STANDARD SUMMARY PROJECT FICHE

1. Basic Information

1.1 Désirée Number: CZ2002/000-282.03.01
1.2 Title: Application of Directive 2001/16/EC on the Inter-operability of Railways
1.3 Sector: Transport
1.4 Location: Czech Republic

2. Objectives

2.1 Overall objective

- The ability to take on the obligation of membership of European Union including adherence to the aims of the political, economic and monetary union and the acquis communautaire.

2.2 Project purpose

- To ensure the Czech railway system's integration into the trans-European railway network by applying the Directive 2001/16/EC on the interoperability of the trans-European conventional railway system (as well as on the basis of the application of the Directive 96/48/EC on the interoperability of the trans-European high-speed railway system) with the focus of European railway standardisation on the following:
  - State administration.
  - Railway undertakings, infrastructure managers.
  - Railway industry.

2.3 Accession Partnership and NPAA priority

AP:
- 1999 Need to align legislation on rail transport.
- 2001 Complete legislative alignment and strengthen administrative capacity in railway transport with a view to the implementation of the revised railway acquis, including rules on interoperability of railways and public service operators.

NPAA:
- Harmonising the legislation with the railway acquis communautaire.
- Paving the way for future connection to the trans-European transport networks.
- Development of the transport infrastructure.

Regular Report 2000:
- Ensuring of progress in harmonisation with the developing railway acquis.
- Strengthening of administrative structures and improvements in competitiveness.

Regular Report 2001:
- There is need to implement the new railways acquis which has been adopted by the EU in 2001 concerning the establishment of a liberalised market.

2.4 Contribution to National Development Plan
n.a.

2.5 Cross Border Impact
n.a.

3. Description

3.1 Background and justification
The development of railways on the lines of individual European countries has been underway for one hundred and fifty years. The individual railways projected corresponding national requirements into their own technical standards and operating regulations. One of the results of this development was a large fragmentation of the market for railway products according to the traffic networks of individual countries.
Although a significant effort has been developed in recent years with a view of integrating the railway systems, their segmentation is a barrier for the development of transport at a European-wide level.


In context of interoperability in 2001, the EC will submit a further package of measures to create a genuine internal rail market, which will include (according to Action Programme of the White paper of the European Commission 'European transport policy for 2010: time to decide', Brussels, 12/9/2001):

- Updating the Interoperability Directives (96/48/EC, 2001/16/EC) to harmonise the technical requirements and provisions on the use of all components of the high-speed and conventional railway network.
- Step up rail safety by proposing a directive and creation of a Community structure for railway interoperability and safety.

The following items belong amongst the basic targets, which should be met by the application of the Directive 2001/16/EC:

- Improvement of organisation of international transport, especially in the field of freight services. At present the delays on borders and low reliability reduce the reliability of international freight services. After removal of all barriers preventing a freight train from effective transition from one network to another one (e.g. slow data exchange, adjustment of timetables or complex technological processes), the stay on the border should be fully eliminated.
- Support of capacities of the railway transport network, which should enable a continuous flow of trains across state borders.
- Support at creation of a single market for the railway environment. This will terminate the present situation of railways which are forced to purchase from a limited number of suppliers, which increases procurement costs and thereby contributes to the process of increasing prices of railway transport.

To apply this Directive means to fulfil conditions pertaining to the design, construction, putting into operation, upgrading, renovation, operation and maintenance of parts of the trans-European conventional railway systems put into operation, as well as professional qualifications and health and safety conditions of staff, who contribute to its operation.

The issue of interoperability is so complicated that it is divided into several subsystems as follows (according to the Directive 2001/16/EC):

- **Structural areas:**
  - **Infrastructure.**
    'The track, points, engineering structures, associated station infrastructure, safety and protection equipment.'
  - **Energy.**
    'The electrification system, overhead lines and current collectors.'
  - **Control and command and signalling.**
    'All the equipment necessary to ensure safety and to command and control movements of trains authorised to travel on the network.'
  - **Transport operation and transport management.**
    'The procedures and related equipment enabling a coherent operation of the different structural subsystems, both during normal and degraded operation, including in particular train driving, traffic planing and management.'
  - **Rolling stock.**
    'Structure, command and control system for all train equipment, traction and energy conversion units, braking, coupling and running gear and suspension, doors, man/machine interfaces, passive or active safety devices and requisites for the health of passengers and on-board staff.'
• Operational areas:
  • Maintenance.
    'The procedures, associated equipment, logistics centres for maintenance work and reserves allowing the mandatory corrective and preventive maintenance to ensure the interoperability of the rail system and guarantee the performance required.'
  • Telematic applications for passenger and freight services.
    'This subsystem comprises two elements:
    • Applications for passenger services, including system providing passengers with information before and during the journey, reservation and payment systems luggage management and management of connections between trains and with other modes of transport.
    • Applications for freight services, including information systems, marshalling and allocation systems, reservation, payments and invoicing systems, management of connections with other modes of transport and production of electronic accompanying documents.'

Among the first subsystems designed for solution in near future are the issues of freight transport telematic, control/command & signalling, rolling stock and noise.

Extent of the trans-European conventional rail system at the Czech Republic

According to the Directive 2001/16/EC, Annex I, Article 1 the trans-European conventional system shall be that on the lines of the trans-European network identified in Decision No 1692/96/EC. By this Decision the conventional rail network shall comprise lines for conventional rail transport, including the rail segment of combined transport. The network shall:
• play an important role in long-distance goods and passenger traffic,
• play an important role in the operation of long-distance combined transport,
• permit interconnection with networks of other modes of transport and access to regional and local rail networks.

The trans-European conventional rail system at the Czech Republic shall comprise:
• all trans-European Corridors,
• all lines by the European Agreement AGTC (L’Accord européen sur les Grandes lignes de Transport international Combiné et les installations connexes) from 1985 as amended by later decrees,
• other connecting lines between important Czech cities and towns.

3.2 Linked activities
• Phare 2001 – CZ01-03-01 – Preparation of conditions for the application of the EU Directives in the transformation of Czech Railways – continuation on the project in sense of application of EU Directives – related parts will be used, in particular the following:
  Component 2 “Amendments of interface and relations between the railway undertaking and the infrastructure manager” & Component 5 “Organisational and managerial changes” – it is expected that outputs of these components will contribute to activities under Component A “Legislative framework and institutional structures” of the present project in terms of the involvement of the successor organisations of the Czech Railways in the interoperability institutional structure;
  Component 6 “Proposal for public relations strategy” – it is expected that the outputs of this component will be fully used for the Component C “Public relations” by further development of the proposal of the public relations strategy and direct implementation of publicity activities related to the application of the Directive 2001/16/EC.
• Phare Multi-Country Transport Program (1992 - 2000) - projects with the Czech Republic participation – they will be used as background materials.
• Research activities of the Ministry of the Transport of the Czech Republic and Czech Railways – conclusions will be used as background material.

3.3 Results
• Application of the Directive 2001/16/EC on the interoperability of the trans-European conventional railway system (as well as the Directive 96/48/EC on the interoperability of the trans-European high-speed railway system).
3 main components (A,B,C) will be established:
Component A – legislative framework and institutional structures:
- The Czech railway system assessed in terms of its interoperability.
- The economic impact of the Directive(s) application assessed.
- Proposal on amendment to the Czech Republic’s legislation elaborated.
- Appropriate national structures ensuring the Directive(s) application created.

Component B – design and application of technical specifications:
- Solving individual subsystems' problems, with the emphasis on the subsystems included in stages I and II of the work programme of creation of TSI (‘technical specification for interoperability’) according to the Directive 2001/16/EC (Article 23) and according to AEIF (European Association for Railway Interoperability; Association Européenne pour l’Interopérabilité Ferroviaire):
  TSI 1st priority / stage I of the work programme:
  - Control / command and signalling.
  - Telematic applications for freight services.
  - Traffic operation and management.
  - Noise.
  - Rolling stock for freight (esp. for international services).
  TSI 2nd priority / stage II of the work programme:
  - Telematic applications for passenger services.
  - Maintenance with regard to safety.
  - Passenger rolling stock (esp. for international services).
  - Traction engines and railcars.
  - Infrastructure.
  - Energy.
  - Air pollution.
  - Respectively other TSIs.
- System for integrating into the process of creation the TSI for individual subsystems in accordance with the Directive 2001/16/EC designed.
- The process of TSI application within the frame of the Czech railway system, incl. Railway industry, commenced.
- Proposal of national specifications for TSI elaborated.

Component C – public relations:
- The publicity of this project activities / applying of the Directive 2001/16/EC ensured.

3.4 Activities

Technical Assistance (0.7 M€)

Component A:
- To provide legal advice and elaborate a proposal of an amendment to the Czech Republic's legislative (Act No 22/1997 Coll. on technical requirements to products and on amendments to some laws as amended; implementing regulations to Act No 266/1994 Coll. on railways as amended, other legal regulations).
- To carry out a study on assessment of the Czech railway system in terms of its interoperability and on quantification of the costs of the Directive(s) application (Chapter II, Article 6.4 and 5 of 2001/16/EC).
- To provide advice and elaborate a proposal on relevant institutional structures for applying the Directive(s).
- To assist in establishing ‘notified bodies’ on the national level responsible for verification testing of procedures evaluating the compliance and suitability of using structural components (the evaluating procedures will be based on TSI).

Component B:
- To design a national system for the Czech Republic to integrate into the process of creation of the TSI for individual subsystems, in accordance with the Directive 2001/16/EC (including all other related Directives). The designed system shall define the rights and responsibilities of all relevant Czech companies and organisations participating in TSI proposals preparation and application, and shall ensure their undiscriminatory participation in this process.
- To elaborate a proposal of national specifications for TSI to be applied for such special cases, where the cost-benefit analyses prove that it is not feasible to ensure certain TSI.
• To prepare the conditions for creation of registers of infrastructure and rolling stocks.
• To propose the priority for subsiding of obstacles in all subsystems on the base of costs-benefits ratio.
• To prepare the conditions for practical application of TSI within the frame of the Czech railway system, incl. railway industry.
• To provide the cost assessment the development of an investment strategy.

Component C:
• To introduce TSIs within the frame of the Czech railway system, incl. railway industry.
• To realize public relations activities, with the focus on the Project activities / applying of the Directives 2001/16/EC.

3.5 Lessons learned
All relevant recommendations from previous projects have been taken into account. Furthermore, relevant conclusions and recommendations of Interim Evaluations and Monitoring and Assessment Reports will be accepted and incorporated during further elaboration of this project.

4. Institutional Framework

Main partner and co-ordinating institution: Ministry of Transport and Communications of the Czech Republic (MoTC)

The MoTC is the central authority of state administration responsible for the transport, telecommunication and postal sector in the Czech Republic. In the railway sector the MoTC is responsible especially for the railway legislation and its accordance with railway acquis, for the principles and scope of the railway sector regulation and for establishing the conditions for undertaking in the railway sector. Relationship of MoTC to Czech Railways, state organisation, is legally specified.

Project implementing organisation: Czech Railways, state organisation (CD) Project implementing organisation will be Czech Railways (CD), at present state organisation, expected to become joint stock company from 1st January 2003, in accordance with the new act on transformation of CD. In agreement with this legal framework, the Project implementation will be transferred to the successors entities of the current state organisation.

Other institutions taking part in the specified part of the project:

The Czech Railways as the main implementing organisation will closely cooperate with all relevant institutions and companies, which will also be included in the project Steering Committee. These include the following:

Ministry of Industry and Trade of the Czech Republic (MoIT)
The MoIT is the central authority of state administration responsible for the state industry policy, business policy, foreign economy policy, etc., and for technical standardisation, metrology and state testing.

Czech State Normalisation Institute (CSNI)
The CSNI is the national standardising authority in the Czech Republic authorised by Ministry of Industry and Trade of the Czech republic and responsible for the Czech technical standards (creation, publish, distribution, information).

Railway Office (Dražni urad)
The Railway Office is a special authority realising the state administration in the railway sector (in compliance with Railways Act No 266/1994 Coll. as amended by act No 23/2000 Coll.). This administration licenses undertaking in the railway sector, driving of railway vehicles, controls non-discriminatory access of the carriers to railway infrastructure in the Czech Republic, it is a special building authority for railway constructions, etc.

The Czech Office for Standards, Metrology and Testing (COSMT)
The COSMT is the state administration body responsible for activities in the field of standards, metrology and testing. The COSMT is an organisation subordinated to the Ministry of Industry and Trade. The COSMT's mission is to perform tasks set out in Czech legislation on technical standardisation, metrology and testing and tasks related to the harmonisation of Czech technical regulations and standards with the technical regulations of the European Community.
Czech Accreditation Institute (CAI)
The CAI is the national accreditation body of the Czech Republic. Within the framework of the accreditation system of the Czech Republic it is the executive body which ensures the accreditation of testing laboratories, calibration laboratories, certification bodies, inspection bodies, environmental verifiers, providers of proficiency testing schemes.

Association of the Czech Railway Industry (ACRI)
The ACRI associate the producers of rolling stocks, infrastructure materials, control/command and signalling equipment, etc. in the Czech Republic.

Main beneficiaries of the project results are:
- **Czech Republic** within the meaning of further compliance with the preconditions of the Czech Republic accession into the European Union.
- **Ministry of Transport and Communications of the Czech Republic** in a position of the entity forming the transport policy in the Czech Republic.
- **Ministry of Industry and Trade of the Czech Republic** in the position of an authority responsible for the technical standardisation, metrology and state testing.
- **Czech State Normalisation Institute** in the position of the national standardising authority in the Czech Republic,
- **Railway Office (Dražní urad)** in the position of a special authority realising the state administration in the railway sector.
- **The Czech Office for Standards, Metrology and Testing** in the position of the state administration body responsible for activities in the field of standards, metrology and testing.
- **Czech Accreditation Institute** in the position of the national accreditation body of the Czech Republic.
- **Association of the Czech Railway Industry** in the position of organisation associated railway producers in the Czech Republic.
- **Czech Railways, state organisation**, including successors entities, in the position of the operator of the railway state-owned infrastructure and national railway carrier.
- **Further railway undertakings** (in the position of the railway transport operators) and further operators of the railway infrastructure in the Czech Republic.
- **Traffic service users**.
- **All consumers**.

5. Detailed Budget (mil.€)

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<tr>
<th>Project Component</th>
<th>Phare Support</th>
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<td>Investment Support</td>
<td>Institution Building</td>
<td>Total Phare (=I+IB)</td>
<td>National Cofinancing</td>
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<td>(1) Technical Assistance</td>
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<td><strong>Total</strong></td>
<td>0.7</td>
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6. Implementation Arrangements

6.1 Implementing Agency
The **CFCU** is the **Implementing Agency** responsible for tendering, contracting and accounting. Responsibility for technical aspects related to preparation, implementation and control will rest with the main beneficiary institutions – the Ministry of Transport and Communications and the Czech Railways.

The **Contact Persons** for this Project are:
- Mr. Zdeněk ZOUHAR, Department Director, Czech Railways, state organisation, General Management, Strategy Department, nábřeží Ludvíka Svobody 1222/12, 110 15 Praha 1, Czech Republic, phone 00420 / 2 / 514 33 448, fax 00420 / 2 / 514 32 534, e-mail Zouhar@gr.pha.cdrail.cz;
- Mr. František DAVÍDEK, System Specialist, Czech Railways, state organisation, General Management, Strategy Department, nábřeží Ludvíka Svobody 1222/12, 110 15 Praha 1, Czech Republic, phone 00420 / 2 / 514 32 323, fax 00420 / 2 / 514 32 534, e-mail Davidek@gr.pha.cdrail.cz.

6.2 Twinning
N/A
6.3 **Non-standard aspects**
The 'Practical Guide to Phare, Ispa & Sapard will be followed.

6.4 **Contracts**

1 Service Contract – Technical Assistance – 0.7 mil.€

7. **Implementation Schedule**

7.1 **Start of tendering/call for proposals** 4Q - 2002

7.2 **Start of project activity** 2Q - 2003

7.3 **Project Completion** 2Q - 2004

8. **Equal Opportunity**

Equal opportunity principles and practices in ensuring equitable gender participation in the Project will be guaranteed.

9. **Environment**
n.a.

10. **Rates of Return**
n.a.

11. **Investment Criteria**
n.a.

12. **Conditionality and Sequencing**

**Preconditions for Project initiation:**
- System support (organisational, technical, operational, etc) of applying the Directive 2001/16/EC on a whole-European level from the side of AEIF.

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**ANNEXES TO PROJECT FICHE**

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme
4. List of relevant Laws and Regulations
5. Reference to relevant Government strategic plans and studies
## LOGFRAME PLANNING MATRIX

<table>
<thead>
<tr>
<th>Project title: Application of Directive 2001/16/EC on the Inter-operability of Railways</th>
<th>Programme number: CZ2002/000-282.03.01</th>
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<tbody>
<tr>
<td>Beneficiary institution: MoTC / Czech Railways</td>
<td>Contracting period expires: 31/10/2004</td>
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<td></td>
<td>Total budget: 0.7 mil.€</td>
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<td></td>
<td>Disbursement period expires: 31/10/2005</td>
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<tr>
<td></td>
<td>Phase budget: 0.7 mil.€</td>
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</tbody>
</table>

### Overall objective
- The ability to take on the obligation of membership of European Union including adherence to the aims of the political, economic and monetary union, and the acquis communautaire.

### Objectively verifiable indicators
- Assessment by the European Commission.

### Sources of Verification
- The European Commission's regular reports.

### Project purpose
- To ensure the Czech railway system’s integration into the trans-European railway network by applying the Directive 2001/16/EC on the interoperability of the trans-European conventional railway system (as well as on the basis of the application of the Directive 96/48/EC on the interoperability of the trans-European high-speed railway system) with the focus of European railway standardisation on the following:
  - State administration.
  - Railway undertakings, infrastructure managers.
  - Railway industry.

### Objectively verifiable indicators
- Harmonisation of the national legislation needed to comply with the Directive 2001/16/EC and the Directive 96/48/EC no later then 12 months by the effective date of the accession of the Czech Republic into the EU.
- Creation of the administrative structures for the Directive(s) application on the national level not later than 12 months after project completion.
- Establishing the conditions concerning the design, construction, putting into service, upgrading, renewal, operation and maintenance of the systems put into service after the day of entry of the national legislation into force.
- Publication of registers of infrastructure and of rolling stock, as required by Article 24 of the

### Sources of Verification
- Railway undertakings and Railway Infrastructure Manager in the CR, Association of the Czech Railway Industry (ACRI).
- Project reports.

### Assumptions
- Relevant institutional capacity is developed and maintained.
- Parallel joint effort of the Czech Republic and Commission to include the Czech AGC/AGTC network to the TEN/R network by the Directive 2001/16/EC (Article 2).
- Continuation of the association process between the Czech Republic and the European Union and a development of the existing principles of the European common market policy.
- All other criteria that are needed to fulfil the 3rd Copenhagen criterion.
<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
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</table>
| (European Association for Railway Interoperability; Association Européenne pour l'Interopérabilité Ferroviaire):  
**TSIs 1**st priority / stage I of the work programme:  
- Control / command and signalling.  
- Telematic applications for freight services.  
- Traffic operation and management.  
- Noise.  
- Rolling stock for freight (esp. for international services).  
|  
| **TSIs 2**nd priority / stage II of the work programme:  
- Telematic applications for passenger services.  
- Maintenance with regard to safety.  
- Passenger rolling stock (esp. for international services).  
- Traction engines and railcars.  
- Infrastructure.  
- Energy.  
- Air pollution.  
- Respectively other TSIs.  
- System for integrating into the process of creation the TSI for individual subsystems in accordance with the Directive 2001/16/EC designed.  
- The process of TSI application within the frame of the Czech railway system, incl. Railway industry, commenced.  
- Proposal of national specifications for TSI elaborated.  |
Component C – public relations:
- The publicity of this project activities / applying of the Directive 2001/16/EC ensured.

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
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<tr>
<td><strong>Component A:</strong></td>
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</table>
| - To provide legal advice and elaborate a proposal of an amendment to the Czech Republic’s legislative (Act No 22/1997 Coll. on technical requirements to products and on amendments to some laws as amended; implementing regulations to Act No 266/1994 Coll. on railways as amended; other legal regulations). | - 3 main components will be implemented by using TECHNICAL ASSISTANCE in the following structure:  
  - Component A: apx. 15 MM.  
  - Component B: apx. 25 MM.  
  - Component C: apx. 5 MM.  
  - The Project will be implemented within approximately 12 months and will include a total input of approximately 45 man-months. | - Preparation of TSIs according to work programme of creating of TSIs as is included in Directive 2001/16/EC (Article 23).  
- Sufficiency of a data base for individual subsystems on the level of the Czech Republic (state administration, railway undertakings, infrastructure managers, railway industry).  
- Opening the structures preparation on the level of the state administration in the Czech Republic (Ministry of Transport and Communications of the Czech Republic, Ministry of Industry and Trade of the Czech Republic, Czech State Normalisation Institute,...). |
| **Component B:** | |  
| - To design a national system for the | |  


Czech Republic to integrate into the process of creation of the TSI for individual subsystems in accordance with the Directive 2001/16/EC (including all other related Directives).
- To elaborate a proposal of national specifications for TSI to be applied for such special cases, where the cost-benefit analyses prove it unfeasible to ensure certain TSI.
- To prepare the conditions for creation of registers of infrastructure and rolling stocks.
- To propose the priority for subsiding of obstacles in all subsystems on the base of costs-benefits ratio.
- To prepare the conditions for practical application of TSI within the frame of the Czech railway system, incl. railway industry.
- To provide the cost assessment the development of an investment strategy.

**Component C:**
- To introduce TSIs within the frame of the Czech railway system, incl. railway industry.
- To realize public relations activities, with the focus on the Project activities / applying of the Directives 2001/16/EC.

**Preconditions**
- System support (organisational, technical, operational,...) of applying the Directive 2001/16/EC on a whole-European level from the side of AEIF.
## DETAILED IMPLEMENTATION CHART

<table>
<thead>
<tr>
<th>Action</th>
<th>Year 2002</th>
<th>Year 2003</th>
<th>Year 2004</th>
<th>Year 2005</th>
<th>Year 2006</th>
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<tbody>
<tr>
<td>Component A</td>
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<td>- legislative framework and institutional structures</td>
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<td>Component B</td>
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<tr>
<td>- design and application of technical specifications</td>
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<td>Component C</td>
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<tr>
<td>- public relations</td>
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## CONTRACTING AND DISBURSEMENT SCHEDULE BY QUARTER FOR FULL DURATION OF PROGRAMME

### Cumulative Quarterly Contracting Schedule (mil.€)

<table>
<thead>
<tr>
<th>Project</th>
<th>1Q/02</th>
<th>1Q/02</th>
<th>3Q/02</th>
<th>4Q/02</th>
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### Cumulative Quarterly Disbursement Schedule (mil.€)

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<th>Project</th>
<th>1Q/02</th>
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LIST OF RELEVANT LAWS AND REGULATIONS

EU legislation:

- Council Decision 93/465/EEC of July 22, 1993 concerning the modules for various phases of the conformity assessment procedures and the rules for the affixing and use the CE conformity marking, which are intended to be used in the technical harmonisation directives (OJ L 220).
- Green Paper of the Commission on the right and effective determination of prices in transport.
- White Paper of the Commission on the right payment for the use of infrastructure.

Czech Republic legislation:

- Act No 22/1997 Coll. on technical requirements to products as amended by Act № 71/2000 Coll. and relative decrees.
- Act No 266/1994 Coll. on railways, as amended by the Act №. 23/2000 Coll., including implementing decrees thereto.
- Act No 9/1993 Coll. on Czech Railways as amended by the Act No 212/1993 Coll.
- Czech Government Resolution No 274 of March 15, 2000 on the draft system governing the relations between the pre-structural and structural funds, public budgets and possibly other sources.
- Czech Government Resolution No 275 of March 15, 2000 on co-ordination of the use of the means of aid provided by the European Community (PHARE, ISPA, SAPARD) in the Czech Republic.
- Czech Government Resolution No 164 of February 9, 2000 on the draft medium-term strategy of the transport, telecommunications and postal services sectors.
- Technical standards:
- ISO standards – ISO 9001-9004
- Czech technical standards.
- European technical standards.
REFERENCE TO RELEVANT GOVERNMENT STRATEGIC PLANS AND STUDIES

- Council Decision on principles, priorities, gradual targets and conditions contained in the Accession Partnership with the Czech Republic.
- Czech Republic – Accession Partnership.
- Czech Republic – National programme for adoption of acquis,
- Concept of the research activities in the transport and communication sector, Ministry of Transport and Communications of the Czech Republic, April, 2000.