred to as the 'railway declaration'), as well as with other rules contained in the acts to which the railway declaration refers. The applicant is aware of the allocator's right to amend the railway declaration in the event of circumstances provided for by generally binding legal regulations, in particular the Railways Act.
2. The applicant declares that they are familiar with the contents of the track declaration.
3. The contracting parties agree that, in particular,
    a. the price for the allocation of railway capacity and the price for the use of the railway are agreed in accordance with the rules set out in the valid and effective railway declaration. These prices are invoiced and payable in the manner and under the conditions laid down in the valid and effective railway declaration,
    b. the rules governing the allocation, relinquishment, restriction and withdrawal of railway capacity are laid down in the valid and effective railway declaration, which the contracting parties also undertake to comply with.
4. The applicant further declares that they are aware of the obligations relating to the submission of an application for the allocation of railway capacity by an applicant who does not hold a licence to operate rail transport, in which case, in particular, the obligation

to submit to the allocator a declaration from such an authorised rail transport operator confirming their intention to utilise the allocated railway capacity, at the time of submitting the application for such allocation of railway capacity.

5. The applicant acknowledges that, in accordance with the Railways Act, allocated track capacity is non-transferable; that is to say, any transfer of such allocated track capacity is absolutely void; should the applicant transfer the allocated track capacity to another person for consideration, the Allocator shall withdraw the capacity thus transferred. The applicant also acknowledges that, in the event of such a withdrawal of the allocated track capacity, no further track capacity may be allocated to the applicant for a period of 12 months from the date of the withdrawal of the track capacity.
6. The applicant agrees that the Allocator is entitled to disclose all facts relating to the relationship between the Allocator and the applicant in connection with the performance of the Allocator's principal activities on regional railways to the operator of those railways, for the purpose of exercising the rights and obligations of both contracting parties in connection with the operation of the regional railways by the railway operator and the provision of rail transport services on the regional railways by the rail transport operator.
7. The contracting parties acknowledge that matters not expressly governed by this contract are subject to generally binding legal provisions, in particular Act No. 266/1994 Coll., on Railways, as amended, its implementing regulations, as well as
8. the relevant provisions of European Union law.

Article III.

1. This contract is drawn up in two copies, one for each of the contracting parties.
2. Amendments to this Agreement may only be made in writing.
3. Should any provision of this Agreement prove to be invalid, unlawful or unenforceable, the Contracting Parties undertake, at the request of either of them, to conclude an amendment to this Agreement whereby the provision affected by such a defect shall be replaced by a provision free from that defect, whilst preserving the economic meaning and purpose of the provision being replaced.
4. All provisions of this contract must be interpreted in accordance with generally applicable legal regulations and the valid and effective railway regulations.
5. This contract is governed by the laws of the Czech Republic. The courts of the Czech Republic shall have jurisdiction to settle any disputes arising from this contract.

On _____

_____ Allottee

_____ Applicant

Appendix No. 5: Declaration on the track – Contact details

Allottee

Member of the Board of Directors	Mgr. Jan Lexa
Telephone:	+420 728 709 613
Email:	lexa@pridelce.cz

Railway Operator (AŽD)

Head of the Railways and Rail Transport Department	Jiří Pavlík
Telephone:	+420 737 204 549
Email:	pavlik.jiri@azd.cz
Head of the Rail Administration and Operations Department	David Levinský, Eng.
Telephone:	+420 606 618 482
Email:	drahy@azd.cz
Head of the Track Control Centre	David Levinský, Eng.
Telephone:	+420 606 618 482
Email:	drahy@azd.cz

Operator (SŽ)

In accordance with the operator's valid and effective railway declaration.