



NEA Transport research and training



UNIVERSITY OF
OXFORD
Transport Studies Unit

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GLOSSARY

Abbreviation	Czech name (if applicable)	English name
ORGANISATIONS		
RIA		Railway Infrastructure Administration
UNMZ		Czech Office for Standards, Metrology and Testing
LEGAL FRAMEWORK		
NGO		Non Governmental Organisation
PSO		Public Service Obligation
TSI		Technical Specifications for Interoperability

1 ORGANISATIONS INVOLVED IN CARRYING OUT PUBLIC TASKS

Public tasks are distinguished according to the following clusters of activities:

- Separation, licensing and charging and safety
- Interoperability and safety
- State aid, competition and public service obligations
- Statistics

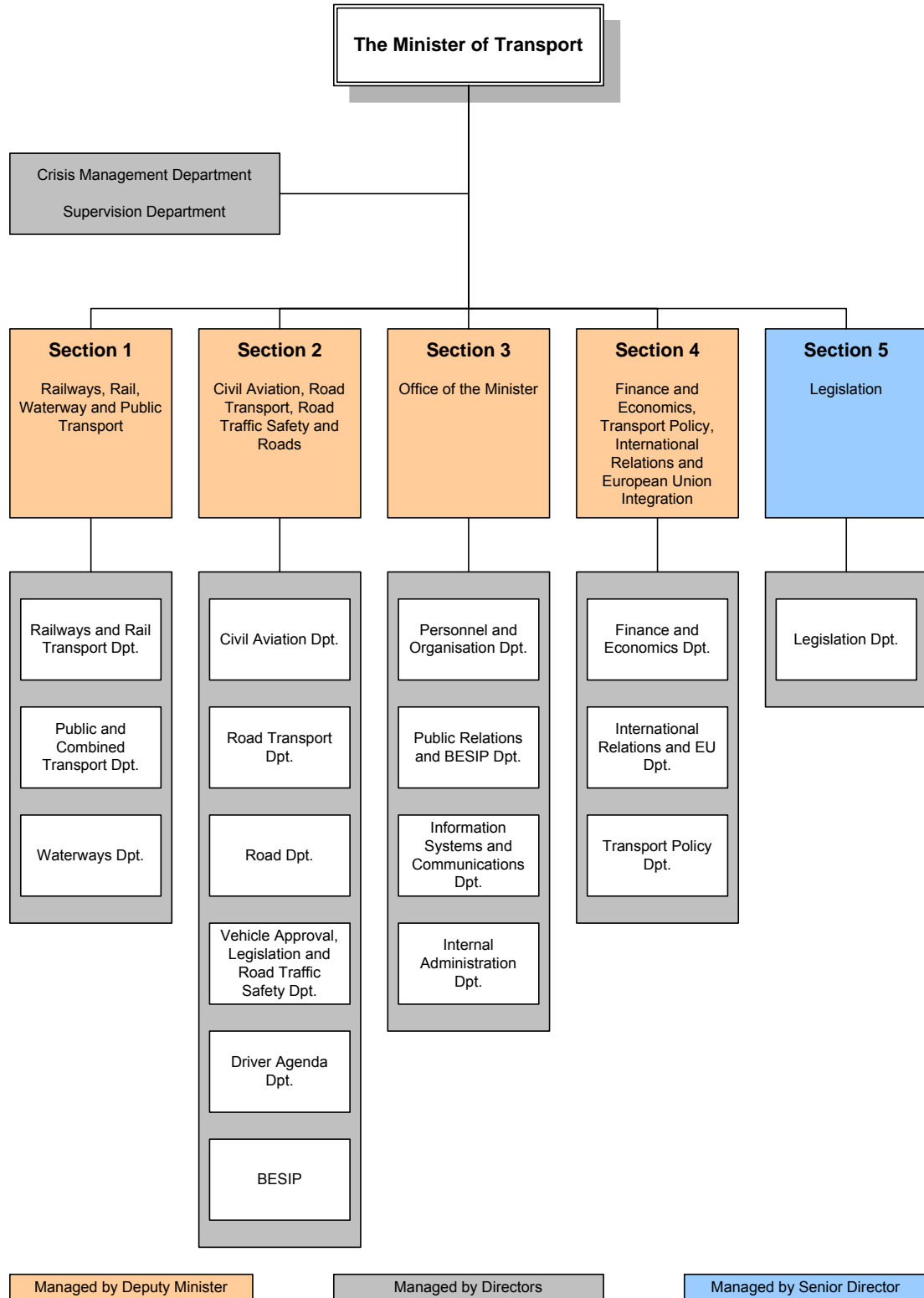
The following organisations are involved in one or more of these clusters of activities:

- Ministry of Transport
- Rail Authority
- Rail Safety Inspection
- Czech Office for Standards, Metrology and Testing
- Railway Infrastructure Administration
- Ministry of Finance
- Office for the Protection of the Competition

1.1 Current organisations

1.1.1 Ministry of Transport

Organisation chart



Income and expenses

Not easily available, only expenditures for transport sector available -
http://www.mdcrcz.cz/text/rocenka_03/index.htm

Number of employees

420

Legal constitution

State administration, the Ministry was created by the Act on Authorities No. 2/1969 Coll.

Clients

NA

Contact details for clients

The basic fields of activities of the Railroad, Railway and Combined Transport Department are to secure functions of the state administration, state supervision and international relations in matters concerning Railroad and Railway Transport, especially under the Act on rail systems No. 266/1994 Coll., on rail systems, as amended, and under the Act No. 50/1976 Coll., on zoning and building code (Building act), as amended by Act No. 83/1998 Coll..

The Department is divided into six sections:

- a) Section of conceptions and advancements,
- b) Section of state administration,
- c) Section of Law,
- d) Section of infrastructure and technology,
- e) Section of railway traffic
- f) Section of combined transport

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Autonomy of organisation

The Ministry of Transport is a state administration central body. The field of railroad and railway transport operation and rail operation rests with the competence of the Railroad, Railway and Combined Transport Department within the Ministry of Transport. The task of this department is to ensure the performance of the state administration, the state technical supervision and the international relations in the matters of railroads, railway transport and

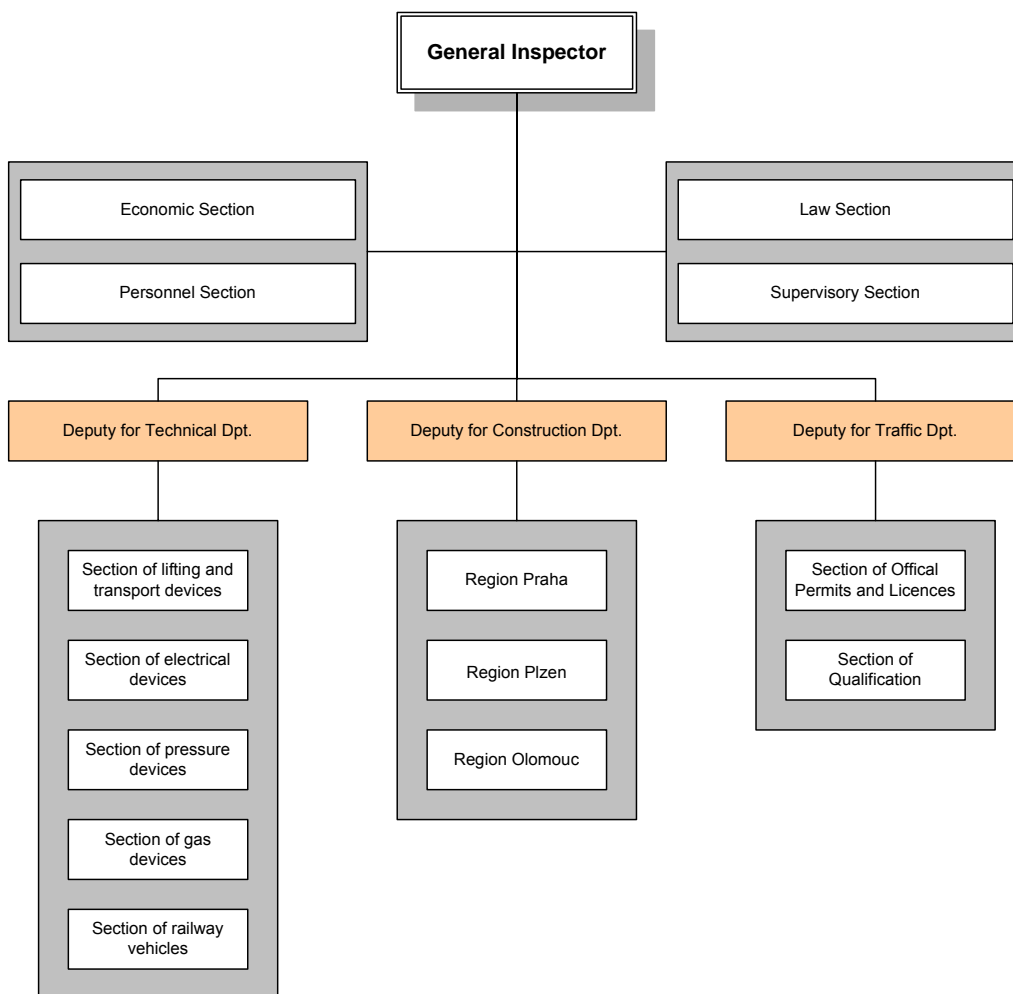
combined transport operation and rail operation, particularly in compliance with Act No 266/1994 Coll. on rail systems and Act No 50/1976 Coll. on zoning and building code (Building Act), as amended by Act No. 83/1998 Coll..

The Railroad, Railway and Combined transport Department of the Ministry of Transport prepares texts of legal regulations in co-operation with the legislative department. Currently, the field of rail systems is governed particularly by Act No 266/1994 Coll. on rail systems, as last amended, and by implementing regulations to this Act. The list of these implementing regulations is in the Annex to this report and on the EU Commission webpage.

The transformation of Czech Railways is regulated, in particular, by Act No 77/2002 Coll. on Czech Railways, joint stock company, Railway Infrastructure Administration, state organisation, amendment to Act No 266/1994 Coll. on rail systems, as last amended, and Act No 77/1997 Coll. on state enterprise, as last amended (Act on the transformation of Czech Railways).

1.1.2 Rail Authority

Organisation chart



Income and expenses

The Rail Authority is independent from the Ministry of Transport and is financed from the state budget through the budget of the Ministry of Transport.

Number of employees

150

Legal constitution

The Rail Authority was established by Section 53 of the Act on rail systems. It is an administrative authority independent from the Ministry of Transport. It is an organisational element of the State with a registered office in Prague.

Clients

Rail transport operators, rail operators etc.

Contact details for clients

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Autonomy of organisation

The Rail Authority exercises the function of state administration in the matters of rail systems except matters in which the Ministry of Transport or the municipalities are taking the decision.

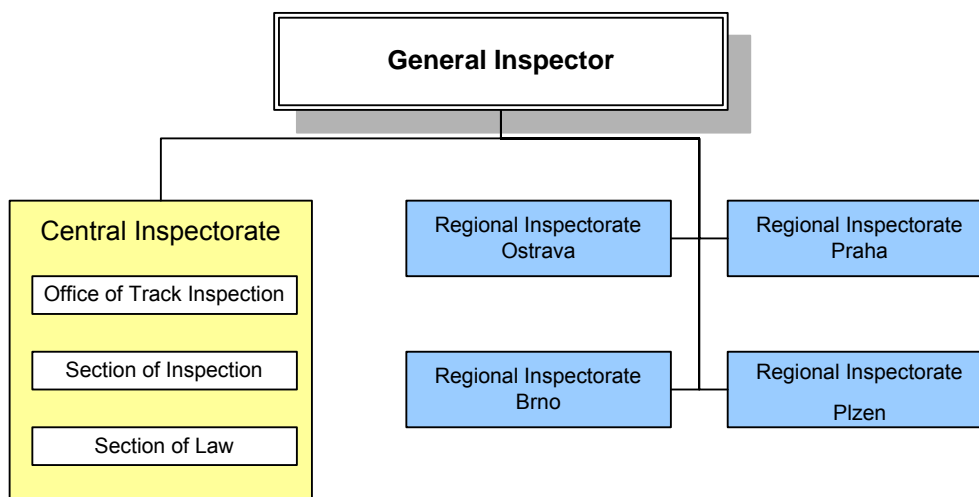
The Rail Authority as a Rail Administrative Authority is a special building authority for the construction of rail infrastructure and related infrastructure elements, and it decides on the issue of official permits for the operation of rail systems and on licensing to railway undertakings. It also issues safety certificates for carriers, for operating the rail transport on the nation-wide railroad and regional railroad, driving licences for driving rail vehicles, operability certificate of specified technological pressure, gas, electric, lifting and transport equipment, containers and swap bodies and rail vehicles, certificates of competence for performing revisions, inspections and tests of specified technological equipment in operation.

The Rail Authority coordinates national registers of the rail vehicles and rail systems.

Furthermore, it imposes fines according to the Building act and Act on rail systems and exercises state building supervision and state supervision in the matters of rail systems.

1.1.3 Rail Safety Inspection

Organisation chart



Income and expenses

The Rail Safety Inspection is independent from the Ministry of Transport and is financed from the state budget through the budget of the Ministry of Transport.

Number of employees

65

Legal constitution

The Rail Safety Inspection was created by Section 53a of the Act on rail systems. The Rail Safety Inspection is an administrative authority independent from the Ministry of Transport. It is divided into two parts, namely the central inspectorate and the area inspectorates. The Inspector General sets out the registered office and area competence of area inspectorates. The Rail Safety Inspection is headed by the Inspector General, and his nomination and recalling are governed by an Official Act. Rail Safety Inspection is an organisational element of the state with a registered office in Prague.

Clients

NA

Contact details for clients

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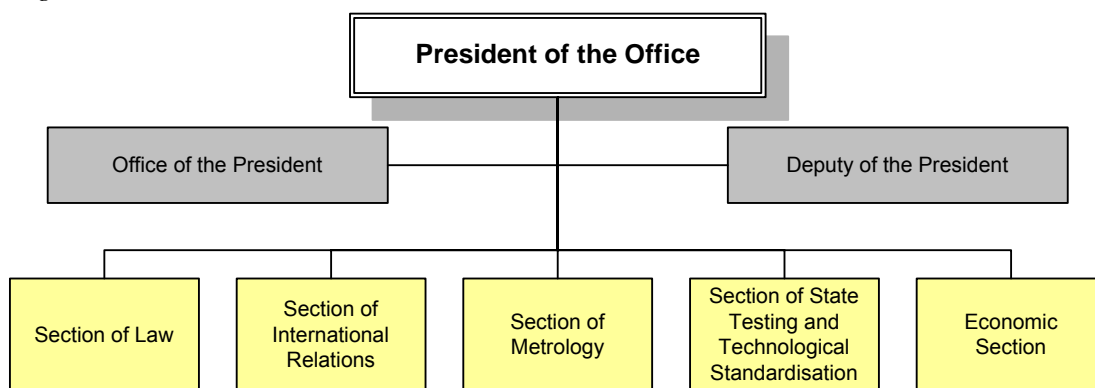
Autonomy of organisation

The Rail Safety Inspection carries out, in compliance with implementing legal regulations, identification of causes and circumstances of the rise of extraordinary events and, at the same time, it identifies shortcomings endangering safety of rail operation or rail transport operation, the causes of such shortcomings and the persons responsible for them according to legal regulations. It requires the originators of identified shortcomings to remove or remedy the shortcomings and their causes and harmful consequences and imposes measures to their removal or remedy. The Rail Safety Inspection checks the implementation of imposed measures.

The identification of causes and circumstances of the rise of extraordinary events in the rail transport operation, the imposition of measures related to their removal and remedy, and the assessment of the implementation of the measures, is not bound by general regulations on administrative proceedings. The Rail Safety Inspection shall submit to the Rail Administrative Authority a suggestion for launching proceedings on a temporary restriction of the rail transport operation for an indispensable time period, if the safety of rail operation and rail transport operation requires so due to the rise of an extraordinary event. Upon identification of the cause and circumstances of the incident it decides according to the nature of the matter about submitting a proposal for instituting proceedings to withdraw the carrier's safety certificate (section 34h of the Act on rail systems).

1.1.4 Czech Office for Standards, Metrology and Testing

Organisation chart



Income and expenses

The Office is financially independent from the Ministry of Transport and is financed from the state budget.

Number of employees

200

Legal constitution

The Office is an organisational element of the state within the scope of the Ministry for Industry and Trade of the Czech Republic. It was established by Act No. 20/1993 Coll.

Clients

NA

Contact details for clients

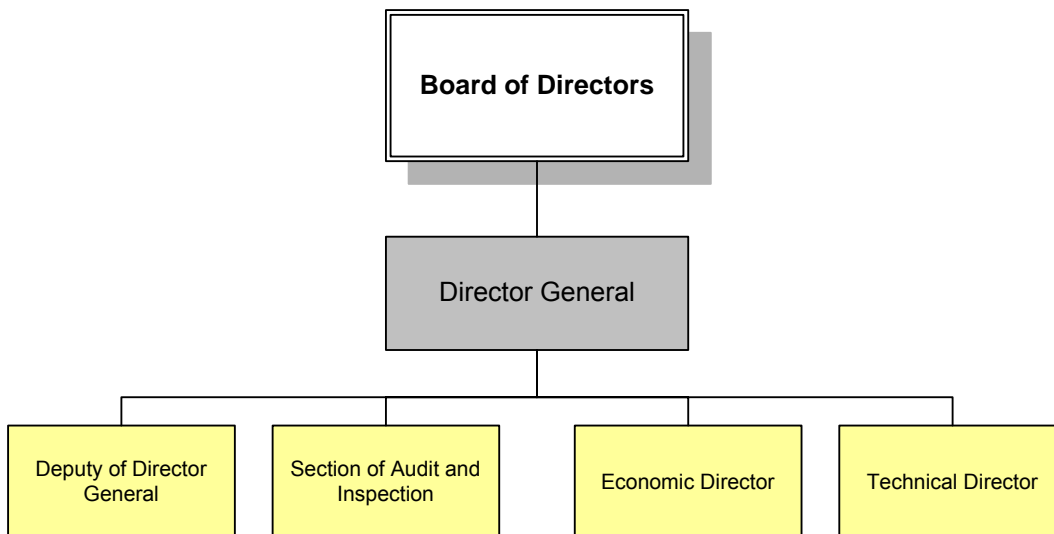
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Autonomy of organisation

Principal mission of the Office is to ensure completion of tasks following from the laws of the Czech Republic regulating the technological standardisation, metrology and state testing, as well as tasks in the field of aligning the technological regulations and standards of the Czech Republic with that of the Community. The Office will be the principal notification body for the field of rail systems and rail transport operation in the Czech Republic as well as for the interoperability.

1.1.5 Railway Infrastructure Administration

Organisation chart



Income and expenses

The Railway Infrastructure Administration is financially independent from the Ministry of Transport and is financed from the state budget and its activities.

Number of employees

150

Legal constitution

State organisation, The Railway Infrastructure Administrator was created by Act No. 77/2002 Coll. from 1 January 2003

Clients

Rail transport operators

Contact details for clients

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Autonomy of organisation

Following the Act on the Transformation of Czech Railways (Act No 77/2002 Coll.) the Czech Railways, state organisation, was dissolved without liquidation. As of 1 January 2003, two succession organisations were established, namely Czech Railways joint stock company and Railway Infrastructure Administration, state organisation. The claims and obligations, as originated until 31 December 2002, of the dissolved Czech Railways, state organisation, are transferred according to the above Act to the Railway Infrastructure Administration, state organisation. The obligations are subject to the institute of state guarantees according to section 19 (2) of the Transformation Act. The Railway Infrastructure Administration strives after satisfying all the legitimate creditors who have been invited to start negotiations after the date of 26 February 2003.

The Railway Infrastructure Administration is also an Allocator of the capacity. It issues a network statement and fulfil all the obligations of the infrastructure manager as specified in the 2001/14/EC directive.

The procedures and other details are specified by the Act on rail systems and implementing legislation.

1.2 Authorities required by the 2nd Railway Package

For the of the implementation of the new Safety Directive (2004/49/EC) the Ministry of Transport, the Rail Authority and the Rail Safety Inspection are the most involved, however the issue is discussed through the whole sector.

The tasks and responsibilities of these three bodies are for the Ministry of Transport the transposition/implementation of the Directive into the national law, for the Rail Authority as the safety authority and for the Rail Safety Inspection as the national investigation authority.

The two authorities (Rail Authority and Rail Safety Inspection) for the implementation of the Directive have already been established. However, some changes will be necessary in the Act on Rail Systems. These should be effective from the beginning of 2006.

It is expected that the Directive will be fully adopted into the national law by 30 April 2006.

2 ORGANISATION OF PUBLIC TASKS

2.1 Separation, licensing and charging and safety

2.1.1 Investigation of accidents (2001/12, 2004/49)

Responsible organisation

Rail Safety Inspection

Objectives, tasks and responsibilities

The Rail Safety Inspection identifies causes and circumstances of occurrence of extraordinary events in the railway service in compliance with the implemented legal regulation. It identifies defects endangering the safety of railway operations or railway services, their causes and persons responsible, in compliance with the relative legal regulations, for their occurrence or duration. It requires their originators to eliminate and remedy any identified defects, their causes and harmful consequences and imposes measures for their elimination and remedy.

Procedure

Described by the respective legislation. The procedures will be amended in compliance with the II. railway package.

Legal basis of procedure

Section 40 of Act No 77/2002Coll.

2.1.2 Safety certification of rolling stock and railway undertakings (2001/12)

Responsible organisation

Rail Authority

Objectives, tasks and responsibilities

- The authority issues carrier safety certificates demonstrating that the carrier fulfils conditions of qualification of persons providing railway service, conditions imposed by this Act for the operation of railway vehicles and determined technical equipment and has an internal organisational structure and a safety management system for the performance of railway service;
- It decides on the limitation of railway service on national, regional railways and sidings;
- It issues operability certificates for a railway vehicle;
- It approves railway vehicle types;
- It approves changes to the railway vehicle, representing a deviation from the approved type;

- It decides on the insufficient rail worthiness of a railway vehicle;
- It issues driving certificates for the driving of a rail vehicle on national, regional railways and sidings and on cableway installation, apart from the cableway installations in the area of the Municipality of Prague.
- It decides on the interoperability issues until the respective TSI will be effective

Procedure

Rules for safety certification for railway carriers are regulated by section 34a of Act on rail systems. Carrier's safety certificate is issued by Rail Authority on the application of a carrier operating rail transport on the nation-wide railroad and on regional railroad, and following the submission of documents from 1 April 2001.

Legal basis of procedure

§ 34a of the Act on rail systems; § 43 of the Act on rail systems; § 44 of the Act on rail systems; § 45 of the Act on rail systems

2.1.3 Licensing of railway undertakings (2001/13)

Responsible organisation

Rail Authority

Objectives, tasks and responsibilities

- Issue of an official permit to operate national, regional railways and sidings
- Decide on the cancellation of an official permit to operate national, regional railways and sidings;
- Decide on the limitation of operation of national, regional railways and sidings or parts thereof;
- Issue of a licence to run railway service on national, regional railways and sidings;
- Decide on the change in licences permitting the performance of railway service on national, regional railways and sidings.

Procedure

Rules for licensing of railway undertaking are regulated by part four of Act on rail systems. Licences are issued by Rail Authority on the application of a rail transport operator on the rail system of the Czech Republic

Legal basis of procedure

§ 11 of the Act on rail systems; § 18 of the Act on rail systems; § 23b of the Act on rail systems; § 31 of the Act on rail systems; § 33 of the Act on rail systems

2.1.4 Access to the European Rail System (2001/12)

Responsible organisation

Rail Authority

Objectives, tasks and responsibilities

A licence to operate rail transport issued by the licensing authority of a Member State of the European Communities shall be valid on the territory of the Czech Republic.

Procedure

If no term of validity is specified in the licence granted, the Rail Authority shall have the obligation to examine at least once in five years the fulfilment of the requirements set in the licence. If the Rail Authority discovers non-fulfilment of the requirements for granting a licence, it informs without delay the competent authority in the state of issue of the licence.

Whenever the Rail Authority issues, suspends, amends or withdraws a licence to operate rail transport on rail systems included in the European Rail System, it shall file a respective report with the Commission of the European Communities.

Legal basis of procedure

Act on rail systems no. 266/1994 Coll.

2.1.5 Developing the capacity allocation framework (2001/14)

Responsible organisation

Railway Infrastructure Administration (RIA)

Objectives, tasks and responsibilities

RIA is fully responsible for the whole process of allocation of the capacity. The principles are in the network statement.

Procedure

The Allocator allocates the railway infrastructure capacity owned by the state.

For mutual cooperation during the allocation of capacity of the railway infrastructure which exceeds one rail system a joint commission which is formed by representatives of the Allocators involved in the application will be established.

The Allocator allocates free capacity of railway infrastructure according to chronological order of applications for capacity allocation. He allocates only if the applicant has fulfilled the conditions specified in the Network Statement and if it is permitted by the railway infrastructure capacity.

If the applicant cannot fulfil all the raised requirements on allocation of free railway infrastructure, the Allocator shall perform, according to the principles stipulated in the Rail Systems Act, coordination of the applicant's requirements and shall propose to all applicants,

within reasonable limits, a different allotment of the railway infrastructure capacity, which does not correspond, to the full extent, to the individual applications. Should any applicants disagree with the given coordination of requirements, they shall communicate their objections in writing to the Allocator within three days from the delivery of the proposal for the allocation of the railway infrastructure capacity. The Allocator will decide on the objections within ten working days from the delivery date of the applicant's objections. The applicant applying for the railway infrastructure capacity allocation, whose requirement has not been satisfied by the capacity Allocator even in the above described manner, shall be authorised to ask the Rail Administrative Authority, within 15 days from the delivery of the position, for reviewing the railway infrastructure capacity allocation process, including its results and price determination methods. In the cases when, after coordination of required infrastructure capacities and consultations with applicants, it is not possible to adequately satisfy the applications for a free infrastructure capacity, the rail system operator shall declare the concerned element of the infrastructure, on which this situation has occurred, as an overloaded infrastructure. This will be made by the rail system operator also for the infrastructure, at which it is possible to foresee that it may suffer of insufficient capacity in a near future as well. The rail system operator shall publish this fact in the Transportation and Tariff Bulletin and at the same time he will analyse the causes of the rail system capacity exhaustion.

Legal basis of procedure

Act no. 266/1994 Coll.

2.1.6 Publishing of capacity allocation framework (2001/14)

Responsible organisation

Railway Infrastructure Administration

Objectives, tasks and responsibilities

The Allocator shall prepare, after consultations with the rail system operator and no later than 16 months before the effective date of the timetable, a network statement and publicize it in the Transportation and Tariff Bulletin.

Procedure

The actual Network Statement can be downloaded from the webpage of RIA – www.szdc.cz

Legal basis of procedure

Act no. 266/1994 Coll.

2.1.7 Setting of infrastructure charges (2001/14)

Responsible organisation

Ministry of Finance (proposed by the rail operator – Czech Railways joint stock company)

Objectives, tasks and responsibilities

The formula is published in a official Price Bulletin of the Ministry of Finance. The formula is based on the non-discriminatory rules.

Procedure

The calculation is based on the formula. Railway infrastructure administration publishes the conditions for the capacity allocation in the network statement.

Legal basis of procedure

Network statement + Price Bulletin 1/2005

2.1.8 Collection of infrastructure charges (2001/14)

Responsible organisation

Railway infrastructure administration

Objectives, tasks and responsibilities

It is the capacity allocator with the relevant powers and obligation up to the Act on rail systems.

Procedure

The procedures of collection of infrastructure charges are based up to the general legislation.

Legal basis of procedure

Act no. 526/1990 Coll., on prices

2.1.9 Publishing of charging framework (2001/14)

Responsible organisation

Railway Infrastructure Administration

Objectives, tasks and responsibilities

The Ministry of Finance is creating the charging system. This system is published in the Price Bulletin of the Ministry of Finance. The price for the allocated capacity is considered as a regulated maximum price. Railway Infrastructure Administration publishes the Network statement with the framework of all rules about capacity allocation.

Procedure

The actual Network Statement and the current Price Bulletin are both published the webpage of RIA – www.szdc.cz

Legal basis of procedure

Act no. 266/1994 Coll. and Network statement

2.1.10 Appeal to decisions related to charging and capacity allocation (2001/14)

Responsible organisation

Rail Authority, Ministry of Transport, Court

Objectives, tasks and responsibilities

- The Ministry of Transport:
 - decides on the cancellation of national or regional railways upon agreement with the Ministry of Defence;
 - decides on the change of the national railway category to another railway category and on the change of other than national railway category to the national railway upon agreement with the Ministry of Defence;
 - is the appeal authority in administrative procedures concerning issues regulated by this Act against a decision by the Rail Authority, Rail Safety Inspection and municipalities.
- The Ministry of Transport decides in controversial issues when concluding contracts between the Czech Railways and the Railway Infrastructure Administration, concerning the manner of railway operation, operability, modernisation and development in public interest, contractual parties' obligations, the performance of control and amount of payments.

Procedure

Up to the act on administrative procedures

Legal basis of procedure

§ 31 of the Act on rail systems

2.2 Interoperability

2.2.1 Drawing up Technical Specifications for Interoperability (TSIs) (96/48 and 2001/16, art. 5)

Responsible organisation

Ministry of Transport

Objectives, tasks and responsibilities

Ministry of Transport is responsible for the TSI preparation, translation and implementation. The implementation will be achieved with cooperation with other partners.

Procedure

As described in the new “interoperability” legislation and in the respective TSI.

Legal basis of procedure

352/2004 Coll., on the interoperability and some other implementing legislation to the Act on rail systems.

2.2.2 Appointing of Member State representative in the Advisory Committee (96/48 and 2001/16, art 21)

Responsible organisation

Ministry of Transport

Objectives, tasks and responsibilities

Ministry of Transport, Railroad, Railway and Combined Transport Department have a representative in the Advisory Committee. Mr. Radek Cech is participating to the meetings and is presenting the Czech position to the proposals. His deputy is Mr. Jindřich Kušnír.

Procedure

Not applicable

Legal basis of procedure

2.2.3 Regulation of interoperability (96/48 and 2001/16, art 8 and 20)

Responsible organisation

Ministry of Transport

Objectives, tasks and responsibilities

The Rail Authority is responsible for the enforcement of the interoperability. UNMZ is a national notification authority.

Procedure

As described by the national legislation and TSI.

Legal basis of procedure

Act no 266/1994 Coll., on rail systems – part six
Implementing legislation

2.2.4 Authorisation of (sub)systems (96/48 and 2001/16, art 14)

Responsible organisation

Rail Authority and Ministry of Transport

Objectives, tasks and responsibilities

The Rail Authority is regulating the conditions for the construction of railways, and for installations on such railways, the conditions for the operation of railways, the railway transport operation, as well as the pertinent rights and duties of natural and legal persons and the execution of state administration and state supervision in matters of railways.

Procedure

Are specified in the applicable legislation.

Legal basis of procedure

Act no. 266/1994 Coll., on rail systems

2.2.5 Control on (sub/system) operation and maintenance in accordance with regulations (96/48 and 2001/16, art 14)

Responsible organisation

Rail Authority, Rail Safety Inspection and Ministry of Transport

Objectives, tasks and responsibilities

They supervise the fulfilment of the conditions specified by the Act on rail systems and other applicable legislation interoperability included.

Procedure

Procedures are specified within the Act on rail systems and its implementing legislation.

Legal basis of procedure

Act no. 266/1994 Coll. on rail systems

Implementing legislation (www.mdcr.cz)

2.2.6 Approval of Notified Bodies (96/48 and 2001/16, art. 20) please indicate which are the approved Notified Bodies and their relevant tasks

Responsible organisation

Czech Office for Standards, Metrology and Testing (UNMZ)

Objectives, tasks and responsibilities

UNMZ is a notifying body. The procedures are set up by the law and the implementing legislation. There is no notified body for the interoperability for the moment, however the first one should be notified in the beginning of 2005.

Procedure

Specified by the legislation

Legal basis of procedure

Act no. 22/1997 Coll

2.2.7 Assessment/control of Notified Bodies (96/48 and 2001/16, art. 20)

Responsible organisation

Czech Inspection Office, Rail Authority

Objectives, tasks and responsibilities

The state supervision is provided by the independent authorities

Procedure

Specified with in the national legislation.

Legal basis of procedure

Act no 22/1997 Coll. and Act no 266/1994 Coll.

2.2.8 Assessment of conformity and/or suitability of (sub)systems for use (96/48 and 2001/16, art 13)

Responsible organisation

Rail Authority until the respective TSI will be effective.

Objectives, tasks and responsibilities

Procedure

As described by the harmonised or national technical standards and the 2004/446/EC and 2004/447/EC.

Legal basis of procedure

TSI, Standards.

2.3 State aid, competition and public service obligations

2.3.1 Monitoring of competition (1017/68, 2001/12 and 01/2003)

Responsible organisation

Office for the Protection of Competition

Objectives, tasks and responsibilities

The Act on the Protection of Competition is in full compliance with the EC competition law in all the fields of public competition law, it means in the field of agreements restricting competition, abuse of dominant position and control over concentrations. The Office for the Protection of Competition is the central body of state administration, fully independent in its decision-making activities; none of the bodies of state administration, including the Government, can interfere with the decisions of the Office and political control over its decisions is out of the question.

The Office's major responsibility in relation to the Government of the Czech Republic is regular submission of annual reports reporting on legislative activities of the Office, activities in the area of protection of competition, conditions of the competitive environment on major relevant markets, activities in the area of public procurement, petitions against Chairman's decisions, fulfilment of Office's obligations following from Europe Agreement and other international agreements and co-operation with other competition authorities.

The Office's priorities include transparency of decision-making. The measures to that effect include publication of all decisions within the powers of the Office in Office's Collection of Decisions and on internet pages www.compet.cz

In relation to the Government of the Czech Republic there is another important responsibility of the Office, and that is its participation in the activities of Governmental advisory bodies and ad hoc inter-departmental commissions, where it is possible to support the competition policy in the context of other state policies. Due to mandatory opinions of the Office required for privatisation projects in the context of decision-making activities of the Commission for Privatisation the Office can support privatisation principles in favour of competition.

The responsibilities described in the Act on the Protection of Competition are general, including issues on railway transport.

Procedure

The procedures described in the Act on the Protection of Competition are general, including matters on railway transport, thus no specific procedures for the railway sector can be listed.

Legal basis of procedure

Act No 143/2001 Coll.

2.3.2 Enforcing of competition (01/2003)

Responsible organisation

Office for the Protection of Competition

Objectives, tasks and responsibilities

see 2.3.1 Monitoring of competition

Procedure

see 2.3.1 Monitoring of competition

Legal basis of procedure

Act No 143/2001 Coll.

2.3.3 Complaint handling related to competition (01/2003)

Responsible organisation

Office for the Protection of Competition

Objectives, tasks and responsibilities

see 2.3.1 Monitoring of competition

Procedure

see 2.3.1 Monitoring of competition

Legal basis of procedure

Act No 143/2001 Coll.

2.3.4 Evaluation of annual PSO claims (1191/69)

Responsible organisation

Ministry of Transport

Objectives, tasks and responsibilities

NA

Procedure

Up to the national and EU legislation

Legal basis of procedure

Act 266/1994 Coll. on rail systems and other legislation

Other PSO issues

- *Nature of PSO contracts concluded for Railway Passenger Transport*
There is one type of contract concluded covering all three types of obligations as they are defined in Article 2 of Regulation 1191/69.
- *Distinction between long distance and regional/urban transport*
There is a distinction for long distance and regional/urban transport in the Czech Republic. The regional transport services are ordered and compensated by the self-governing regions so the state is not involved in regional transport. The state concludes a contract with the railway undertakings to ensure the transport services for the needs of the state in the public interest by PSO. Ministry of Transport by agreement with Ministry of Finance acts on behalf of the Czech Republic. The division is based on the category of train - the ordinary passenger trains and the through (semi-fast) trains are operated under the contract concluded with regions, the fast and express trains are operated for securing the needs of the state.
- *Contracting authorities*
Ministry of Transport, self-governing regions
- *Contracting sum (total)*
The total number varies from year to year but generally the sum paid by state is approximately CZK 2 billion (EUR 65 million) a year and the total sum paid by regions is by rough estimate CZK 4 billion (EUR 130 million) a year.
- *Length of the contract*
The contract is concluded annually for the particular timetable.
- *Public procurement procedures for award of PSO*
No
- *PSO market coverage*
By rough estimate approximately 90 to 95 percent of the overall market is covered by PSO. The Czech Railways run their EuroCity and InterCity trains on their commercial risk.

2.4 Statistics

2.4.1 Collection of financial data from railway undertakings (1192/69)

Responsible organisation

Czech Statistical Office and Ministry of Transport

Objectives, tasks and responsibilities

NA

Procedure

Up to the national legislation

Legal basis of procedure

NA

2.4.2 Collection of financial data from infrastructure managers (1108/70)

Responsible organisation

Czech Statistical Office, Ministry of Transport and Railway Infrastructure Administration

Objectives, tasks and responsibilities

NA

Procedure

NA

Legal basis of procedure

Act on rail systems, other general legislation

2.4.3 National contribution to Community statistics on rail transport to Eurostat (91/2003)

Responsible organisation

Ministry of Transport

Objectives, tasks and responsibilities

NA

Procedure

In compliance with a EU legislation

Legal basis of procedure

National legislation based on the EU legislation

3 TRAIN OPERATING COMPANIES

3.1 List of train operating companies

Freight operations

- Connex Česká Železniční, s.r.o.
- České dráhy, a.s.
- Mostecká uhelná společnost a.s., právní nástupce
- OKD, Doprava, akciová společnost
- Ostravská dopravní společnost, a.s.
- Puš, s.r.o.
- RAILTRANS s.r.o.
- SLEZSKOMORAVSKÁ DRÁHA a.s.
- Sokolovská uhelná, a.s.
- UNIPETROL DOPRAVA, a.s.
- VIAMONT, a.s.
- VÍTKOVICE Doprava, a.s.
- Jindřichohradecké místní dráhy, joint stock company

Passenger operations

- České dráhy, a.s. (Czech Railways)
- Jindřichohradecké místní dráhy, a.s. (JHMD)
- Viamont, a.s.
- OKD DOPRAVA, a.s.
- Connex Česká Železniční, s.r.o.

3.2 Safety license

All the above mentioned companies have a valid safety certificate.

3.3 Market shares/transport volumes

Freight operations

National transport of goods in the Czech Republic by commodity - Rail transport (thous. tonnes)

	2002
Transport of goods total (in thous. tonnes)	92.005
national	42.757
total international	49.247
of which: export	21.913
import	20.301
transit through CR	7.033
Transport performance (mill. tonnes-km)	15.810
national	6.658
total international	9.152
of which: export	5.073
import	2.368
transit through CR	1.711

Goods transport by rail (empty owned private wagons excluded)

Passenger operations

	2002
Total	42.757
Cereals, fruit and vegetables, live animals, textiles, other raw animal and vegetable materials	2.486
Foodstuffs, animal food and foodstuff waste, oil seeds and oleaginous fruit and fats	609
Solid mineral fuels	24.974
Crude petroleum, petroleum products and gas	1.535
Iron-ore, non-ferrous ores and waste, iron and steel waste and blast furnace dust	1.360
Metal products	3.818
Crude and manufactured minerals, cement, lime and manufactured building materials	4.715
Natural and chemical fertilizers	291
Coal chemicals, tar, other chemicals, paper pulp and waste paper	989
Miscellaneous articles	1.980

	2002
Total number of carried passengers (in thous.)	177.232
<i>by type of transport</i>	
national transport	174.797
of which: IDS	19.725
international transport ¹⁾	2.435
<i>by class of car</i>	
1st class	552
2nd class	176.680
Total passenger transport performance (mill. passengers-km)	
6.597	
<i>by type of transport</i>	
national transport	6.072
of which: IDS	304
international transport ¹⁾	524
<i>by class of car</i>	
1st class	70
2nd class	6.527
Seat-kilometres offered (in mill.)	
26.886	
Use of seat-kilometres offered (%)	
24,54	

4 NGO'S

- Asociace samostatných odborů ČR – www.asocr.cz

- Czech-Moravian Confederation of Trade Unions (CMKOS) – www.cmkos.cz

The CMKOS negotiates with the Government of the Czech Republic and representatives of employers organisations on the tripartite principle in the Council of Economic and Social Agreement. In this body the representatives of trade unions negotiate the interests of their members in the labour legislation, wage and social spheres.

According to the still valid Labour Code the CMKOS is entitled to comment on all the draft pieces of legislation concerning the labour legislation and draft legal regulations concerning important interests of employees, especially economic, production, labour, wage, cultural and social conditions. This important activity is channelled through the CMKOS Legal Department.

In connection with the need to improve professional basis of trade unions, which is necessary for the very communication with social partners as well as for the formulation of independent policy and for the role of trade unions in society, the Macroeconomic Department closely cooperating with the CMKOS Socio-Economic Department, was created. It is a homogeneous interdisciplinary team. These specialists carry out analyses of the situation and development of the economy and society with special focus on the impacts of these changes to the employee's groups of citizens.

To externally inform the wide public on the important standpoints and steps of the CMKOS, the standard public relations methods using television and radio broadcasting, daily press and aimed publicity materials are utilized. The rank and file members are informed through trade union journals, bulletins, informative booklets and leaflets.

The CMKOS is a member of the International Confederation of Free Trade Unions, of the European Trade Union Confederation and of the Trade Union Advisory Committee to the OECD.

The CMKOS in its international activity has contacts with more than 60 national and international trade union organisations and non - trade union institutions. The CMKOS affiliates have their own statutes and a number of them is affiliated to the ITS and European industry federations.

- Engindrivers' Federation of the Czech Republic (EFCR) – www.fscr.cz

EFCR is voluntary professional labour union which does not subordinate to political parties, any state authorities, business, and various forms of civil association or social movements as well as to other labour unions.

Now it continues traditions of Union called "Society of Enginedrivers in Bohemia" established in 1896 and "Union of locomotive crews" later in 1968. Enginedrivers' Federation of the Czech Republic (further EFCR only) is considered to be successor to that.

It aims primarily to:

- a) protect working, economical and social interest of its members

b) push forward higher protection of life and health for members

c) discharge of programme

EFCR is a juristic person having its seats in Prague, working in all the organizations which provide railway transport. EFCR can cooperate with other labour union to promote its interests or with some departments of those unions in certain cases unless their activities are in discord with their aims.

- Federace vlakových čt – www.fvc.cz
- Federace ridicu tramvaji – www.frt.cz
- FEDERACE ŽELEZNIČÁŘŮ ČR – www.federace.unas.cz
- Odborového sdružení železničářů – www.osz.org
- Odborový svaz dopravy – www.osdopravy.cz
- Svaz průmyslu a dopravy – www.spcr.cz/
- Svaz chemického průmyslu – www.schp.cz
- Sdružení provozovatelů soukromých vozů
- Asociace českých železničních výrobců – www.acri.cz
- Sdružení dopravních podniků České republiky - www.sdp-cr.cz
- Sdružení železničních společností – www.rail.cz

5 FURTHER FACTS AND STATISTICS

5.1 Complaint statistics and information

5.2 Railway accident statistics

	1995	1997	1998	1999	2000	2001
Victims (killed and injured) (Total number)	265	250	336	240	229	193
by type of victim						
passengers	64	55	0	14	15	22
of which:						
as a result of collisions and derailment	2	55	0	7	10	9
as a result of other accidents	62	0	0	12	5	13
railroad employees	20	4	4	10	19	17
other (drivers of the road vehicles and persons that were run over on tracks)	181	191	332	211	195	154
Killed (number)	63	108	202	81	74	69
by type of victim						
passengers	17	0	0	1	0	0
of which:						
as a result of collisions and derailment	1	0	0	0	0	0
as a result of other accidents	16	0	0	1	0	0
railway employees	3	1	1	0	2	0
other (drivers of the road vehicles and persons that were run over on tracks)	43	107	201	80	72	69
Injured (number)	202	142	134	159	155	124
by type of victim						
passengers	47	55	0	18	15	22
of which:						
as a result of collisions and derailment	1	55	0	7	10	9
as a result of other accidents	46	0	0	11	5	13
railway employees	17	3	3	10	17	17
other (drivers of the road vehicles and persons that were run over on tracks)	138	84	131	131	123	85

Source : Generální inspektorát ČD

6 GRAPHICAL OVERVIEW

Principal Economic Relations between the State and railway after the Czech Railways Transformation

